



UNIVERSITY OF  
**TORONTO**  
SCARBOROUGH

OFFICE OF THE VICE-PRESIDENT & PRINCIPAL

April 3, 2019

His Worship John Tory  
Office of the Mayor  
100 Queen Street West  
Toronto, ON M5H 2N2

Dear Mayor Tory,

I am writing on behalf of the University of Toronto Scarborough with respect to the Staff Report Dated April 3, 2019 on Toronto's Transit Expansion Program and, in particular, the Eglinton East LRT (EELRT) Project.

The Staff Report has made significant revisions to earlier options that were supported by the University and endorsed by City Council. The Report, for example, recommends terminating the route at UTSC and eliminating stops at the world class TPASC and the extension up to the Malvern community. The University's technical concerns are attached as Schedule 'A'.

The University supports the immediate prioritization of funding approvals for both the Eglinton East LRT project and the construction of the Scarborough subway to develop a comprehensive transit network for Scarborough. These projects will provide vital transit infrastructure to underserved communities and provide more affordable access to education, health care and employment. In addition, investment in these projects will stimulate much needed economic development and growth, and contribute to the revitalization of the surrounding communities.

An LRT to the University of Toronto Scarborough will fulfill a commitment made by the City during planning for the Toronto Pan Am Sports Centre (TPASC). In support of that commitment, our students voted in 2010 to make an historic investment in TPASC—for the campus and the community—with the understanding that the City will uphold its promise to deliver on the transit system in Scarborough, thereby addressing a very pressing and urgent need in our communities. The Eglinton East LRT is a critical part of that system and must be considered a priority, with additional funding identified immediately. This action will help to retain and to sustain the trust that our students placed in the City's promise about a decade ago.

While the University could simply advocate and accept options that serve its parochial interests, such an approach will not be consistent with our role as a city building and anchor institution in Scarborough. The University is rooted in our surrounding communities and invested in their success. We are concerned that the latest staff recommended proposal does not adequately serve the residents of Mornelle Court, Malvern, and beyond, and will further constrain access to TPASC, which serves thousands of our neighbours.

It is our submission that Scarborough needs a comprehensive transit network that serves all residents, and it is important that they not see themselves as repeatedly overlooked in transit investment. In our view, it is time to commit full funding for the Eglinton East LRT up to Malvern and for the Scarborough subway extension. We hope that you share and support the University's position on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wisdom J. Tetey', with a stylized flourish at the end.

Wisdom J. Tetey, PhD, FGA  
Vice-President, University of Toronto  
Principal, University of Toronto Scarborough Campus



April 4, 2019

Mike Logan  
Program Manager  
Transit Implementation Unit | City Planning  
City of Toronto  
100 Queen Street West, 21<sup>st</sup> Floor, East Tower  
Toronto, ON  
M5H 2N2

**RE: Response to City of Toronto Eglinton East Light Rail Transit (EELRT) project update & City of Toronto April 3 2019 Transit Expansion Update Staff Report  
Response on Behalf of University of Toronto Scarborough**

Dear Mr. Logan:

## **1.0 INTRODUCTION AND PURPOSE**

On behalf of the University of Toronto Scarborough Campus (UTSC), this letter provides feedback with respect to the City of Toronto report regarding the Eglinton East Light Rail Transit (EELRT) project presented to the City of Toronto Executive Committee as outlined in the City Staff report dated April 3, 2019. This letter also outlines UTSC's position regarding preliminary details included in the EELRT presented to UTSC by City Staff during a meeting held on March 28, 2019.

In general, UTSC is supportive of the primary recommendation in the staff report to extend the EELRT to the UTSC campus as part of the first phase of the EELRT project. It is UTSC's position however that, in light of the uncertainty regarding the Sheppard East LRT, the City should consider eliminating any phasing and immediately extend the LRT to Malvern as the terminal stop.

In addition, UTSC has significant concerns with some of the preliminary design assumptions with respect to the EELRT design within the campus area which were presented by City Staff during a meeting on March 28<sup>th</sup>. The sections below summarize UTSC's position regarding the recommended extension to UTSC.

## **2.0 BACKGROUND**

### **2.1 MAY 2018 STAFF REPORT**

The most recent City of Toronto staff report (*Eglinton East LRT Project Update and Next Steps*; dated May 7, 2018 and adopted by City Council on May 22, 2018) recommended the "Enhanced At-grade Concept," which included two stops at the UTSC campus: New Military Trail / Ellesmere Road, and Morningside Avenue / New

Military Trail (i.e. the Toronto Pan Am Sports Centre "TPASC"). In addition, a third stop near the campus at Morningside Avenue / Ellesmere Road was also proposed.

The recommended option contained a 120-metre pedestrian underpass to follow the path of the existing Military Trail, to pass under Ellesmere Road, in close proximity to the New Military Trail / Ellesmere Road stop. The pedestrian underpass was conceptualized in collaboration with UTSC to serve as the connection ("pedestrian spine") between north and south campus as envisioned by the proposed UTSC Secondary Plan.

Adjacent to the pedestrian underpass, to its south, space was allocated for a centralized campus bus facility; it was acknowledged that the bus facility would be supported by on-street stops, on Ellesmere Road, and that the bus facility could potentially wrap around a parcel with development potential.

At the time of the May 2018 Staff Report, a maintenance yard / facility to support the EELRT was being investigated; a number of locations were being reviewed by City staff.

## **2.2 PRESENTATION TO UTSC – MARCH 28, 2019**

City Staff presented three options including the staff recommendation to extend the EELRT to UTSC during a meeting held on March 28, 2019. During the meeting City staff also discussed the assumptions that were used to develop the project cost estimate in terms of the scope / form of the extension to UTSC; namely the stop locations, track alignments, and connections to the maintenance yard which would pass through the UTSC campus. These details are of concern to UTSC because they would represent a significant change to the scope of the EELRT at UTSC as compared to what was presented in the May 2018 Staff Report and presentation to council. The following are the new, and concerning, preliminary assumptions for the extension to UTSC which were presented by City Staff on March 28, 2019:

- The EELRT will terminate at the New Military Trail / Ellesmere Road stop; the TPASC stop has been removed from the plan, reducing the number of stops located on the UTSC campus from two to one.
- The City indicated that in order to support the EELRT that a new maintenance facility would be required and the recommended location was on a City owned parcel south of Highway 401, east of Morningside Road. To access the maintenance facility near Highway 401, the tracks for the EELRT would be extended beyond the terminal stop at New Military Trail / Ellesmere Road, through UTSC campus along the proposed re-aligned New Military Trail. This has not been clarified in association with stating the new terminus of the route.
- The aforementioned pedestrian underpass below Ellesmere Road that connects the north and south UTSC Campus areas was indicated by City Staff as not being required because New Military Trail / Ellesmere Road stop will become the EELRT terminus; and thus the frequency of trains conflicting with pedestrians crossing at the New Military Trail / Ellesmere Road intersection would be limited to off-peak times when trains will access the planned maintenance facility, or when disabled vehicles are being towed / pushed to the maintenance facility. UTSC disagrees with this.



- The centralized campus bus facility remains in the recommended plan although the preliminary illustration provided to UTSC showed a facility taking up a large footprint on the UTSC campus at the southwest corner of New Military Trail / Ellesmere Road, impacting future UTSC development.

Thus while UTSC supports extending the EELRT to UTSC, UTSC does not accept the City's preliminary design assumptions for the extension of the EELRT to the UTSC campus. Key issues for UTSC include:

- The planned stop at TPASC is a fundamental aspect of UTSC's Campus Master Plan with many uses in the Master Plan being oriented around the north stop. Not including this stop in the first phase of the EELRT project would significantly impact the vision in the UTSC Master Plan and proposed Secondary Plan.

The preliminary concept for the connection to the planned maintenance yard would require running the tracks through the UTSC Campus using the New Military Trail alignment as specified in the proposed UTSC Secondary Plan which would result in providing a transit line through campus that doesn't actually provide service or benefit to the north campus. This will significantly impact UTSC's vision to make the New Military alignment a transit-focused street. In addition, the connection from New Military Trail to the planned maintenance yard would travel through UTSC land and impact the development potential of a UTSC-owned parcel located adjacent to TPASC, currently allocated for an athletic facility.

- The elimination of the pedestrian underpass from the design of the proposed New Military Trail / Ellesmere stop significantly compromises UTSC's transportation place-making objectives and will negatively impact pedestrian safety for the thousands of students who cross Ellesmere Road at Military Trail every day.
- UTSC is concerned with the large size of the illustrative bus facility shown on the southwest corner of New Military Trail / Ellesmere Road and continues to support the location of some bus stops on the side of the road. UTSC has identified the site for its development potential and supports design options that retain the ability of the site to be developed and integrated with the proposed bus facility.

## 2.3 APRIL 2019 STAFF REPORT

Updates to the City of Toronto's plans to expand rapid transit in Toronto are outlined in a Staff Report, entitled *Toronto's Transit Expansion Program – Update and Next Steps* (April 3, 2019), to be presented to the City's Executive Committee on April 9, 2019 and City Council on April 16-17, 2019. The Report provides updates to funding objectives and priorities among the City's planned rapid transit expansion projects.

As it relates to the EELRT, the following official recommendation is made:

*"Request Metrolinx to partner with the City to develop a plan to undertake PDE for two phases of the Eglinton East LRT: (i) an easterly extension of Line 5 (Eglinton Crosstown) from Kennedy Station to University of Toronto Scarborough ("UTSC"); and (ii) an extension to Malvern Centre."*



Attachment 4 to the Staff Report provides specific EELRT updates. The preferred design option clarifies the aforementioned recommendation: the extension of the line to UTSC is recommended to be the first phase of the EELRT and a further extension to Malvern Centre is the recommended second phase.

Detailed changes to the plan, as outlined in the March 28, 2019 presentation to UTSC outlined above, are not included in the Staff Report or Attachment 4. Further, the previously recommended alignment, which follows New Military Trail, is illustrated on several maps.

The most important update included within the Staff Report is that the EELRT is not listed to receive funding as part of the federally-coordinated "Public Transit Infrastructure Fund Phase 2". Its associated funds have been split between four priority transit expansion projects; the EELRT is not included as part of the program.

### **3.0 THE UTSC POSITION**

Recognizing that the staff report to council does not include specific details about the alignment, UTSC is requesting that the City continue to work with UTSC to refine the scope and design of the EELRT extension to ensure its design can be seamlessly incorporated into the UTSC campus and in doing so ensuring the projected student growth on campus can be accommodated, maintaining a safe and efficient transportation network, and supporting the creation of a world class university campus in Scarborough with transit as a central integrated element. UTSC's position on the recommended changes to the EELRT plan are therefore as follows.

- UTSC requests that the scope for the extension of the EELRT to campus remain consistent with the earlier design concept recommended in the May 2018 Staff Report; specifically the "Enhanced At-grade Concept", which included two stops within the UTSC campus – one at TPASC and one at Ellesmere/Military Trail. UTSC supports the inclusion of the TPASC stop within Phase One of the plans. The proposed UTSC Secondary Plan contemplates campus development options ranging north to the TPASC and further, the existing Military Trail is proposed to be converted to a pedestrian thoroughfare. Maintaining the TPASC stop at the northern border of the campus facilitates the further development of these options and provides greater access to the facility by local residents near the Morningside / Military Trail intersection.
- The planned pedestrian underpass to follow the path of the existing Military Trail, to pass under Ellesmere Road, in close proximity to the New Military Trail / Ellesmere Road stop, remains a critical component of the proposed UTSC Secondary Plan. As noted above, the pedestrian underpass has been planned as the key connecting component of the north and south campuses and to enhance pedestrian safety. The removal of the underpass would require a reconsideration of the entire Secondary Plan.
- UTSC has significant concern about the potential tracked connection between the New Military Trail / Ellesmere Road EELRT stop (the terminus of Phase One) and the planned maintenance yard, which has been conceptualized to be located south of Highway 401, east of Morningside Avenue. The proposed alignment would constitute a further 'taking' of UTSC lands and impact development potential adjacent to TPASC. Further, it is unclear how this connection would connect with a future TPASC stop if it is included as part of a subsequent phase, rather than Phase 1. The UTSC Master



Plan was created to orient itself around an LRT line on New Military Trail that would benefit both the south campus and the north campus. Without the TPASC stop, UTSC would not support having the EELRT tracks pass through the north campus to access the planned Maintenance Yard.

- UTSC is concerned with the size of the planned centralized bus facility shown in the City's planning diagrams located on the southwest corner of the New Military Trail / Ellesmere Road intersection and would like to continue to seek ways of reducing the scale / size of the bus facility by considering on-street options.
- Notwithstanding the City Staff report which suggests there is not a significant ridership demand between Malvern and UTSC, this connection is an important link that UTSC believes will improve access to education and community services for residents the Malvern Area; most notably through connecting residents to TPASC. It is UTSC's position that in light of the uncertainty around the SELRT, that the EELRT should be extended to Malvern in a single phase.

Lastly, UTSC is also concerned with the exclusion of the EELRT project as part of the "Public Transit Infrastructure Fund Phase 2" funding program. The exclusion of the EELRT from the federal funding envelope will only contribute to the uncertainty of an important transit project for Scarborough which will negatively affect the outcomes of the ongoing Secondary Plan process which considers the EELRT as one of its central organizing elements.

## 4.0 SUMMARY

In summary, UTSC remains supportive of the staff report's recommendation that the EELRT be extended to the UTSC campus as part of Phase One of the plan. However, in light of the uncertainty regarding the Sheppard East LRT, it is UTSC's position the City should consider eliminating any phasing and immediately extend the LRT to Malvern as the terminal stop. UTSC does not support the preliminary assumptions made by City Staff during a meeting held on March 28, 2019, with respect to the scope / design of the end of the line which were used in the preparation of the cost estimate prepared for the staff report. These potential design assumptions, which are acknowledged to be assumptions at this point, would have a significant negative impact on UTSC which could make the City's vision of the EELRT inconsistent with the UTSC Master Plan and the Proposed Secondary Plan.

UTSC is requesting that the City continue to work with UTSC on refining the scope and design on the terminus of the line. Key issues that will need to be addressed include the re-instatement the TPASC stop, the inclusion of the pedestrian underpass to be located following the path of the existing Military Trail (to pass under Ellesmere Road), and the reduction of the footprint of the centralized bus facility to remove on-street bus stops on Ellesmere Road.

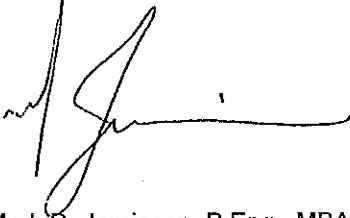
Further UTSC is concerned that the EELRT has been excluded from the list of priority transit expansion projects to receive funding as part of the federally-coordinated "Public Transit Infrastructure Fund Phase 2" program.



\* \* \* \* \*

I trust the foregoing input is useful in your considerations. Please do not hesitate to contact me if you have any questions or comments.

Sincerely,  
**BA Consulting Group Ltd.**



Mark D. Jamieson, P.Eng., MBA  
Principal

Copies to: Andrew Arifuzzaman, Therese Ludlow, Brent Duguid, Jennifer Adams, Jeffrey Miller - UTSC  
Anthony Yates, Mohammad Bari, Michael Giallonardo - BA Group  
Benjamin Hoff, Kevin Hurley - Urban Strategies  
Josh Bassett, Andrea Reaney, Alan Filipuzzi – City of Toronto  
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