



Agincourt Village Community Association

avcatoronto@gmail.com

www.avcatoronto.ca

Twitter: @avcatoronto Instagram: /avcatoronto



January 18, 2023

Don Wright
Chair of the Board
Metrolinx

Agincourt Village Community Association wishes to draw your attention to the lack of plans to ensure some commuter parking is included at the McCowan/Sheppard Subway Station –the last eastern station on the Bloor Danforth subway line, when the extension into Scarborough is complete.

AVCA's boundaries are located just west of McCowan Road and, within our boundaries, there are many residents who would like to frequently use the new Scarborough Subway Extension. With no commuter parking at the McCowan Station, their using the subway will be problematic. Subway riders will need to take an uber/taxi, be dropped off by a colleague or use a number of TTC connections to reach the new Station. Cycling is also not an option, as there are no safe cycling routes to the McCowan Station on either Sheppard Avenue or McCowan Road.

Uber/taxi rides will add expense to the transit riders. Being dropped off /picked up is dependent on a willing colleague. Using TTC bus routes is a challenge in northeast Toronto due to many communities with crescent, circle, and cul de sac streets. The area has a large number of subdivisions, most of which do not have road grids or easy access to transit that would be used to get to the subway station conveniently. There is no direct route in and out of most northeast Toronto communities. Accessing the McCowan Subway Station for many residents in northeast Toronto will entail taking a minimum of two TTC buses. Communities surrounding the McCowan Subway Station were suburban and planned very differently than Toronto communities close to subway stations. Commuters in northeast Toronto need parking at the McCowan Subway Station.

AVCA also fails to understand the McCowan Subway Station with no commuter parking even though it will be the end of the Bloor/Danforth line. There is presently parking at Finch Subway Station at the end of the Yonge line, Kipling Station and Kennedy Station at the ends of the Bloor/Danforth line and at the Highway 407 station outside of Toronto. Why is the end of the Scarborough Subway Extension being treated differently? Where is the equity? Why is there no commuter parking?

Metrolinx live and online meetings regarding the planning and construction of the Scarborough Subway Extension have been attended by members of our AVCA community. The problem of no commuter parking has been voiced with Metrolinx subway planners since the spring of 2021. They listen carefully to our concerns - but do not seem to have the ability to arrange any parking. As a result – and with Metrolinx knowledge - we have discussed the absence of commuter parking with other stakeholders and can report that our concerns are shared by virtually all of them.

It is also our proposal that commuter parking could be easily provided in at least three locations around the McCowan Subway Station.

There will be a vacant lot on the southeast corner of Sheppard and McCowan, when all the tenants have left the existing office building, due to Metrolinx expropriation by February 2023. Because there will be some subway tunneling under part of this property, we believe it would not allow the depth of foundations required for any building to be erected on this site. A parking lot could be created on this site, on the south side of Sheppard.

There is a large parking lot on Canadian Tire property on the west side of McCowan, north of Sheppard. We believe that CT REIT, owners of the site, could be approached about providing some space between the Mark's and their gas station at the Sheppard end of their property. This could use an agreed portion of the paved lot that is located just across the street from the new station.

A third option would be the property on the west side of McCowan at the intersection of Nugget, one block north of Sheppard. This is a former Staples store and has a large parking lot that could be easily adapted as commuter parking. This is in close proximity to the CPR tracks where shunting of trains happens – an unlikely condominium development site.

In all three options, commuters would arrange their paid parking and safely cross the street at existing pedestrian crossings to get to transit in the new McCowan Subway Station.

AVCA represents a large number of Scarborough residents who welcome the Scarborough Subway Extension. But we have grave concerns about its use by many Scarborough residents. It also appears that Metrolinx focus is on York Region and Durham commuters who will easily ride a GO Bus to connect directly to the McCowan Subway Station. Without commuter parking and safe cycling routes to the station, the new subway will not benefit many residents living in northeast Toronto.

AVCA hereby requests that you and your colleagues reconsider the existing plan and construct commuter parking at the new McCowan Subway Station.

AVCA respectfully advises it is our intention to work with municipal and provincial representatives who also support construction of commuter parking at the Sheppard/McCowan station.

Sincerely,
Rhoda Potter
President
Agincourt Village Community Association