

## NOTICE OF MOTION

### **Towards a Vision for a Design Standard for Future Toronto Subway Stations**

Moved by: Councillor Cheng

Seconded by: Councillor Myers

#### **Summary:**

In light of sustained population growth, increasing development pressure, and rising demand on Toronto's transit system, there is an opportunity to rethink how transit infrastructure is designed and integrated into the city. Major projects such as the Yonge North Subway Extension and the Scarborough Subway Extension present a rare chance to move beyond a narrow focus on transportation function toward a more holistic approach to station planning.

Historically, many subway stations in Toronto have been designed primarily for mobility, often with limited amenities such as public washrooms, minimal architectural ambition, and weak integration with surrounding communities. As the city evolves, there is growing recognition that stations can function as civic hubs that support not only transit use, but also safety, accessibility, economic activity, housing, and community life.

Global transit systems, including those in Taipei, demonstrate how stations can be designed as open-concept, well-lit, and highly visible environments, often incorporating two-storey configurations, platform screen doors, and stations that are integrated into buildings rather than stand alone structures. Their example also shows how transit agencies can manage real estate assets that generate long-term revenue while bringing vibrancy through retail and community space within stations.

In Toronto, there is an increasing interest in exploring similar approaches to improve safety, accessibility, and financial sustainability. At the same time, it is important to recognize that stations outside the downtown core serve different travel patterns and must accommodate a broader range of access needs, including commuters arriving by car. This requires thoughtful integration of pick-up and drop-off areas, parking, and multi-modal connections that support efficient access while aligning with broader mobility and climate goals.

As Toronto continues planning for expansion, stations such as the future Steeles and Sheppard-McCowan Stations represent a significant opportunity to advance a more ambitious, integrated model of station design. Their scale and locations make them well-suited for transit-oriented development that includes housing, particularly affordable housing, as well as commercial, community, and underground uses. Coordinated planning across City divisions, agencies, and regional partners will be essential to

ensure these stations contribute to city-building objectives, support ridership growth, and help generate revenue that can be reinvested in transit. This motion reflects a shift toward viewing transit infrastructure not only as a transportation investment, but as a catalyst for inclusive growth and complete communities. We seek to work collaboratively with Metrolinx towards a visionary design standard to ensure how future stations can be optimized.

## **Recommendations:**

1. City Council request the Toronto Transit Commission Board to work with the City and Metrolinx to examine the feasibility of:
  - a. creating a design standard for all new transit stations that includes platform screen edge doors, public washrooms, bike parking and bike share, and well-lit two-storey high ceilings above subway platforms, and maximizing the creation of real estate assets for commercial and community use;
  - b. including passenger pick-up and drop-off (PUDOs) and commuter parking lots with EV charging solutions in the design plans for all new subway stations outside Downtown Toronto; and
  - c. installing platform edge doors on all new stations along the Yonge North Subway Extension and Scarborough Subway Extension, and request the CEO of the TTC provide updates to the TTC Board through the TTC's regular Transit Expansion Updates, and the City Manager provide those updates to City Council.
  
2. City Council direct the Chief Planner and Executive Director of City Planning to work with Metrolinx, in consultation with the Executive Director of Transit Expansion, the Executive Director of Corporate Real Estate Management, the Executive Director of the Housing Development Office, the CEO of CreateTO and the Executive Director of Social Development to initiate conversations regarding the feasibility of a more visionary station design at Steeles Station and Sheppard-McCowan Station that incorporates surface transit operations, new housing, affordable housing, underground real estate opportunities, including potential community space, and the integration of the Station with surrounding buildings, and provide an update to City Council.
  
3. City Council request the Chief Planner and Executive Director, City Planning, in consultation with the General Manager, Transportation Services, the General Manager, Economic Development and Culture, the Chief Executive Officer, CreateTO, the President, Toronto Parking Authority, the Chief Strategy and Customer Experience Officer, Toronto Transit Commission and local Business Improvement Areas, to explore the need and opportunities for commuter parking at Steeles Station and Sheppard-McCowan Station, while also considering future parking in nearby developments.
  
4. City Council direct City Manager and the Chief Planner and Executive Director of City Planning to provide all updates to the Ontario Ministry of Transportation to strengthen collaboration on future transit stations.

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