

Scarborough Subway Extension Phase 2 Stakeholder Advisory Group Meeting Minutes

Date of Meeting	June 1, 2015	Start Time	5:00 PM
Project Name	Scarborough Subway Extension EA		
Location	Bendale Branch, Toronto Public Library, 1515 Danforth Rd		
Regarding	Stakeholder Advisory Group Meeting		
Minutes Prepared By	Tiffany Lobb, AECOM		

On Monday, June 1, 2015, from 5:00 to 8:00 p.m., the City of Toronto and TTC hosted a Stakeholder Advisory Group (SAG) meeting for Phase 2 of the Scarborough Subway Extension project assessment study. The purpose of the SAG is to provide organizations representing a broad range of interests with the opportunity to learn about and provide input into the study. This second meeting focused on:

1. Preliminary analysis of corridors
2. Factors and constraints in choosing alignments and station locations
3. Feedback on potential alignments

Seventeen SAG member organizations were represented, as well as nine staff members representing the City of Toronto, TTC and consultants.

The format of the meeting included a presentation focused on the coordination of transit planning in Toronto, recap of Phase 1 of the study, preliminary analysis of potential corridors, and the potential alignments. The presentation was followed by a Question and Answer session. The SAG members then participated in group discussions about the possible alignments and station concepts. The summary below captures the questions, comments and feedback received during the SAG meeting.

Attending

Organization	
BILD GTA	Nick Poulos Audrey Jacob
CD Farquharson Community Association	Stephen Casselman
CodeRedTO	Patricia Wood
Eglinton East-Kennedy Park Ionview NAP	Lauran Hammond
Glen Andrew Community Association	Gary Comeau
Kevric Real Estate Corp Inc	Mike Zenker
North Bendale Community Association	Jason Rodricks
Oxford Properties	Johann Schumacher
Scarborough Hospital	Robert Biron
Sheppard East Village BIA	Ernie McCullough
Sheppard Subway Action Coalition	Lai Chu

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Organization	
	Pat Sherman
Toronto District School Board	Erica Pallotta
Tesco Multicultural Settlement Services	Sithambarapilla A Suresh
Transport Action Ontario	Bruce Budd
TTC Riders	Shaun Cleaver
<i>Observers</i>	
City of Toronto	Deputy Mayor Glenn De Baermaeker
City of Toronto	Councillor Chin Lee
Durham Region Transit	Mike Binetti
<i>Staff</i>	
TTC	Gary Carr, Project Manager
City of Toronto	Michael Hain, Transportation Planner
City of Toronto	Charissa Iogna, Transportation Planner
City of Toronto	Kate Kusiak, Senior Public Consultation Co-ordinator
City of Toronto	Mike Logan, Senior Transportation Planner
City of Toronto	Gary Papas, Transportation Planner
City of Toronto	James Perttula, Program Manager
AECOM	Scott Thorburn, Vice President
AECOM	Tiffany Lobb, Communications Planner (note-taker)
<i>Also Invited</i>	
Centennial College	
Chinese Cultural Centre of Greater Toronto	
Curran Hall Community Association	
Dorset Park Community Hub	
Dorset Park Neighbourhood Association	
East Scarborough Storefront	
Evergreen	
Kennedy Road BIA	
Midland Park Community Association	
Pembina Institute	
Scarborough Centre for Healthy Communities	
Scarborough Neighbourhood Action Plan (NAP) Committee	
Scarborough Village Neighbourhood	

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Organization	
Association	
Toronto Association BIAs	
Toronto Catholic District School Board	
Toronto Centre for Active Transportation	
Toronto Region Board of Trade	
Urban Land Institute	

Agenda Item	
1. Introductions	
<ul style="list-style-type: none"> James Perttula opened the meeting providing brief introductions and referred attendees to the Agenda that was distributed prior to the meeting and at the sign-in desk All attendees and meeting staff stood up and introduced themselves with their name and organization 	
2. Presentation and Q&A	
<ul style="list-style-type: none"> Mike Logan provided a recap of phase 1, what we've heard so far through the public consultation, and outlined the short list of potential corridors, potential alignments and station concepts Scott Thorburn presented information about what goes into making a station and explained the technical drawings and meanings before breaking the group into discussion tables 	
Midland Corridor	
Comment/ Question	Response
Are people in the northeast part of the City aware that they'll be sitting on buses for 3 years instead of the subway?	<i>The assessment is considering this as a clear negative impact in the assessment of this corridor.</i>
I don't think anyone was in favour of Midland at the last meeting because of the proximity to SmartTrack. Suggesting this corridor is confusing the discussion. I'm curious why this was even considered as an option.	<i>The short-list was developed by selecting the preferred corridor in the east, central and west areas of the study area. This corridor was preferred to the SRT options, and to the Midland option to Sheppard/Progress. Proximity to SmartTrack is significant but we don't know how significant until the detailed</i>

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	<p>ridership modelling is done. It is prudent to continue considering a corridor in the west part of the study area until we better understand the impacts of SmartTrack and GO RER.</p> <p>There is also development potential along Midland. When we look at the intersection of Midland and Lawrence in particular, we see opportunities for future residential and employment uses.</p>
<p>I take the TTC even though I'm close to the GO because of pricing and because the TTC comes more often, I don't have to worry about being late. I wouldn't take the SmartTrack no matter how close it was to the TTC because of the pricing, my pass doesn't transfer as of now. Hopefully in the future it will.</p>	<p>Fare structure is an important part of understanding how GO RER and SmartTrack will impact the rest of the transit network. Our modelling is considering a number of scenarios to help us understand how fares impact ridership.</p>
<p>We need to look at a 5-station option that goes via Markham to Centennial College, then west through Scarborough Centre to GO line, using as much of the rebuilt elevated SRT facility as possible, then north at-grade in the GO corridor to Agincourt RER/SmartTrack hub.</p> <p>Can this option be explored further?</p>	<p>We already have that system connectivity at Kennedy and, rather than Agincourt Station, we want to serve areas further east on the Sheppard corridor. The route you are describing would likely cost well over \$1 billion extra. <i>We have reviewed it further but have concluded that the benefits are not sufficiently compelling to justify the additional investment.</i></p>
McCowan Corridor	
Comment/ Question	Response
<p>What is the rationale in deciding these top three corridors? McCowan and Bellamy seem to be side-by-side, this doesn't make sense</p>	<p>There are pros and cons to each option. We used a reasoned trade-off approach to identify the best amongst similar options in the east, west and middle. <i>There are significant differences between the two in spite of their relative proximity – McCowan serves the hospital; Bellamy makes a</i></p>

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	connection with GO.
Are there issues going over versus going under the 401?	Yes. Going over the 401 would cost less, but there are also constraints with construction over the 401. For both the McCowan and Bellamy alignments, it would not be possible to reach an elevation sufficient to go over the 401, so they will need to be tunnelled. There are also some climate/weather issues with going over.
What is the employment number at Scarborough Hospital? What kind of traffic goes through the hospital?	[Answer provided by Robert Biron, Scarborough Hospital] Ballpark figure is 2000 employees and then hundreds of thousands of visits per year at the hospital. We do not know how many of those take transit because we don't track that. We did hear a fair bit of discussion regarding lack of access to the hospital via public transit and it's definitely something we're considering.
How important is hospital access to the final decision?	A lot of the riders on the existing SRT come from the Lawrence bus so that is going to be considered. At the last meeting, we heard that the hospital is a strong community asset and it's important to connect the hospital with public transit.
Bellamy Corridor	
Comment/ Question	Response
Does the Bellamy corridor have a station at the Scarborough Hospital?	No it would not.
Bellamy is not nearly as popular a street as Markham road. There are more opportunities on Markham. I don't understand why Bellamy was chosen instead.	Bellamy and Markham have some of the same benefits but Markham would cost at least \$600M extra. Having said that, this is why we're here; we want to hear perspectives from everyone. If we recommend an option that costs more

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	<p>than a billion extra dollars, we need to have a very compelling benefits case. The greatest similarity we saw with Bellamy and Markham is the important connection to the Lakeshore East GO line. Again, within the 9 proposed corridors, we picked the best corridor in the east, the best in the west and the best in the middle so we could have the best range of corridors to consider further.</p>
<p>The demographics of Scarborough have changed drastically over the past few years. More Scarborough citizens are using public transit because they need it, because they do not own cars. It's a real problem to get access to the hospital from where a lot of these people live.</p>	<p>Comment noted.</p>
<p>What is the additional benefit of connecting the GO with the subway line on the Bellamy corridor? Do you have the numbers of people you're helping to back up the additional cost of \$600 million?</p>	<p>We know that this is an important connection from a network perspective, but we need to complete detailed ridership modelling. This modelling will consider a variety of scenarios to ensure that we understand how different factors such as fare structure and service concepts impact ridership.</p>
<p>General Comments</p>	
<p>Which corridors will you be testing in the detailed ridership modelling process?</p>	<p>The three short listed corridors will be modelled. The modelling will also consider a variety of scenarios to ensure that we understand how different factors such as fare structure and service concepts impact ridership.</p>
<p>Given the importance of the model, what is on the table to discuss tonight?</p>	<p>The focus for tonight is for you to give feedback on the preliminary analysis and to focus on the station concepts at key intersections where the stations could potentially go. We also want to</p>

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	get your reaction to the three short listed corridors. We are waiting to see how the new variables (SmartTrack) affect our plans on selecting corridors and station locations.
I believe roughly 90% of all rides from Scarborough start at the Scarborough Centre. The biggest impact will be at Sheppard because a large number of people who currently arrive at Scarborough Centre by bus will switch to Sheppard.	Scarborough Centre is expected to continue to be the most significant hub for regional transit and transfers, as well as the most important destination.
Are the evaluation criteria available online so we can see the pros and cons of each corridor on our own time?	The final evaluation criteria are available online, and the results of the preliminary analysis will also be made available online before the public meetings.
Why is everything ending on Sheppard when the Sheppard East LRT has been cancelled?	The Sheppard East LRT has not been cancelled; <i>We understand from the recent announcement from the Province that</i> it is scheduled to begin construction in 2021 and be open for service in 2026.
Could something be done to keep the SRT open during construction of the subway so that transit riders don't have to just use the buses? The buses are a nightmare and anything to avoid their use would be preferable.	The SRT will be maintained as long as possible during construction; its continued operation is an important consideration in the evaluation of potential corridors and alignments. If either the McCowan or Bellamy option is identified as the preferred corridor, the SRT should be operational until the subway opens.

3. Group Discussion

- The group discussions were divided into three periods of 20 minutes each.
 - 20 minutes for discussing alignments broadly, Eglinton Avenue Station Concepts and Lawrence Avenue Station Concepts
 - 20 minutes for discussing the Scarborough Centre Station Concepts
 - 20 minutes for discussing Sheppard Avenue Station Concepts

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Part 1: Alignments, Eglinton Avenue Station Concepts and Lawrence Avenue Station Concepts	
Comment	Response
Is there much expropriation with these corridor alignments?	Those are conversations we will need to have when deciding on the final options. We may need to acquire some property for any of the options.
Why would you even consider making stops 4.3 km apart? You need 4 stations, 3 should not even be an option.	Comment noted.
I think you need both Eglinton stations (at Danforth and Bellamy) if you're planning to run the Bellamy corridor.	Comment noted.
The McCowan Eglinton option makes more sense. The pickup and drop off location to the south is excellent.	Comment noted.
There is a lot of traffic and a lot of pedestrians along Danforth road.	Comment noted.
Bellamy and McCowan provide easier access from the north of the street.	Comment noted.
Why is the Lawrence East station on the Midland corridor south of the intersection?	It is better to avoid putting the station box directly under an intersection, because that likely means closing both arterial roads during the station's construction. That said, this is an example concept only and the station box can be moved.
Why can't you have a through bus to keep on going so people can get off at the subway station and keep traveling the same way instead of looping back around?	Since most bus ridership is destined for the subway, it saves a lot of operational costs to split the routes and "turn back" at the stations.
Wouldn't we need a severely deep subway station at Lawrence and McCowan? Is this feasible?	If the alignment is completely tunnelled, yes, but we are looking at options that would go over the Creek and then go back underground north of Lawrence. Having said that, deep subway stations are certainly possible.

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McCowan option is the best along Lawrence Avenue.	Comment noted.
At first I was opposed to Midland, but after the presentation related to each route it makes more sense.	Comment noted.
I prefer McCowan. McCowan should include the 4 th station.	Comment noted.
The issue with only protecting for the station rather than building it right away is that the future phase to add station is unlikely to occur.	Comment noted.
There is a lot of development potential at Danforth and Eglinton.	Comment noted.
Kennedy is a poorly designed station, a new station at Danforth and Eglinton would help relieve Kennedy / alleviate some of the issues faced at Kennedy.	Comment noted.
Maximize ridership and development opportunities.	Comment noted.
I doubt that an alignment along Midland would create any increase in development activity; despite the construction of the SRT, we have seen very little development opportunities or changes happen in the last few decades.	Comment noted.
3 stations is best for the McCowan corridor: Scarborough Centre, Hospital deserves a stop, Sheppard end of line	
Already heavy traffic at McCowan/Lawrence, can't have PPUDO or bus terminal right at the intersection.	Comment noted.
Want to build network for community it serves, not just population on top of station – need to make bus feeder work because not everyone has a car.	Comment noted.
You need parking in Scarborough – look at Kennedy and Warden stations (especially Scarborough Centre and Sheppard).	We have had initial discussions with the Toronto Parking Authority about opportunities to provide some parking.
Park and ride is a small proportion of TTC riders.	Comment noted.
Bus drop-off on street looks pretty terrible – one fully accessible entrance for all four directions is terrible.	Comment noted.

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The three most important things are bus transfers, development and parking.	Comment noted.
The planning department is holding development back.	Comment noted.
Concerned about lack of development around SRT at Lawrence and I think that the subway won't make any difference to future development at this station.	Comment noted.
Midland and Lawrence has better development potential but McCowan has better locational attributes.	Comment noted.
I appreciate that Bellamy is closer to Markham where there is higher potential for growth.	Comment noted.
I like the connection to GO station on Bellamy and it makes it equal to McCowan corridor.	Comment noted.
Connection to GO is positive in theory, but most people use GO to reach downtown so the connection wouldn't necessarily change commuting patterns. Planning for the connection to GO would be planning for the long term future of commuting and relies on redevelopment.	Comment noted.
Note on map: LE2 – This needs to be a full entrance! Maybe down to an open concourse. <i>Sketch indicates 1) full entrance on north-east corner 2) bus stops on Lawrence Avenue East, west of McCowan and another on McCowan south of Lawrence 3) full entrance at south east corner.</i>	Comment noted.
Note on map: EE2 – Re: Eglinton GO/Bellamy station – currently there are 2600 people using that station. What would the transfer activity be at this station if Line 2 met 15 minute RER service on the LSE?	Comment noted.
Note on map: McCowan corridor alignment is good since it connects with the hospital.	Comment noted.
Note on map: McCowan corridor – best route McCowan consider (2 nd) above Bellamy.	Comment noted.
Part 2: Scarborough Centre Station Concepts	
Comment	Response

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We do not like SC 1 or SC2 for the Scarborough Centre.	Comment noted.
SC7 is a bad option because of the seven minute walk from the bus terminal to the station. Seven minutes is too far to walk.	Comment noted.
We would like to see an integrated station here so transit riders don't need to be exposed to the weather or have to step outside at all.	Comment noted.
SC4 is a good option because of the development opportunities.	Comment noted.
Scarborough Town Centre has 22M visitors a year. This compares to 24M at Yorkdale, 21M at Square One. SRT is most common entry – 7 m; the second most common entry is south east corner.	Comment noted.
Scarborough Town Centre would like link between subway and Scarborough Centre through mall under cover.	Comment noted.
SC3 and SC4 work for Scarborough Town Centre.	Comment noted.
"High line" type park for old SRT corridor to draw needed residential developments near mall.	Comment noted.
Want west facing door from station on McCowan and east facing to bring in people from Consillium Place.	Comment noted.
Scarborough Centre is unlike any other place in Scarborough – ultimately it will become urban.	Comment noted.
SC5 – long walk with the stacked bus terminal option.	Comment noted.
No one prefers the Midland station location options SC1 and SC2.	Comment noted.
I like the connection to the mall that Midland station could offer, it could be similar to Queen station with the Eaton Centre. So, even though eliminating these station location options, the direct connection to the mall from the subway is important.	Comment noted.

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There is a need to have the station closer to McCowan because of the future potential east of McCowan, but should still connect to the mall. It's important to keep in mind the connection to the east of McCowan because this is the future of the Centre and we have to be able to connect across the street.	Comment noted.
Want to protect for additional future entrances as development occurs.	Comment noted.
PPUDO facility is important; some existing PPUDOs are too small.	Comment noted.
It might be good to have 2 PPUDOs rather than one large one.	Comment noted.
Everyone wants one large bus terminal where all bus facilities would connect to make it convenient for all riders (SC3 and SC5).	Comment noted.
Residents argue that the different types of riders should be acknowledged in the bus terminal planning (e.g., some people have luggage, etc.).	Comment noted.
Building one large station provides opportunity to make the terminal a feature of the Centre. Make it beautiful and active like Union Station 'hub'.	Comment noted.
SC6 – entrances too remote from station and/or office buildings or mall	Comment noted.
SC5 – “hub” together with GO Trains; walking distance to station from fully accessible entrance very long	Comment noted.
SC3 – Make ‘kiss and ride’ bigger with 2 drop offs; station connect to shopping mall; future development to be considered on Progress	Comment noted.
SC4 – good connection between subway and TTC bus terminal but far entrance	Comment noted.
SC1 and SC2 – Midland not preferred	Comment noted.

Part 3: Sheppard Avenue Station Concepts

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Comment	Response
I like that there are options on both the east and the west sides.	Comment noted.
SE2 is the best alignment. If you're going to expropriate land, you don't want to expropriate like you would need to if you went with SE1.	Comment noted.
The platform location, pickup and drop off location and the alignment are best in SE2.	Comment noted.
The concern with the Midland corridor when it cuts across Progress is that it will change the line of apartment buildings and condos along Progress. The subway will encourage further development. Can zoning laws be changed and is this a possibility?	Zoning laws can be changed.
North west corner of Sheppard/McCowan is prime development property – preserve it.	Comment noted.
Station further north (north of Sheppard) is better.	Comment noted.
Why not southwest corner?	There are challenges with the tunnel alignment to have a station in the southwest corner.
SE5 is good except PPUDO further north, consolidated with bus terminal	Comment noted.
SE3 – bus terminal south of Nugget	Comment noted.
What if Sheppard LRT never happens? How far will Sheppard buses have to divert?	The Sheppard East station will be designed to interface with the LRT station design, which is a centre platform on the east side of McCowan Road. All busses, both before and after construction of the LRT, would either stop on street, adjacent to the new subway station, or may use the new bus terminal that would be built as part of the new subway station. We want to provide a convenient connection between all bus services and the

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	subway.
Should protect for potential Sheppard subway.	Comment noted.
A lot of people are going to Sheppard and will need lots of parking.	Comment noted.
Concern about terminating buses at Sheppard and forced transfer to only get to Scarborough Centre.	Comment noted.
Protect for portal for Sheppard East LRT for internal transfer.	Comment noted.
Scarborough isn't a suburb, but it isn't the City either.	Comment noted.
SE2 – optimize bus terminal position for running times depending upon their routes	Comment noted.
Station should be on the north side of Sheppard because there is more development potential and creates easy connection.	Comment noted.
PPUDO is also important to have because it's the terminus. PPUDOs should not be located at the intersections because they sterilize development (SE3, SE4, and SE5).	Comment noted.
There will likely be more car traffic here, so have consideration for development potential but acknowledge the car traffic; we may need a parking structure.	Comment noted.
SE3 and SE5 – bus terminals are too far from the station	Comment noted.
SE1 and SE2 are more convenient.	Comment noted.
SE2 bus terminal is poorly located for development potential, would sterilize Sheppard frontage.	Comment noted.
The station needs to be well designed for riders, should be convenient, accessible, and offer retail and food options.	Comment noted.
Need to have Sheppard station to reduce crowding in the Centre station area and connect to LRT.	Comment noted.
SE5 – good option but move PPUDO	Comment noted.

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SE1 – second best option	Comment noted.
SE4 – good option but move PPUDO	Comment noted.
SE2 – best option	Comment noted.
SE2 – Bus terminal fronting onto Sheppard is a lost opportunity	Comment noted.

4. Wrap-up and Final Comments

- Key discussion points were highlighted from each group:

Table 1:

- The McCowan corridor was the most popular among the top 3 short listed corridors
- Preserving access to future developments happening on the east side of McCowan is important

Looking for a passenger pickup and drop off area located in two facilities, not just one Table 2:

- We had a unanimous negative decision regarding Midland corridor
- McCowan seemed to be the favourite option among the group
- Consider existing condos and future development when considering the final station concepts

Table 3:

- McCowan alignment was the favourite option
- Controversial ideas regarding parking – the public wants easy ways to get to the stations whether you're driving, walking or taking public transit

- Next steps were shared:

- The next set of public meetings in Scarborough take place Monday, June 22 and Wednesday, June 24 from 6:30 to 9:00 p.m. and six additional meetings are being hosted across Toronto from June 13 to June 25
- The team is looking for this group to spread the word to their members and organizations. City staff would be pleased to provide any information or support to member organizations.
- You can contact City staff directly if you have any needs or more questions/comments

Questions and comments related to the wrap-up

Comment	Response
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<p>It's important to have a subway connection to the Scarborough Town Centre like the connection at the Eaton Centre so transit riders don't have to go outside. If you could get a covered link from the Scarborough City Centre to the Town Centre mall, it would be best.</p>	<p>That's a good suggestion, we will take this into consideration.</p>
<p>Parking needs to be a bigger consideration at Scarborough Centre and Sheppard Avenue. It would be great if drivers could park at Sheppard and not have to travel down McCowan to Scarborough Centre</p>	<p>While parking is not within the scope of this project, we have heard this comment from stakeholders and the public. We have engaged the Toronto Parking Authority – the City agency who are experts in parking – and they will be identifying where there is a business case to be made for additional parking.</p>
<p>Where in the analysis is the discussion about the overload on the existing Bloor Danforth line? Is this issue going to be handled? With an additional subway extension, the traffic is going to grow and the congestion will become unbearable.</p>	<p>That's a very important question and Metrolinx is also thinking about that. All current transit projects in the GTA raise similar questions and detailed modelling that will be done over the summer will help us understand these issues.</p>
<p>Is there any chance to have a network like Rogers TV broadcast the upcoming public meetings?</p>	<p>That won't be possible for the meetings this month, but we will be posting all information, including presentations, online.</p>
<p>To get more people to attend these meetings, why don't we use the councillors mailing list to mail out advertisements?</p>	<p>Many councillors have been doing this regularly and posters are sent out to libraries and schools to get the word out. We're always looking for ways to get the word out.</p>