

# Eglinton East Light Rail Transit (EELRT)

Public Consultation for the Transit and Rail  
Project Assessment Process (TRPAP)

# Land Acknowledgement

The land we are standing on today is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee, and the Huron-Wendat peoples and is now home to many diverse First Nations, Inuit, and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.



Rouge National Urban Park in Scarborough.

# Welcome

## The purpose of this public consultation is to:

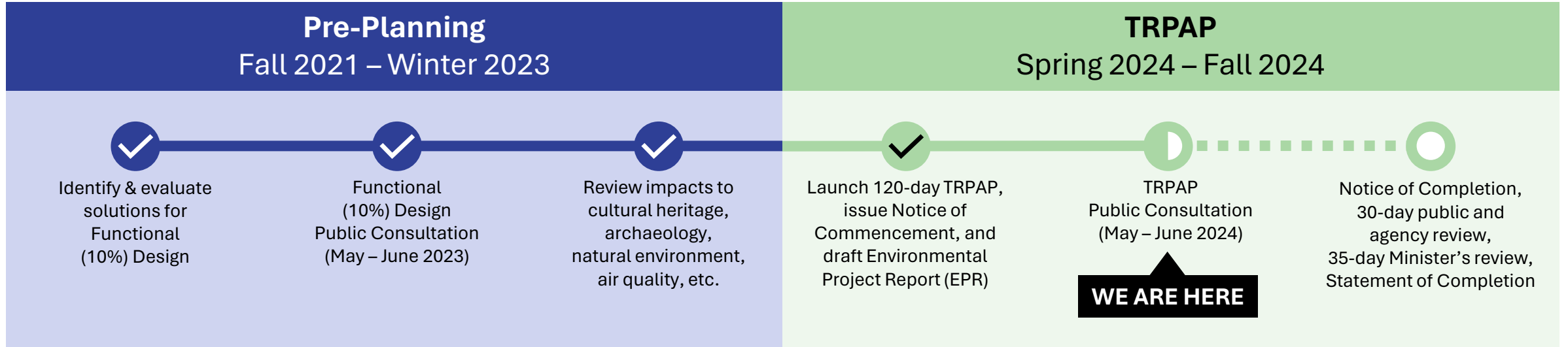
- Provide a design update on the EELRT and summarize what we heard during public consultation on the Functional (10%) Design in summer 2023.
- Describe the Transit and Rail Project Assessment Process (TRPAP) and Environmental Project Report (EPR) and identify findings and mitigation measures from various environmental assessments.
- Seek community feedback about the EPR findings and impact mitigations and respond to questions about the EELRT project.
- Identify next steps for the project.

# What is a Transit and Rail Project Assessment Process (TRPAP)?

The Transit and Rail Project Assessment Process (TRPAP), defined in Ontario Regulation 231/08, is a streamlined Environmental Assessment process for transit and rail projects. A TRPAP is an up-to-185-day process required for any project establishing a new transit line, which applies to EELRT.

Ahead of the TRPAP, an Environmental Project Report (EPR) has been prepared to document the alignment (route) of the project, stop locations, and preferred design. The EPR also summarizes potential impacts the project may have on the surrounding community and ways to mitigate or minimize those impacts.

The EPR will be available to review online at [toronto.ca/EglintonEastLRT](https://toronto.ca/EglintonEastLRT).



# Toronto's Transit Expansion Program

This map shows the existing and future rapid transit network in the City of Toronto.

The EELRT can be found in the squared off section.

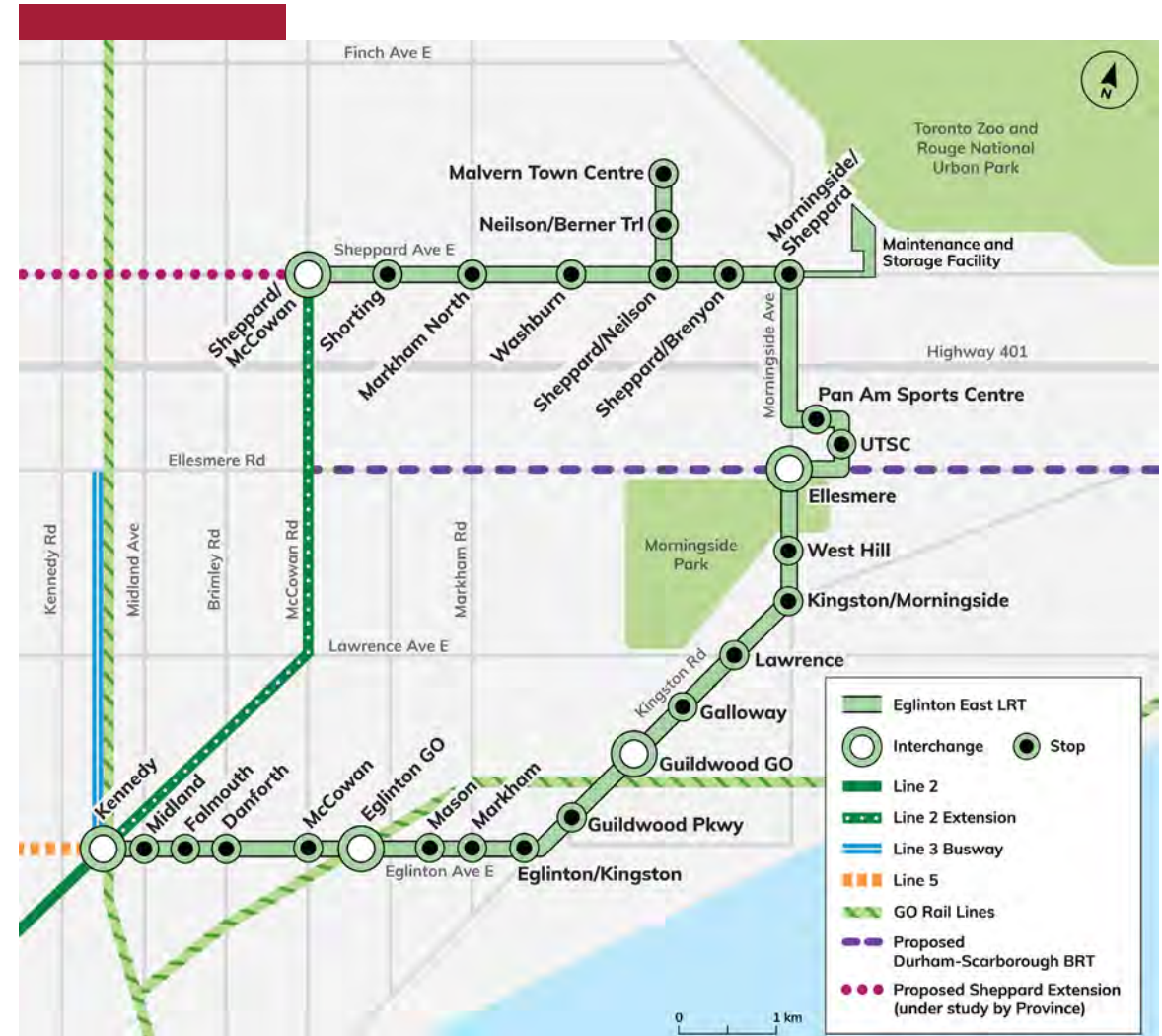
- |  |   |  |
|--|---|--|
| <p><b>Existing</b></p> <ul style="list-style-type: none"> <li> Line 1 Yonge-University</li> <li> Line 2 Bloor-Danforth</li> <li> Line 4 Sheppard</li> <li> TTC 901 &amp; 909 Streetcar*</li> <li> UP Express</li> <li> GO</li> <li> Interchange stations</li> </ul>            | <p><b>Procurement &amp; Construction</b></p> <ul style="list-style-type: none"> <li> Yonge North Subway Extension</li> <li> Scarborough Subway Extension</li> <li> Line 5 Eglinton Crosstown LRT</li> <li> Line 6 Finch West LRT</li> <li> Ontario Line</li> <li> Eglinton Crosstown West Extension</li> <li> SmartTrack Station</li> </ul> | <ul style="list-style-type: none"> <li> Bloor-Yonge Station Capacity Improvement</li> <li> GO Station Improvement</li> <li> Additional GO Track</li> </ul> |
| <p><b>Preliminary Design &amp; Engineering</b></p> <ul style="list-style-type: none"> <li> Eglinton East LRT</li> <li> Waterfront Transit - East Extension</li> <li> Waterfront Transit - West Extension</li> <li> Durham-Scarborough BRT</li> <li> Line 3 Dufferin</li> </ul> | <p><b>Initiation &amp; Development</b></p> <ul style="list-style-type: none"> <li> Dundas BRT</li> <li> Sheppard Extension</li> <li> Eglinton Crosstown West Extension - Airport</li> </ul>   | <ul style="list-style-type: none"> <li> Planned GO Station</li> <li> Potential Station</li> </ul>  |



# Eglinton East LRT

## Key Features

- **18.6 km** long
- **27** stops, with an average spacing of 670 metres
- **5** rapid transit interchanges
- **Local connections:**  
Kennedy Station (Line 2 and Line 5)  
Sheppard/McCowan (Line 2, proposed Sheppard Extension)  
Line 3 Busway
- **Regional connections:**  
Stouffville GO Line (Kennedy)  
Lakeshore East GO Line (Eglinton and Guildwood)  
Durham-Scarborough BRT



EELRT Project Map

# What is Light Rail Transit?

Light Rail Transit (LRT) is a form of rapid transit that operates electric vehicles, usually powered by overhead cables. Modern LRT is designed to run faster than transit in mixed traffic by using dedicated guideways.

## Benefits of LRT include:



Electric-powered service with fixed rails in dedicated lanes.



Express service, one to two stops or stations per kilometre.



Moderate construction cost and impacts as well as reduced construction duration.



Passenger capacity to suit future demand.



Smooth operations for rider comfort.

# Technology & Design Features of Light Rail Vehicles

The specific light rail vehicle (LRV) for EELRT has not been selected at this stage of the project. The current design of the guideway protects for competitive future bidding by vehicle manufacturers, modularity, economies of scale, and increasing urbanization.

## Key LRV design features include:

- **50-metre-long** trains
- The ability to climb and maintain speed on slopes **greater than a 6% grade** required to achieve extended grades along Morningside Avenue
- The ability to make **small, sharp turns**, allowing the LRT to follow 90-degree intersections
- Comprehensive communications capabilities and use of **Transit Signal Prioritization**, which will be explored for EELRT but is not part of the functional (10%) design
- Maximum speeds of:
  - 80 km/h** (exclusive right-of-way)
  - 60 km/h** (semi-exclusive right-of-way)



An example of an LRV from Finch West LRT. The vehicle is 48 metres long, has a seating capacity of 120 passengers and a maximum capacity of 292 passengers.



# Public Realm Improvements

## Complete Streets

The EELRT is more than a transit project.

It is a transformative opportunity to bring significant public realm improvements throughout eastern Scarborough, primarily by implementing **Complete Streets** design principles.



Add pedestrian and cycling infrastructure and continuous rows of trees.



Protect cycle tracks and multi-use paths from auto traffic by installing safety buffers or tree planting zones.



Shorten road crossing distances for pedestrians.



Preserve healthy and mature trees in their original place, where possible.

# Complete Streets

Complete Streets are places where people feel comfortable and connected, and which enhance human and environmental health by providing an environment that enables and encourages active transportation.

## Complete Streets are beneficial because they:

- Ensure safe and accessible streets for people of all ages and abilities
- Give people a range of transportation choices
- Create healthy and livable neighbourhoods
- Create vibrant and attractive public spaces
- Support economic prosperity
- Improve environmental sustainability

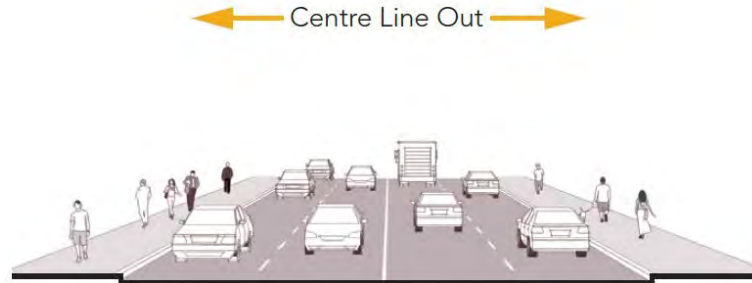


Example of Complete Street elements in Toronto.

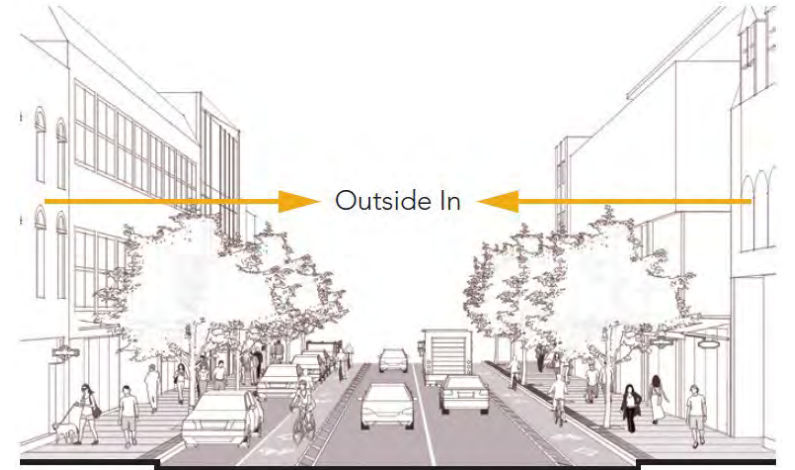
# Complete Streets Guidelines

## Our Design Goals Have Changed

Developed in 2015 and 2016, the City's Complete Streets Guidelines re-envisioned our approach to street design: **streets for people, placemaking, and prosperity.**



Corridors designed from the “inside out”, starting with the roadway and prioritizing the mobility and safety of motorists.



Corridors designed from the “outside in”, starting from the edges of the right-of-way and prioritizing multi-modal mobility and access. Benefits include:

- Public health/safety
- Economic development
- Environmental quality
- Livability and quality of life
- Equity

# Coordination with Other Scarborough Transit Projects in Development

## Proposed Sheppard Extension

- In 2023, Metrolinx began an Initial Business Case studying the potential extension of TTC Line 4 east and west along the Sheppard corridor, examining alignments, station locations, and technologies.
- The study area for the Initial Business Case extends between Downsview and Central and Eastern Scarborough.
- The City of Toronto is working closely with Metrolinx to coordinate the planning and design of both projects, which are in early phases of development.



Metrolinx Sheppard Extension public consultations, November 2023

# Coordination with Other Scarborough Transit Projects in Development

## Line 3 Busway

- The TTC is working to convert the previous Line 3 Scarborough Rapid Transit right-of-way into a fast and efficient 4-kilometre segment of bus-only roadway between Kennedy Station and Scarborough Centre.
- The bus-only component is undergoing a TRPAP, with construction expected to start in 2025 and operation set to begin in 2027, ahead of the opening of the Scarborough Subway Extension.
- This bus-only roadway will continue to be in service after the opening of the Scarborough Subway Extension, providing additional rapid transit options to Scarborough residents.
- More information is available at [ttc.ca/line3](https://www.ttc.ca/line3).

## Durham-Scarborough Bus Rapid Transit (DSBRT)

- Metrolinx is working on a 36-kilometre, 49-stop bus rapid transit route connecting Scarborough to Oshawa and completed the project's TRAP in March 2022.
- Both DSBRT and EELRT would travel along Ellesmere Road near the UTSC campus, and the City of Toronto is in coordination with Metrolinx about potential interfaces between the two projects.



# Project History Timeline (2009-2019)

**2009**

Scarborough-Malvern Light Rail Transit (SMLRT) initial design and environmental assessment completed.

**2010**

SMLRT project put on hold. Transit City cancelled. Conlins light rail vehicle Maintenance and Storage Facility (MSF) environmental assessment completed (for Sheppard East LRT).

**2016**

City Council directs staff to update 2009-approved SMLRT concept to conceptual design, renamed Eglinton East Light Rail Transit (EELRT).

**2017**

City initiates 5% conceptual design and planning process for EELRT.

**2019**

City Council approves EELRT alignment north of Highway 401 to Malvern Town Centre.

# Project History Timeline (2020-2024)

**2020**

City Council directs staff to advance EELRT design to 10% and complete environmental assessment.

**2022**

City Council directs staff to design separate service from the Eglinton Crosstown LRT, expand EELRT along Sheppard to McCowan, and assume preference for Conlins Yard MSF for EELRT.

**2023**

City completes Initial Business Case for EELRT. City Council approves EELRT alignment and stops, reconfirms preference for Conlins Yard MSF.

**2024**

City completes 10% design, conducts Environmental Project Report (EPR), and undertakes environmental assessment (TRPAP).

# Initial Business Case

**In Fall 2023, the City of Toronto completed an Updated Initial Business Case for the EELRT project.**

An Initial Business Case analyzes a set of potential options to address a problem or opportunity and lays out why an investment into each option is practical, weighted against each other. The recommended option (in this case, LRT and Public Realm Improvements) is the basis for further study and initial design.





# Initial Business Case Findings



## **Investment into higher-order transit is needed to serve this corridor.**

To serve eastern Scarborough reliably and sustainably, high-order transit will be required. It would be operationally challenging for the existing bus network to service the projected demand, and the increased ridership of an LRT more appropriately addresses that demand.



## **Higher-order transit provides regional connectivity and an opportunity for future transit growth.**

By changing travel patterns in Scarborough, an LRT line would open the door for further improvements to the surrounding transit network.



## **Higher-order transit brings more reliable, comfortable, and sustainable transportation options than buses alone.**

An LRT would offer smoother rides and reduced crowding at stations for transit riders.



## **Building a new transit line offers an opportunity to enhance public realm elements throughout this corridor.**

Features such as cycle tracks, multi-use paths, enhanced pedestrian accommodations, and increased greenery can be packaged with the construction of an LRT line.

# What We've Heard Previously

Between 2017 and 2023, the City of Toronto and TTC conducted widespread and substantial engagement with the public, stakeholders, and Indigenous communities about the EELRT, and much of your feedback has been incorporated into the current design of the project.

## Here's what we've heard:



Make strong connections to existing and planned transit in Scarborough



Manage traffic and improve the pedestrian experience



Plan for amenities and public spaces such as seating, wider sidewalks, and more trees



Prioritize fast and reliable LRT service



Communicate the process and timelines of this project



Create gathering spaces, public spaces, and civic spaces



Explore adding a stop closer to Morningside Park entrance



Make this project happen!

# Additional Morningside Park Stop

Following Functional (10%) Design consultation, City Council requested that the project team assess the feasibility of a potential additional LRT stop near the entrance driveway to Morningside Park to improve transit access to the park.

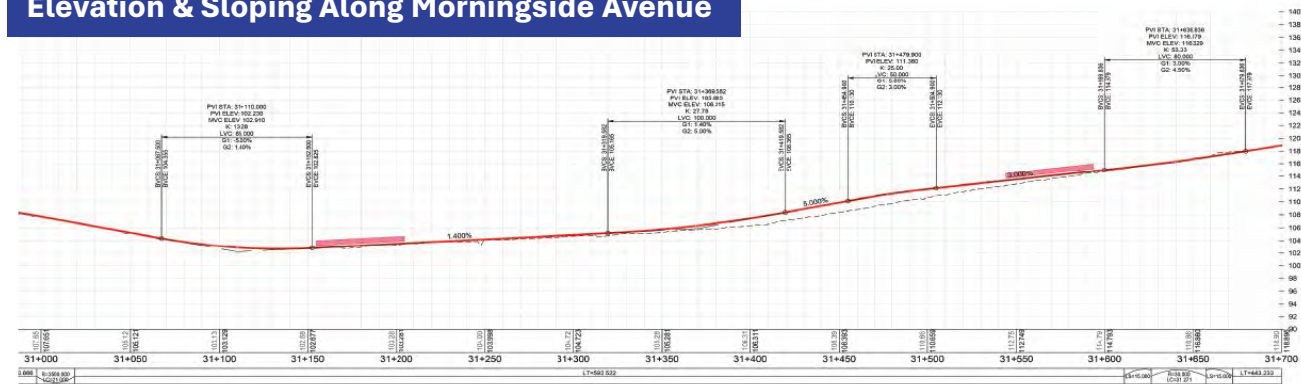
The project team completed a feasibility study, which concluded that the inclusion of a **stop at the entrance to Morningside Park is not recommended due to the following reasons:**

- Steep slopes on Morningside Avenue limit a potential stop to about 100m north of the entrance.
- The stop would be further from the park entrance than the existing TTC 116 bus stop immediately adjacent to the entrance.
- Based on the low ridership of the existing TTC 116 bus, the ridership of a potential LRT stop at the entrance would also be low.
- The stop would add at least \$5 million in construction cost, increase environmental impacts to the Highland Creek valley through more extensive roadway widening and regrading, and would add about 40 seconds to LRT travel time.

**City staff recommend:** Exploring a future seasonal TTC bus route to complement the LRT and better serve the park, subject to TTC Board-approved service standards.



**Elevation & Sloping Along Morningside Avenue**



# How We're Ensuring This Project's Success

## We're learning from the successes and shortcomings of other transit projects, both locally and regionally.

- Finch West LRT draws parallels to EELRT with a similar ratio of surface vs underground components, and we are studying its design and implementation closely.
- We're reviewing the Eglinton Crosstown LRT project comprehensively to identify further lessons learned that can be applied to this project.
- We will hold the future vehicles and the associated infrastructure to high maintenance and operating standards to reflect the demands of our Canadian climate and maintain reliable service over the long term.

## We're working with the community to design a system that meets the needs of those who would use it, while ensuring it be done in a way that supports the local community.

- Prior to construction, we would establish community benefits clauses in agreements to prioritize supporting Scarborough communities, providing opportunities for economic development to the area.
- During construction, we would regularly and frequently coordinate with the community by providing advanced notice and clear communication about the types and timeframes of impacts to bus service, traffic, neighbourhoods, and businesses.

# Proposed LRT Service Plan

The peak period EELRT operating concept would consist of three branches.

At peak periods, the proposed service frequency of EELRT vehicles would be every four to five minutes.

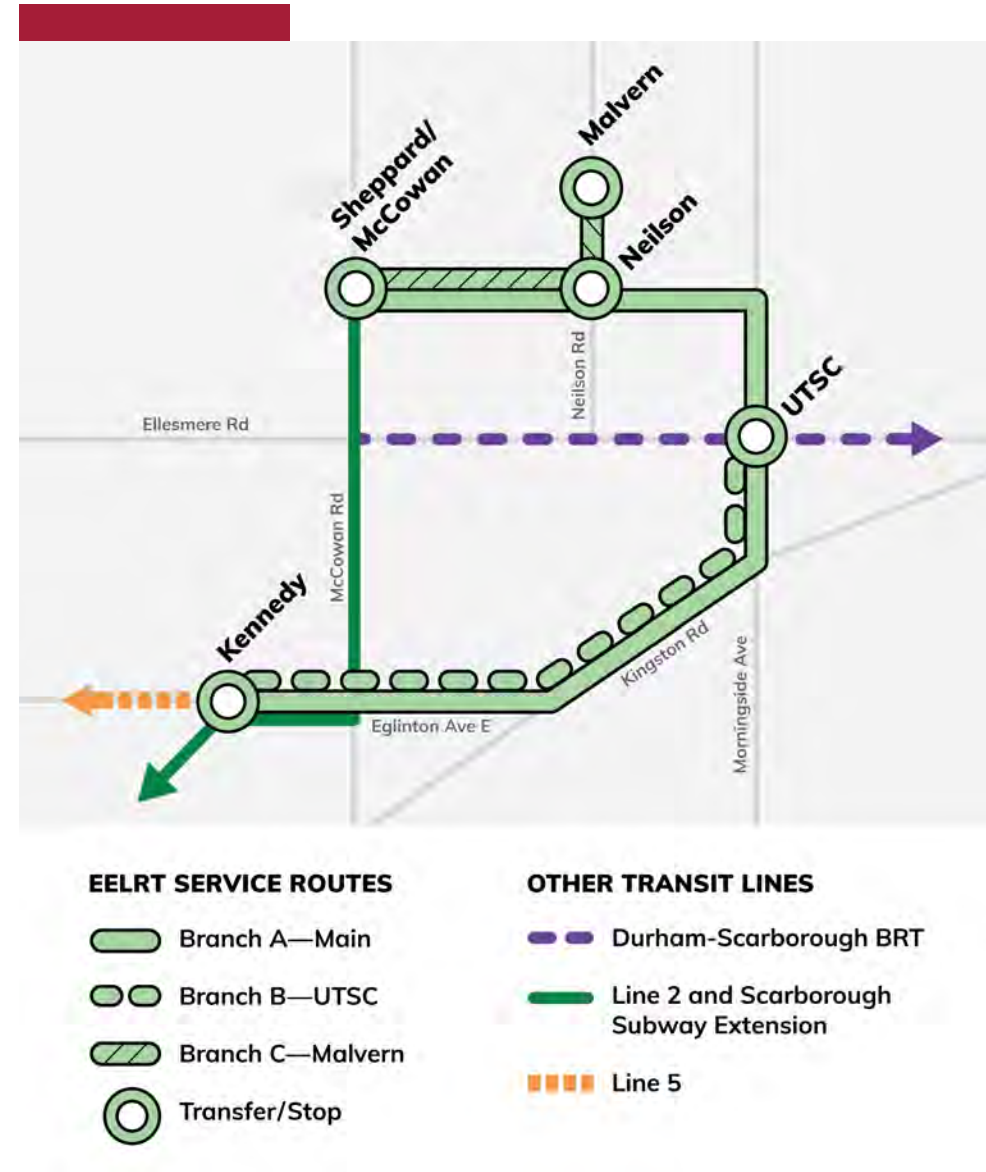
**Branch A** would run between **Kennedy** and **Sheppard/McCowan**.

**Branch B** would run between **Kennedy** and **UTSC**.

**Branch C** would run between **Sheppard/McCowan** and **Malvern**.

The City of Toronto and TTC are developing a future bus network that is complementary to EELRT, serving the needs of Scarborough.

Once the EELRT is in service, Rapid TO bus lanes that overlap the LRT alignment would be removed.



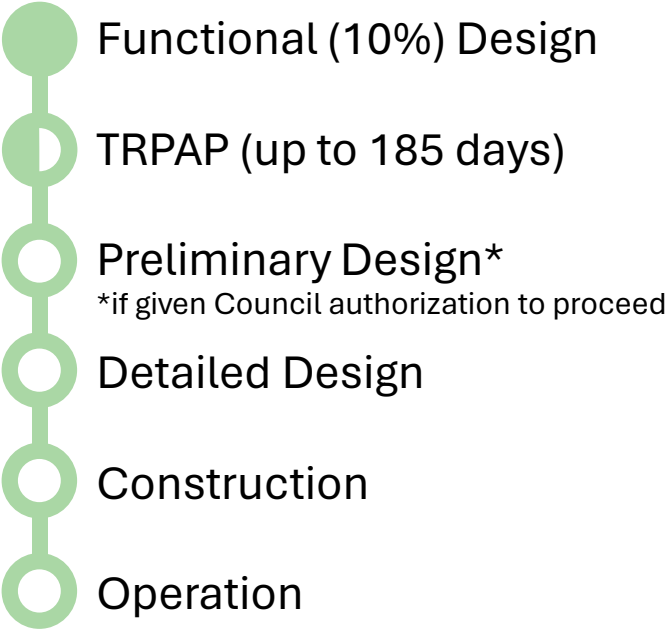
# Steps to Building the EELRT

In late 2024, City staff intend to report to Council with the completed Functional (10%) Design and the findings of the EPR.

Transit projects typically proceed through design stages such as conceptual design, preliminary design, and detailed design, which take several years, prior to proceeding to construction.

EELRT is currently near the end of the conceptual design stage and does not have a timeline for construction.

## A typical design process for a transit project such as EELRT would look as follows:



# Major Interchange Stations: Kennedy

**A new station building is proposed at Kennedy Station to serve as the EELRT terminus.**

**This station would connect to the primary Kennedy Station concourse and feature transfers to and from:**

- Scarborough Subway Extension (Line 2)
- Line 3 Busway
- Eglinton Crosstown LRT (Line 5)
- Stouffville GO Line

A single fare paid zone would connect EELRT, Line 2, and Line 5, simplifying transfers between each.

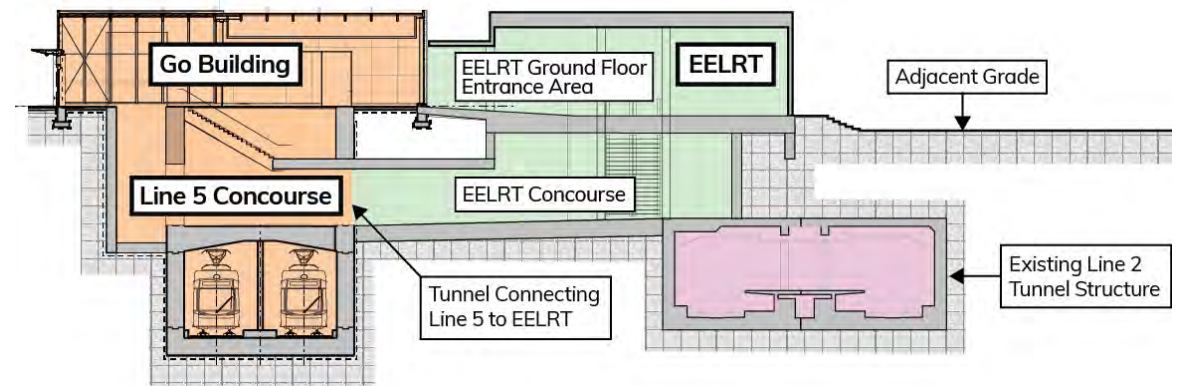
Proposed weather protected connections between EELRT and the subway lines is a key feature of the project.

**Walking transfers are expected to take:**

- 2 to 3 minutes between EELRT and TTC Line 2
- 3 to 4 minutes between EELRT and ECLRT
- 1 to 2 minutes between EELRT and GO



*Artist's concept. Subject to change.*



# Kennedy Station Conceptual Renderings



*Artist's concept. Subject to change.*

Conceptual rendering of the EELRT concourse in Kennedy Station.



*Artist's concept. Subject to change.*

Conceptual rendering of the EELRT concourse in Kennedy Station.



# Major Interchange Stations: Sheppard/McCowan

**Sheppard/McCowan is a proposed terminus of EELRT and would feature connections to:**

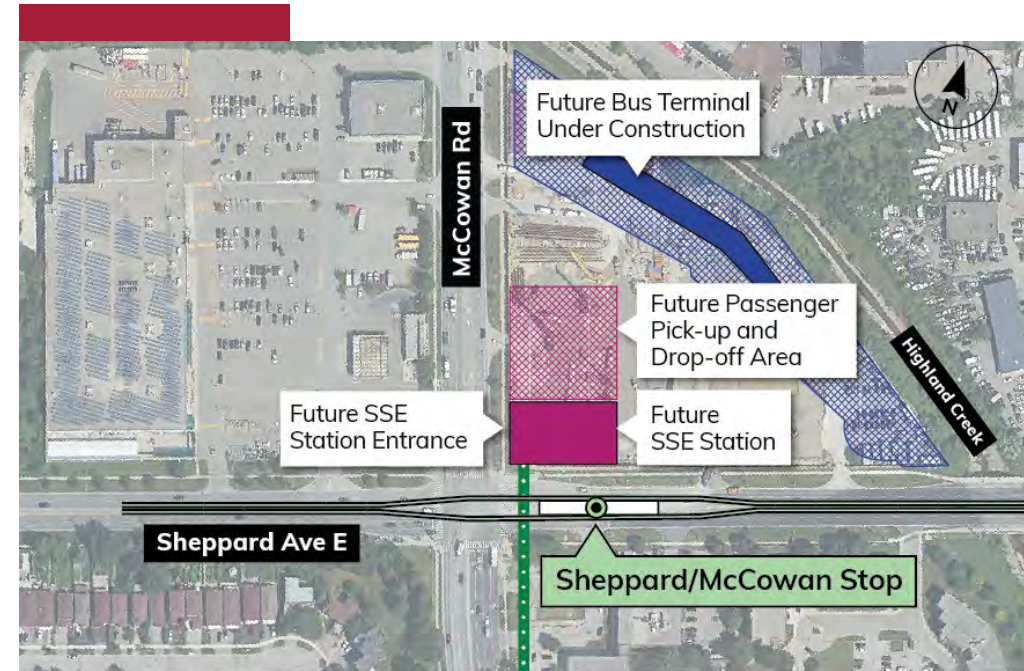
- Scarborough Subway Extension (Line 2)
- Potential Sheppard Extension (Line 4)

The station will have a centre-island platform along Sheppard Avenue.

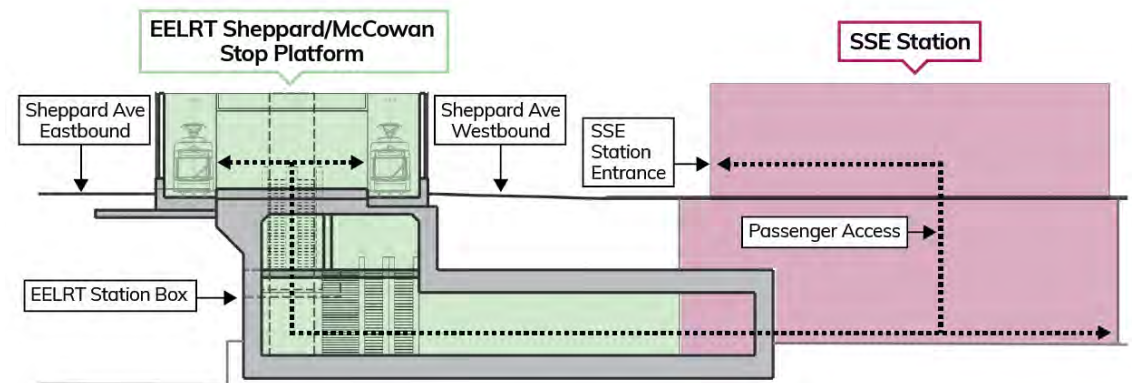
**Walking transfers are expected to take approximately 2 minutes between EELRT and TTC Line 2.**

There would be convenient, underground connections via elevators and/or escalators to the Scarborough Subway Extension station, TTC bus terminal, and the potential Sheppard Extension.

The City is in regular coordination with both Metrolinx and the Scarborough Subway Extension team to ensure all three projects remain aligned.



- ≡ Eglinton East LRT
- Line 2 Scarborough Subway Extension (SSE)
- ⊙ LRT Platform Stop



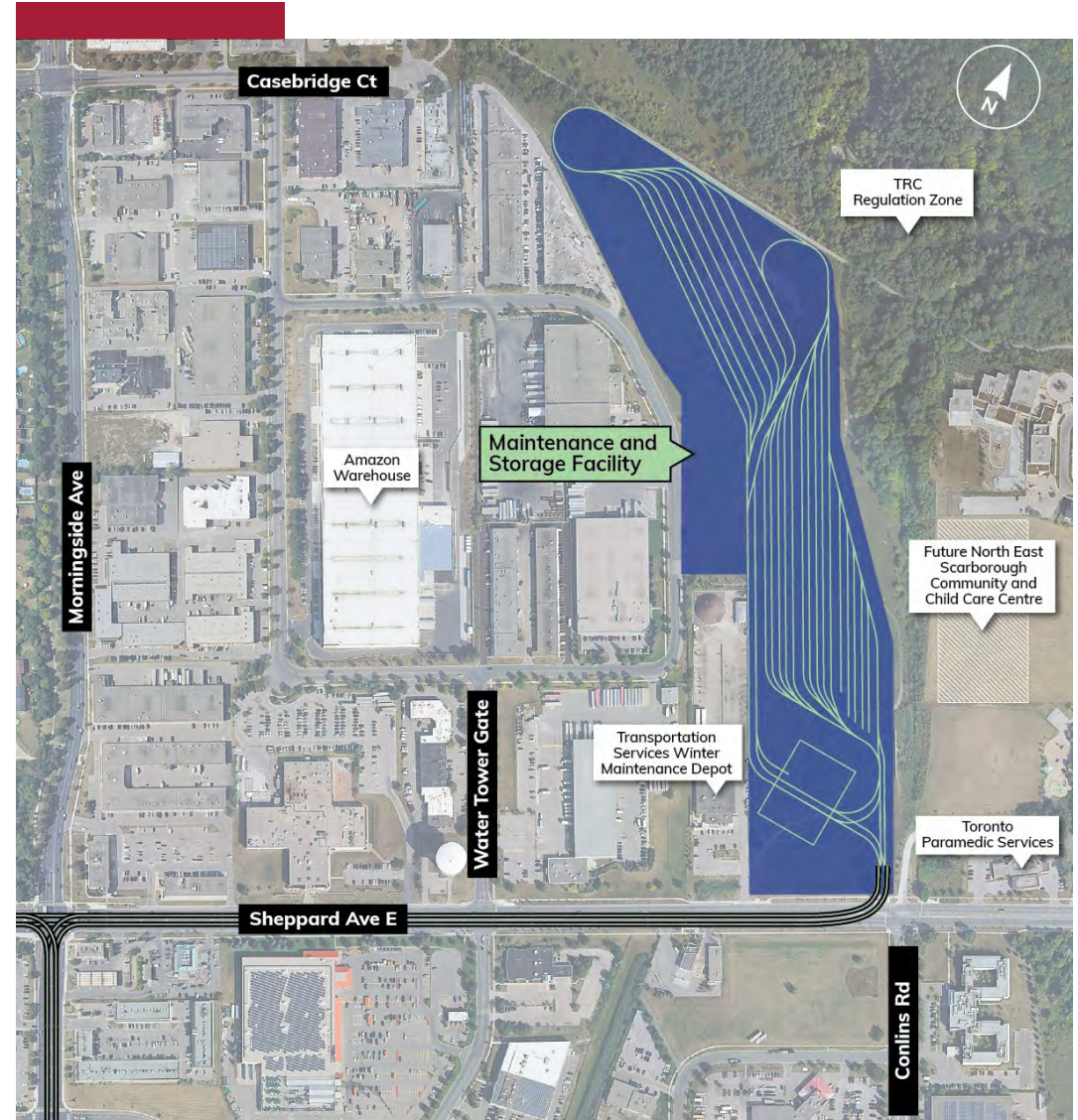
# Maintenance and Storage Facility

A **Maintenance and Storage Facility (MSF)** is a dedicated rail yard with maintenance buildings where light rail vehicles are stored and serviced.

City Council's preferred location for the EELRT MSF is on a site north of Sheppard Ave East and Conlins Road. This location was previously identified and studied as part of the Sheppard East LRT (SELRT) project in 2010.

The selected location is in a designated Core Employment Area, so the MSF will have minimal impact on the community.

There is a floodplain on this site which is regulated by the Toronto and Region Conservation Authority (TRCA). Coordination with TRCA is ongoing to minimize and mitigate potential impacts to the floodplain.



# Traction Power Substations

LRTs operate on electrical power but require special infrastructure to run:

## **Traction Power Substations (TPSSs).**

TPSSs use electricity from the local power supply to generate the consistent power needed to operate light rail vehicles.

The substations are similar in size to a shipping container and are designed with safety in mind:

- All equipment is enclosed in a locked sound-absorbing building.
- TPSSs are “dry type” and don’t use oil for electrical insulation, so they won’t leak or catch fire.

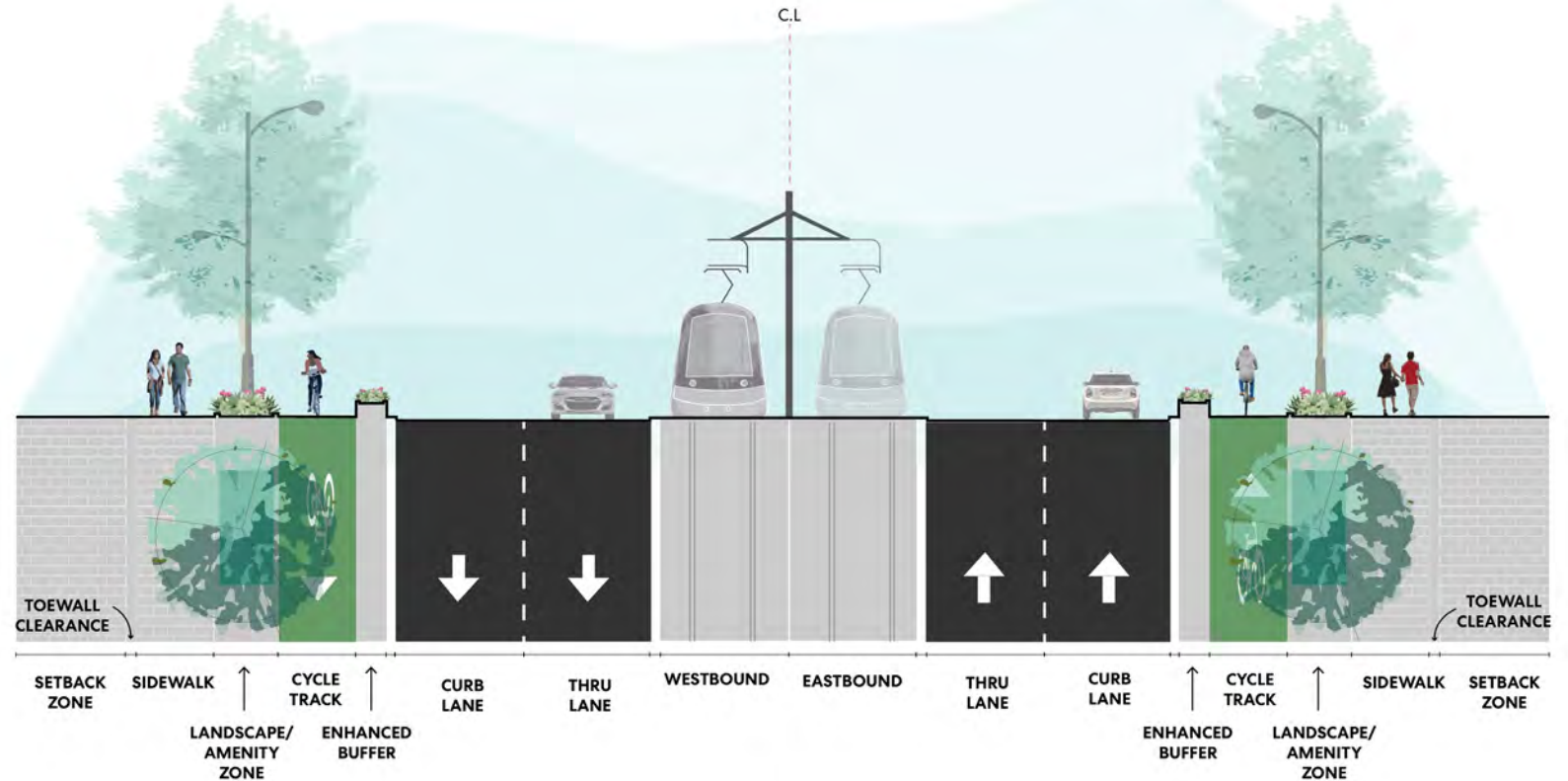
The functional (10%) design includes 15 TPSSs located every 1.5 to 2 kilometres along the EELRT corridor. Another TPSS is also located at the Maintenance and Storage Facility.



# Eglinton Avenue East and Kingston Road

The typical cross-section along Eglinton Avenue East to Kingston Road includes:

- 2 dedicated LRT lanes
- 2 general traffic lanes in each direction
- 2.1-metre Sidewalks
- 1.8-metre Landscaping Zone
- 2.1-metre Cycle Track
- 1.0-metre Buffer



Cross-section dimensions and elements may vary at intersections due to local constraints.

# Eglinton Avenue Conceptual Renderings



*Artist's concept. Subject to change.*

Aerial view of the Eglinton Avenue East and McCowan Road intersection, looking west. Protected intersection designs are conceptual and subject to change.



*Artist's concept. Subject to change.*

Street view of Eglinton Avenue showing conceptual public realm improvements.

# Kingston-Lawrence-Morningside (KLM)

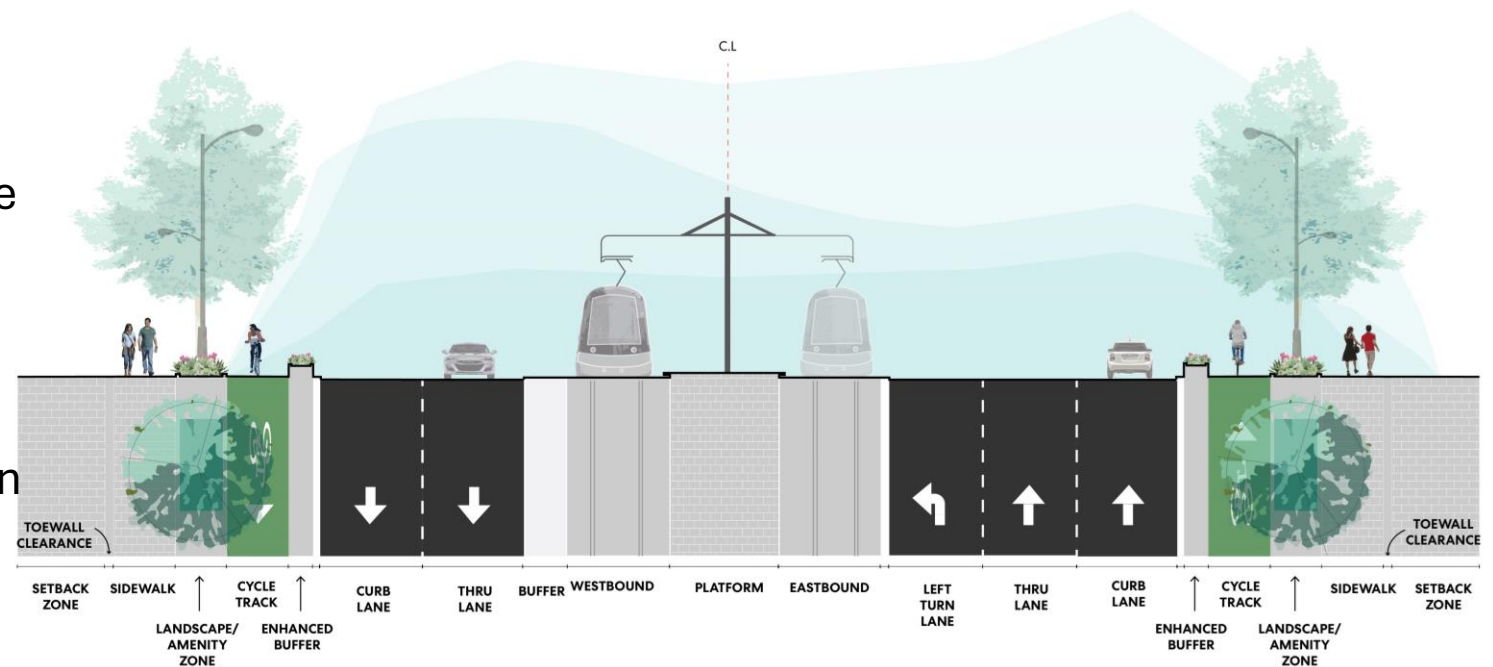
The LRT is planned to operate at-grade at KLM.

Two centre-island stops are proposed at Lawrence Avenue and Morningside Avenue along Kingston Road to serve the KLM area.

Based on their low volumes and to minimize property impacts, the existing northbound and southbound left turn movements from Morningside Avenue to Kingston Road are proposed to be eliminated.

At the Falaise Road intersection on Kingston Road, left turn movements will be prohibited. Right turns will be permitted.

It is recommended that traffic operations in the KLM area be monitored in the future.

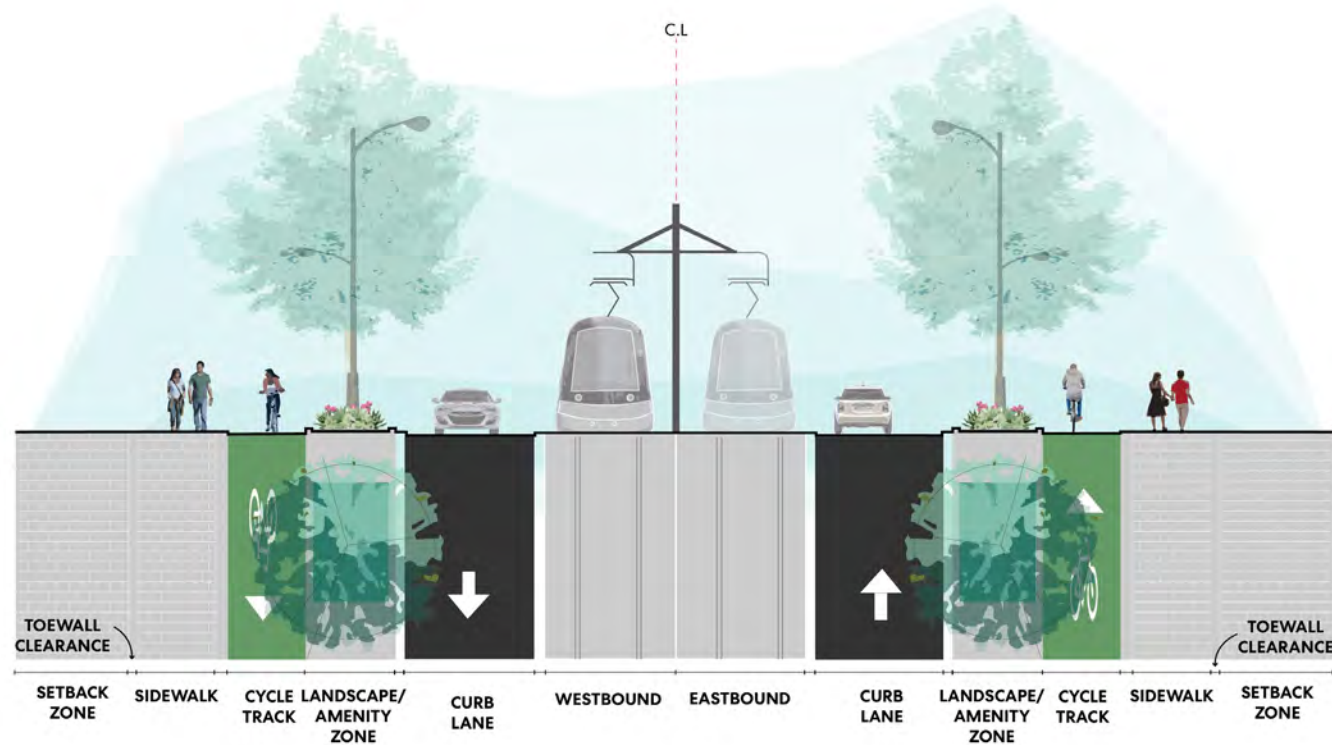


Cross-section dimensions and elements may vary at intersections due to local constraints.

# Morningside Avenue | Kingston Road to Fairwood Crescent

The typical cross-section along Morningside Avenue from Kingston Road to Fairwood Crescent includes:

- 2 dedicated LRT lanes
- 1 general traffic lane in each direction
- 2.1-metre Sidewalks
- 2.5-metre Landscaping Zone
- 2.1-metre Cycle Track



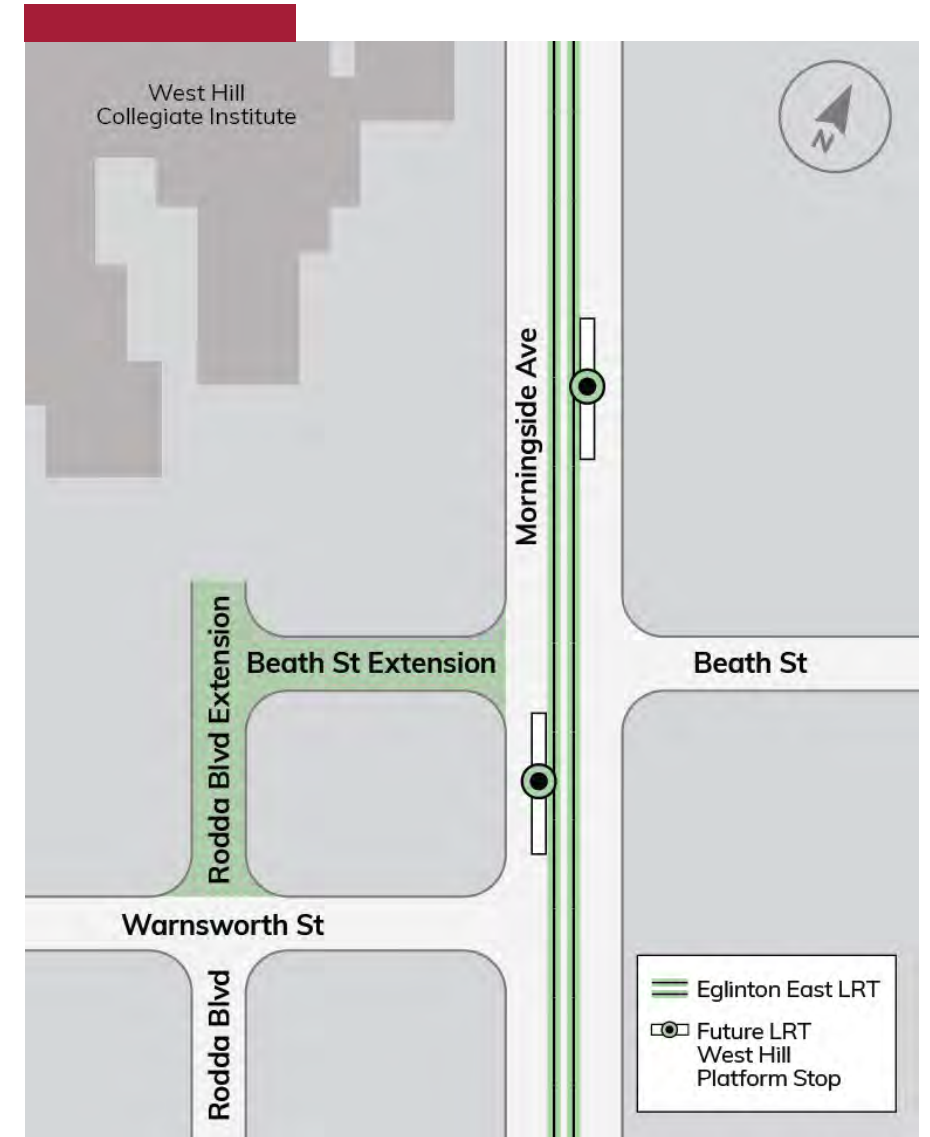
Cross-section dimensions and elements may vary at intersections due to local constraints.

# Beath Street Extension

**As part of the functional (10%) design, Beath Street would be extended beyond its current terminus at Morningside Avenue, running west to Rodda Boulevard.**

## Benefits of this extension include:

- Provides signalized access for West Hill Collegiate Institute for vehicles, pedestrians, and cyclists.
- Provides for LRT platforms at the new signalized Beath Street intersection with pedestrian access to communities on both sides of Morningside Avenue.
- Combines the two separate, three-direction intersections at Warnsworth Street and Beath Street with Morningside Avenue into one combined, all-direction signalized intersection. The new intersection provides access for vehicles, cyclists, and pedestrians for communities west and east of Morningside.

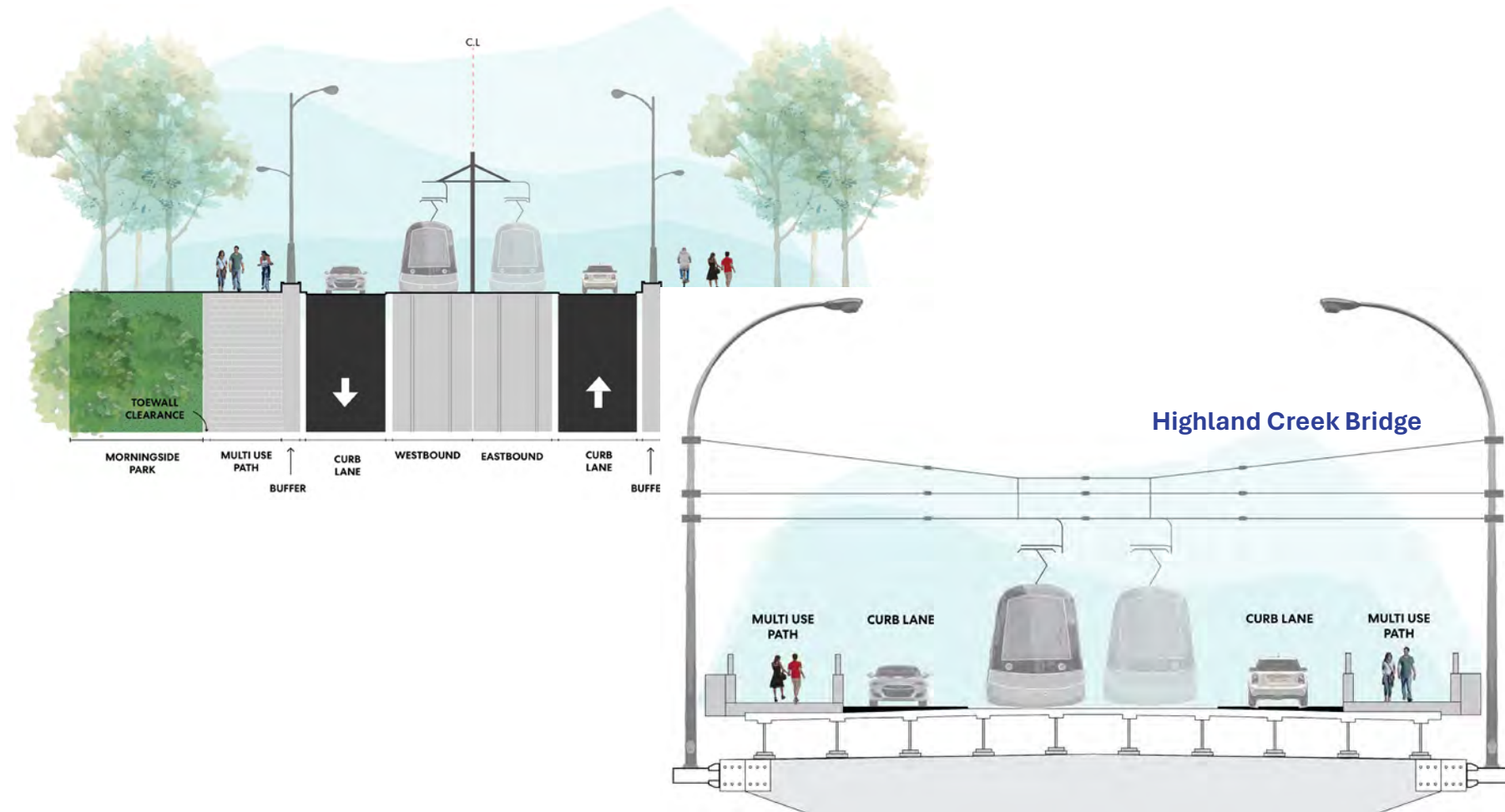




# Morningside Avenue | Fairwood Crescent to Ellesmere Road

The typical cross-section along Morningside Avenue from Fairwood Crescent to Ellesmere Road includes:

- 2 dedicated LRT lanes
- 1 general traffic lane in each direction
- 3.0-metre Multi-Use Path
- 1.3-metre Landscaping Zone



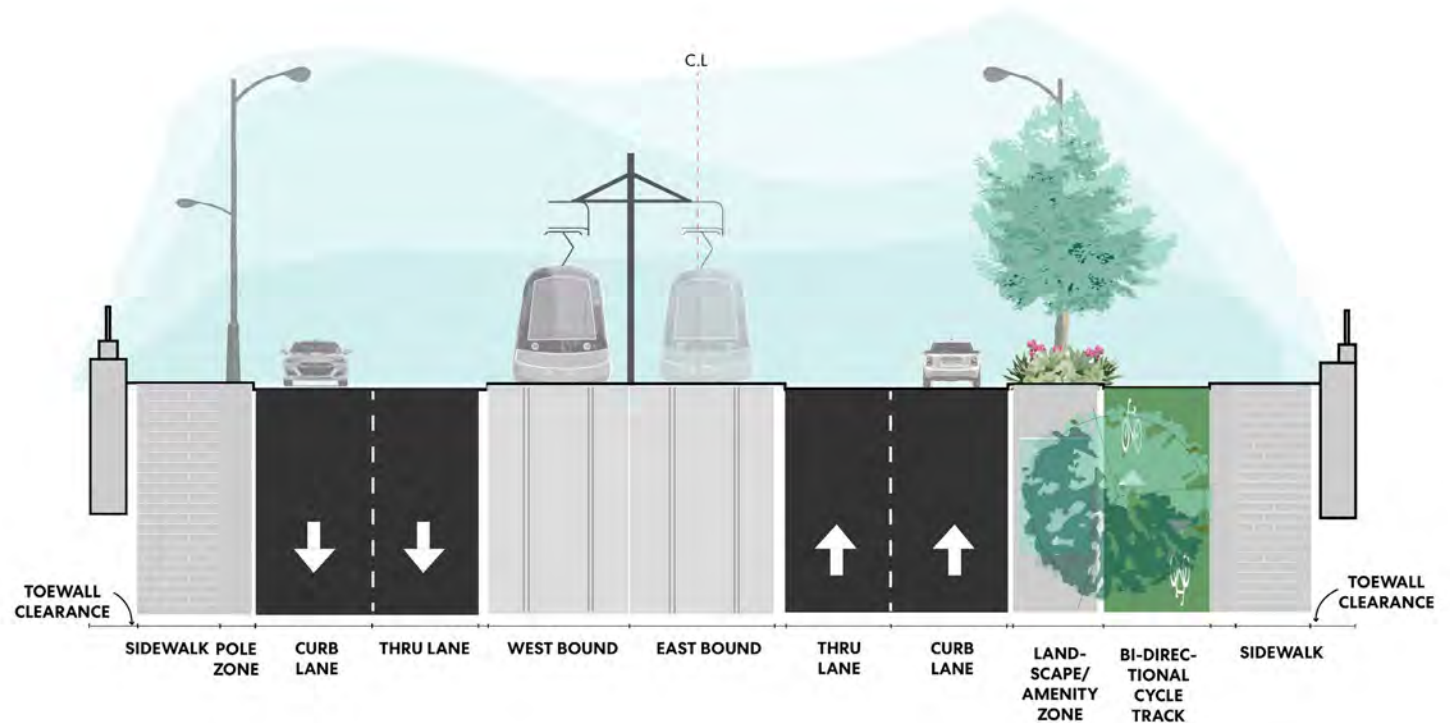
Cross-section dimensions and elements may vary at intersections due to local constraints.

# Ellesmere Road

The typical cross-section along Ellesmere Road includes:

- 2 dedicated LRT lanes
- 2 general traffic lanes in each direction
- North Side:
  - 2.1-metre Sidewalk
  - 1.3-metre Pole Zone
- South Side:
  - 2.1-metre Sidewalk
  - 4.0-metre Bi-directional Cycle Track
  - Landscaping Zone (widths vary)

The City of Toronto and TTC are in coordination with Metrolinx and the Durham-Scarborough BRT project team.



Cross-section dimensions and elements may vary at intersections due to local constraints.

# University of Toronto Scarborough Campus |

## New Military Trail

**As part of the project and in coordination with UTSC, a new road (named New Military Trail) through campus would be built, and EELRT would travel along it.**

**The project design at UTSC along New Military Trail includes:**

- Median LRT alignment with two stops, as approved by City Council
- One 3.3-metre through travel lane in each direction
- 3.0-metre turn lanes at specified intersections
- 2.1-metre bike lanes with 0.5- to 1.0-metre buffer space
- Minimum 2.1-metre sidewalk
- Landscape space or a pole zone in the absence of landscape space in space-constrained areas

*See the rendering on the next slide for a visualization of New Military Trail.*

# New Military Trail Conceptual Rendering

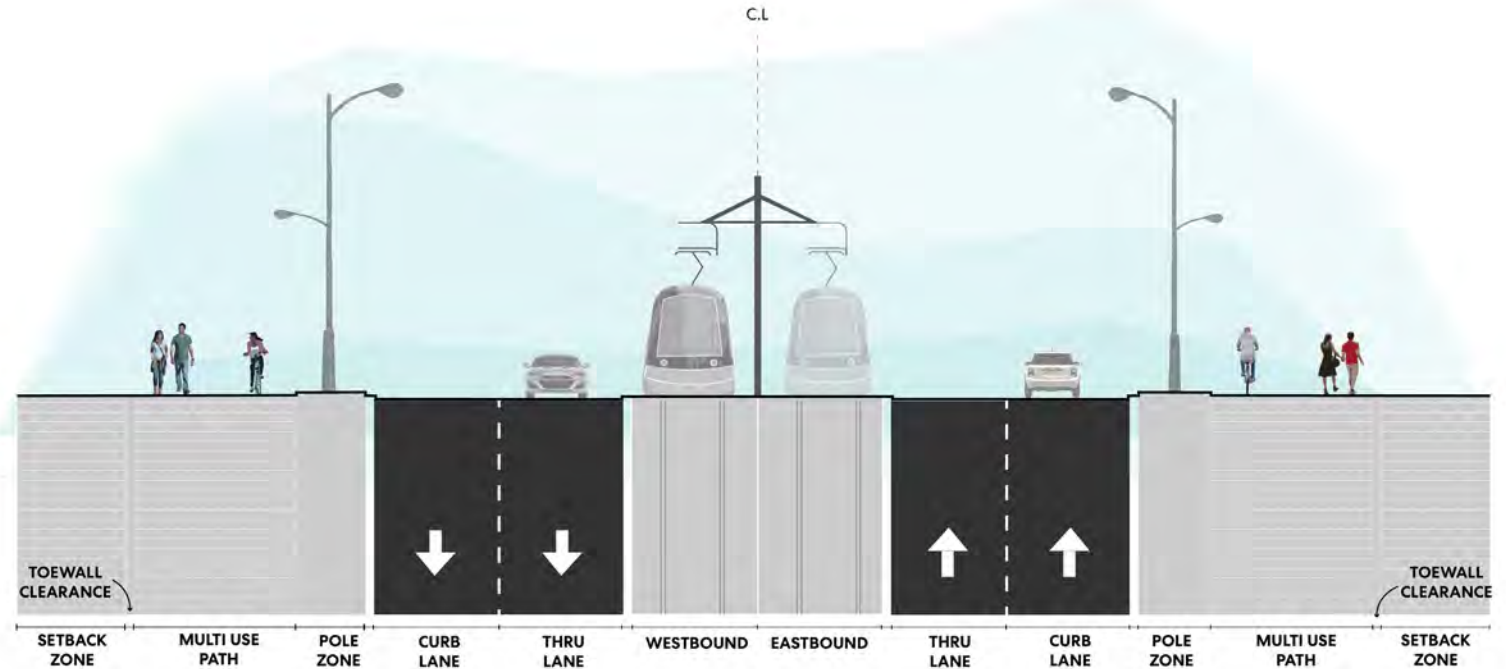


Aerial view of New Military Trail. Development on both sides of the corridor is conceptual, subject to change, and is not a part of the EELRT project.

# Morningside Avenue | New Military Trail to Sheppard Avenue East

The typical cross-section along Morningside Avenue from New Military Trail to Sheppard Avenue East includes:

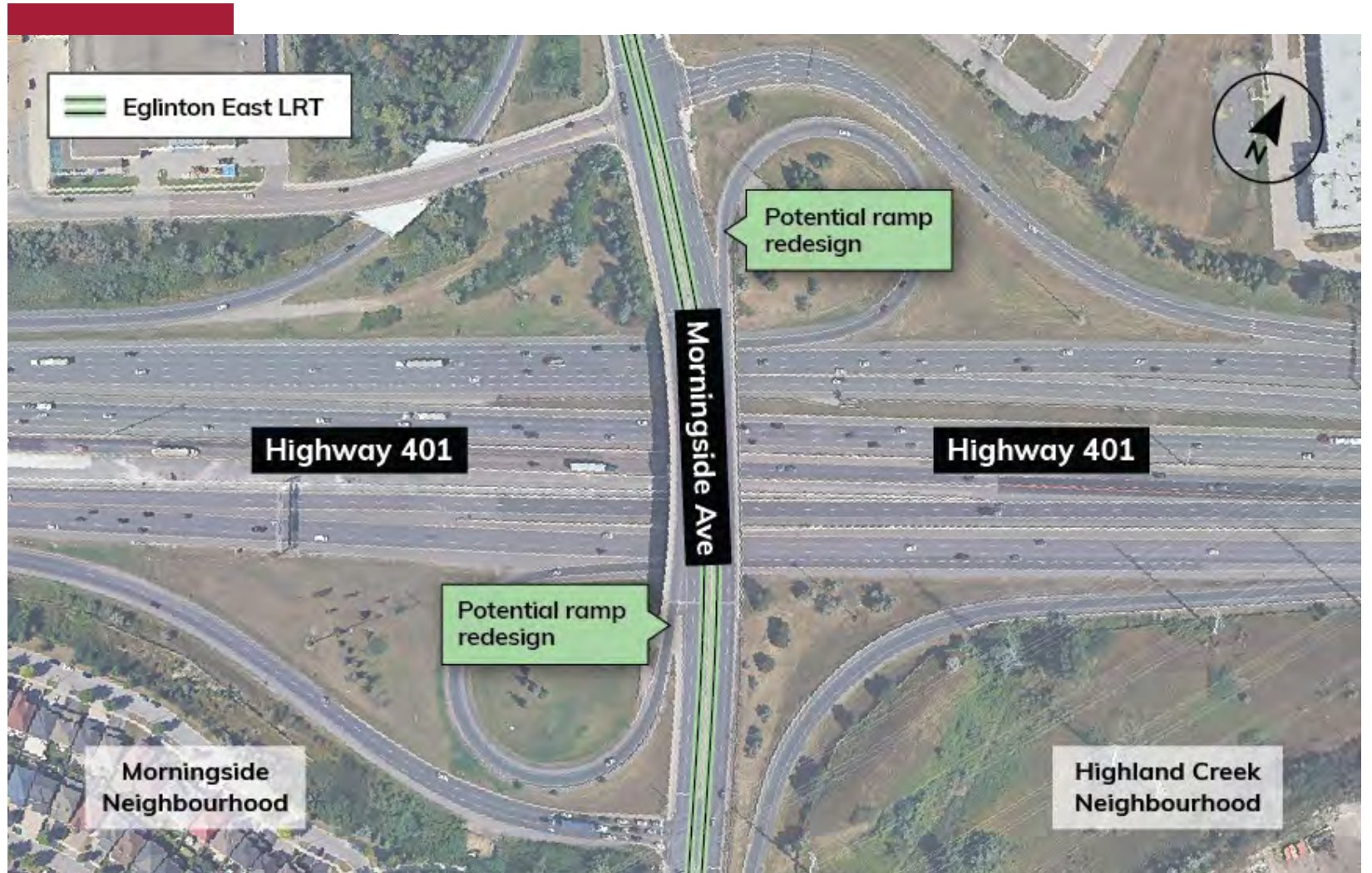
- 2 dedicated LRT lanes
- 2 general traffic lanes in each direction
- South of 401 Bridge:
  - 3.0- to 5.0-metre Multi-Use Path
  - 1.8-metre Landscaping and Pole Zone
- North of 401 Bridge:
  - 2.1-metre Cycle Track
  - 2.5-metre Landscaping Zone
  - 2.1-metre Sidewalk



Cross-section dimensions and elements may vary at intersections due to local constraints.

# Highway 401 Overpass

The City of Toronto and TTC are working closely with Ministry of Transportation for the Highway 401 Overpass. Coordination is ongoing.

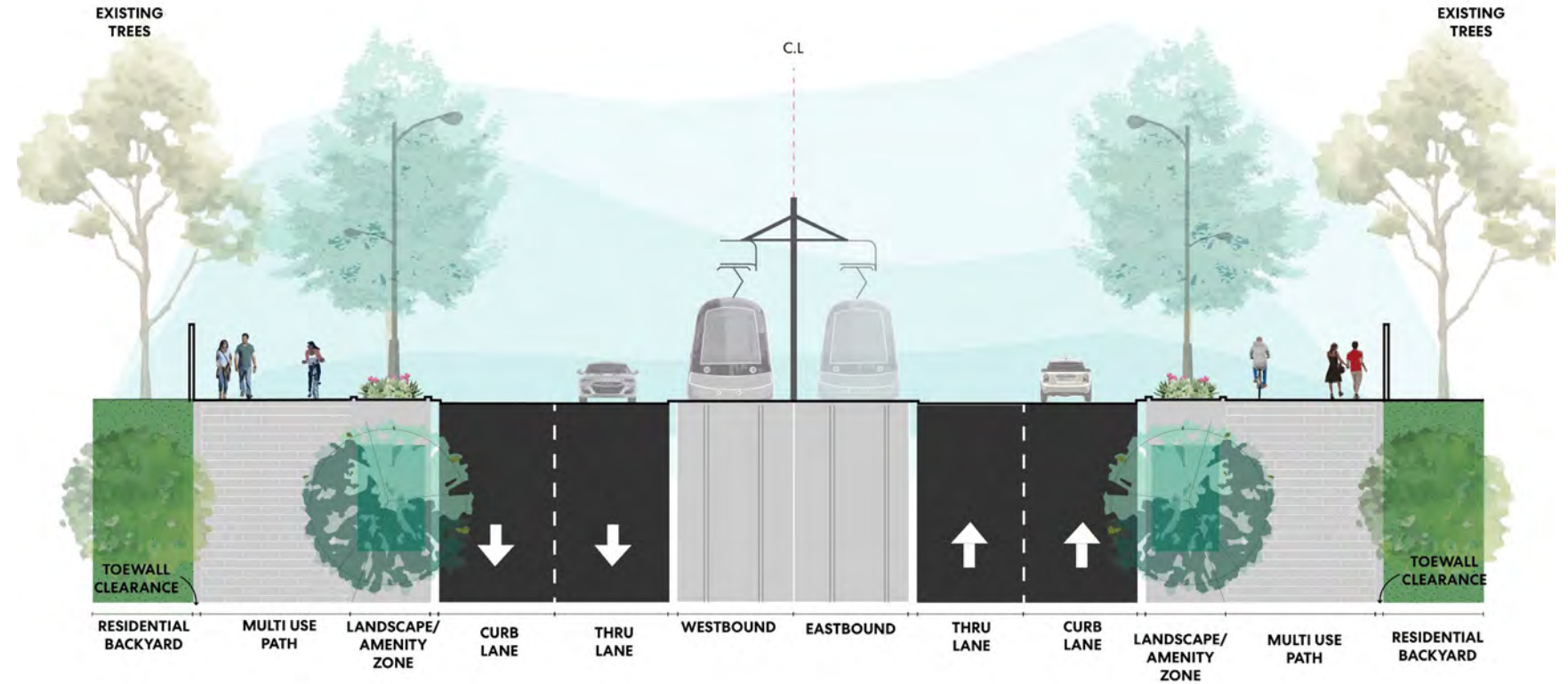


EELRT route along Morningside Avenue over Highway 401, indicating the potential to redesign the on/off ramps.

# Sheppard Avenue East

The typical cross-section along Sheppard Avenue East includes:

- 2 dedicated LRT lanes
- 2 general traffic lanes in each direction
- 3.0-metre Multi-Use Paths
- Landscaping/Pole and Amenity Zones (widths vary)



Cross-section dimensions and elements may vary at intersections due to local constraints.

# Sheppard Avenue East Conceptual Renderings



Aerial view of the intersection of Sheppard Avenue East and Brenyon Way, looking southwest. Protected intersection designs are conceptual and subject to change.



Street view of Sheppard Avenue East showing conceptual multi-use path.



# Neilson Road

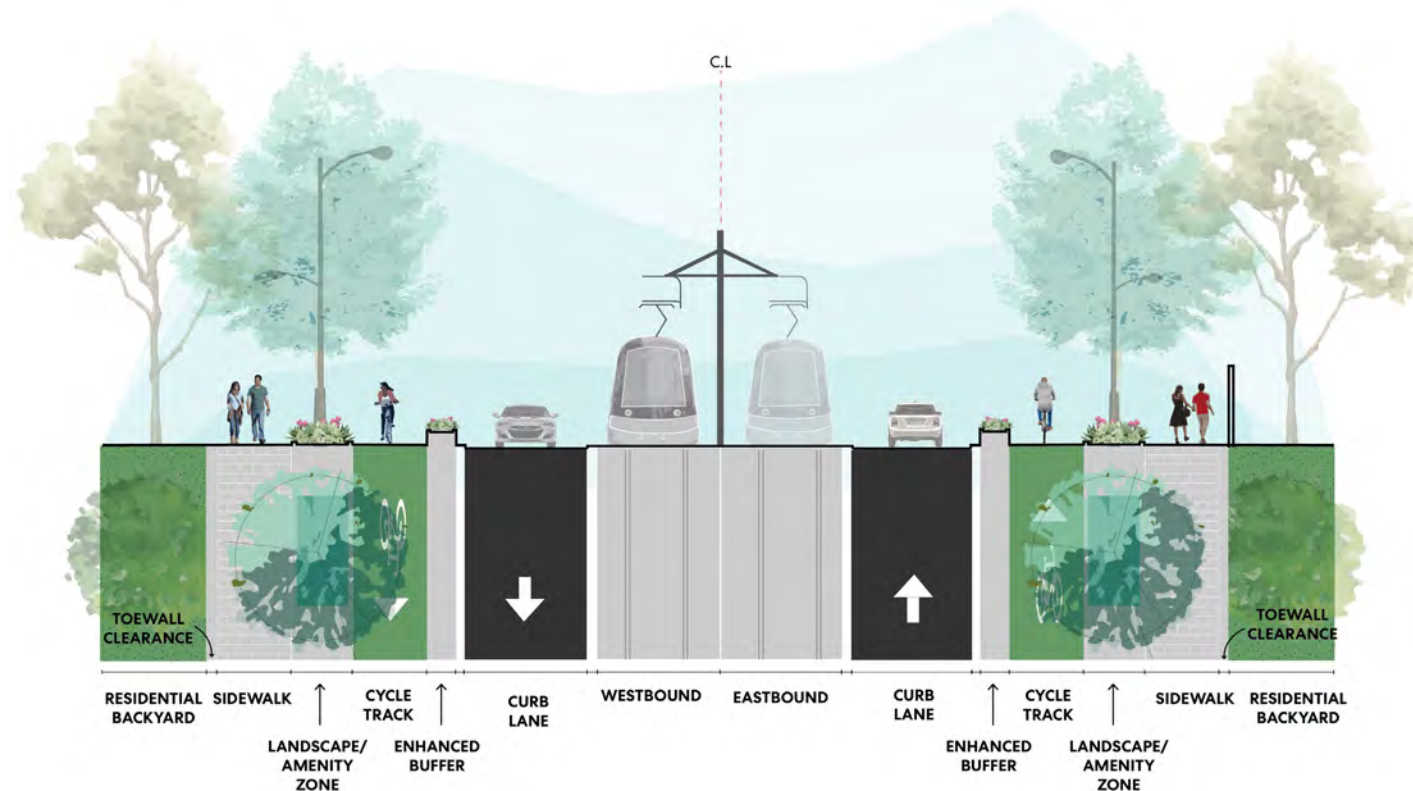
## The EELRT design along Neilson Road would see a reduction in auto lanes from 4 to 2.

The typical cross section includes:

- 2 dedicated LRT lanes
- 1 general traffic lane in each direction
- 2.1-metre Sidewalks
- Pole/Landscaping and Amenity Zone (widths vary)
- 2.1-metre Cycle Track

The proposed lane reduction on Neilson Road would benefit both the EELRT and the community in the following ways:

- It would introduce public realm enhancements and landscaping. It would help align the area with future development opportunities at Malvern Town Centre.
- It would minimize potential property impacts along Neilson Road.
- It would bring the roadway up to date with the current right-of-way design standards and policies.



Cross-section dimensions and elements may vary at intersections due to local constraints.

# Neilson Road Conceptual Rendering





*Artist's concept. Subject to change.*

Street view of Neilson Avenue from the approximate location of the current Malvern Town Centre bus stop, looking southeast. Protected intersection designs are conceptual and subject to change.

# Environmental Project Report

Ahead of the TRPAP period, the EELRT project team prepared an Environmental Project Report (EPR) to document the alignment of the project, stop locations, and preferred design, and to summarize potential impacts the project may have on the surrounding community and ways to mitigate or minimize those impacts.

**The EPR contains several detailed studies, including:**

-  Transportation and Traffic Impact Analysis
-  Contamination Overview and Geotechnical Study
-  Natural Environment Baseline Conditions and Impact Assessment Report
-  Cultural Heritage Resource Studies
-  Stage I Archaeological Assessment Report
-  Air Quality Baseline Conditions and Impact Assessment
-  Noise and Vibration Baseline Studies and Impact Assessment



# Key Impacts and Mitigation | Transit & Traffic

## Key Impacts

- Potential permanent rerouting of existing bus routes to accommodate with the LRT.
- Increased travel times for people driving due to LRT implementation. Increases will be specific to each corridor, will need to incorporate mode shift, and will be confirmed during future phases of design.
- Localized impacts such as road realignments or extensions, notably at Beath Street, which will be extended beyond its current terminus at Morningside Avenue west to Rodda Boulevard.
- Potential for traffic to impact adjacent neighbourhoods in areas where certain intersections are more difficult to access due to the centre-running LRT.

## Mitigation Measures

### Transit

- Divert local bus routes to intersect and feed LRT in locations where passengers can transfer conveniently.
- Maintain local bus service along segments with wider LRT stop spacing.
- Develop a complementary transit network to make taking transit easier.

### Traffic

- Coordinate traffic signals to minimize delays for drivers.
- Provide adequate signage and advance notice regarding stop relocation and route rerouting.
- Monitor live conditions and adjust service to maintain acceptable performance.
- Monitor traffic volumes and adjust signal timings as necessary.



# Key Impacts and Mitigation | Property Impacts

Key Impacts	Mitigation Measures
<ul style="list-style-type: none"><li>• According to the Functional (10%) Design, approximately 380 properties would be impacted to fit all elements of the LRT and public realm improvements. <i>It should be noted that the actual property requirements can only be determined through the completion of detailed design.</i></li><li>• Owners of potentially impacted properties have been notified directly by the project team.</li><li>• Please refer to the EPR for more details about property impacts by visiting: <a href="https://toronto.ca/EglintonEastLRT">toronto.ca/EglintonEastLRT</a>.</li></ul>	<p>Optimize the project’s design in future phases to minimize property acquisition requirements.</p> <p>Ensure that individual property owners’ rights are respected and protected, and that fair compensation is provided within the framework of the Expropriations Act for any property interest acquired or affected by civic projects.</p> <p>Emphasize negotiation and the achievement of a mutually satisfactory agreement between the City and the owners.</p> <p>Engage with and continuously inform communities, residents, business owners, and institutions who may be directly impacted by the project.</p>



# Key Impacts and Mitigation | Cultural Heritage

## Key Impacts

- Impacts to three built heritage resources and one cultural heritage resource.
- Impacts include property encroachments, the potential for structural removals, and indirect impacts during construction (see the Construction Impacts section later in this document).
- No impact to Provincial Heritage Properties or Provincial Heritage Properties of Provincial Interest.

## Mitigation Measures

- Complete a Cultural Heritage Evaluation as part of the TRPAP to determine if properties have heritage value.
- For properties with known cultural heritage value, complete a Heritage Impact Assessment during detailed design.



# Key Impacts and Mitigation | Natural Environment

## Key Impacts

- Some displacement and disturbance of wildlife and wildlife habitats at the MSF site.
- Fish habitats and woodlots impacted at Highland Creek and other watercourse crossings.
- Limited overall impact to vegetation communities, with some removals of vegetation and wetland communities.
- No impact to aquatic species at risk.
- Potential impact to two bird species at-risk.

## Mitigation Measures

- Complete a wildlife sweep prior to construction.
- Ensure the project is designed to minimize impact on the natural environment.
- Develop an Invasive Species Management Plan.
- Conduct a Tree Inventory Study to manage tree resources and ensure preservation of forests, parks, and other green spaces.
- Develop a Restoration and Enhancement Plan, which would include details about tree replanting.



# Key Impacts and Mitigation | Archaeology

## Key Impacts

- Archaeological potential was identified at several sites along Kingston Road, Ellesmere Road, Sheppard Avenue East, and Neilson Road.
- These sites require a Stage II Archaeological Assessment prior to any proposed construction activities on these lands.

## Mitigation Measures

- Coordinate with interested Indigenous communities and conduct a Stage II Archaeological Assessment on site that require it.
- Should the proposed work extend beyond the current study area, conduct further archaeological assessments to determine the archaeological potential of the surrounding lands.





# Key Impacts and Mitigation | Air Quality

Key Impacts	Mitigation Measures
<ul style="list-style-type: none"><li>• Decrease in vehicle-related emissions by along the route, including an 18% decrease in greenhouse gas emissions, resulting in improved local air quality.</li><li>• The MSF and LRT stops will have negligible effects on air quality.</li></ul>	<ul style="list-style-type: none"><li>• None required.</li></ul>



# Key Impacts and Mitigation | Noise & Vibration

Key Impacts	Mitigation Measures
<ul style="list-style-type: none"><li>• Maximum ground-borne vibration levels from operations are predicted to meet acceptable criteria.</li><li>• If left unmitigated, noise levels may exceed acceptable criteria in areas surrounding Military Trail, UTSC, Neilson Road, and the MSF.</li></ul>	<p><b>Noise</b></p> <ul style="list-style-type: none"><li>• None required.</li></ul> <p><b>Vibration</b></p> <ul style="list-style-type: none"><li>• Employ track and wheel treatments along with property line noise barriers to mitigate sound levels to meet applicable guidelines at all noise sensitive areas.</li></ul>



# Key Impacts and Mitigation | Construction Impacts

## Key Impacts

- Temporary rerouting of transit services, auto traffic, cycling routes, and sidewalks around construction zones.
- Dust from construction activities.
- Potential impacts to built heritage resources due to construction vibration.
- Access challenges to businesses and services along the project corridor.
- Temporary impacts to public realm elements, such as sidewalks and trees.

## Mitigation Measures

- Retain RapidTO bus lanes during construction, where possible.
- Coordinate road closures and stage construction activities in the same area.
- Develop a Traffic and Transit Management Plan as part of construction requirements to provide alternatives to RapidTO, if impacted.
- Develop an Emergency Response Plan during the construction phase.
- Prepare a Dust Management Plan to identify ways to minimize dust and emission during construction.
- Undertake a baseline vibration assessment for potentially impacted properties during detailed design.
- Develop an Erosion and Sediment Control Plan for site-specific erosion and sedimentation control measures.
- Develop a Construction Staging and Mitigation Plan.

# Local Benefits

## The EELRT will:

- Serve eight Neighbourhood Improvement Areas (NIAs), providing increased access to historically underserved communities throughout Scarborough.
- Improve transit equity, the public realm, walkability, and quality of life.
- Support the development of more connected and complete communities and better connect Scarborough residents to the Greater Toronto Area.
- Provide higher order transit to 71,000 new people projected to be within walking distance (500 metres) of an EELRT stop.
- Increase connections to education, businesses, employment opportunities, and healthcare, and other community cornerstones, such as UTSC, Malvern Town Centre, Centennial College, and Morningside Park.



# We Want To Hear From You



Sign up for our mailing list:  
[toronto.ca/EglintonEastLRT](https://toronto.ca/EglintonEastLRT)



Contact the project team:  
[EglintonEastLRT@toronto.ca](mailto:EglintonEastLRT@toronto.ca)



Submit your comments and  
take our online survey:  
[toronto.ca/EglintonEastLRT](https://toronto.ca/EglintonEastLRT)

Comment deadline:  
**June 30, 2024**