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**City Council**

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**Notice of Motion**

MM47.8	ACTION			Ward: All
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**Support in Principle for Provision of a Station at Ronald Avenue - by Councillor Palacio, seconded by Councillor Thompson**

*\* Notice of this Motion has been given.*

*\* This Motion is subject to referral to the Executive Committee. A two thirds vote is required to waive referral.*

**Recommendations**

Councillor Palacio, seconded by Councillor Thompson recommends that:

1. City Council express its support, in principle, of at least a provision in the Eglinton-Crosstown LRT tunnel's vertical alignment for a station around Ronald Avenue, as a sustainable growth strategy supporting the Official Plan and to ensure a transit-oriented corridor in the future, for yielding the maximum benefit out of capital investment in new infrastructure.
2. City Council express its support, in principle, of grades in the Eglinton-Crosstown tunnel not exceeding 3.5 percent, the standard maximum for Toronto's subway system, to protect for a future conversion to subway in case future demand makes such a step necessary.
3. City Council forward its support for Parts 1 and 2 above to the Toronto Transit Commission, and request the TTC to consider them in the detailed design stages of the Eglinton-Crosstown LRT's vertical alignment, similar to the attached references.
4. City Council forward this decision to Metrolinx and the Ontario Minister of Transportation for information.

**Summary**

The largest single distance between stations along the Eglinton-Crosstown LRT tunnel is between Caledonia and Dufferin Stations. The station spacing for these two stations is about 1.3 km, and the distance from the east exit of Caledonia Station to the west exit of Dufferin Station is about 1.2 km. Staff identified the average station spacing for the Eglinton-Crosstown LRT tunnel as 850 metres, and 1.3 km is over 50 percent above the average ( $1300\text{m} - 850\text{m} = 450\text{m}$ ,  $450\text{m}/850\text{m} = 52.9$  percent). This is an extraordinarily high value for an urban area of Toronto, and it is not conducive to creating a walkable Avenue conducive to creating a transit-

oriented corridor. This part of Eglinton Avenue West is identified as an Avenue in the Official Plan.

Bloor Street West is a vibrant street. Between Jane and Woodbine along the Bloor-Danforth line, only one pair of station is more than 850 metres apart. The Prince Edward Viaduct across the Don Valley between Broadview and Castle Frank stations, at about 880 metres. Only two other pairs come close to 850 metres between them. In several instances, stations are less than 600 metres apart along the Bloor-Danforth line, and this is a good way to build underground transit. Between Lansdowne and Dufferin stations along the Bloor-Danforth line, they are about 520 metres apart.

Neither a proposal for nor a commitment to parallel bus service has been provided by the TTC throughout the public consultation process. Reports on the results of the public consultation process from LURA show that this is a major concern for people along this part of the corridor, recorded/listed several times in the report from the November 2009 to January 2010 consultations alone. Residents fear losing their existing access to transit by no station along the Eglinton-Crosstown LRT being near enough to them.

The east boundary of the Prospect Cemetery represents the approximate midpoint between Caledonia and Dufferin stations, near Ronald Avenue/Harvie Avenue. A station at Ronald Avenue could bring the station spacing down to 760 metres between Caledonia and Ronald, and down to 540 metres between Ronald and Dufferin, compared to 655 metres (Dufferin to Oakwood) and 570 metres (Oakwood to Allen), which are extremely similar figures.

The presence of a cemetery does not mean a station is unwarranted, as past examples such as Old Mill, Castel Frank, Davisville, and North York Centre are all very close to cemeteries, and future examples will include 407 on the Spadina Subway Extension and Longbridge on the Yonge Subway Extension.

Additionally, the grades proposed in this part of the tunnel are steep, at 5.0 percent (the LRT standard maximum), which exceeds the subway standard maximum of 3.5 percent. The investment in these tunnels should protect for the very long-term prospect of a subway running along this corridor, if the vertical alignment can be changed for such a protection without significant impacts on the construction costs.

(Submitted to City Council on March 31 and April 1, 2010 as MM47.8)