1. INTRODUCTION AND STUDY PROCESS

The objective of this Etobicoke-Finch West LRT study is to find the best way to provide a fast, reliable and safe transit service to connect Finch Station at Yonge Street and the north-western Toronto communities in North York and Etobicoke. Further details on the study objectives and results are provided in Section 2. The City of Toronto has undertaken a number of studies and initiatives pertaining to the cost-effective expansion of transit as a means of making Toronto a more liveable and environmentally sustainable city. These various studies and initiatives have been consolidated into one high-level plan for a Light Rail Transit (LRT) network in Toronto, referred to as the Toronto Transit City – Light Rail Plan.

This Light Rail Plan, comprising seven new light rail transit lines, was approved by the Toronto Transit Commission (TTC) in March 2007, and endorsed by the Province of Ontario in June 2007 as part of Move Ontario 2020, a strategic transit plan for the Greater Toronto Area and Hamilton. The Etobicoke-Finch West LRT (EFWLRT), one of the seven proposed TTC Transit City LRT lines, is the subject of this TPAP. The TTC and the City of Toronto have conducted a preliminary planning study and a Transit Project Assessment (TPA) for the construction of a 17 km LRT line along Finch Avenue West. This study recommends that bus services along the EFWLRT corridor be replaced by Light Rail Transit (LRT), electrically powered "light rail" vehicles operating in a dedicated right-of-way in the centre of the street. The proposed alignment links Finch Station on the Yonge-University-Spadina subway line at Yonge Street in the east to the Highway 27 area in Etobicoke at Humber College Campus in the west. During studies conducted on the alignment, it became evident that the Humber College area would be an attractive western terminus station because of the natural ridership generated from the College and for operational purposes. Future expansion being considered in the west includes connections to the Woodbine Live area and Toronto Pearson International Airport. Woodbine Live, located at Rexdale Boulevard and Highway 427, is planned to encompass entertainment, commercial, office and residential development. In addition, in its funding announcement for the Etobicoke-Finch West LRT, Metrolinx has proposed an eastern extension from Finch Station at Yonge Street to Don Mills Station at Sheppard East and Don Mills Road. Each of these possible extensions will be the subject of a separate environmental approval process and are not part of this study.

1.1 Study Purpose

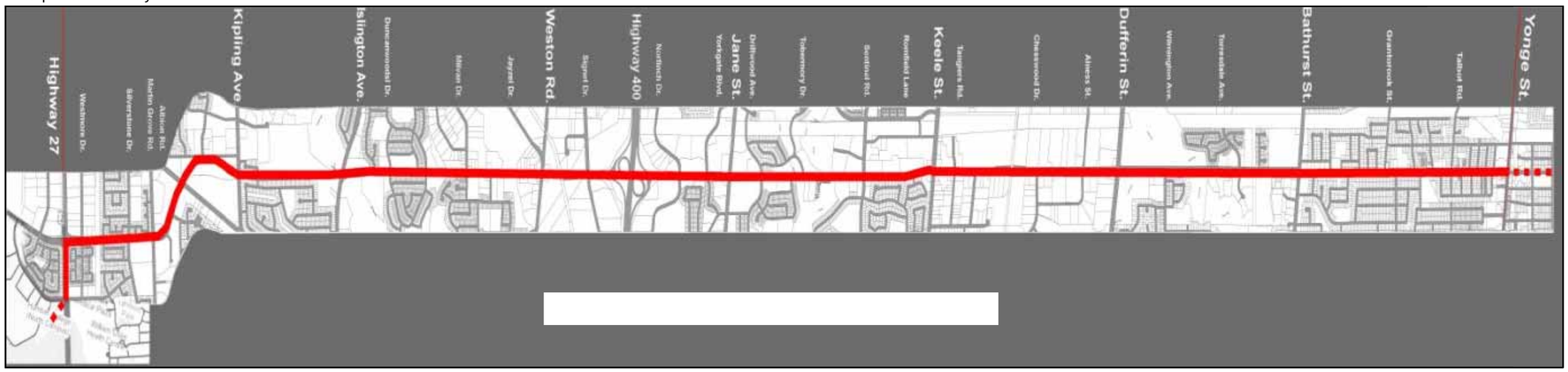
The purpose of this report is to document the study process of the Etobicoke-Finch West LRT Project, the analysis undertaken, the conclusions reached, expected impacts, and associated mitigation measures and future commitments.

1.2 Study Area

The study area, shown in Exhibit 1-1, is centred on the Finch Avenue West Corridor from Yonge Street in the east to Highway 27 in the west.

The study area for the corridor was developed in a feasibility study undertaken by TTC in late 2007. The original study limits encompassed the transit node around Finch Station (TTC subway, TTC buses, GO Transit buses, suburban local buses) on the east and a loop terminal west of Highway 27 and north of Finch Avenue West. The Feasibility Study is discussed in Section 2 and is included in Appendix A.

Further studies refined the endpoints to be the intersection of Finch Avenue and Yonge Street in the east and the campus of Humber College in the west.



1.3 The Transit Project Assessment Process (2008)

In June 2008, the Province of Ontario approved a new Transit Project Assessment Process (TPAP) for undertaking transit-related projects with the introduction of regulation 231/08 entitled "Transit Projects and Greater Toronto Transportation Authority Undertakings (2008)". The Etobicoke-Finch West Light Rail Transit Study is being undertaken in accordance with this new process.

The TPAP Regulation provides a framework for an accelerated consultation and objection process for completing the assessment of potential environmental impacts of a transit project, so that decision-making can be completed within six months. A Guide for the study process was developed by the Ministry of the Environment in March 2009 to highlight the key features of the new process. A summary of this new Process is provided in the following section and an outline of the TPAP is provided in Exhibit 1-2.

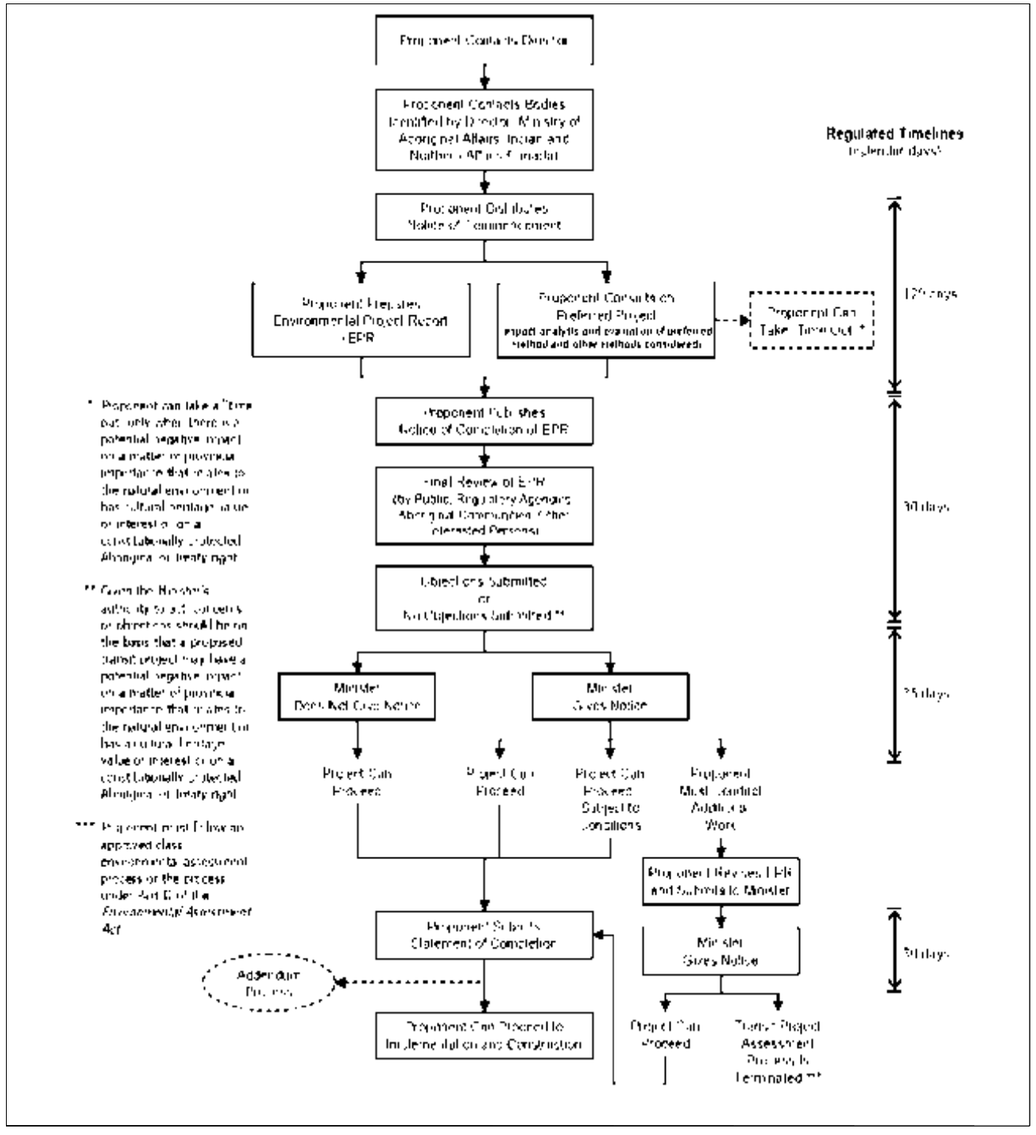
The two key benefits of the TPAP are: 1) that alternatives to the undertaking are not required to be evaluated; and, 2) the reasons for objections to the undertaking are confined to aboriginal issues and matters of provincial importance only. The majority of Transit Projects in Ontario do not involve an aboriginal issue and are of a local interest rather than provincial interest. As such there is greater surety that the qualifying transit projects will move from the EPR phase to the implementation phase in a timely fashion. In addition, the rationale and alternatives to planning solutions for public transit or the rationale and alternatives to the particular transit project are not required as the environmental benefits of transit projects are well known.

The steps in the new TPAP mirror elements of what is currently required in the environmental assessment process, including public consultation, assessment of potential effects of a proposed transit project, mitigation measures and documentation. The major features of the new assessment process include:

1) The proponents - in this case **the Toronto Transit Commission and the City of Toronto** – do not have to rationalize the need for transit or study alternatives (only alternative designs or plans for delivering the service) since the need for transit and the benefits to communities, the environment and the economy are clear.

2) Only issues concerning matters of provincial importance, aboriginal or treaty rights will be considered by the Minister through the objection process

3) There is a six-month time limit on the process, as shown by the process chart in Exhibit 1-2. The timeline includes 120 days for consultation on positive or negative environmental impacts and the preparation of an Environmental Project Report (EPR); a 30-day public and agency comment period and 35 days for the Minister of the Environment to respond to public requests for a review of the project.



h 2009)

The regulation provides a process for the proponent to have an option of taking a "time out" before continuing with the Transit Project Assessment Process, if required. The time out process can be used only when issues arise with a potential negative impact either on a matter of provincial importance (natural environment, or cultural heritage value or interest) or on a constitutionally protected aboriginal or treaty right. The regulation also includes an addendum process for proponents to make changes to a transit project after the Statement of Completion for the transit project is submitted.

In general the key steps in the transit project assessment process, as recommended by the guidelines, are to:

- Contact the Director of the Environmental Assessment and Approvals Branch for a list of bodies to contact and contact these bodies to help identify aboriginal communities that may be interested in the transit project, e.g. Ministry of Aboriginal Affairs and Indian and Northern Affairs Canada;
- Distribute a Notice of Commencement. The Notice is to be distributed after the proponent has determined the transit project with which it wants to proceed;
- Take up to 120 days to consult with interested persons, including regulatory agencies and aboriginal communities and document the process;
- Includes a "time out" provision with respect to potential negative impacts on a matter of provincial importance or on constitutionally protected aboriginal or treaty rights;
- Publish a Notice of Completion of the Environmental Project Report (EPR). The Notice will be published within 120 days of the Notice of Commencement;
- Provide 30 days for the public, regulatory agencies, aboriginal communities and other interested persons to review the EPR. Objections may be submitted to the Minister during this period; and
- 35 days for the Minister to act.

1.3.1 ENVIRONMENTAL PROJECT REPORT

Documentation of the TPAP is to be submitted to the Ministry of the Environment within 120 days of distributing the Notice of Commencement. The document, known as the Environmental Project Report (EPR), is to document the TPAP, the conclusions reached, the impacts, the associated mitigation measures, and the future commitments for the transit project.

According to the interim guidelines, the Ministry expects that the Environmental Project Report will be adjusted throughout the 120 day period to reflect input from aboriginal communities, adjacent property owners, regulatory agencies and other interested persons.

This report provides a comprehensive summary of each step in the assessment study, including the reasons for recommending the LRT technology, the assessment of design alternatives, and an assessment of any impacts and ways that such impacts can be mitigated.

1.3.2 TRANSIT PROJECT ASSESSMENT APPROVALS

If a person, including members of the public, regulatory agencies and aboriginal communities, has concerns about this transit project, objections can be submitted to the Minister within 30 days of the Notice of Completion. Objections received after the 30 day objection period will not be considered by the Minister. Proponents will be given an opportunity to comment on the concerns raised in an objection before the Minister acts. After the 30 day review period has ended, the Minister has 35 days within which certain authority may be exercised. A proponent may not proceed with the transit project before the end of the 35 day period unless the Minister gives a notice allowing the proponent to proceed.

Whether there is an objection or not, if the Minister acts within the 35 day period, one of three notices may be issued to the proponent:

1. A notice to proceed with the transit project as planned in its Environmental Project Report;
2. A notice that requires the proponent to take further steps, which may include further study or consultation; or,
3. A notice allowing the proponent to proceed with the transit project subject to conditions.

If the Minister does not act within the 35 day period, the transit project may proceed as planned. The Minister may also terminate the proponent's transit project assessment process and require that either an individual environmental assessment or a class environmental assessment process be followed.

If the Minister gives notice requiring that further steps be taken (e.g. conduct additional studies), the proponent must prepare a Revised Environmental Project Report and submit it to the Minister, with a copy to persons who may be specified in the notice, as well as post the Revised Environmental Project Report on its website within the specified time frame.

If, within 30 days after receiving the Revised Environmental Project Report the Minister is of the opinion that it still does not appropriately address negative impacts, the Minister can terminate the transit project assessment process and require the proponent to comply with Part II of the Environmental Assessment Act or to comply with an approved class environmental assessment before proceeding with the transit project.

1.3.3 FINCH WEST LRT PRE-PLANNING ACTIVITIES

With regard to this study, preliminary planning activities were initiated before the Notice of Study Commencement was issued (i.e. November 24, 2009) to define the project in detail. The preliminary activities that were undertaken in this study include:

- Contacting the Ministry of the Environment to obtain initial input to this study;
- Undertaking a feasibility study for the project;
- Preparing a consultation plan to obtain public input;
- Initiating pre-notification and pre-consultation activities with aboriginal groups, adjacent property owners, and regulatory agencies (for example TRCA);
- Identifying matters of provincial importance (for example, cultural heritage and archaeological resources, and designated natural areas along the study area);
- Identifying potential federal environmental assessment and other federal regulatory requirements;
- Defining the project details; and,
- Conducting various studies to identify the existing natural environment, social environment conditions, future transit operations (for example stop locations), the associated road improvements, property requirements, potential environmental impacts and mitigation measures.

The Finch Avenue West Streetcar Alignment Feasibility Assessment compiled and assembled base plans and determined streetcar alignments for the Finch West corridor. The routing was between Highway 27 in the west and Finch Subway Station in the east. The proposed routing started at the east end of the Finch Subway Station, with the Finch streetcar interface with the subway at the Finch GO Bus Terminal area, east side of Yonge Street and north of Bishop Avenue. From there (Bishop Avenue), the street car would turn south on Yonge Street to an exclusive

transitway in the centre of the road and then west on Finch Avenue, maintaining a centre of road alignment. The proposed length was approximately 17 km, with 24 stop locations proposed at the following streets:

Finch Subway Station	Norfinch Drive/Oakdale Road
Talbot Road	Signet Drive
Senlac Road	Weston Road
Bathurst Street	Milvan Drive/Rumike Road
Torresdale Avenue/ Goldfinch Court	Peardale Avenue/Ardwick Boulevards
Wilimington Avenue	Islington Avenue
Dufferin Street	Kipling Avenue
Chesswood Drive	Silverstone Drive
Keele Street	Albion Road
Sentinel Road	Martin Grove Road
Tobermory Drive	Highway 27
Jane Street	Woodbine Downs Boulevard

Section 2 outlines the further stop analysis and the ultimate station stops selected as a result of the environmental analysis and public input.

1.4 Study Organization

The study has been undertaken under the direction of the Toronto Transit Commission (TTC) and the City of Toronto as co-proponents. City of Toronto staff representation on the study team included:

- Transportation Services;
- Economic Development and Culture;
- City Planning (Transportation, Community Planning and Urban Design);
- Toronto Water
- City Technical Services; and
- The City's Public Consultation Unit.

In addition Lura Consulting was retained by the City and TTC to assist in the public consultation process.

Delcan was retained by TTC as the prime consultant to undertake the project management and associated technical work, including geometric design, preparation of presentation material for the public meetings and preparation of the EPR. A project team was formed with assistance from the following sub-consultants to provide the expertise required to complete the study:

- Archaeological Services Inc – Archaeological and Cultural Heritage;
- Golder Associates – Geotechnical and Contamination;
- Aiolos Engineering Corporation – Noise and Vibration Analysis; and
- Pelican Woodcliff Inc– Capital Cost Estimating

1.5 Background and Context

The development of the Finch West LRT was established based on the City of Toronto, TTC, and Province's Planning Policies. The following sections provide descriptions of the associated policies that are related to this study.

1.5.1 PROVINCIAL PLANNING POLICIES

1.5.1.1 Provincial Policy Statement

This project is consistent with the objectives of the Provincial Policy Statement of the Province of Ontario. The objectives are that transportation, transit and infrastructure facilities are to be planned to meet current and projected needs, providing for an efficient, cost-effective and reliable multi-modal transportation system that supports long-term economic prosperity. The Statement also requires that public transit and other alternative modes of transportation are to be supported to improve energy efficiency and air quality.

1.5.1.2 Growth Plan for Greater Golden Horseshoe

This project is consistent with the objectives of the Growth Plan for the Greater Golden Horseshoe. Some of these objectives are:

- public transit will be the first priority for transportation and major transportation investments;
- major transit station areas and intensification corridors will be designated in official plans;
- major transit station area and intensification corridors will be planned to ensure the viability of existing and planned transit service levels; and
- major transit stations will be planned and designed to provide access for various transportation modes including pedestrians, bicycles and passenger drop-off.

1.5.1.3 MoveOntario 2020

MoveOntario 2020 is a plan approved by the Government of Ontario in 2007 for 902 kilometres of new or improved rapid transit designed to move people efficiently around the region. It will result in 800 million new transit trips per year, taking 300 million car trips off GTA roads. This will cut smog and reduce carbon dioxide emissions by 10 megatonnes by 2020. MoveOntario 2020 includes 52 transit projects at a cost of $17.5 billion.

1.5.1.4 Regional Transportation Plan (Metrolinx)

Metrolinx developed the Regional Transportation Plan (RTP) called "The Big Move" to provide a strategic, long term vision, goals and objectives for future transportation across the Greater Toronto and Hamilton Area. The plan

contains strategies, priority action and supporting policies that are needed to achieve the vision and goals. The priorities noted in the RTP include constructing a fast, frequent and expanded regional rapid transit network, providing a system of connected mobility hubs and completing walking and cycling networks with bike-sharing programs.

The full Transit City Program is contained in the RTP and three of the seven transit projects are considered part of the 15 top transit priorities of the Big Move. The EFWLRT is included as a designated project in this initial high priority group. The line connects three designated Mobility Hubs, Finch Station at Yonge, Finch West Station at Keele and the LRT junction at Jane Street. In addition, bicycle lanes are proposed along all Transit City lines, which is consistent with the RTP vision.

1.5.2 CITY OF TORONTO PLANNING POLICIES

1.5.2.1 Toronto Official Plan

The September 2007 Toronto Official Plan (OP) presents a vision for a more liveable City and steers future growth to areas which are well served by transit and where there are properties with redevelopment potential. Generally, potential growth areas correspond with important bus, streetcar and rapid transit corridors.

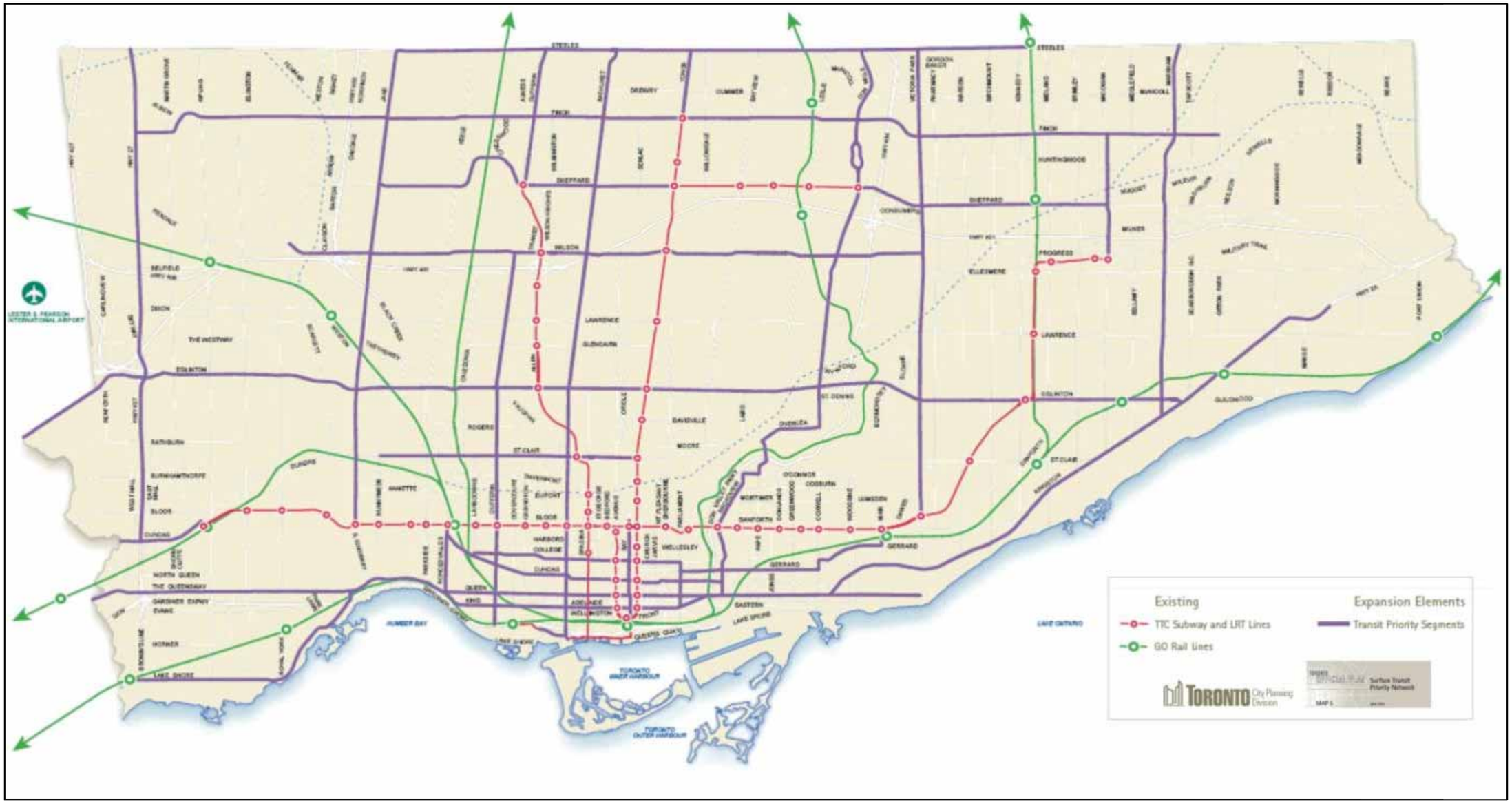
Growth areas rely on an efficient transportation network to support the growing travel needs of residents and workers. The OP designates Higher Order Transit Corridors (Exhibit 1-3) and a Surface Transit Priority Network (Exhibit 1-4) to identify areas for future expansion of the transit system through higher order transit, which is defined as subways and LRT. All these areas have the potential for reduced car dependency due to high population and employment densities – two factors that increase the viability of transit use.

The OP strives to decrease dependency on private automobiles and to achieve a wide range of sustainable transportation options that are seamlessly linked, safe, convenient, affordable and economically competitive. The proposed LRT network is one of the key elements of the City's transportation network and is crucial to supporting the growing travel needs of residents and workers over the next 30 years. Developing an LRT line in the Finch West study area supports the goals of the OP.

Designated Growth Areas

The Official Plan directs future growth to areas of the City that are well served by transit, the existing road network and existing infrastructure. Areas that have the most potential to accommodate growth and redevelopment are the Downtown and Central Waterfront, the Centres, the Avenues, and the Employment Districts.


Existing
TTC Subway and LRT Lines
GO Rail Lines
Expansion Elements
Transit Corridors
GO/TTC Interchange
GO Rail Station


Existing
TTC Subway and LRT Lines
GO Rail Lines
Expansion Elements
Transit Priority Segments
TORONTO City Planning Division

ork

Avenues are important corridors along major streets where redevelopment and growth is encouraged. Reurbanization and growth on the Avenues is intended to create new housing and job opportunities as well as improvements to the pedestrian environment, making the area attractive to residents, workers, and visitors alike. Lands designated as mixed-use areas along the Avenues have the opportunity to perform a 'Main Street' function and become meeting places for local neighbours and the wider community. By promoting alternative forms of travel, these areas become vibrant communities centred on the people and uses instead of automobiles. By directing growth to areas such as Avenues, the Official Plan provides greater certainty for land owners, businesses, and residents about what type of growth can be anticipated and where growth will occur. Three areas on Finch Avenue West are designated as Avenues in the Toronto Official Plan: the area from Yonge Street to Bathurst Street, a node at Jane Street and a section at Weston Road in Emery Village. These locations are also the OP's designated growth areas along the EFWLRT line. Growth and redevelopment must be supported by high quality transit services and efficient commutes.

.

Land Use Designations

Land Use Designations are one of the key implementation tools of the Official Plan for achieving the growth forecasts for the next 25 years. Each land use designation establishes the general uses that are provided for in the designation: where housing can be built, where stores, offices and industry can locate and where a mix of uses is desired. The land uses provided for in each designation are generalized, and the Zoning By-law can provide precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City. When transit project proposals, such as the Etobicoke-Finch West LRT line are evaluated, it is important to consider the development criteria set out for the various land use designations. Land Use Designations within the Etobicoke-Finch West LRT Study Area are provided in Exhibit 1-5.

Neighbourhoods

Neighbourhoods contain a full range of residential uses with lower scale buildings, as well as parks, schools, local institutions and small-scale stores and shops serving the needs of area residents. These areas are considered physically stable and will see minimal change.

Apartment Neighbourhoods

Similar to Neighbourhoods, Apartment Neighbourhoods are considered stable areas where significant growth is generally not anticipated. Apartment Neighbourhoods are distinguished from low-rise Neighbourhoods by the greater scale of buildings. Opportunities for sensitive infill in underutilized areas within Apartment Neighbourhoods are permitted.

Mixed-Use Areas

Mixed-Use Areas combine a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. These areas are intended to absorb most of the anticipated increase in retail, office and service employment in the coming decades. Development within Mixed-Use Areas designated as Avenues are intended to be primarily residential in nature.

Employment Areas

Employment Areas are places of business and economic activity and consist of uses such as offices and manufacturing, but also include small scale stores and restaurants to serve area businesses and workers. Development is permitted within Employment Areas. Employment uses within these areas are protected by both City of Toronto and Provincial policies.

Institutional Areas

Institutional Areas are the major health, post-secondary education and institutional campuses, for example Humber College Institute of Technology and Advanced Learning, within the FWLRT corridor. These major institutions are among the largest employers in the City and attract thousands of employees, students and visitors every day. A thriving, adequately funded network of major institutions must be supported in Toronto.

Parks and Other Open Space Areas

Parks and Open Space Areas are the parks and open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses, and cemeteries that comprise the green open space network in Toronto.

Utility Corridors

Utility Corridors are corridors for the transmission of energy, communication and the movement of people and goods. Utility Corridors mainly consist of rail and hydro right-of-ways. These linear corridors are a defining element of the landscape fabric of the City and many of these corridors also serve important local functions as parkland, sport fields, pedestrian and cycling trails and transit facilities. These corridors should be protected for future public transit routes and linear parks and trails.

1.5.2.2 Official Plan Amendment

The Official Plan protects the integrity of the City's transportation network and provides for its planned expansion through the designation of public right-of-ways and transit corridors and the introduction of transit priority measures such as reserved or dedicated lanes for buses, streetcar and LRT routes.

An amendment to Map 5 (see Exhibit 1-4) of the Official Plan will be required to identify the LRT alignment west of Highway 27 to the proposed terminal at Humber College (see Exhibit 1-6) as part of the City's "Surface Transit Priority Network". This amendment will enable public works to be carried out in that street to bring the LRT alignment to the Humber College campus.

1.5.2.3 City of Toronto's Bike Plan

In July 2001, Toronto Council adopted, in principle, the recommendations of the Toronto Bike Plan – Shifting Gears. The Bike Plan is a 10-year strategy to guide the development of new policies, programs and infrastructure to create a bicycle friendly environment that encourages the future use of bicycles for everyday transportation and enjoyment. The primary goals of the Bike Plan are to double the number of bicycle trips by 2011 and decrease the number of bicycle collisions and injuries.

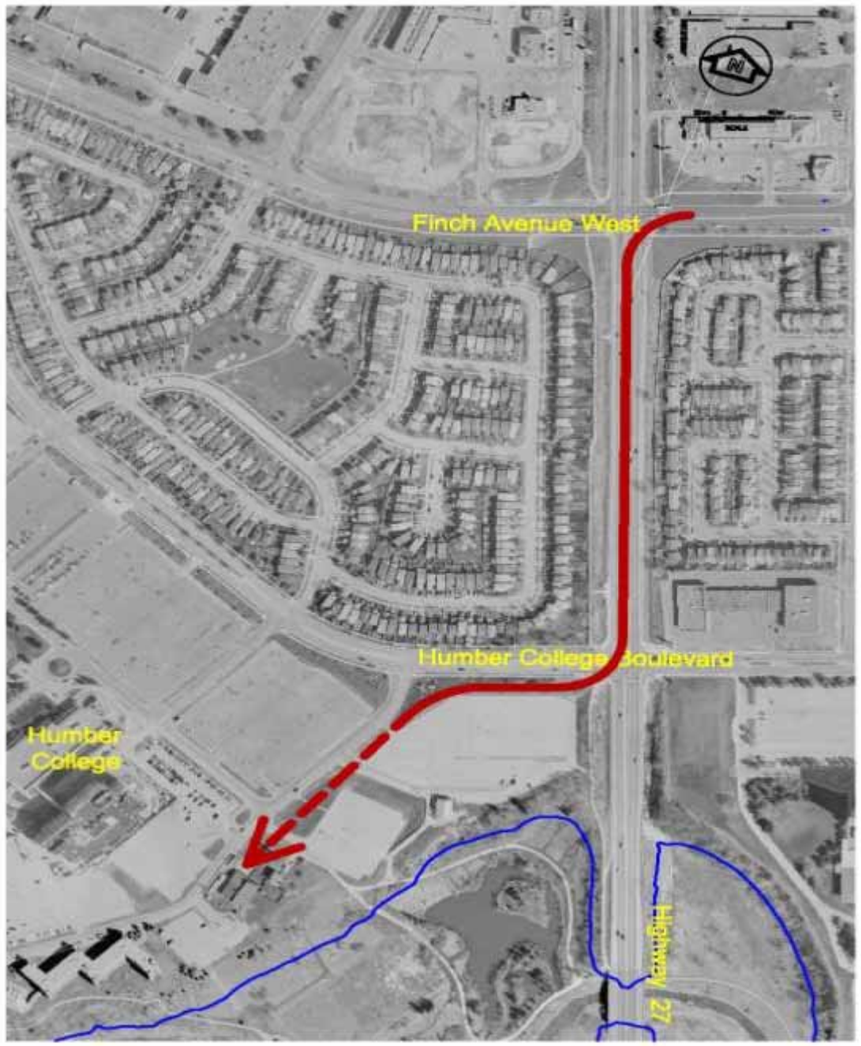
The Bike Plan recommends advancing cycling in the City across six broad fronts:

- Adopting bicycle friendly street policies that give bicycles the same consideration as vehicles on the City's street system;
- Developing a 1000 km bikeway network of off-road trails and on-road bicycle lanes and routes (Chapter 4 of the Bike Plan establishes priority routes with a formal bikeway facility);
- Implementing enhanced safety and education programs;
- More extensive promotion of cycling for both recreational and everyday transportation purposes;
- Better links with transit services to encourage "bike and ride" trips; and,
- Ensuring the provision of adequate bicycle parking facilities.

To be effective in achieving the Bike Plan's goals, the six component points must be implemented together as part of a strategy. If implemented successfully, the Toronto Bike Plan will ensure that all Toronto residents are within a five-minute bicycle ride of the bikeway network.

Since 2001, there have been a number of new cycling-related developments in the City and new bicycle planning trends in North American cities. In response to the past seven year experiences of the bike plan implementation and new trends, the City of Toronto is developing six new strategies to achieve the Bike Plan's goals for the period 2009-2011, which include:

- Launching a Toronto Public Bicycle System by spring 2010;
- Expanding the downtown bicycle bikeways (including bicycle lanes, shared roadway routes and off-street trails), to support the Public Bicycle System;
- Accelerating construction of the existing bikeway network trails;
- Providing high-security bicycle parking facilities;
- Developing a comprehensive research and evaluation program; and
- Developing a new promotion and communications strategy.



:t

1.5.2.4 Cycling and Transit Strategy - Bicycle Parking and Access To The Toronto Transit Commission

This City's draft Cycling and Transit Strategy: Bicycle Parking and Access to the Toronto Transit Commission (2009) provides direction on a new bicycle program for bicycle parking and access to the TTC system. The key strategies are:

- Providing safe and convenient bicycle access to all TTC stations and major transit nodes;
- Providing secured bicycle storage at station nodes;
- Establishing a program to encourage TTC customers to access the system by bicycle;
- Providing bicycle access to Transit City Light Rail Transit (LRT) lines; and
- Providing a co-ordinated "bike-and-ride" promotion strategy.

1.5.2.5 Pedestrian Charter

The Pedestrian Charter (adopted by Council in 2002) briefly outlines the need for pedestrian-friendly design. It provides six principles to ensure that walking is a safe and convenient mode of urban travel and to create an urban environment in the city that encourages and supports walking. It emphasizes reducing the conflict between pedestrians and other users of the right-of-way, improving safety for pedestrians, allowing people to avoid reliance on cars and encouraging use of public transport. Therefore, in order to minimize the potential conflicts between pedestrians and bicycles, on-road bicycle lanes are proposed in all Transit City LRT routes.

1.5.3 TTC POLICIES

1.5.3.1 Ridership Growth Strategy

In support of the City's Official Plan, the TTC prepared a strategy that focuses on increasing service, and improving the speed and reliability of the TTC, and identifies corridors for transit infrastructure investment. The Ridership Growth Strategy set the stage for the Toronto Transit City Light Rail Plan that recommends a widely-spaced network of electric light rail lines, each on its own right-of-way throughout the City to meet future transit demand.

1.5.3.2 Toronto Transit City Light Rail Transit Plan

Over the past decade, the City of Toronto and the TTC have undertaken a number of studies and initiatives pertaining to the cost-effective expansion of transit as a means of making Toronto a more liveable and environmentally sustainable city. These plans and initiatives include:

- Toronto Official Plan (2002);
- TTC Ridership Growth Strategy (2003);
- TTC Building a Transit City (2004);
- Mayor Miller's "Transit City" Platform (2006).

These various studies and initiatives have been consolidated into one high-level plan for a light rail transit network in Toronto, referred to as the Toronto Transit City – Light Rail Plan, (June 2007) as shown in Exhibit 1-7

The plan calls for the implementation of seven new electric light rail lines across the City of Toronto which would provide fast, reliable and environmentally-sustainable light rail transit services to all areas of Toronto, particularly to areas which do not have higher order transit services today. Fundamental to the plan is the seamless interconnection of the proposed new lines with each other and with existing rapid transit routes including the planned extensions of the University-Spadina Subway to York University and York Region and the Scarborough RT to Sheppard Avenue and the Malvern community. The Etobicoke-Finch West LRT project includes inter-regional connections to the TTC subway at two points, at Finch West Station at Keele Street and at Finch Station at Yonge Street on the Yonge-University-Spadina line, as well as a connection to the planned Jane Street LRT. The plan also provides the basis for the creation of a seamless Greater Toronto Area network of rail and bus rapid services.

The major objectives of the Toronto Transit City – Light Rail Plan are to provide:

- faster travel between the major areas of the City of Toronto, thereby offering competitive travel times and a less stressful alternative to private cars;
- reliable and frequent service in road space reserved for transit customers eliminating the delays caused by operating in mixed traffic;
- fully accessible design, so that people with all levels of mobility can use the service with confidence and ease;
- direct transit links to areas that are currently far removed from higher order transit services, including the north, west, and eastern parts of Toronto;
- connections with the existing and proposed rapid transit system, thereby adding further travel opportunities and maximizing integration of the new lines into the overall rapid transit network;
- interconnections or connection opportunities to the Greater Toronto Area (GTA) regional transit network, including the City of Mississauga, York Region, and Durham Region; and
- interconnection opportunities with GO Transit rail and bus networks.

The Toronto Transit City – Light Rail Plan was endorsed by the TTC Commission in March 2007 and supported by the Province of Ontario in June 2007 as a part of Move Ontario 2020, a strategic transit plan for the Greater Toronto Area and Hamilton.

1.5.4 ADDITIONAL RELATED STUDIES

TTC is currently conducting an early feasibility study to examine the implications of extending the Etobicoke-Finch West line to the west to connect with the Woodbine Live development and Toronto Pearson International Airport. Consideration is also being given to an extension east of Yonge Street to Don Mills Road and south to Don Mills Station on the Sheppard Subway line. The TTC is also undertaking a separate study to determine the locations of the LRT storage and maintenance yard facilities to accommodate the light rail vehicles (LRV) for EFWLRT and the other Transit City lines.