



February 27, 2024

Toronto Executive Council

Dear Council Members,

RE: Agenda Item EX 12.5

A Sheppard E. Subway Extension is needed to Support a Significant Economic Opportunity!

We strongly believe the Sheppard subway needs to be extended east of Don Mills, to support the growth of one of **Toronto's biggest approved transit-linked economic development projects** that has stalled: **the Consumers Rd Business Park**, which is bounded by Sheppard, Victoria Park, the 401 and Consumers Rd, and located east of Don Mills subway station.

This Business Park is one of the greatest opportunities for keeping jobs in the city.

- It is the second largest employment node in the GTA,
- It is located at the juncture of Canada's largest highways (401/DVP-404), and
- The 18,000 employees are but a fraction of the capacity this location can support.

This business park has already been comprehensively and completely studied, is community supported and city council approved, and lacks only one thing: the critical supporting **subway extension eastward**.

In a 2022 study, about 60% of the business park employees drive. A Sheppard E subway extension would encourage many more of the almost **6,000 Scarborough and the over 7,000 other city residents**, who are currently employed in the Consumers Road Business Park, to use transit.

This subway **is the necessary catalyst to motivate significantly more employers** to relocate here with the confidence their employees can easily arrive to work each day on time.

A subway was initially identified as the preferred option for higher order transit because **commuting to this business park by car is currently, and will continue to be, an important mode of transportation** as employment numbers increase.

Already almost **6,000 commuters from areas outside city boundaries**, such as Aurora, Mississauga, Markham and further, travel here. This means there will always be vehicular traffic and congestion. Thus, having **underground transit** (subway), which **won't take away road lanes**, reduces even greater potential road congestion.



The consequences in delaying the implementation of higher order transit eastbound from the Don Mills station has stymied the business park development, and created congestion chaos along Sheppard Ave E which is unresolvable.

We are now once again at the point where **existing employers are looking to outside the city to operate. This translates into lost tax revenue for the city, which has significant implications given its financial challenges.**

The eastbound subway extension option offers benefits **reaching far into Scarborough and can critically transform this Consumers Business Park area over time**, so that it more closely resembles what the west and southern business areas of the city currently look like.

In addition to the Business Park, **significant residential growth has occurred and is continuing to be planned** along the south side of Sheppard. Ongoing condo development along and south of Sheppard, between Victoria Park and the DVP is expected to bring **over 15,000 residents** over the next 10 years.

This residential growth is likely understated as **density levels now** being sought and often approved **are more than triple what was initially approved** in the Consumers Next Secondary Plan. The FSI (density measure) has gone from 1.5 to 4.9-6.2 (depending on the project). The Pleasant View community population (on the north side of Sheppard to a few blocks north of Finch Ave.) was already 15,800 in 2016.

And just west of the DVP, at Sheppard and Don Mills, 12 condos with potentially another 10,000 residents are planned along side Fairview Mall.

We believe it is important to plan and build for multiple generations to come. Infrastructure should think long term, not just about whether there is a cheaper form of transit, such as LRT, which comes with a variety of issues (see the Eglinton LRT for example).

In a consultation meeting late last year, attended by Metrolinx and MPPs, Scarborough and North York community attendees clearly and loudly advised Metrolinx of the need and desire for a subway, not LRT.

In summary, we request Council to push Metrolinx for a subway east of Don Mills to support the economic growth of Consumers Business Park, and to meet the transit needs of a substantially increased resident population.

Thank You

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