



Toronto Transit Commission Transit City Open Houses

Scarborough Rapid Transit (SRT) Conversion and Extension

March 8 and 11, 2010
Summary Report

Prepared by Lura Consulting
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This summary report was prepared by Lura Consulting. Lura is providing third-party consultation management services as part of the Toronto Transit Commission (TTC) and the City of Toronto Transit City projects. This summary captures the key comments submitted during the noted Public Open Houses. It is not intended as a verbatim transcript. If you have any questions or comments regarding the summary, please contact:

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1. Introduction

The City of Toronto and TTC are planning “Transit City”, an exciting initiative to provide a network of light rail transit lines across Toronto. Transit City will provide fast, reliable and accessible service. The Scarborough Rapid Transit (SRT) Extension and Kennedy Station Improvements are important parts of Transit City and will support local economic development, help reduce greenhouse gas emissions, and provide effective alternatives to driving.

Scarborough RT Conversion

The existing vehicles on the SRT are reaching the end of their life expectancy. The existing SRT will be modified to accommodate new LRT vehicles, the same as those which are to be used on other Transit City LRT lines.

Scarborough RT Extension

The proposed extension of the Scarborough RT will provide rapid transit to northeast Scarborough, including a direct connection to the Sheppard East LRT. The first phase of the project will extend the line from McCowan Station to Sheppard, via an exclusive right-of-way. Phase two will extend the line to the Malvern Town Centre.

Kennedy Station Improvements

Kennedy Station will be redeveloped to accommodate the new LRT vehicles and to significantly improve the connection between the subway and Scarborough RT. Plans will also accommodate the new Eglinton Crosstown and Scarborough Malvern LRT lines. At the March Open Houses, the TTC presented:

- Information on the conversion of the existing SRT;
- The phased plans for the SRT extension;
- The plans for a new Sheppard Station, which include a bus terminal and Passenger Pick-Up and Drop Off, in the vicinity of the Chinese Cultural Centre; and
- The plans for Kennedy Station improvements.

Official Plan Amendment

An Official Plan Amendment will be required to amend the City's Official Plan, Map 4 Higher Order Transit Corridors, to reflect the extension of the Scarborough RT north east from its existing terminus at McCowan Station.

Next Steps

Following the March, 2010, Open Houses, there will be an opportunity for the community to submit comments and questions in advance of a formal Transit Project Assessment. Additional open houses will then be scheduled in the spring.

This report summarizes the comments received through the open houses and other communication channels, beginning March 8th, up to and including March 22, 2010.

The following table displays the dates and locations of the SRT Conversion and Extension open houses, as well as the number of attendees (signed in) and comment forms received.

Date	Location	Number of Attendees (signed in)	Number of Comment forms received
March 8, 2010	Jean Vanier Catholic Secondary School	169	25
March 11, 2010	Chinese Cultural Centre	274	26
Total	--	443	51

Each open house presented 85 detailed panels, 5 panels presenting information about Metrolinx, a Key Facts handout, a frequently asked Questions handout, (available for download on the project web page at http://www.toronto.ca/involved/projects/scarborough_rapid_transit/index.htm, an audio-visual (AV) presentation with voice over presenting an overview of the SRT conversion and extension project (including proposed alignment and routing), and an open invitation to ask questions and discuss the plan with the TTC, City and Consultant project team members present.

During the open houses, participants were invited to write down their ideas and opinions on comment forms and submit them at the registration table. In addition to the comment forms, project team members and Lura staff recorded participant comments as they arose during discussions.

A total of 443 (signed in) participants attended the two open houses and 56 comment forms were submitted. The public was also able to provide comments online or via telephone. Between March 8 and March 22, 2010, TTC received 34 comments via email and telephone, many of which were questions, comments and/or requests to be added to the mailing list.

2. Public Notification

The following section lists the methods used to notify stakeholders and the public about the SRT Conversion and Extension Open Houses. The newspaper ad/flyer, along with sample letters and emails are provided at the end of the document in Appendix A.

2.1. TTC Mailings / Notification

- 58,598 flyers were delivered via Canada Post to all properties within approximately 400 m of the study area. (February 26, 2010)
- 351 notices were mailed out and emailed to all those who have previously expressed interest in the SRT. (February 26, 2010)
- Study notices mailed to Agencies (February 27, 2010).
- Study notices emailed to Councillors (February 19, 2010)

Newspaper Ads:

- Scarborough Mirror North and East Editions on February 26, 2010
- Metro on March 1, 2010

2.2. Communication between City of Toronto and First Nations

- January 21, 2010 notification was sent to: INAC – Specific Claims, LMRB, and Comprehensive Claims, the Ontario Ministry of Aboriginal Affairs. No new First Nations contacts were noted by INAC or MAA for the project.
- As per all Transit City projects, TTC contacted the Mississaugas of the New Credit First Nation on January 21, 2010 and all 8 of the Williams Treaty First Nations as well as their legal Coordinator Ms. Kerry Sandy McKenzie (on January 25, 2010) , and asked each First Nation to advise of any interest they may in the project in writing. A follow-up meeting was offered to all if they expressed interest.

3. Comment Summary

A summary of the key issues and comments received between March 8 and March 22th, 2010 is presented below, with detailed comments provided in Sections 4 and 5.

3.1. Top Comments and Concerns

- **Kennedy Station:**
 - Majority of people support the preferred plan for the Kennedy Station.
 - Underground portals for all 3 routes (SRT, subway and Eglinton Crosstown) are the best ways to transport commuters between the LRT routes and the subway, reducing commuter congestion at grade and increasing convenience.
 - The plan was a substantial improvement.
 - The possible Eglinton Crosstown / Scarborough Malvern connection should happen once funding is approved to ensure full integration between all lines.
 - Need for higher density above/surrounding Kennedy Station.
 - Need for better connections between the station and surrounding neighbourhood.
 - Some worried that the project will affect their property.
- **Existing Stations:**
 - Many responses supported the proposed work on the existing stations.
 - Additions should match existing structure architecturally.
 - Comments were made in particular about the Scarborough Centre Station and Ellesmere Station.
- **More people preferred the underground service connection to Sheppard over the surface option via Progress.**
 - Fewer transfers, fewer additional track construction required, connects with the Sheppard line further east, simplest alignment from a cost and development perspective, more people use Sheppard than Progress; and a line is already underground at that point, therefore it makes sense to build an adjacent service line.
- **Latest Extension Plan:**
 - Ensure that it is well done and carefully presented to the public.
 - Secure funding for Phase 2.
 - Ensure high density around TTC stations.

- **Sheppard Station:**
 - Majority of people support the preferred plan for Sheppard Station.
 - The Sheppard line should have the station underground, therefore closer to the SRT line and with faster and easier transfer between the lines.

4. Responses to Open House Comment Form Questions

A summary of responses to the Open House Comment Form questions received between March 8 and March 22th, 2010 is presented below. They are grouped according to question. One asterisk (*) is used to illustrate comments mentioned between 1 and 10 times. Two asterisks (**) are used to illustrate comments mentioned more than 10 times.

4.1. Support the Preferred Plan as shown for Kennedy Station

- **Yes:** 43 / 57 (75%) comment forms received indicated **yes, they support the plan.**
 - Underground alignments for SRT, subway and Eglinton Crosstown are the best way to **transport commuters between the LRT routes and the subway**, reducing commuter congestion at grade and increasing convenience. **
 - **Eglinton Crosstown / Scarborough Malvern pedestrian connection** is important to ensure full integration between all lines. *
 - **Underground connections for all lines** with minimum walking distances.
 - **All Transit City lines at one level**, above the current subway and below level for bus.
 - **SRT to be on the same level as the subway**, even if the SRT would meet end to end with the subway trains. *
 - The proposed SRT line at the concourse level seems to be an improvement.
 - This **presents a unique opportunity to better integrate the station with the surrounding community** and create an attractive and dynamic pedestrian oriented focal point for central Scarborough.
 - The plan is a **substantial improvement**. *
 - Complete the **improvements quickly**. *
 - It will **increase service**, be more **convenient** and more **reliable**. *
 - Transfers would be **more accessible** because there would be **fewer stairs to climb, safer** and more **convenient**. *
 - Will improve transit access in Scarborough.
 - Needed long ago.
 - **Better for traffic** and less problems for local resident turning into their homes.
 - Would **bring more business to the area**, creating employment opportunities.
 - Requires a **minimum of two elevators** servicing each level for buses, SRT, or subway.
 - Since subway extension seems not to be possible, the proposed plan for the station appears to be a **significant aesthetic improvement** on the present station.
 - **Quite an improvement** from the existing station. Although subway extension(s) in Scarborough would have been preferable, this plan is something to look forward to.
 - The existing **SRT level at Kennedy should be demolished upon the completion of the new SRT Station** since the new station will be underground.

- Hydro One Transmission facilities are located within immediate vicinity of the proposed site.

Questions:

- How will the retrofit of the station affect service at Kennedy?
 - How will the traffic of people entering/exiting Kennedy Station be handled?
 - What will happen to the existing SRT platform? Will it be converted to another bus platform at Wilson, or abandoned?
 - Will the loop on the SRT level be demolished?
 - Will the density and height of the surrounding area increase because of the new LRT demand?
 - Will there be pedestrian activities near Kennedy and Midland (to invite people to use transit)? Or will the focus be on architecture and the Station itself?
- **No:** 9 / 57 (16%) comment forms received indicated **no, they do not support the plan.**
 - Worried that changes to Kennedy Station will **affect the character of the neighbourhood.** *
 - Prefer that the **Scarborough Malvern LRT will connect directly to Kennedy station.** The **proposed walkway** to get to the subway, SRT and Eglinton Crosstown would be inconvenient to Scarborough-Malvern LRT users. *
 - The **subway (not SRT) should connect** Kennedy to Scarborough Town Centre or Malvern. *
 - **Opposed** to Kennedy station transfer proposal because the SRT will be on one level and the subway will be on another.

4.2. Other comments/questions about the proposed improvements at Kennedy Station

- Need for **higher density above/surrounding Kennedy Station.** *
- Need for **better connections between the station and surrounding neighbourhood** (e.g. for those who walk or cycle to the station).
- Consider **connecting the Eglinton Crosstown line to the Scarborough-Malvern line** to minimize delays from track-switching on the Eglinton Crosstown line (when the train returns westbound).
- **Flip the levels for SRT and Eglinton Crosstown** (Eglinton Crosstown above the SRT) and funnel the Scarborough-Malvern to sit below the Eglinton-Crosstown / subway level.
- **Build another platform on the Bloor-Danforth line** to eliminate climbing stairs or switching floor levels, relieving congestion in the station.
- Need **more buses** going to Sheppard from Kennedy or Lawrence Station.
- The **Kennedy Station bus level plan** needs to be redeveloped to provide an improved washroom facilities and commercial stalls for lease.
- Make the station **brighter.**
- The **portal to Kennedy Station should start east of Ionview Ave.** Do not change the existing traffic signal at Eglinton and Ionview.

- **Bury the GO bridge by Kennedy Station** to avoid impacts on the public square at Don Montgomery.
- **The project should bring various organizations and representatives together from the surrounding area to create space for suitable development** (e.g. TTC and City owned parking lot and a post office facility adjacent to Station; Public Library and community health centre which are leasing space in an adjacent private retail plaza and Centennial College's Ashtonbee Campus).

Questions:

- Where is funding coming from?
- How will Kennedy handle extra traffic, especially from the subway and how will the station accommodate the extra buses during construction?
- Will parking garages be made available at the station?
- Will bicycle access be incorporated into the station design (e.g. allow cyclists to cycle directly into designated area in the station)?
- Why is the Malvern line so disconnected? It should go directly under the GO tracks and line up with the other trains at Kennedy Station.
- Where is the Kennedy station that is being renovated?

4.3. Comments about the proposed work on the existing stations (Lawrence East, Midland, Ellesmere, Scarborough City Centre and McCowan)

- Changes to Lawrence East Station
 - Concerned about noise and vibrations near **Lawrence East Station**.
- Changes to Ellesmere Station
 - **Incorporate a direct transfer to the 95 York Mills bus** instead of forcing commuters to walk on unmaintained sidewalks or muddy paths to Ellesmere Rd. Make the transfer similar to that at Lawrence East Station.
 - **The tunnel north of Ellesmere Station will need major renovations** to accommodate the longer LRV.
 - **Ellesmere LRT platform should be underground.** Add an elevator to make Ellesmere station more accessible. The attendant could be located on the surface, allowing for a bus bay for future bus routes (ex. Progress Ave bus). The pedestrian tunnel could remain but the stairs would go in the direction north/south so the tunnel wouldn't conflict with the below grade LRT tracks.
- Changes to Scarborough Centre Station
 - The **new bridge will increase traffic** to Brian Harrison Way.
 - The new station improvements, especially the new bridge, will **incur higher costs due to upkeep/cleaning** because of increase in transit riders to / from Brian Harrison Way.
 - When living on Brian Harrison Way, buses can be heard from apartment buildings. It will be very **disturbing (increased noise and pollution)** when as many as 200 busses are entering/exiting the station (as shuttles) during construction period. **Use more hybrid buses to shuttle passengers** during the construction period to decrease effects.

- **Improve the concourse level of the station.** Fully enclose / integrate the Scarborough Centre Station and the hall.
- Pleased that the **elevated tracks are staying in the area of Scarborough Town Centre.** It looks very futuristic. Use a **centre post to support the overhead wiring.**
- General Comments on **All Existing Stations**
 - The additions should **match existing structure architecturally.** *
 - Consider improving the **visual appeal of the stations.**
 - Include **public consultation with regards to new artwork** within each station.
 - **Lower the platform rather than raise the tracks** in order to use and modify existing line efficiently.
 - **Ensure buses connect properly to Midland, Ellesmere and McCowan Stations** to ensure proper utilization of stations.
 - **Additional elevators** are needed at stations when one is out of service.
 - To **avoid crowding at one end of the train**, position stairwells at different locations leading up to platforms.
 - **Connect stations to the surrounding area.**

Questions:

- Will platforms be at track level or remain the same?
- **Lawrence East Station**
 - How close will the track be from the properties that are going to be affected?
 - Where will the service bus stop, replacing Lawrence East subway station?
 - Reduce noise and idling buses.
 - How will you handle the commuters who would normally use the Lawrence East LRT?

4.4. Preference for the Surface Service Connection via Progress Option

- 15 / 57 (26%) comment forms that **opted for the Progress option.**
 - **Less costly to implement.** *
 - **Convenient** (shorter and less cost to maintain).
 - **Less impact on neighbourhood.**
 - Underground track along Progress minimizes **noise, vibrations, and above ground traffic congestion.**
 - Will **operate like current streetcars** when switching route or short-turning.
 - Ensures **close proximity to all rail lines**, with less travel time to Sheppard as opposed to the other option via Markham Road.
 - Offers **needed service to the Centennial College.**
 - Could be a **future extension to the University of Toronto Scarborough Campus.**
 - **Most direct route to Malvern.** Should not be difficult to get to the Sheppard yard.
 - **Phase 3 needs to go further north.**
 - The Progress option should take the route **best able to provide a Bellamy Road station** in future.

- Should **consider the full turn required at Sheppard** from the lands west of Progress, south of Sheppard.

Question:

- Why not a stop at Markham Road?
- 10 / 57 (18%) comment forms received **did not like the Progress Option**. Below are some of the comments received.
 - A line along Progress will **directly affect our property**. *
 - **Must re-align Progress**. A dedicated ROW will impede on road space and will affect adjacent businesses. *
 - This option will **not be easy**.
 - Crossover at Markham & Progress **interferes with traffic**.
 - Too much **street level noise and movement**.
 - **Length of track connection and construction time** on Progress Avenue.
 - **Not a direct connection**.

4.5. Preference for the Underground Service Connection via Sheppard Option

- 25 / 57 (44%) comment forms **preferred the Sheppard option**
 - **Connects with the Sheppard line** further east. *
 - The **simplest alignment** from a cost and development perspective. *
 - **Sheppard Ave. is faster than Progress**. Buses are going to cause less delay when they turn into the station.
 - **Minimal impact on Sheppard**.
 - **Fewer transfers**.
 - **Little additional track** construction is required.
 - **A line is already underground** at that point; therefore it makes sense to build an adjacent service line.
 - Need to **get Bellamy Station started** before underground construction begins.
 - **Most appropriate** (least visible and little noise) solution to moving the vehicles from the LRT lines to the service yards.
 - If the service tracks are doubled up, they could possibly supply continuous service from Eglinton to Sheppard East and further on to the Zoo and Meadowvale. A staggered portal arrangement would take up the width of three track pairs and not take up the entire street. One transfer at Neilson or Morningside to go north and a large bus station would not be required at Sheppard. Mini transfer stations or stops along Neilson and Morningside just north of Sheppard and taking up some street parking space could do the job.
- 7 / 57 (12%) comment forms received **did not prefer the Sheppard option**.
 - **High cost**. *
 - Unnecessary extra cost to build a service portal and tunnel when the Progress option is cheaper.

- **Too long.**
- **Vandalism and/or trespassing would increase**, as this route would not be used often.
- “Direct connection to Sheppard Avenue without any intervening passenger station would be an absurdity of the first magnitude. The population of Scarborough requires infinitely better connections to downtown Toronto. One station is required as a minimum. The site suggested for Centennial College will be excellent for the student population, but should be as close as possible to Markham Road, to be accessible to others who may have difficulty with the steep hill on Progress Avenue.”

4.6. Comments/questions about the latest extension plan (McCowan to Malvern Town Centre)

4.6.1. General comments about the Extension Plan

- The extension plan is **great and well overdue**. The project should begin soon to prevent further SRT decay and to allow those who need it most to travel in comfort, and at a fast speed. *
- Ensure that it is **well done** and carefully presented to the public.
- **Secure funding** for Phase 2. A delayed extension is disappointing.
- **Change the name from SRT to Malvern LRT**. Drop the "Malvern" from the SMLRT, given that its terminus is at Sheppard and not in the heart of Malvern like this route will be.
- The **Sheppard line should have the station underground**, therefore closer to the SRT line and with faster and easier transfer between the lines.
- The **Eglinton-Malvern line should be delayed**. Since the SRT is also going to Malvern, the Scarborough-Malvern line should eventually become part of the Eglinton Line.
- If possible, **cross the 401 underground**.
- Would **consider moving back to Scarborough** once these improvements have been made.
- The **design is ugly**.
- Provide a **timeline for Phase 2**.
- Those who live at Markham road are unhappy about the proposal. The **beauty of the ravine will be lost, property values will decrease and additional noise** will be disruptive.
- **Do not merge the Eglinton Crosstown with the SRT**. Instead, merge the Scarborough Malvern LRT with the Eglinton Crosstown.
- While there seems to be no immediate need for a station at Bellamy Road, **extension to Malvern is needed now**. It should NOT be postponed.
- **Make it a priority to secure funding for the Scarborough-Malvern LRT** so as to make this LRT a reality. The Scarborough-Malvern LRT would have the greatest benefit on our community as it would service nearby areas such as Morningside Avenue, Kingston Road and the University of Toronto Scarborough Campus. We also look forward to the Eglinton-Crosstown line as it provides another option to commute from Scarborough to Pearson International Airport. Nonetheless, we also encourage the TTC to look into subway

extensions in other parts of Scarborough to improve transit access for our community residents.

- The **proposed stations** (like Centennial) should be **constructed with good design**. A simple tunnel is unappealing.
- **Maintain exclusive right-of-way**. That would allow for a good showcase of LRT technology.
- **Begin Phase 2** as soon as possible.
- Concerned about leaving out a **stop at Milner** (elevated to the south or underground to the north) and Markham Road. These stops have the potential for a more transit oriented development.

Questions:

- Where is the money coming from?
- Are there any restrictions on property located in close proximity to the LRT line and the potential future yard?
- What are my rights / options if my property is directly impacted by the construction of the SRT extension?
- With regards to the Sheppard expansion: Purvis Cr. currently has a walkway through to Sheppard Ave. Will something be put in place so that cars will not be able to park on surrounding neighbourhood streets?
- Will the increased amount of noise, people and traffic congestion, not to mention the money required for this project, really be worth it?
- Why not extend the Eglinton Crosstown LRT line immediately to the SRT, creating one continuous line from the airport to Malvern?
- Will there be an extension to the Morningside/Finch area?
- If parking is removed, will it be replaced?

4.6.2. Bellamy Station / Bellamy Maintenance and Storage Facility

- **Build a small bus bay** for the 9 Bellamy bus route if the Bellamy Station is built.
- Support for Bellamy Maintenance and Storage Facility **alignment from Bellamy to Markham shifted south**, minimizing impacts on existing businesses.
- **Bellamy Yard should be relocated to another site** on the line to minimize impacts to local **businesses**.
- Bellamy Station should be **opened the same time as SRT Phase 1 extension is opened**.
- **Ensure high density around TTC stations**. Do not protect the area on Bellamy for development of a future yard. This will discourage development from occurring nearby. TTC should do land swap with a developer to place the yard away from this prime station (Bellamy Station).
- The extension **requires the purchase of a condominium owned property** to extend the train line and the introduction of new LRT trains as opposed to the current SRT's increasing the noise and vibration impacts.

4.6.3. Brimley Station

- Brimley Station would **direct all the regional buses away from the Scarborough City Centre Station**, thus allowing expansions of local and suburban routes.

4.6.4. Centennial Station

- There should be **additional platforms at Centennial**.
- Support for proposed alignment east of Markham Road to Milner Avenue as presented at the June 2009 Open House to minimize impact on the company at 999 Progress Avenue, Metro Label.
- Why are you extending the line (and spending money) to Centennial College? Those that will use the station are able bodied young people who could walk.
- The station for Centennial College should be moved as far south as possible.

Question:

- Can an underground station be built at Centennial College?

4.7. Support the Preferred Plan for the future Sheppard Station

- **Yes:** 27 / 57 (47%) answered that they **support the preferred plan**.
 - It is **convenient**. *
 - This **reduces walking distance** for transfers. *
 - **Looks good**.
 - Creates **more connectivity**, more **frequent buses** and overall **transit reliability**.
 - **Underground station allows for smooth and easy transfer between Eglinton Crosstown and SRT**. Also **sets up for future extension to Malvern**.
 - A **new bus terminal should improve timing and facilitate transferring**.
 - **Pedestrian safety** to and from primary/secondary entrances needs to be improved.
 - **The LRT tracks should be located on one side of the road** as opposed to the centre ROW. This would have improved the transfer from Sheppard LRT & Bus Routes & SRT.
 - A **subway station within walking distance** would be worth the costs of construction, especially since this might boost the economy in this area.
 - Underground train tracks and station **sounds reasonable north of the 401**.
 - An **excellent transfer point to the Scarborough Town Centre**. The new bus terminal may help divert extra passenger traffic away from Scarborough Centre Station, and will also allow bus routes in that area to run more efficiently and at a higher service level.
 - This station would help to improve transit access for our community residents.
- **No:** 5 / 57 (9%) answered that they **do not support the preferred plan**.
 - Additional stair climbing between lines will be required if the Sheppard line is at grade.
 - **No need for a permanent bus terminal** at the Sheppard Ave. and SRT intersection. During construction, a **temporary terminal** is justified to contain the buses servicing affected areas.
 - **Maintenance facility/ track changes will create a lot of noise** in a residential area.

- A **surface connection** to the Sheppard light rail line would be **far preferable** for passengers and less costly than an underground route. The money saved by not burying the line north of Highway 401 would pay for immediate extension to Malvern. An aboveground line with a station on the north side of Sheppard would reduce the disturbance to the Ho Centre, which has become a great amenity to the people of Scarborough.

Questions:

- Why was a bus terminal planned at Sheppard and Progress? What routes will this service in Phase 1 or Phase 2 of the extension? Why not build the entire extension in a single phase to save money on building a temporary bus terminal? Can the bus terminal be located at Malvern Town Centre?

5. Summary of All Other Comments

A summary of all other comments received between March 8th and March 22th, 2010, not specific to responses to questions from Comment Forms distributed at the Open Houses, is presented below. They are grouped by topic and type of comment. An asterisk (*) is used to illustrate comments mentioned more than once.

5.1. Support / Opposition for the Plan

Support for the project.

- Good job thus far.
- Can't wait to see it completed.

Opposed to the plan.

- Too little too late. Hopefully this will free up Wheel-Trans.
- Opposed to SRT and the Sheppard LRT projects.
- Opposed to LRT streetcars because they are a disaster in the winter.

5.2. Technology

- **Build a subway**, not LRT lines. *
- **Sheppard needs a subway** to connect to the Yonge subway line, not an LRV. *
- A TTC report of 1986 & 2004 supports a subway and the development and zoning at Scarborough Town Center was based on this decision for a subway, a subway will increase ridership and is cheaper to run and maintain than streetcars in the long term, due to the winters and gridlock on the roads a subway should be built, there would be no need for carhouses to be built with a subway.
- **Support** for a subway along Sheppard to Scarborough Town Centre.
- Since there is the issue of tunnelling under the 404, GO station on Kennedy, and the underpass under the bridge at Glen Watford, why not go all the way and finish the subway that is partly finished? Learned from URS that the tunnelling technology for a subway is available, cheaper and currently being used in Europe. Commitment should be made for subway construction in Toronto.

5.3. Other Transit Connections

- The Sheppard line should be a **subway to Durham**.
- **Fund the Scarborough-Malvern LRT line** as soon as possible (for UTSC access).
- **Future plans** should extend **Eglinton Crosstown** to Guildwood GO via Eglinton & Kingston Rd.
- If the service tracks are doubled up, they could possibly supply continuous service from Eglinton to Sheppard East and further on to the Zoo and Meadowvale. A staggered portal arrangement would take up the width of three track pairs and not take up the entire street. One transfer at Neilson or Morningside to go north and a large bus station would not be required at Sheppard. Mini transfer stations or stops along Neilson and Morningside just north of Sheppard and taking up some street parking space could do the job.

Questions:

- How will connection to GO Transit improve?
- Will the SRT be connecting the downtown for the PAN AM games?
- Will the SRT be connected to the Bloor-Danforth line?

5.4. Vehicles

- The current **SRT wheels make a squealing noise** as it leaves Kennedy Rd. Hope the new cars will be noise free.
- Will the Bombardier vehicles run on the current or extended Scarborough LRT tracks?
- A vehicle with faster speed capabilities and a higher passenger capacity would be preferred for this particular transportation corridor.

Question:

- Wouldn't the TTC need to choose a vehicle before the renovation to ensure that the tracks are suitable and that the project is kept within the estimated budget?

5.5. Construction

5.5.1. Construction Impacts

- **Concerned about traffic congestion** resulting from TTC buses clogging up Midland Ave., Kennedy Rd., etc. Bays for buses are a must during construction period.
- Hope that the **proposed work minimizes disruption** as much as possible to public transit in Scarborough.
- Make the commute easy during construction. Include **extended Scarborough Centre terminus bus routes to Kennedy**.
- **Maintain service level** during the three year construction period.

Question:

- How will buses run during construction?

5.5.2. *Construction Method*

- The electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act must be maintained for the respective line voltage. The integrity of the structure foundations must be maintained with no disturbance of the earth around the poles, guy wires and tower footings. There must not be any grading, excavating, filling or other civil work close to the structures. Existing rights of ways may have provisions for future lines or already contain secondary land uses (i.e. pipelines, water mains, parking, etc). Please take this into consideration in your planning.

5.5.3. *Construction Schedule*

- Finish the project **on time**.
- **Timelines are optimistic**.
- **Work on all stations at the same time** to reduce the amount of time to complete the line.
- Please **allow appropriate lead-time** in the project schedule in case Hydro One infrastructure needs to be relocated or modified.

5.6. Nuisance Concerns (Noise, Vibration and Garbage)

- **Concerned with the potential for litter to become a problem** in areas that will have a lot of pedestrian traffic.
- **Decrease the nuisances** to the residents during the development phase.

5.7. Environmental Impacts

Question:

- How will this project affect the vegetation and the wildlife (e.g. the Peregrine Falcon nest site at Milner and Progress)?

5.8. Property Impacts

Questions

- How much time will be given if forced to move?
- How much impact will the community have if the community decides not to move?
- How many properties are being affected by this project?
- Will this increase or decrease my property value?

5.9. Consultation Events

- **Did not receive notice** about project. *
- **Excellent open house**.
- **Hold another meeting** when the **physical details** of how the extension will be built are complete, including the actual measurements.
- **Not enough project staff** available to answer questions at the open house.
- **Post the Kennedy Station Mobility Hub Study progress / timeline** on the Transit City website.

- **Discrepancy between details on the panel and questionnaire.** The panel wasn't labelled 'direct connection' but rather 'underground connection'.
- Panel 18 needs routes labelled.
- **More information should be provided to local residents** who have property adjacent to the proposed plans to clarify any misinformation.
- **Inform community of cut-and-cover timeline and progress** once initiated.
- Would like **further clarification about timelines** for the start and completion of this project.
- **Use current and accurate maps** in your displays. Information was missing from the maps used (e.g. aerials are dated and don't show buildings at Progress Ave).
- Need to **provide information/studies detailing environmental effects** of the project.
- Place **video of construction/progress of the line online.**
- **Provide a map** or PDF of how the Kennedy / Eglinton LRT will connect to the Bloor-Danforth subway.
- **Use current aerial maps (at least 2009).** The aerial maps used in March 2010 SRT Open House boards are at least six years old. The industrial building at 999 Progress (Metro Label) was completed in late 2004 and does not show as even being under construction on the aerial maps being used.

Question:

- Can the SRT and KSR video be viewed online?

5.10. Other

- Maintain the **blue colour for this route** on the subway/LRT route map.
- The **current bus system** is not running very well.
- Provide **more seating on station platforms.**

Question:

- How will the proof-of-payment routes along Eglinton and Scarborough/Malvern affect fare payment.

6. Appendices

Public Notifications

- Scarborough RT Ad/notice
- Email to INAC
- Email to MAA
- Letter to the coordinator of the Williams Treaty First Nations
- Letter to all Williams Treaty First Nations and INAC

Scarborough Rapid Transit Conversion & Extension, Including Kennedy Station Improvements

Preliminary Planning - Notice of Public Open Houses

Public Consultation - We are holding two Open Houses during the preliminary planning stage, where you can learn more about this proposed transit project, ask questions, and share your comments. The open houses will occur as follows:

Date: March 8, 2010

Time: 6:30 pm to 9:00 pm

**Location: Jean Vanier CSS (cafeteria)
959 Midland Avenue (n. of Eglinton)**

Date: March 11, 2010

Time: 6:30 pm to 9:00 pm

**Location: Chinese Cultural Centre
5183 Sheppard Avenue East (at Progress Ave.)**

Background - The City of Toronto and TTC are building "Transit City", an exciting initiative to provide a network of light rail transit lines across Toronto. Transit City will provide fast, reliable and accessible service. The conversion of the existing Scarborough Rapid Transit (SRT) line and extension, including Kennedy Station improvements, are important parts of Transit City and will support local economic development, help reduce greenhouse gas emissions, and provide effective alternatives to driving.

Scarborough RT Conversion - The existing vehicles on the SRT are reaching the end of their life expectancy. The existing SRT will be modified to accommodate new LRT vehicles, the same as those which are to be used on other Transit City LRT lines.

Scarborough RT Extension - The proposed extension of the Scarborough RT will provide rapid transit to northeast Scarborough, including a direct connection to the Sheppard East LRT. The first phase of the project will extend the line from McCowan Station to Sheppard, via an exclusive right-of-way. Phase two will extend the line to the Malvern Town Centre.

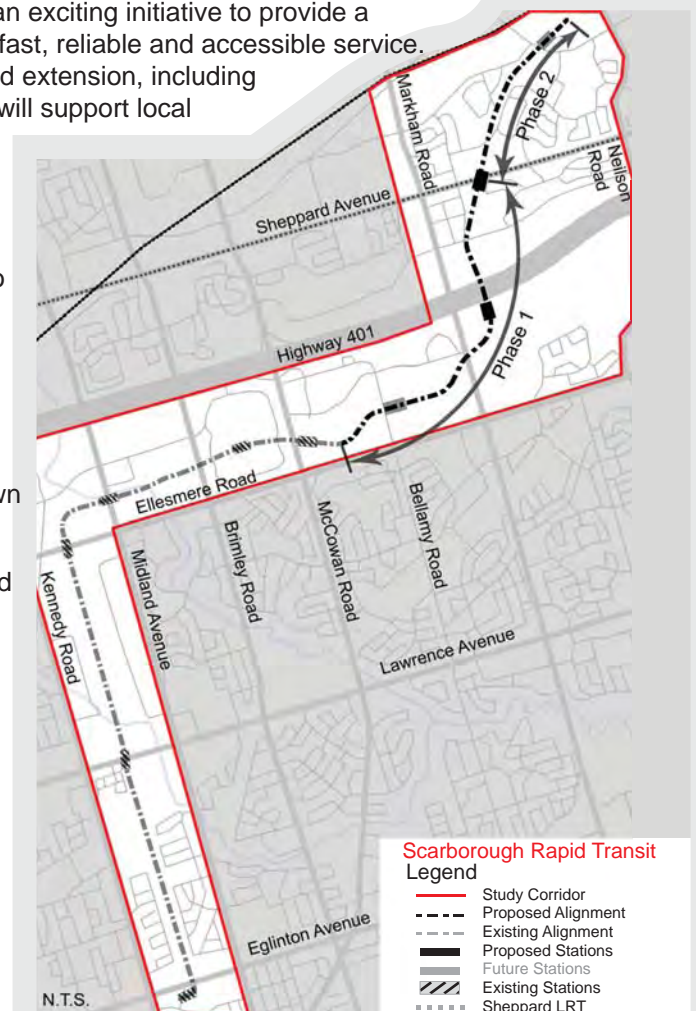
Kennedy Station Improvements - Kennedy Station will be redeveloped to accommodate the new LRT vehicles and to significantly improve the connection between the subway and Scarborough RT. Plans will also accommodate the new Eglinton Crosstown and Scarborough Malvern LRT lines.

At the upcoming open house the TTC will present:

- Information on the conversion of the existing SRT
- The phased plans for the SRT extension
- The plans for a new Sheppard Station, which include a bus terminal and Passenger Pick-Up and Drop Off, in the vicinity of the Chinese Cultural Centre
- The plans for Kennedy Station improvements

Previous consultations for the SRT Extension were held in April-July 2008 and June 2009. Responses to questions and comments submitted to date will be posted in the FAQs section on the project website: www.toronto.ca/transitcity (see: Extension of the Scarborough Rapid Transit).

Next Steps - Following the Open Houses, there will be an opportunity for the community to submit comments and questions in advance of a formal Transit Project Assessment. Additional open houses will then be scheduled in the Spring.



We would like to hear from you - If you would like to provide comments or obtain more information please contact:

Lito Romano

TTC Community Liaison Officer

Transit City Department

5160 Yonge Street, 13th Floor

Toronto, ON M2N 6L9

Tel: 416-397-8699

Fax: 416-338-0279

E-mail: lito.romano@ttc.ca

TTY: 416-397-0831

www.toronto.ca/transitcity

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



From: Nagler, David
Sent: March 9, 2010 18:48
To:
Cc:

Dear,

I have been in touch many times in the past with INAC officials in the Litigation Management and Resolution Branch (Marc-André Millaire), Specific Claims (Mr. Boswell) and Comprehensive Claims (Ms. Nicole Cheechoo). I thank all INAC Branches for previous responses which have been a great help to us in conducting consultation for our numerous infrastructure projects.

INAC Specific Claims has indicated there is only one specific claim affecting Toronto which is currently being negotiated with the Mississaugas of the New Credit First Nation. INAC Litigation Management and Resolution Branch has indicated that the only litigation claim affecting Toronto involves the eight Williams Treaty First Nations. INAC Comprehensive Claims has indicated that there are: "no comprehensive or special claims within Toronto's border."

No response to this message is requested unless the claims circumstance has changed such that there are additional claims in Toronto.

As per a requirement of Ontario's Transit Project Assessment process, please find attached a preliminary planning notice for a project titled "Scarborough Rapid Transit Conversion & Extension including Kennedy Station Improvements." In the future, the project will be undertaken under Ontario Regulation 231/08 - Transit Projects and Greater Toronto Transportation Authority Undertakings (2008). The environmental impact will be assessed in accordance with the Transit Project Assessment Process. The attached is forwarded for your files only.

Sincerely,
David

David Nagler
Community Relations Coordinator
Strategic Partnerships
Transit City Department - TTC
5160 Yonge Street, 13th Floor
Toronto, ON M2N 6L9
Tel: 416 397-8887
E-mail: david.nagler@ttc.ca

From: Nagler, David
Sent: March 9, 2010 18:59
To:
Cc: '
Subject: Toronto Transit Project - Scarborough Rapid Transit & Kennedy Station

Dear ,

Thank you for past correspondence confirming contact information for First Nations.

The Toronto Transit Commission (TTC) is undertaking preliminary planning --in advance of a formal Transit Project Assessment-- to convert and extend the Scarborough Rapid Transit. A public notice with a description of the project and a map of the study area is attached for your files.

As per previous correspondence with Indian and Northern Affairs Canada and MAA, the TTC has already contacted the Mississaugas of the New Credit First Nation and all Williams Treaty Bands with respect to this project. Please contact me if you have questions on this project as it relates to our consultation with First Nations.

Sincerely,
David

David Nagler
Community Relations Coordinator
Strategic Partnerships
Transit City Department - TTC
5160 Yonge Street, 13th Floor
Toronto, ON M2N 6L9
Tel: 416 397-8887
E-mail: david.nagler@ttc.ca

Monday, March 1st, 2010

Letter to
Coordinator
Williams Treaty
First Nations

Barrister and Solicitor
Coordinator Williams Treaty First Nations
8 Creswick Court
Barrie, ON
L4M 2J7

Dear

The Toronto Transit Commission (TTC) is undertaking preliminary planning for an extension of the Scarborough Rapid Transit , from Kennedy Station northward to the Malvern Town Centre. A detailed notice with a map of the study area is attached for your reference.

Preliminary planning will lead to a formal Transit Project Assessment which will follow Ontario Regulation 231/08 - Transit Projects and Greater Toronto Transportation Authority Undertakings (2008). The environmental impact of this project will be assessed in accordance with the Transit Project Assessment Process.

Please contact me in writing if you have any interest in the project on behalf of the Williams Treaty First Nations. TTC will also continue to notify each Williams Treaty First Nations directly on the project.

The TTC would be pleased to organize a meeting with you to discuss the project.

Best regards,
David

David Nagler
Community Relations Coordinator
Transit City – TTC
Tel: (416)-397-8887
Email: david.nagler@ttc.ca



Monday, March 1st, 2010

Letter to the
Williams Treaty
Bands

Dear Chief

The Toronto Transit Commission (TTC) is undertaking preliminary planning for an extension of the Scarborough Rapid Transit, from Kennedy Station northward to the Malvern Town Centre. A detailed notice with a map of the study area is attached for your reference.

Preliminary planning will lead to a formal Transit Project Assessment which will follow Ontario Regulation 231/08 - Transit Projects and Greater Toronto Transportation Authority Undertakings (2008). The environmental impact of this project will be assessed in accordance with the Transit Project Assessment Process.

Please contact me in writing if the Alderville First Nation has any interest in the project. TTC will continue to notify Ms. Karry Sandy McKenzie, Barrister/Solicitor and Coordinator for the Williams Treaty First Nations as indicated by the Beausoleil and Chippewas of Rama First Nations.

The TTC would be pleased to organize a meeting with you to discuss the project.

Best regards,
David

David Nagler
Community Relations Coordinator
Transit City – TTC
Tel: (416)-397-8887
Email: david.nagler@ttc.ca

