

Scarborough Subway Extension Phase 2 Interactive Workshop Minutes

Date of Meeting	April 2, 2015	Start Time	1:00 PM
Project Name	Scarborough Subway Extension Project Assessment		
Location	Chinese Cultural Centre of Greater Toronto, 5183 Sheppard Ave East		
Regarding	Phase 2 Interactive Workshop		
Minutes Prepared By	AECOM		

Overview

On Thursday, April 2, 2015, from 1:00 to 4:00 pm, the City of Toronto and TTC hosted an Interactive Workshop for Phase 2 of the Scarborough Subway Extension Project Assessment Study. The purpose of this workshop was to provide key stakeholders representing various interests of the community with the opportunity to learn about and provide their input into this key stage of the study. The following notes summarise the discussion of workshop participants.

Specifically, the workshop participants:

- Reviewed the evaluation criteria and applied them against the long-list of corridor options;
- Identified their short-list of preferred corridor options;
- Provided valuable feedback to the study team about the rationale behind their decisions; and
- Developed a deeper understanding of the decision-making process and trade offs that must be made in determining a short-list of preferred corridor options.

One representative from each member organization of the Stakeholder Advisory Group was invited to attend the workshop. In attendance were:

Organization	Name
BILD GTA	Danielle Chin
CD Farquharson Community Association	Sheila White
Centennial College	Shannon Brooks
Chinese Cultural Centre of Greater Toronto	Alan Lam
CodeRed TO	Trisha Wood
Dorset Park Community Hub (Agincourt Community Services)	Laura Harper
Eglinton East-Kennedy Park-Ionview Neighbourhood Action Plan (NAP)	Femi Doyle-Marshall
Glen Andrews Community Association	Gary Comeau

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Organization	Name
North Bendale Community Association	James Burchell
Oxford Properties	Johann Schumacher
Scarborough Hospital	Robert Biron
Sheppard East Village BIA	Ernie McCullough
Sheppard Subway Action Coalition	Pat Sherman Lai Chu
Tesoc Multicultural Settlement Services	Sithambarapillai A Suresh
Toronto Catholic District School Board	Adam Brutto
Toronto Centre for Active Transportation	Asher Mercer
Toronto District School Board	Mario Silva
Transport Action Ontario	Bruce Budd
TTC Riders	Brenda Thompson
<i>City and Agency Staff</i>	
Transportation Planner	Charissa Iogna
Metrolinx	David Phalp
Economic Development & Culture	Ian Brown
Senior Transportation Planner	David Cooper
Project Manager (TTC)	Gary Carr
Transportation Planner	Gary Papas
Program Manager, Transit Implementation Unit	James Perttula
Social Development, Finance & Administration	Jenvere Lyder
Senior Public Consultation Co-ordinator	Kate Kusiak
Transportation Planner	Michael Hain
Senior Transportation Planner	Mike Logan
Community Planner	Paul Johnson
Project Manager (Consultant Team)	Scott Thorburn
Facilitator (Public Consultation Team)	Alicia Evans

Introductions

The participants were welcomed to the workshop and were given an overview of the objectives. The participants were then asked to think about who they were representing and what interests their community had. They were also asked to think about and share what perspective they brought to the workshop.

Final Evaluation Criteria Presentation

A brief summary of background information was provided to the participants, including a recap of the nine corridors under consideration and preliminary information about constraints as related to the Hydro and Brimley corridors. The evaluation criteria were also reviewed as was the corridor evaluation process.

PARTICIPANT Q&A

Comment/Question	Response
With regards to the Hydro Corridor, does putting hydro underground limit potential for development?	Yes. The lines would be buried which would be an expensive process. In addition, burying the line would preclude building on top.
With regards to the Brimley Corridor, is the location of the station the only disadvantage?	Yes, the limit on the Brimley/Lawrence station area is the main drawback.
Will we discuss the fourth station later?	We have assumed four stations on Bellamy and Markham and are examining the fourth station on McCowan.
As we think about routes, is there any other information about SmartTrack?	There isn't more information on SmartTrack at this time. We are modelling the ridership potential and how SmartTrack will be brought together with Regional Express Rail (RER). Our work is based on the assumption that SmartTrack will be going in, but we don't yet have the details on station locations. You will need to keep this in mind during your exercise today.
The location of the Brimley station doesn't seem to have the same disadvantages of the hydro corridor.	Comment noted.
Is the point of today's meeting to arrive at a short list?	Yes. Consensus isn't likely amongst all of us but we want to understand how you would evaluate the corridors and see how this compares to the preliminary work that the study team has done.

Group Exercise – Evaluating the Corridor Options

The participants had the opportunity to complete their own evaluation of the nine corridor options. In **Part 1**, the participants divided themselves into three groups according to the three categories of evaluation criteria - Serving People, Strengthening Places and Supporting Prosperity. They then evaluated the corridors using identified sub- criteria associated with each category. In **Part 2**, participants from the three category groups formed new groups to discuss the criteria together.

PART 1

PARTICIPANT RESULTS AND DISCUSSION

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Serving People

Short-list of Corridor Options:

1. Markham,
2. McCowan,
3. Bellamy
4. Brimley

Additional Criteria for Consideration

- Walkability
- Connection to Centennial College
- Connection to Scarborough Hospital

Discussion

- SmartTrack
 - Proximity to SmartTrack is important to consider.
 - There should be an opportunity to connect to SmartTrack.
 - Remove all options west of McCowan due to the proximity to SmartTrack. Options further away will serve more people and complement SmartTrack.
 - Support for SmartTrack and electrified service is important.
- SRT
 - Alignments further away from SRT are better. This will better serve Scarborough because it causes less duplication with SRT and serves a wider area.
 - SRT must remain in operation during construction of Scarborough Subway Extension to avoid crowding.
 - SRT options are duplications of SmartTrack, Midland corridor and Hydro Corridors are not viable.
- Pedestrian connections
 - Will the McCowan and Lawrence station have pedestrian access to the hospital? Access to healthcare should be a key consideration as right now there are ineffective transit accommodations for those who do not drive.
 - Pedestrian connections are important. Walkability should also be considered.
- Neighbourhood Improvement Areas (NIAs)
 - With regards to proximity to Neighbourhood Improvement Areas (NIA) we want to find corridors that serve as many NIAs as possible. The Markham corridor does this best, especially if there is a station at Markham and Eglinton. More access is needed; although more station stops slows down the travel time, access for riders in the area is important.
- Additional criteria need to be considered, such as access to Centennial College and access to the Scarborough Hospital.
 - Access to Scarborough Hospital is an issue. We need to facilitate better access to care for both staff and patients.

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- Think about the job aspect of hospital and Centennial College.
- Congestion
 - Ridership and congestion at Kennedy station are a concern
 - Congestion at current station locations needs to be addressed
- We would also like to see employment benefits provided.
- Serving major institutions in and around Scarborough is a concern.
- Connections and access to schools and accessibility needs for both secondary and elementary students and parents is important
- Eglinton Avenue East is heavily used; Markham and Centennial College connections are important connections to make as they provide opportunities for redevelopment
- The GO Station connection has significant implications and allows more choice for people
- Student trains in downtown

Top four corridors to support people are Markham, McCowan, Bellamy and then Brimley

- The station stop should be located at Bellamy and Eglinton, this will increase walkability and access to the surrounding areas.
- McCowan is the preferred corridor because it gives access to the hospital, brings people to parks and better serves Eglinton (if there is the 4th station)
- Markham best serves people because it's away from SmartTrack, gives access to a new group of people, provides good walkability, will increase ridership numbers, and balance of alignment
- McCowan and Bellamy corridors are good for the people as the further west route is closer to SmartTrack, the area is not as pedestrian friendly and they go through two NIAs.

Strengthening Places

Short-list of Corridor Options:

1. McCowan,
2. Markham, and
3. Bellamy as a distant third

Discussion

- SmartTrack
 - SmartTrack and Subway should not try to do the same thing
- Not enough information to fairly evaluate – how many disadvantaged people will be displaced by redevelopment and gentrification following the subway extension?
- Should get local councilor at these roundtable discussions
- Natural features should be preserved
- Link community investments to the transit project – what is already committed?
- Connecting existing and potential development to strengthen area
- **Top corridors include Markham, McCowan and Bellamy**

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- Markham corridor better serves Eglinton and strengthens the city because of the growth potential and the connection to Eglinton
- Markham gives growth potential because of senior homes near the corridor
- Markham will strengthen places because of the GO connection
- Markham – better serves Eglinton, lots of senior facilities, lots of activity on Markham, growth potential ; trade offs – length
- McCowan has an impact on creek and ravine
- McCowan gives access to Thompson Park(s)
- McCowan needs a fourth station
- McCowan and Markham have a strong connection
- Focus on McCowan East
- McCowan – hospital, bring people to parks, better serve Eglinton (if 4th station); trade offs – impact on natural feature
- Bellamy won't develop as quickly as Markham and other roads, and goes nowhere at Ellesmere
- Bellamy – connection to Eglinton GO, some Cedarbrae Mall capture; trade offs – less dense, doesn't go anywhere
- McCowan is #1 for strengthening places because of the water features, access to hospital and Eglinton then Markham is #2 because of the Cedarbrae Mall and serves Eglinton and third is Bellamy

Supporting Prosperity

Short list of corridor options:

1. McCowan (with 4 stops),
2. McCowan (with 3 stops),
3. Markham

Discussion

- Review of SRT 1 to Midland/Progress
 - Centennial College – New Campus
 - No stop at Centennial College
 - 90% occupancy at Meric
 - Keep higher operating transit during construction
 - Plan at Progress Avenue and Midland Avenue is only half used
 - There will be a high cost if the line extends to McCowan and across to Centennial College
 - Best because of the 9000 students at Centennial College and the development opportunities
 - SRT is already a mini subway and nothing else has been built since the 1980s
- Review of SRT2 to McCowan
 - Move to the east because of SmartTrack
 - Can't change fundamental design
 - Lots of mixed use proposal

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- Plans to intensify Scarborough Town Centre
- Existing small plazas for station location
- 401 intersection – traffic
- McCowan has major existing establishments
- Passes by Civic Centre
- Ends at hospital
- More development potential than SRT1 to M/P
- Review of Midland 1 to Markham/Progress – Eglinton LRT influence
 - It's better to have transit close to high schools, Midland 1 to M/P is best because schools are between Eglinton and Lawrence and 1.5km walking distance is preferred
- Review of Midland 1 to Markham/Progress is similar to SRT1 and SRT2
- McCowan
 - Commuter parking is essential and there are parking issues along the SRT
 - Plan for parking around this station (everyone drives)
 - No parking options increases traffic and parking on the side streets
 - Budget did not include structure for parking
 - Possible surface parking on hydro corridor
 - Parking close to 401 would be ideal (with parking garage)
 - Close to long-term care homes
 - McCowan is a catalyst for transit-oriented development
 - No discussion about joint venture
 - Full circle potential developments and proximity to current population
 - Connection to LRT at Kennedy
 - McCowan precinct is it the future cultural hub?
- SmartTrack
 - Too close to SmartTrack when evaluating western options
- Parking
 - Criteria do not consider opportunity for parking
 - Parking is a must – top three identified are positioned close to the 401, access for cars is important too
- Prosperity
 - Prosperity and growth needs to be considered more in Scarborough
 - To support prosperity, the Civic Centre and hospital should be considered
- Scarborough as a whole is a destination that will generate ridership on a new transit line; people are spending money for experiences and Scarborough has a lot of culture to offer
- **Top corridors include McCowan (with 4 stations), McCowan (with 3 stations), Markham (with connection to Lakeshore GO)**
 - McCowan option with access to Scarborough General Hospital is the #1 employer in the area. Centennial College is also a significant employer in the study

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- McCowan has room for development and can grow around the hospital and there are parking opportunities
- McCowan is the best because of the access to the hospital and the potential to grow. Access to old age homes, hospital facilities, more parking potential, etc.

EXERCISE DEBRIEF

What are you noticing in your discussions?

- The need for a fourth station
- How the subway changes the physical realm of a community and how it impacts people. Is it good for serving people? Many people say that the development is good (it is good for prosperity) but don't often consider the other side (the side of the people)
- Noticing that people seem to be coming to the same or very similar corridor preferences

Cost Considerations Presentation

A brief presentation was provided to help the participants understand the different cost factors as related to the corridors. While detailed costing for each corridor has not yet been finalised, it can be assumed that the length of a corridor can be used as a proxy for costs.

PARTICIPANT Q&A

Comment/Question	Response
What is the business case for the SSE? How many years is the cost amortized over?	Numbers are developed based on all the project elements including infrastructure and vehicles. For example, currently the infrastructure is fine for the subway but the vehicles need work. All of this is taken into consideration when considering the cost.
How are the monies (capital and operating costs) going to be returned and how will we ensure the longevity of this project?	There are ongoing conversations about both capital and operating costs, and ways to generate funds to pay for the subway. The TTC regularly looks at new ways to generate revenue to cover system operating costs.
Have you considered doing a cost analysis between capital and operating costs? Would there be operating cost savings if people could get to the subway faster?	There are some operating cost savings if people get to the subway faster, however, there are big operating costs in a fourth station.
What is the approved cost for the subway?	Council agreed on a budget of \$3.56 billion, which was notionally based on the McCowan corridor with three stops. Some corridor options being considered would be less expensive while others will be more expensive. We will need to seek direction about how to consider any options that cost more than the agreed-upon budget.

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The original cost range was 3.5-3.6 billion for McCowan. Markham is 1.2 billion more than this. Why?	There is almost a 50 per cent increase in length for the Markham corridor over McCowan, plus the extra station.
Do we have a cost estimate for tunneling?	It is important to note that length is a good proxy for cost, rather than get into the dollar amount.
Is the Midland corridor to Markham/Progress more expensive than McCowan?	Yes, because of the extra distance.
Is the Midland corridor to McCowan more expensive than McCowan?	No, it is not.
It is surprising that the cost of Markham is twice as much as Bellamy.	The cost differential is twice as much.
If you make a strong case, could you potentially get more money for the project?	We will need to seek direction from City and TTC Senior Management about how to consider any options that cost more than the agreed-upon budget.
How many buses would be needed if the SRT is shut down for subway construction?	65 buses will be required plus a temporary station. In addition buses will have to run along a street that does not typically have that amount of bus traffic.
What is the SRT ridership number?	40,000 per day.
What is the priority? To create a subway system for commuters to drive to? Or will you encourage infilling and development?	Encouraging development is very important, but we know that some parking facilities will also be required. When we get to the station design stage, we will need to design parking facilities in a way that also encourages development; land that could be developed will not be made into large surface parking lots.
Will there be parking at stations?	There may be opportunities to partner with the Toronto Parking Authority or other parking providers. Typically parking is offered at terminal stations.

PART 2

COST CONSIDERATIONS DEBRIEF

Following the presentation and question and answer period, staff requested participants to speak with each other about how cost factors into their previous discussions (Part 1) and how their evaluations might be affected. The project team asked the following two questions of the group and received a number of responses from participants:

1. *"Does the cost consideration impact your preferred corridors?"*
 - It may reopen subway debate if higher costs are proposed
 - Is there an opportunity to pay for the extra subway and additional station; the value is the same

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2. *"What are the tradeoffs given the discussion and the identified corridors; do things become clearer or more difficult when considering cost?"*

- Asking for more money to pay for the longer routes risk opening up the subway vs LRT debate that may derail the project. On the other hand it might allow for a discussion for more station options; will need to gauge this
- Cost is irrelevant if we want to consider a longer, better serving subway system. This will bring prosperity to the area, especially when you hit key areas and promote development

Project Team's Preliminary Corridor Evaluation Presentation

The results of the preliminary evaluation of the corridors were presented to show how it compares with the participants' evaluation of the corridors. The team briefly went through the evaluation process and identified the preliminary findings. The team will be carrying out further detailed analysis to also reflect the discussion at the workshop..

PRELIMINARY CORRIDOR EVALUATION DEBRIEF

What are you noticing about the study team's preliminary short-list?

- There is a lot of commonality between the evaluation of the corridors at the workshop and the preliminary analysis of the project team.
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- Several corridors are falling to the bottom of the list – the Hydro to McCowan corridor, the Brimley corridor and the two SRT corridors.
- The preliminary analysis demonstrates some benefit to having four stations.
- The remaining corridors each have different strengths and weaknesses that will need to be considered further. Based on preliminary analysis, the McCowan, Bellamy and Midland to McCowan corridors show significant promise.

Wrap-up and Final Comments

The insights, decisions and conclusions of the workshop participants will be used to help inform and sharpen the project team's analysis of the corridors. Further stakeholder and public consultation will take place in May/June 2015.

Meeting adjourned.