

Date: Wednesday, May 22, 2024

Meeting Type: Virtual

Start time: 12:00 p.m. **End Time:** 1:30 p.m.

Project Overview:

The Eglinton East Light Rail Transit (EELRT / future Line 7) is a proposed 18.6-kilometre light rail transit system in Scarborough. The line will extend from Kennedy Station to Malvern Town Centre via the University of Toronto Scarborough Campus (UTSC), with a connection to the future Line 2 terminus at Sheppard Avenue and McCowan Road.

Meeting Objectives:

The purpose of this meeting was to allow members of the Eglinton East LRT Community Interest Group to preview the public consultation material ahead of an upcoming set of public consultation events, which include a general overview of the project, updates to the functional (10%) design since the previous round of public consultation, information about the ongoing Transit and Rail Project Assessment Process (TRPAP), and findings from the draft Environmental Project Report (EPR).

Meeting Overview:

Project Overview

- Anna Kim (CoT) opened the meeting, provided a brief overview of Webex, read the land acknowledgment, and led a round of introduction from both the project team and the public interest group members in attendance.
- David Brutto (CoT) introduced the upcoming round of public consultation and TRPAP.
- David gave a general overview of the EELRT project to date, including: the history of the project, what the City and TTC have heard in previous consultation, the current route and features of the project, benefits it will bring to Scarborough, and findings from the project's Initial Business Case.
- David introduced a high-level overview of the technical elements of the EELRT project's design, including the typical features that define light rail transit (LRT) and the Complete Streets public realm improvements that would be coupled with the LRT implementation.
- David gave a high-level look at the proposed service plan for EELRT and explained the project's relationship with other transit projects in development in Scarborough, namely the proposed Sheppard Extension, the Line 3 Busway, and Durham-Scarborough Bus Rapid Transit (DSBRT).
- David concluding the project introduction by outlining the steps toward making the EELRT project a reality, describing the need for Council approval to proceed and additional design phases before construction could begin.

Infrastructure and Design

- Tyrone Gan (HDR) detailed the technical aspects of the EELRT's functional (10%) design, including the interfaces with other transit options at both Kennedy Station and Sheppard/McCowan Station, the Maintenance and Storage Facility, and Traction Power Substations.
- Tyrone provided a list of changes to the functional (10%) design since the last round of public consultation in summer 2023.

- Tyrone described the specific design at key locations throughout the EELRT corridor, including along Eglinton Avenue East and Kingston Road, at the Kingston-Lawrence-Morningside intersection, along Morningside Avenue, on Ellesmere Road, through UTSC, along Sheppard Avenue East, and on Neilson Road. He also provided an overview of key design features (such as the Beath Street Extension, potential Highway 401 overpass redesign) and notable exclusions (the additional Morningside Park stop).

Environmental Project Report

- Karim Nahed (HDR) provided a high-level look at the EPR and the studies that went into it.
- Karim described specific impacts identified in the EPR for transit, traffic, construction, noise, and vibration, as well as the planned mitigation measures for each.

Next Steps

- David described the City and TTC's approach to ensuring the success of the EELRT project, referencing lessons learned from other transit projects in the area (such as Finch West LRT and Eglinton Crosstown LRT) and working directly with the community before and during construction.
- David provided the upcoming dates for the in-person consultation events, as well as how to engage with the project team (via the project mailing list, online survey, and project email address).

Questions & Comments

The following questions and answers were provided during the meeting.

Questions & Comments	Project Team Answer
Transit signal priority (TSP) should be a priority for this project. There is a need to ensure the LRT is more desirable than the existing bus routes, and ensuring the LRT can avoid being stopped for long periods of time at a traffic light is a big part of that.	There is the intention to include TSP as part of this project, but at the 10% design stage, the project team has not done a detailed analysis of how it could be incorporated. TSP will be evaluated further in future phases of design.
What is the expected completion date of the ongoing TRPAP?	The TRPAP can take up to 120 days after the Notice of Commencement, which would put the latest completion date in mid-September 2024.
City Council approved and funded the 30% design at the December 2023 session. When will that next phase of design start?	To clarify, Council approved the alignment and design of the 10% design but did not provide authority to proceed with the 30% design yet. There is currently no date to begin the next phase of the design, but City staff plan to report back to Council after the TRPAP in late 2024.
A suggestion for the public consultation events next week, as this is likely to be a regular question: Will the City map an approximate travel time along the route to give people a better	The project team has general figures for travel times along the project corridor, but it's difficult to say with certainty how future conditions would impact current projections. The City and TTC will take this suggestion back to see how

Questions & Comments	Project Team Answer
idea of how long it will take to travel from, say, Kennedy to UTSC?	this message can be communicated during the public consultation events.
<p>We're disappointed about the decision not to pursue a stop at Morningside Park. With the Ellesmere stop 700m (and up a steep slope) from the park entrance, it will be difficult for users to access the park using EELRT. The note about the bus stop being located near the park entrance is irrelevant, as that bus route will be removed upon EELRT implementation. A season bus route is insufficient, as the park is the largest in Scarborough and is a four-season park.</p> <p>We will be submitting formal comments through the TRPAP process about this matter.</p>	Thank you for this comment, it is noted. We look forward to your written comments later during this TRPAP.
The elimination of parking at both Kennedy and Sheppard/McCowan will make it challenging for drivers in Scarborough. The lack of connecting services to and within Scarborough means that many users would drive to one of those transit hubs to take transit from there. Removing parking will make it harder for them to do so. We understand that this is beyond the scope of the EELRT project.	Noted, thank you for your comment.
Would there be any noticeable impact to the air quality, and if so, what mitigation measures does the project team propose?	The technical analysis of air quality found a future 18% decrease in GHG emissions along the project corridor after implementation of the electrically operated LRT, due to the expected decrease in bus and auto traffic through the corridor.
Changes at Sheppard/McCowan should be given more emphasis, given that this intersection is proposed to be a terminus for three major transit lines. Sheppard/McCowan will become Scarborough's Bloor/Yonge Station, so it is important to communicate what the future looks like with the proposed Sheppard Extension, Line 2 Extension and EELRT and to make sure the end result is cohesive.	Noted, thank you for your comment.
Echoing a previous comment that commuters into Scarborough comprise a	Noted, thank you for your comment.

Questions & Comments	Project Team Answer
good portion of the transit users at Kennedy, and it's logical to assume the same would apply to Sheppard/McCowan. Ensuring there's suitable parking for commuters coming into the area to take the transit should be a consideration.	

Total Participants: 10

Project Team and Panelists

City of Toronto – Public Consultation Unit

Anna Kim

Carol Lee

City of Toronto – Transit Expansion

David Brutto

Michael Paolucci

City of Toronto – Transportation Services

Michael Robinson

TTC

Dominic Ho

HDR

Karim Nahed

Pierce Sprague

Tyrone Gan

EELRT Phase 2 Public Engagement Event — Designs



START

42" x 24" (3.5' x 2') display board

40.25" x 77" (3'4.25" x 6'5") banner

42" x 24" (3.5' x 2') display board

flow direction →

118" x 95.5" one-sided wall banner

118" x 95.5" one-sided wall banner

flow direction →

Oversized board 42" x 40" (3.5' x 3.3')

24" x 42" (2' x 3.5') display boards

Welcome / Introduction

Geographical Context / LRT Overview / Transit Connections

Project Timeline and Details

24" x 42" (2' x 3.5') display board

11" x 17"

11" x 17" inserted into stands on roll plot table

40.25" x 77" (3'4.25" x 6'5") banner

Oversized board 42" x 42" (3.5' x 3.5')

Brochure 17" x 11" (8.5" x 11" folded)

flow direction →

40.25" x 77" (3'4.25" x 6'5") banners

24" x 42" (2' x 3.5') display board

Oversized board 36" x 72" (3' x 6')

Kids Station — Off to the side

Roll Plot / Cross Section Stands

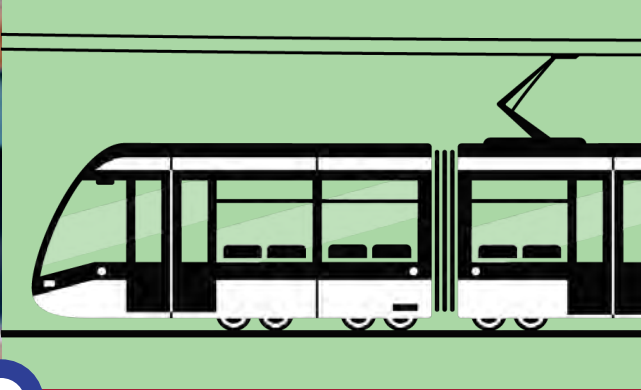
EPR Banner, Board, and Brochure

Project Benefits + Public Realm Improvements

Questions for sticky notes / Next Steps

END

1 of 12



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:

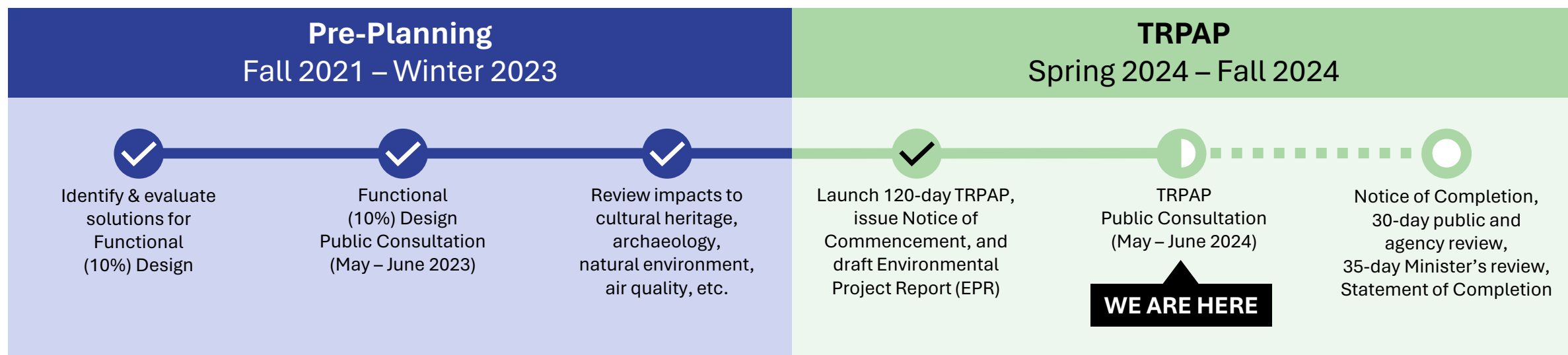
- Provide a design update on the EELRT and summarize what we heard during public consultation on the Functional (10%) Design in summer 2023.
- Describe the Transit and Rail Project Assessment Process (TRPAP) and Environmental Project Report (EPR) and identify findings and mitigation measures from various 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.



Toronto's Transit Expansion Program

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

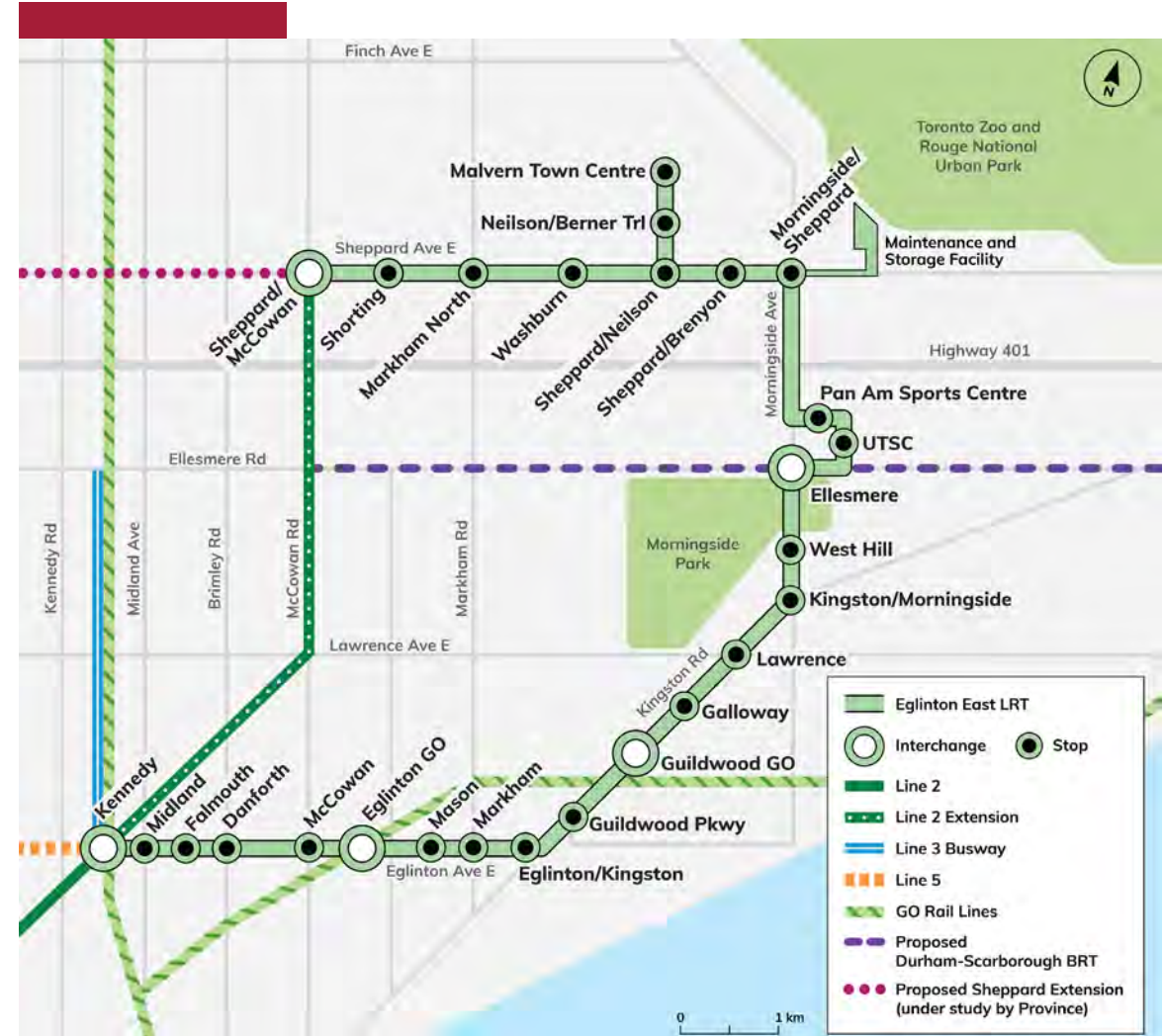
The EELRT can be found in the squared off section.



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

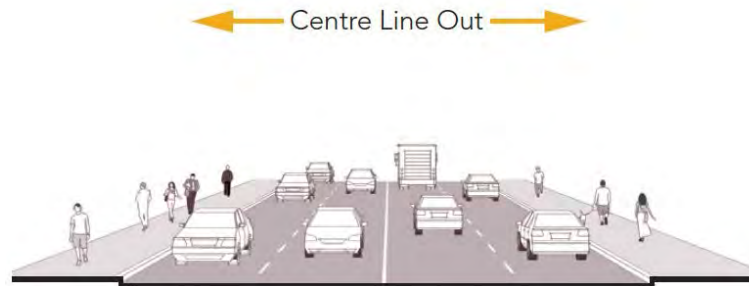


Example of Complete Street elements in Toronto.

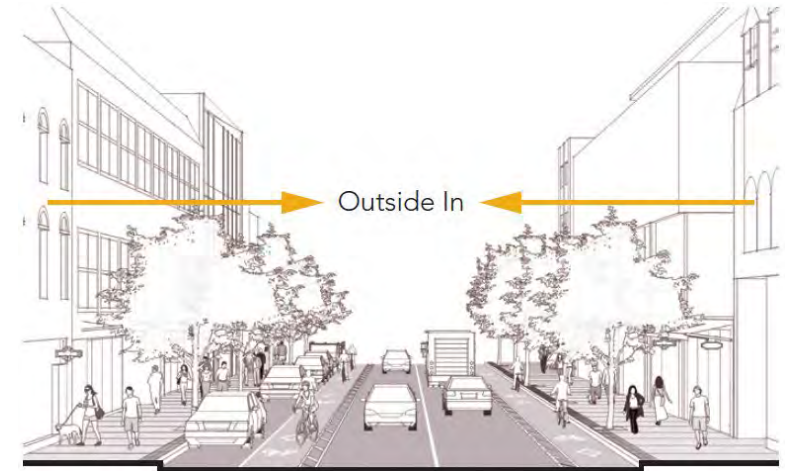
Complete Streets Guidelines

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!

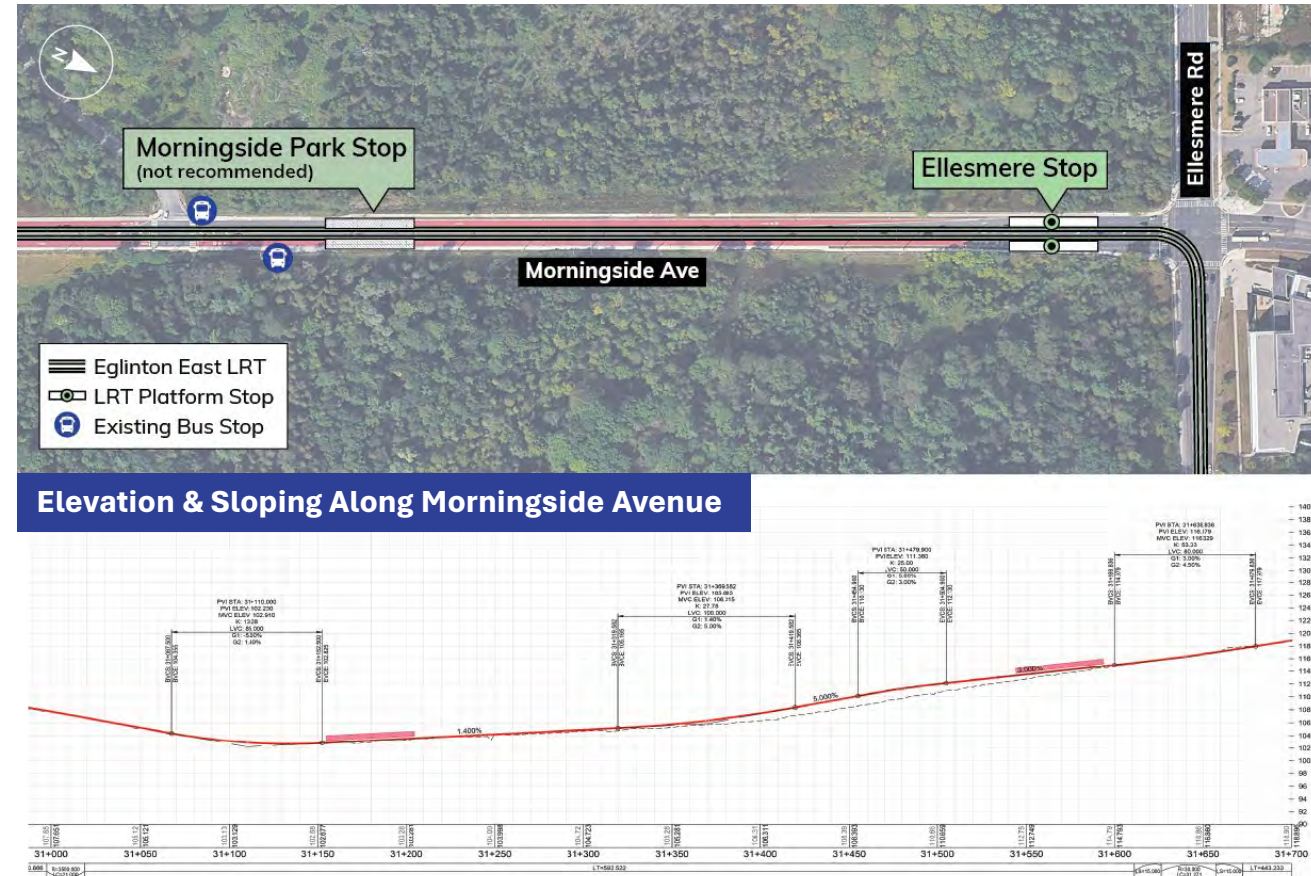
Additional Morningside Park Stop

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.



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.

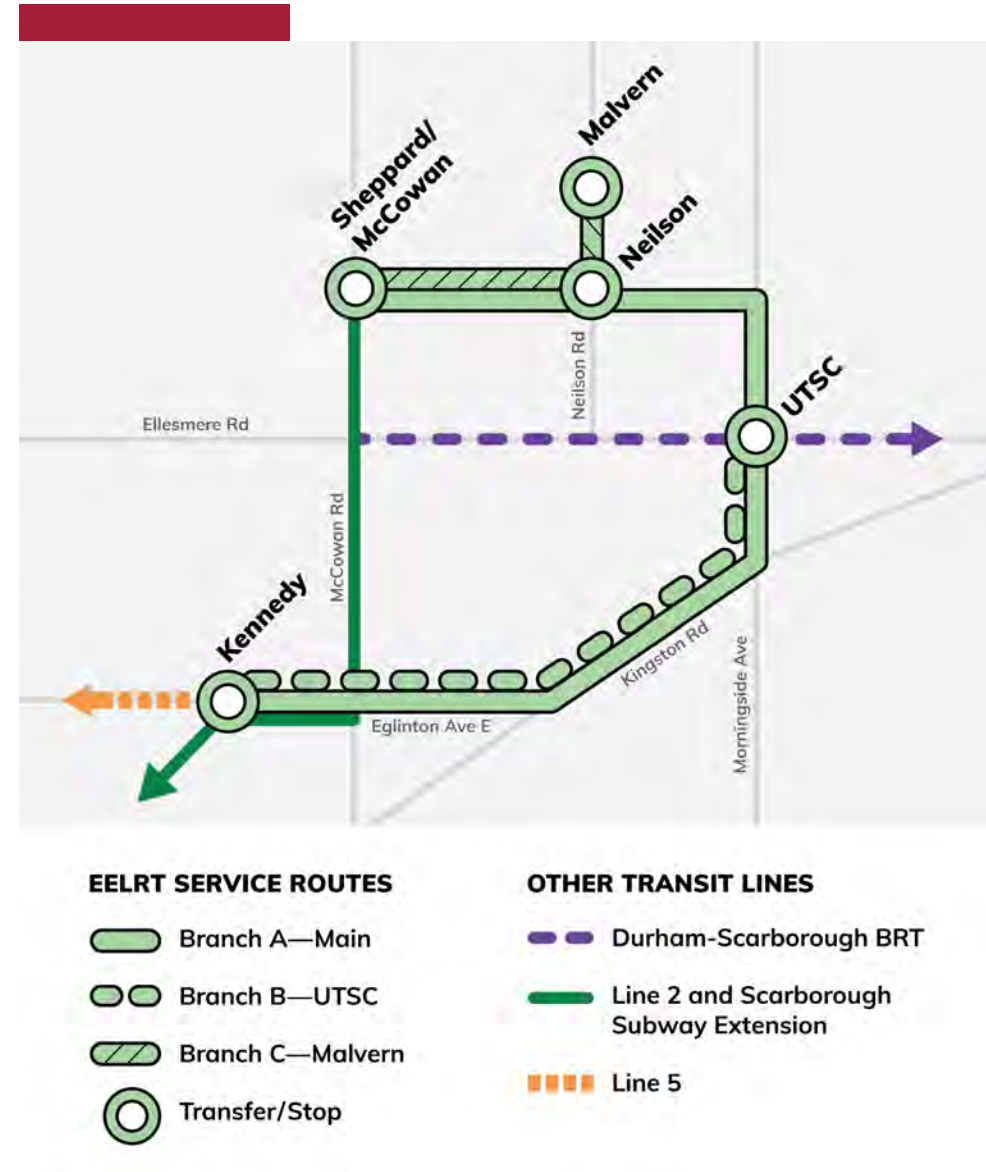
Branch A would run between **Kennedy** and **Sheppard/McCowan**.

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.



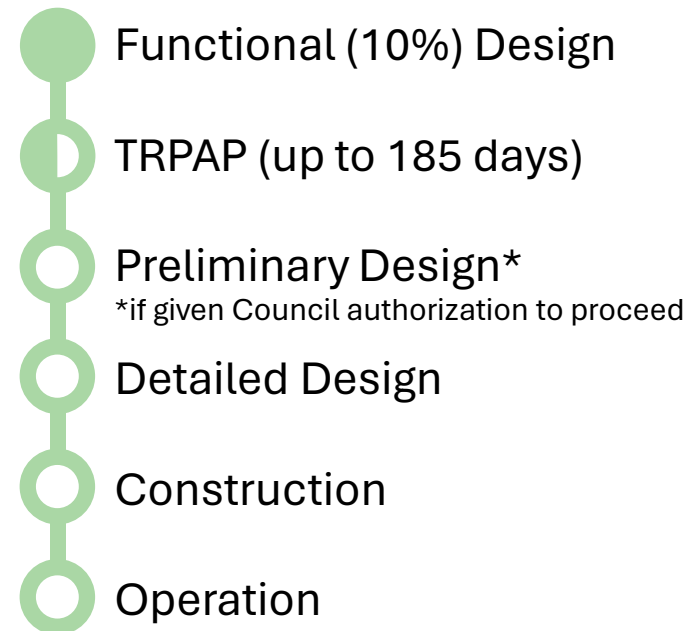
Steps to Building the EELRT

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:

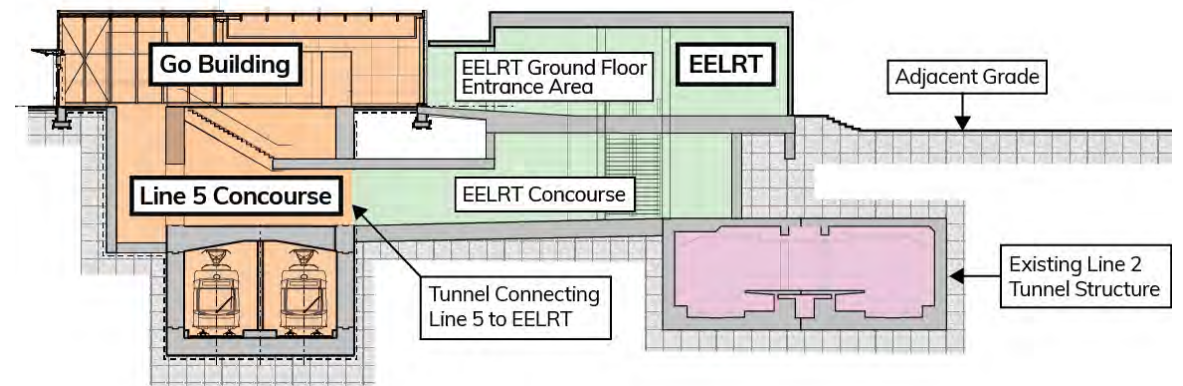
- Scarborough Subway Extension (Line 2)
- Line 3 Busway
- Eglinton Crosstown LRT (Line 5)
- Stouffville GO Line

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



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.

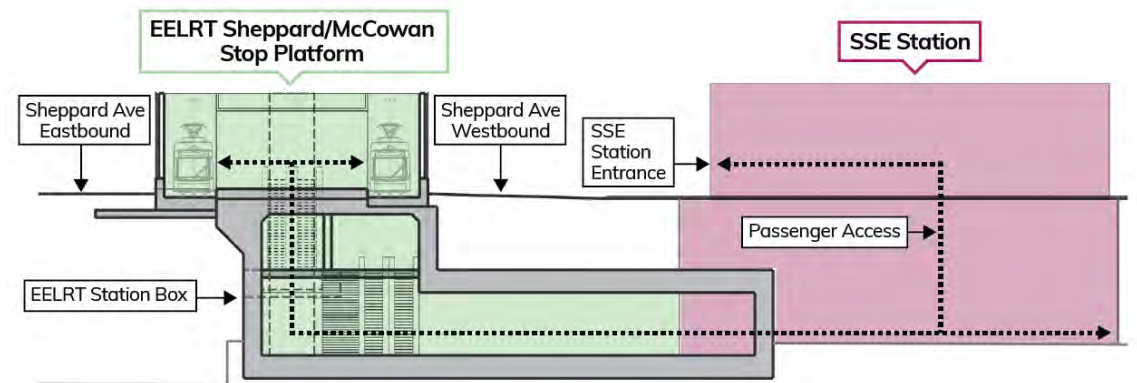
Walking transfers are expected to take approximately 2 minutes between EELRT and TTC Line 2.

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



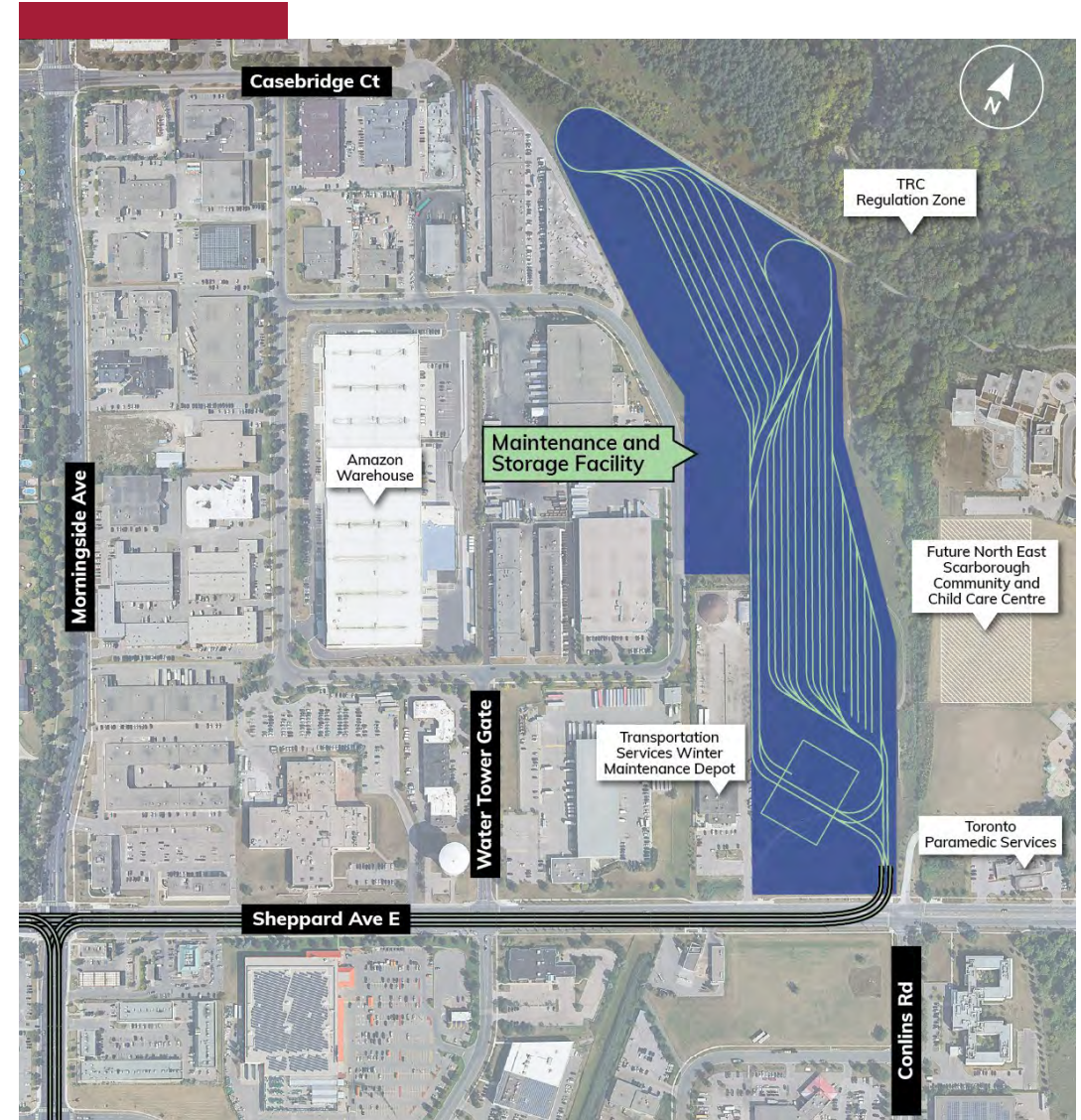
Maintenance and Storage Facility

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.

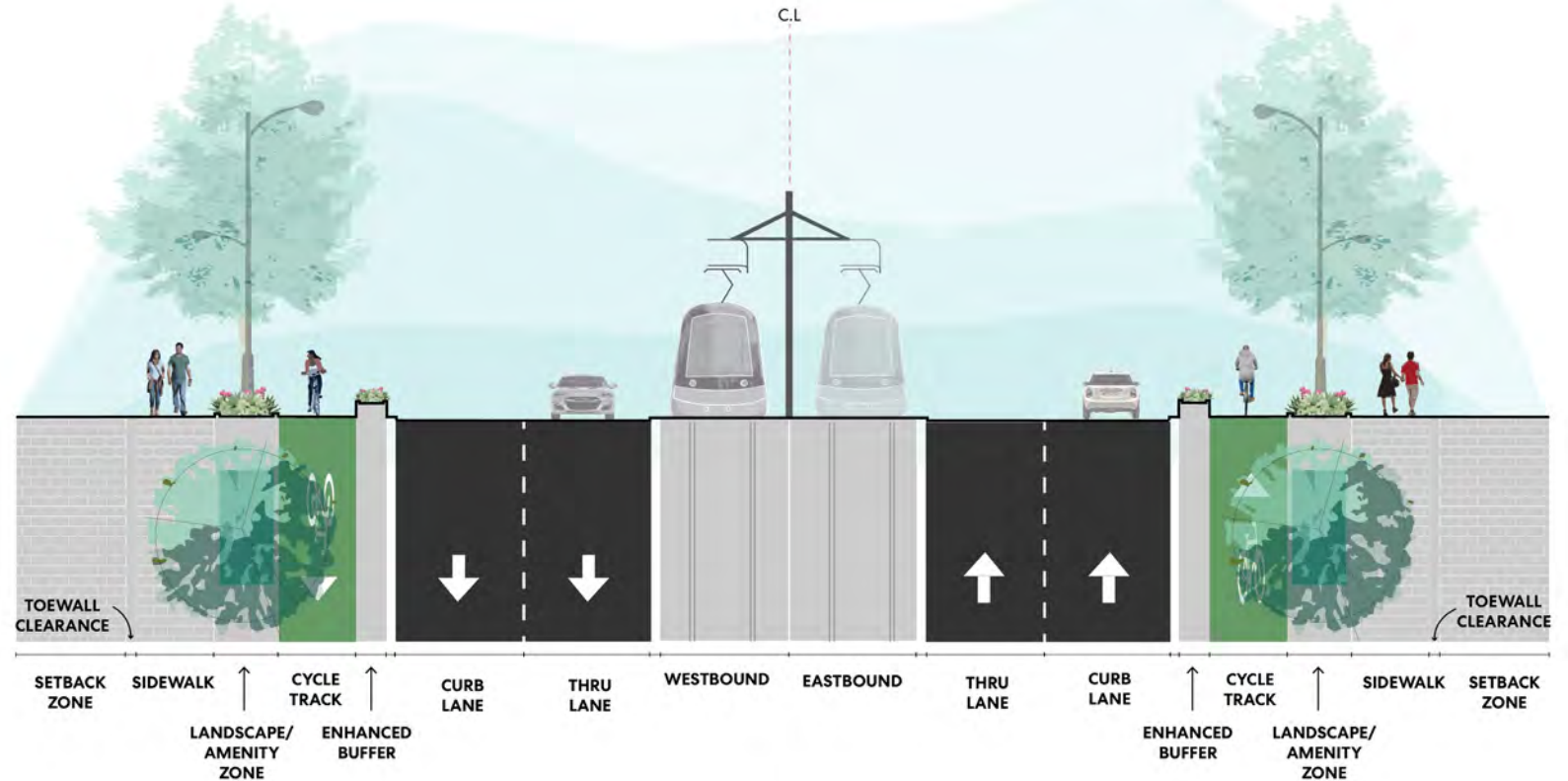
The functional (10%) design includes 15 TPSSs located every 1.5 to 2 kilometres along the EELRT corridor. Another TPSS is also located at the Maintenance and Storage Facility.



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



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



Street view of Eglinton Avenue showing conceptual public realm improvements.

Kingston-Lawrence-Morningside (KLM)

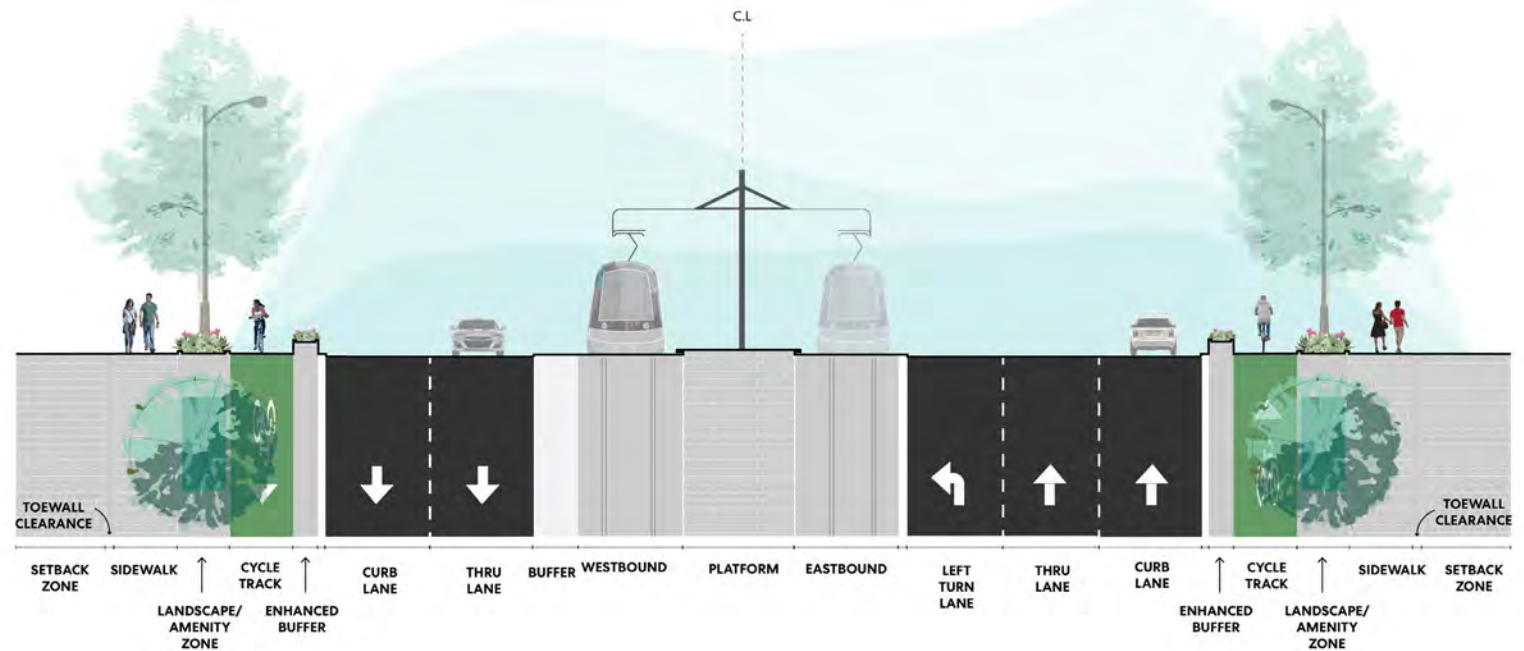
The LRT is planned to operate at-grade at KLM.

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

Based on findings from the Traffic Impact Analysis, the existing northbound and southbound left turn lanes (NBL, SBL) are proposed to be retained for vehicles turning to/from Kingston Road and Morningside Avenue.

However, the analysis showed that NBL/SBL protected turns cannot be reasonably accommodated at Kingston Road and Falaise Road. This may potentially lead to traffic infiltration into the surrounding neighbourhood.

It is recommended that the intersection operations in the KLM area be monitored for increased demand in the future and that the signalization of additional intersections in the area be considered.

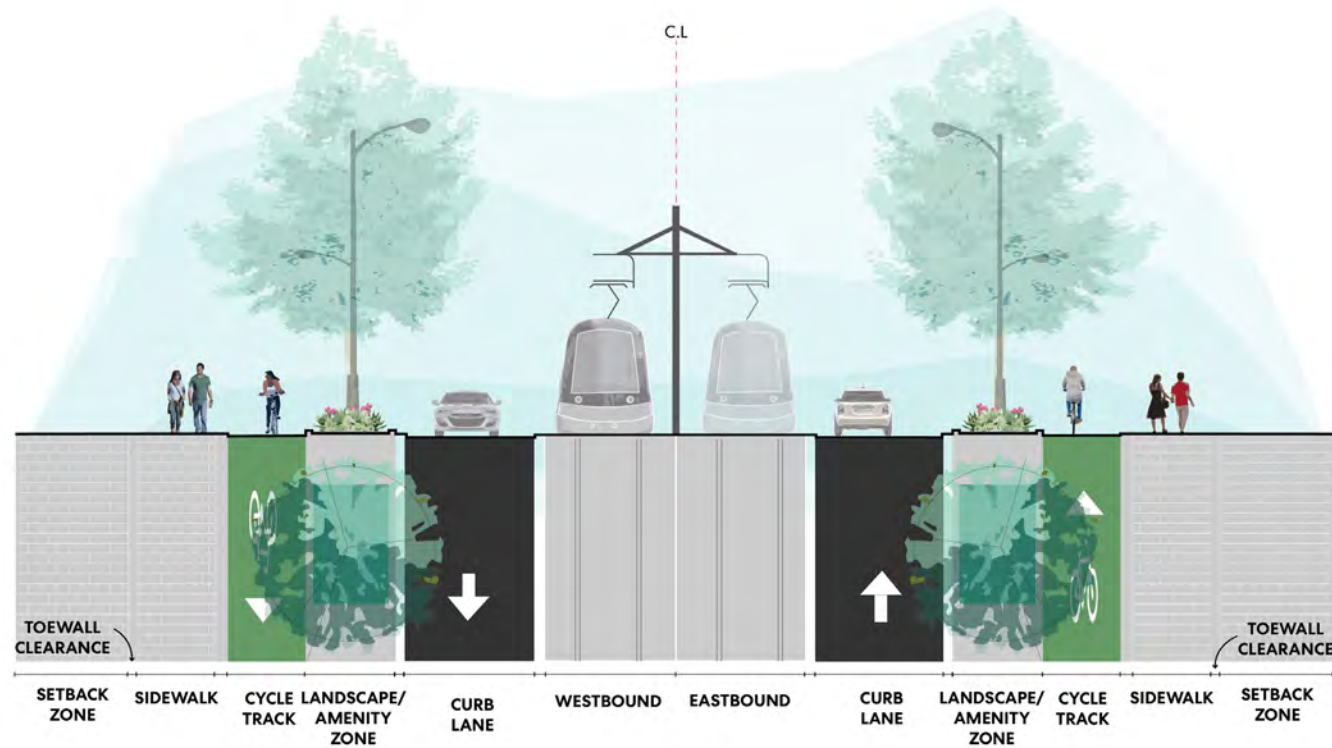


Cross-section dimensions and elements may vary at intersections due to local constraints.

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



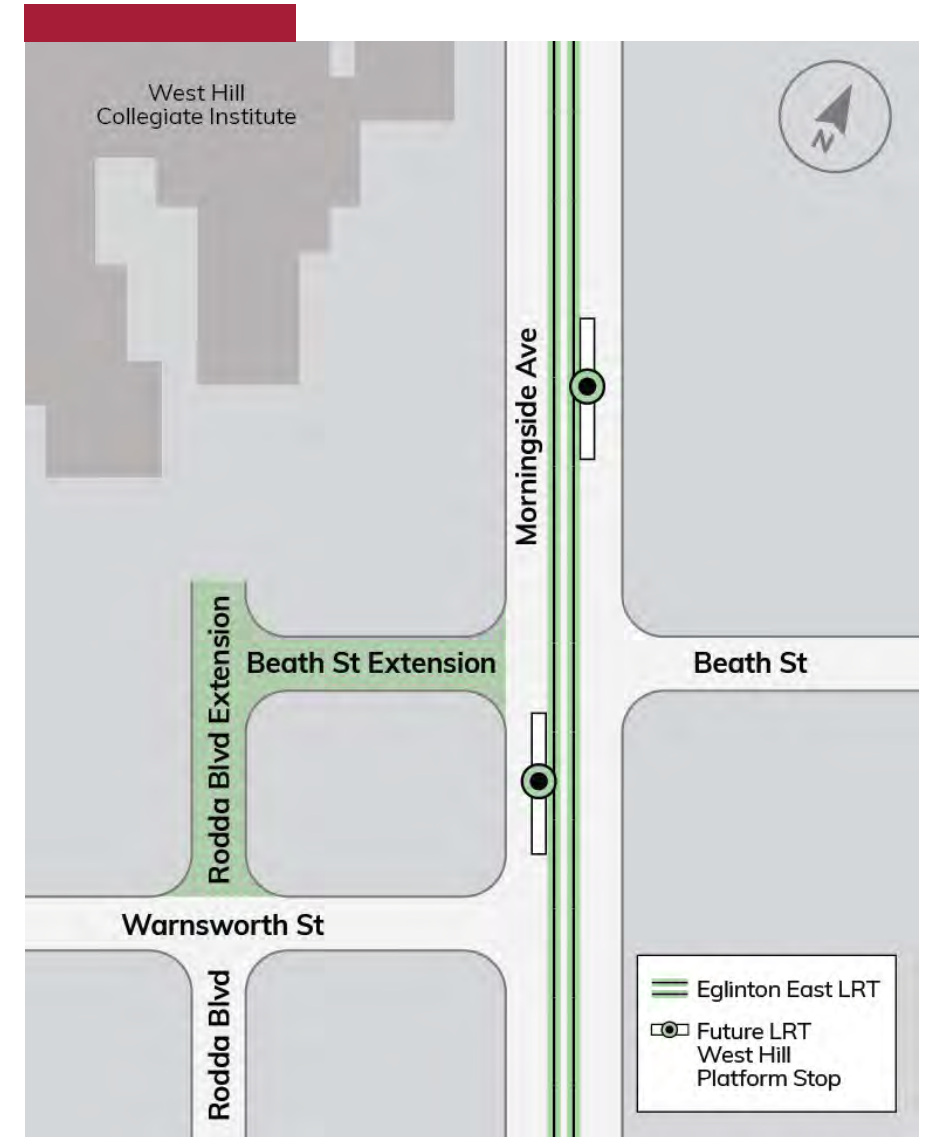
Cross-section dimensions and elements may vary at intersections due to local constraints.

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:

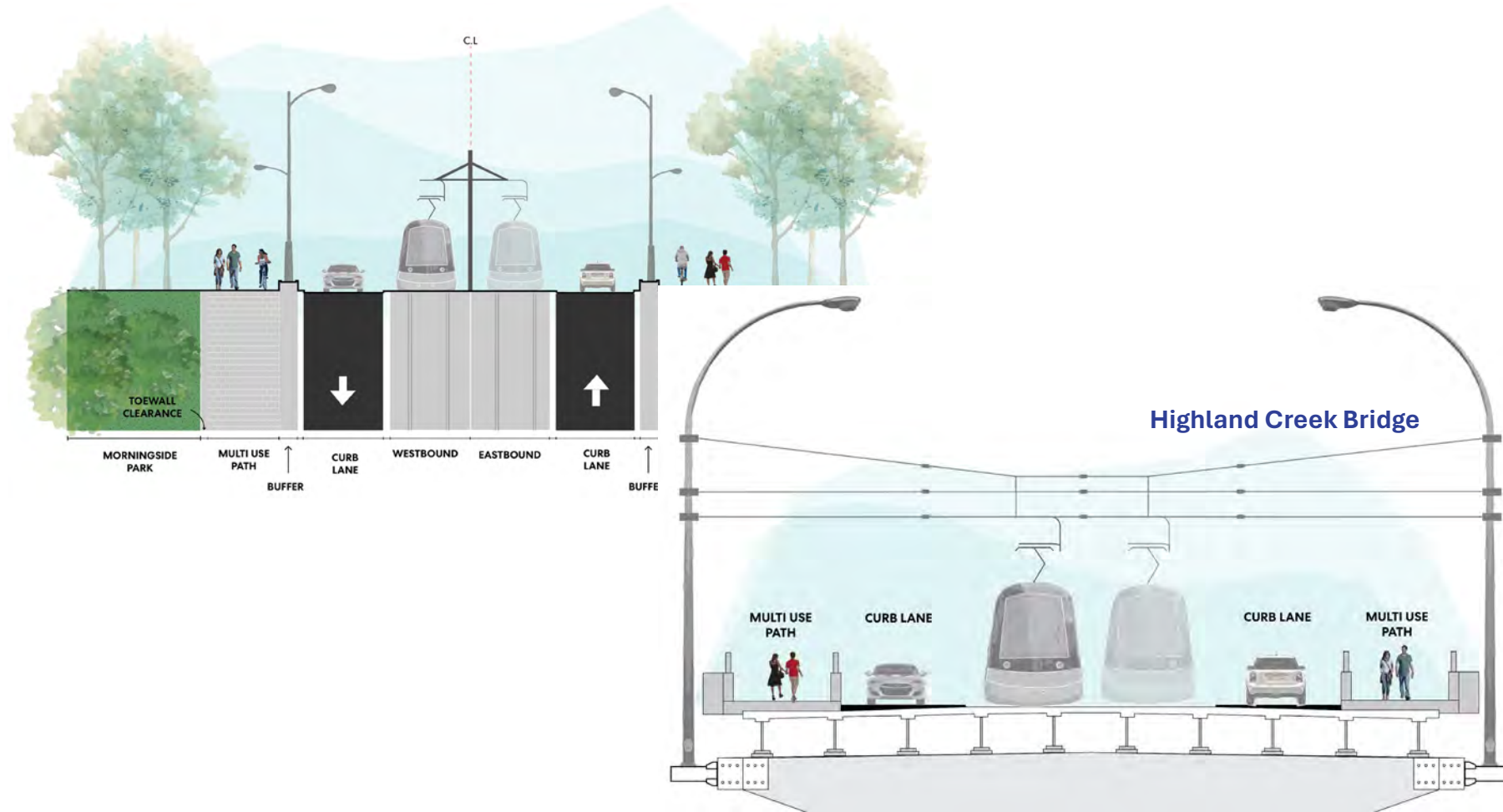
- Provides signalized access for West Hill Collegiate Institute for vehicles, pedestrians, and cyclists.
- Provides for LRT platforms at the new signalized Beath Street intersection with pedestrian access to communities on both sides of Morningside Avenue.
- Combines the two separate, three-direction 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



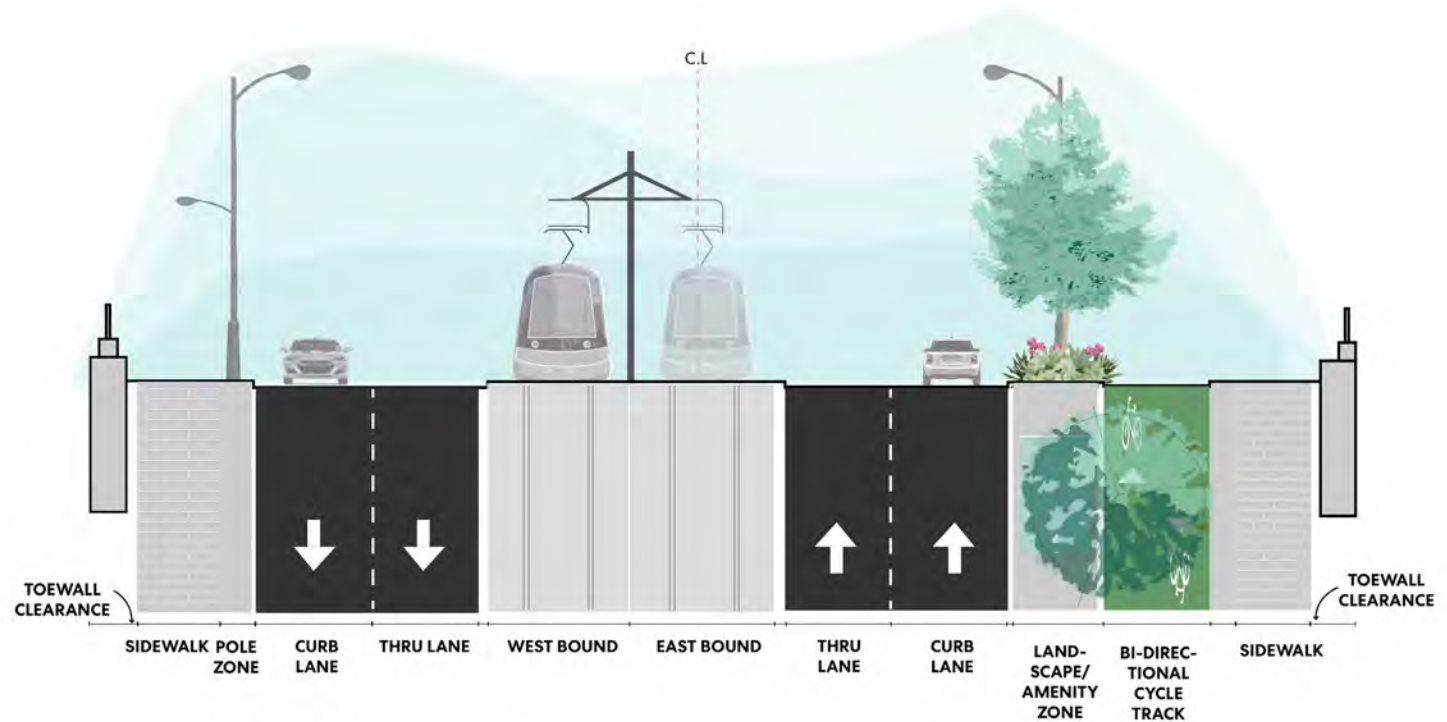
Cross-section dimensions and elements may vary at intersections due to local constraints.

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

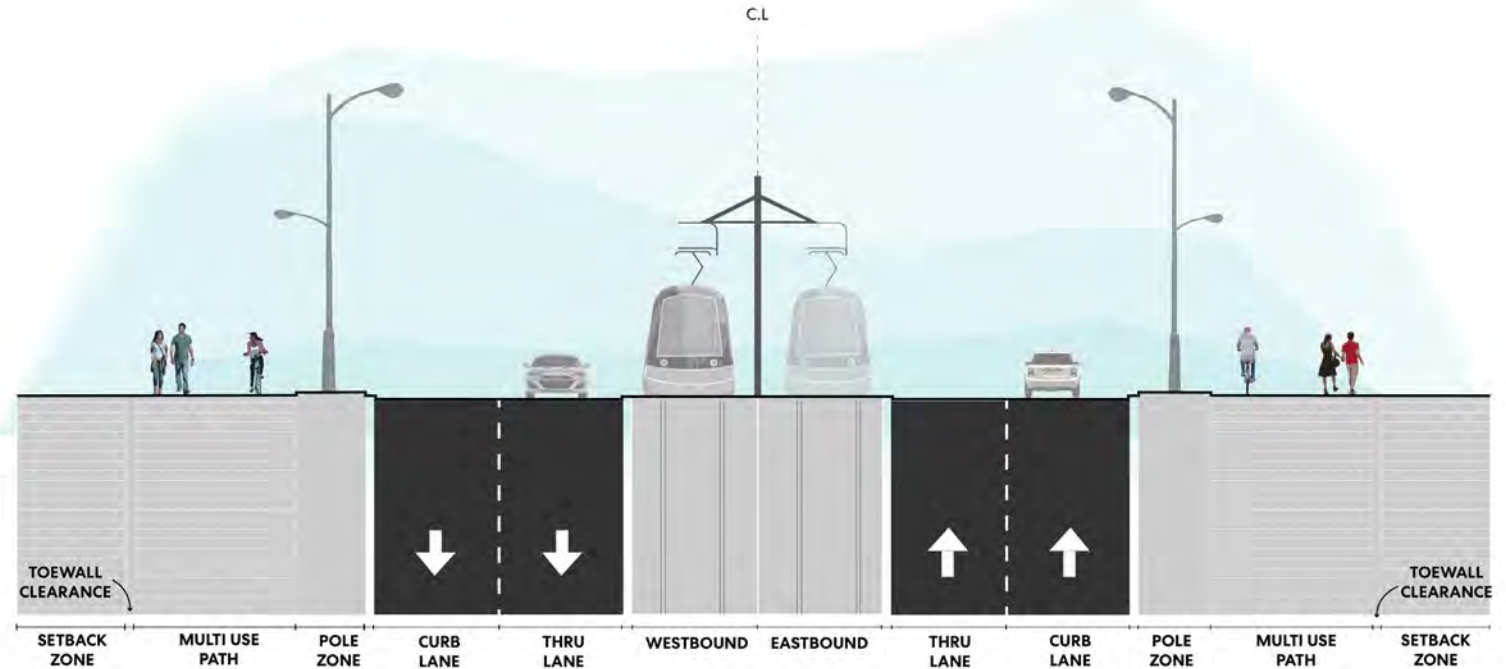


Aerial view of New Military Trail. Development on both sides of the corridor is conceptual, subject to change, and is not a part of the EELRT project.

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:

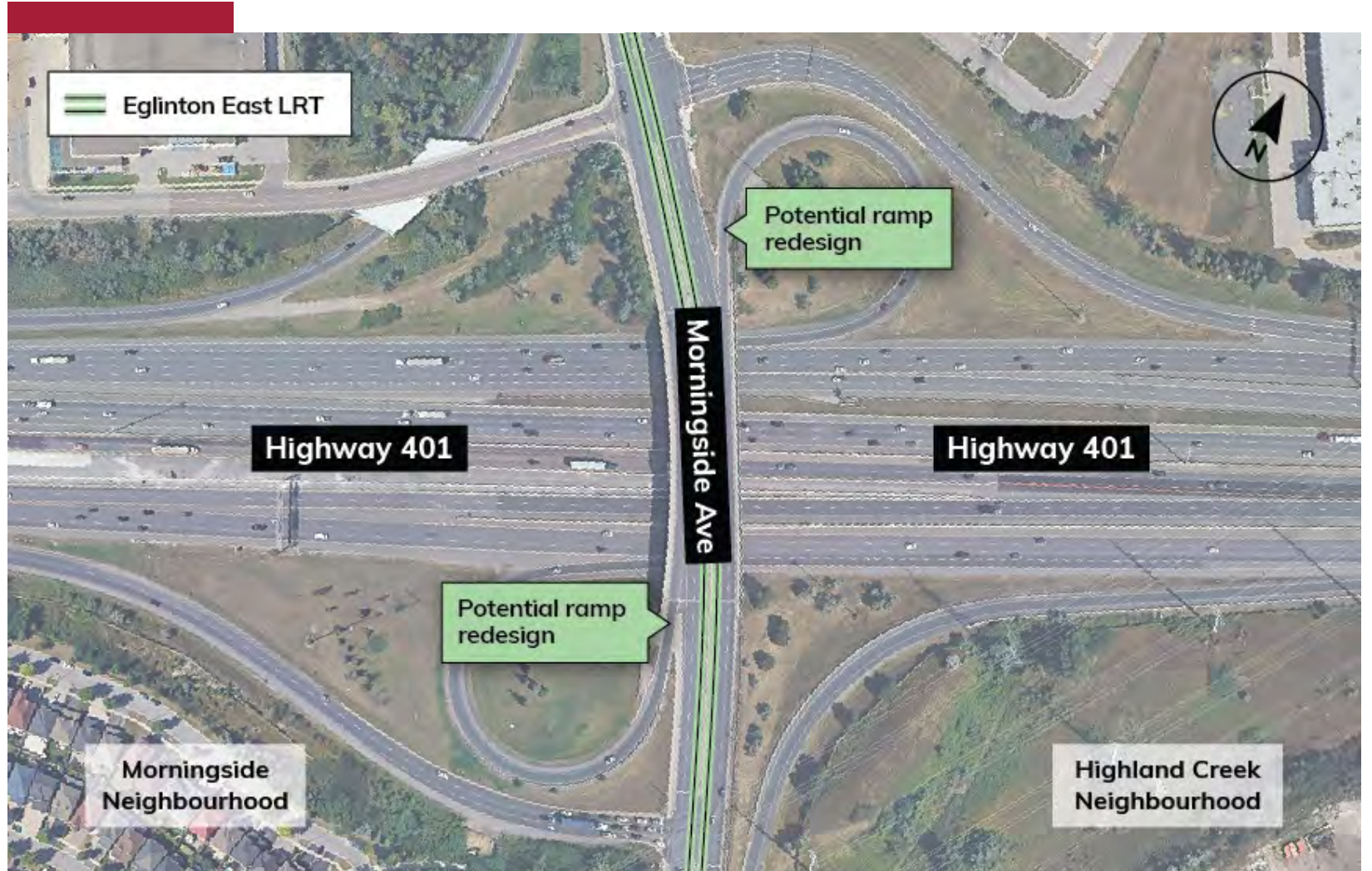
- 2 dedicated LRT lanes
- 2 general traffic lanes in each direction
- South of 401 Bridge:
 - 3.0- to 5.0-metre Multi-Use Path
 - 1.8-metre Landscaping and Pole Zone
- North of 401 Bridge:
 - 2.1-metre Cycle Track
 - 2.5-metre Landscaping Zone
 - 2.1-metre Sidewalk



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.

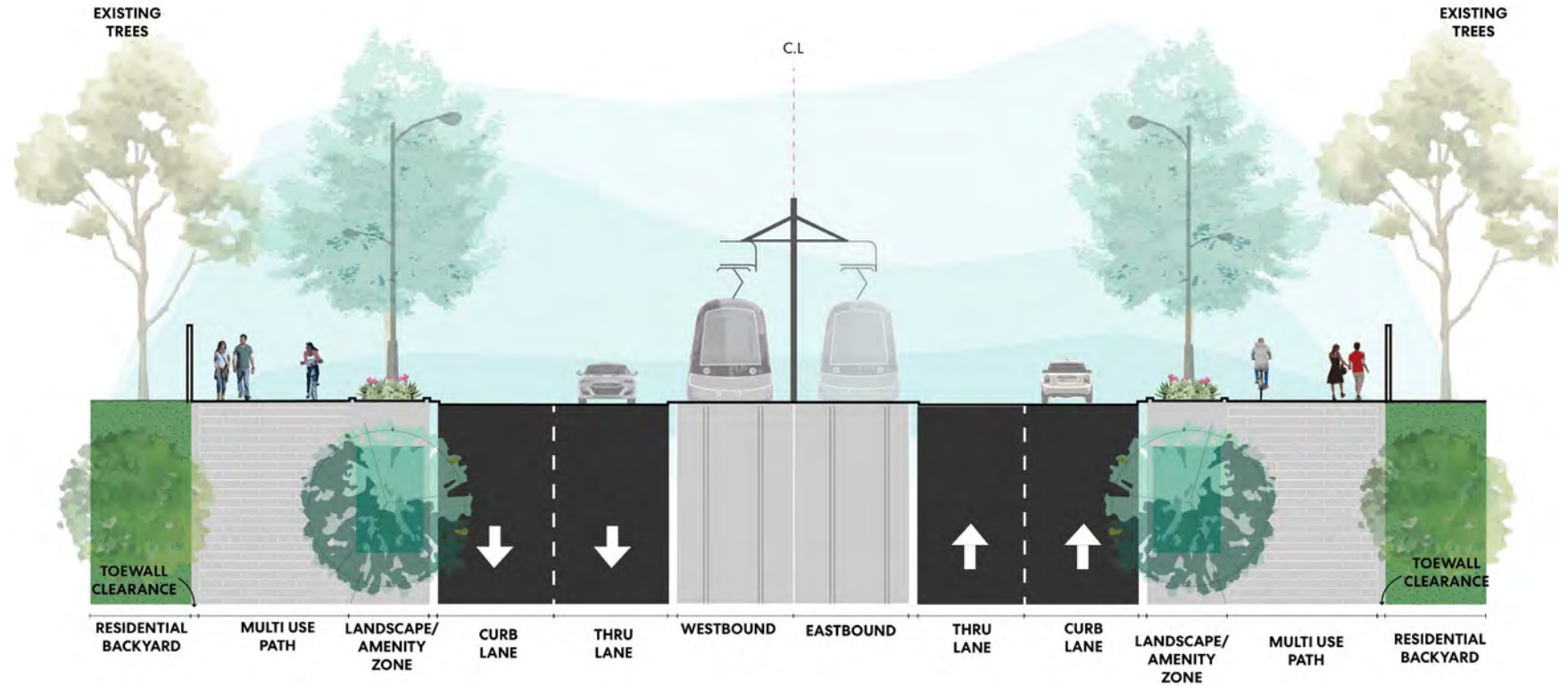


EELRT route along Morningside Avenue over Highway 401, indicating the potential to redesign the on/off ramps.

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

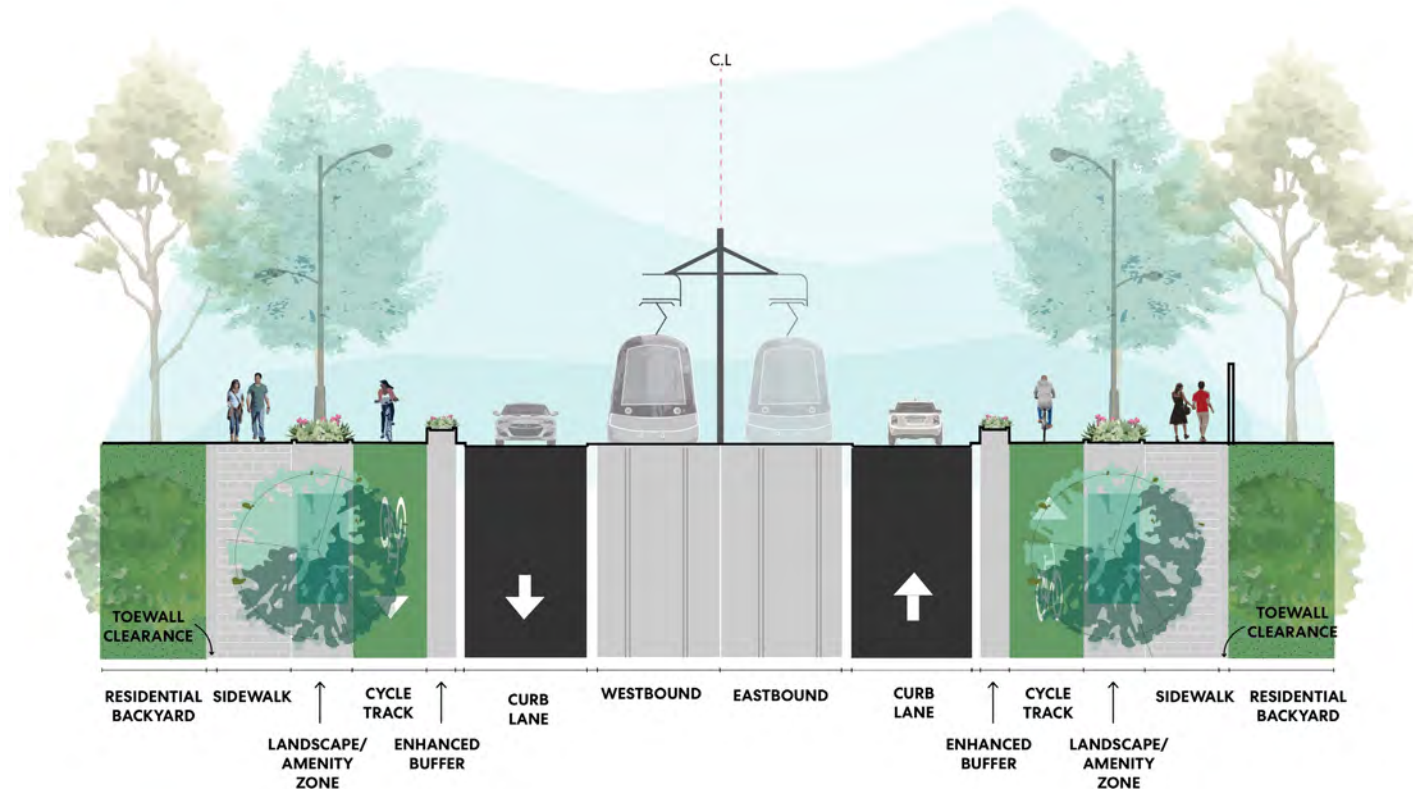
The EELRT design along Neilson Road would see a reduction in auto lanes from 4 to 2.

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 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	Mitigation Measures
<ul style="list-style-type: none">• 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.	<p>Transit</p> <ul style="list-style-type: none">• 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. <p>Traffic</p> <ul style="list-style-type: none">• 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">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>Owners of potentially impacted properties have been notified directly by the project team.Please refer to the EPR for more details about property impacts by visiting: toronto.ca/EglintonEastLRT.	<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	Mitigation Measures
<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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	Mitigation Measures
<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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	Mitigation Measures
<ul style="list-style-type: none">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.	<ul style="list-style-type: none">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">Decrease in vehicle-related emissions by along the route, including an 18% decrease in greenhouse gas emissions, resulting in improved local air quality.The MSF and LRT stops will have negligible effects on air quality.	<ul style="list-style-type: none">None required.



Key Impacts and Mitigation | Noise & Vibration

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



Key Impacts and Mitigation | Construction Impacts

Key Impacts	Mitigation Measures
<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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



Contact the project team:
EglintonEastLRT@toronto.ca



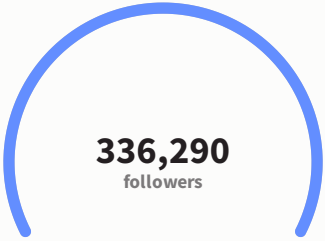
Submit your comments and
take our online survey:
toronto.ca/EglintonEastLRT

Comment deadline:
June 30, 2024




EELRT

May 01 - Jun 05, 2024


Followers 	Fans 	Followers 	Followers 
Inbound messages 11,035 messages	New fans & followers 18,152 new followers	All CityOfTO average post engagement rate 2.3% engagement rate	
Tweets 10 tweets	Post impressions 36,987 impressions	Post retweets 34 retweets	Post link clicks 
	Post likes 68 likes	Post engagements 610 engagements	Post engagement rate 1.47% engagement rate

Top Tweets by Impressions




#Scarborough, we want to hear from you! The Eglinton East Light Rail Transit plan is moving forward in Scarborough. Now, it's time to have your say. 🗣️

6,408 impressions



We want to hear from you, #ScarbTO! Have your say about the Eglinton East LRT project by taking a survey or attending an in-person meeting. Get the details at:











4,740 impressions



We want to hear from you, #ScarbTO! Have your say about the Eglinton East LRT project by taking a survey or attending an in-person meeting. Get the details at:

4,492 impressions

Tweets table

DATE ▾	MESSAGE	RET...	QUO...	LIKES	REPL...	IMPR...	ENG...	% ENG...
 @cityoftoronto Jun 05, 17:10	 <p>The Eglinton East LRT is a project to create 18km of light rail transit system which is proposed to extend from Kennedy Station to Malvern Town Centre via Uo...</p> <p>2024 - Eglinton LRT</p> <p>SPEC - Transporta...</p>	0	0	0	0	0	0	0%
 @cityoftoronto Jun 01, 18:05	 <p>We want to hear from you, #ScarbTO! Have your say about the Eglinton East LRT project by taking a survey or attending an in-person meeting. Get the details at:...</p> <p>2024 - Eglinton LRT</p> <p>SPEC - Transporta...</p>	4	0	7	3	4,740	70	1.48%
 @cityoftoronto May 30, 15:50	 <p>Scarborough! Did you miss last night's drop-in session about the Eglinton East LRT? That's okay! There are two more events happening today & tomorrow. Find...</p> <p>2024 - Eglinton LRT</p> <p>SPEC - Transporta...</p>	3	0	3	0	3,805	58	1.52%
 @cityoftoronto May 29, 13:55	 <p>Starting TONIGHT! Join us to learn & let us know your thoughts about the Eglinton East LRT. Consultations happening 🗓️ May 29 5:30 - 8pm Scarb Village ...</p> <p>2024 - Eglinton LRT</p> <p>SPEC - Transporta...</p>	7	1	10	1	3,399	77	2.27%
 @cityoftoronto	 <p>Do you live in #ScarbTO? 🗨️ The Eglinton East LRT is going to transform Scarborough & connect the community, so we want to hear from residents. Join ...</p> <p>2024 - Eglinton LRT</p>	4	0	10	1	3,127	44	1.41%

Posts

3
posts

Post organic impressions

215,009
impressions

Post clicks

17,689
clicks

Post link clicks

264
clicks

Post shares

81
shares

Post comments

367
comments

Post reactions

661
reactions

Post engagement rate

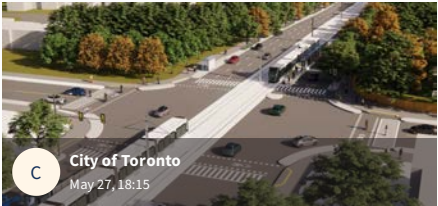
4.24%
engagement rate

Top posts



The Eglinton East LRT is a project to create 18km of light rail transit system which is proposed to extend from Kennedy Station to Malvern Town Centre via UoFT SC. This

164,287 impressions
























Scarborough residents! This is the moment you've been waiting for. We know you've been wanting to know about the Eglinton East LRT and have some updates for you that





40,378 impressions



Do you live in #ScarbTO? 🗨️ The Eglinton East LRT is going to transform Scarborough & connect the community, so we want to hear from residents. Join us for an in-person

10,353 impressions

f Posts table				
DATE ▼	MESSAGE	👍 REACTIONS	💬 COMMENTS	🔗 SHARES
<div><div>City of Toronto</div><div>May 28, 15:05</div></div>	<div></div> <div>Do you live in #ScarbTO? 🚧 The Eglinton East LRT is going to transform Scarborough & connect the community, so we want to hear from residents. Join us for an in-person consultation May 29, 30 & June 1: https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure...</div> <div><div> 2024 - Eglinton LRT</div><div> SPEC - Transporta...</div></div>	58	12	3
<div><div>City of Toronto</div><div>May 27, 18:15</div></div>	<div></div> <div>Scarborough residents! This is the moment you've been waiting for. We know you've been wanting to know about the Eglinton East LRT and have some updates for you that we need your feedback on. Drop-in this week and learn about the project and have your say. Here's when: 🇺🇸 May 29 5:30 - 8pm...</div> <div><div> 2024 - Eglinton LRT</div><div> SPEC - Transporta...</div></div>	101	40	15
<div><div>City of Toronto</div><div>May 24, 15:10</div></div>	<div></div> <div>The Eglinton East LRT is a project to create 18km of light rail transit system which is proposed to extend from Kennedy Station to Malvern Town Centre via UofT SC. This transformative project will re-shape Scarborough as we know it, so we want to get your feedback before we move to the next stag...</div> <div><div> 2024 - Eglinton LRT</div><div> SPEC - Transporta...</div></div>	502	315	63
<div> Posts</div>	<div> Post impressions</div>	<div> Post likes</div>	<div> Post comments</div>	
0 posts	0 impressions	0 likes	0 comments	
<div> Post engagement</div>	<div> Post reach</div>	<div> Post engagement rate</div>	<div> Top Posts by Impressions</div>	
0 engagements	0 users	0% engagement rate	<div> No data</div>	
<div> Posts</div>	<div> Top posts</div>			
0 posts	<div> No data</div>			


<div><div> Post shares</div><div>0</div><div>shares</div></div>	<div><div> Post impressions</div><div>0</div><div>impressions</div></div>	<div><div> Post reactions</div><div>0</div><div>reactions</div></div>	<div><div> Post clicks</div><div>0</div><div>clicks</div></div>
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Data notes:
Report filtered for tags: SPEC - SDFA

Report sources

Analytics

Facebook Pages

 City of Toronto


Instagram Business

 cityofto

Twitter

 @cityoftoronto

LinkedIn Pages

 City of Toronto

Report filters

Analytics

 Campaign

2024 - Eglinton LRT

 Campaign

2024 - Eglinton LRT

 Campaign

2024 - Eglinton LRT

 Campaign

2024 - Eglinton LRT

Customized data tiles

📌* All CityOfTO average post engagement rate ●

Sources

Analytics

Facebook Pages

City of Toronto


Instagram Business

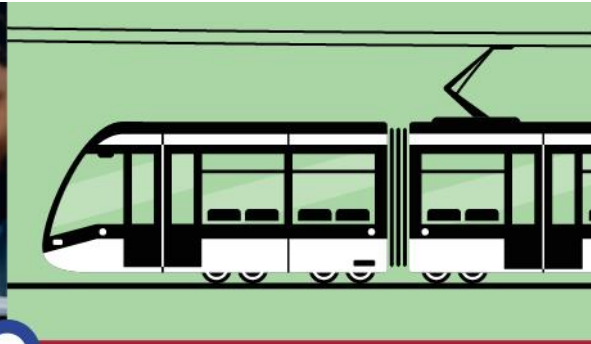
Missing option

Twitter

@cityoftoronto

Extra notes

All tiles marked with  might contain aggregated values across networks. To see the breakdown, head into Hootsuite and use compare by social network. You can customize these metric tiles in Hootsuite to see how each network contributed to the total.



Eglinton East Light Rail Transit (EELRT)

Public Consultation Report

Transit and Rail Project Assessment Process

AUGUST 21, 2024

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1 Executive Summary

The Eglinton East Light Rail Transit (EELRT/future Line 7) is a proposed 18.6-kilometre light rail transit (LRT) system in Scarborough. The line is proposed to extend as a distinct and separate service from Kennedy Station to Malvern Town Centre via the University of Toronto Scarborough Campus (UTSC), with a connection to the future Line 2 terminus at Sheppard Avenue and McCowan Road. The alignment and stops as approved by Toronto City Council is shown in **Figure 1** below.



Figure 1: Eglinton East Light Rail Transit functional (10%) design alignment and stops

As a City of Toronto priority transit expansion project, the EELRT is a transformational project that will provide rail-based higher-order transit and extensive public realm improvements to eastern Scarborough which includes historically underserved

communities of Scarborough including eight Neighbourhood Improvement Areas, support future growth and development of complete communities, and serve local destinations as well as trips outside of Scarborough by connecting to other rapid transit services.

Two major phases of public consultation took place during this stage of the project: Phase One, which focused on the project's functional (10%) design development and Phase Two as part of the Transit and Rail Project Assessment Process (TRPAP), a streamlined environmental assessment process required by the province under Ontario Regulation 231/08 for transit projects.

In Phase One, which is covered in a previous report, included in the Environmental Project Report (EPR), the public had an opportunity to provide feedback on the functional (10%) design elements, indicate their level of support for proposed changes and share concerns, suggestions, or other comments about the project.

Phase Two, covered in this report, was held during the project's TRPAP, which formally commenced on May 15, 2024. During this phase, the public was given an opportunity to review the draft EPR, including the preliminary findings of environmental impact assessments and mitigation measures, as well as the final functional (10%) design.

Phase Two included one community interest group meeting, two meetings with representatives of Indigenous communities, three in-person public drop-in events, four in-person pop-up events, one general virtual property owner information meeting, three in-person property owner drop-in events, and one online survey.

These engagement opportunities were used to share technical and practical project information about the project design and environmental impacts and proposed mitigation measures. The meetings provided focused opportunities to provide this information, answer questions and gather input about the proposed impact mitigation measures and current design of the project.

The public drop-in events allowed members of the public to speak one-on-one with City staff, ask questions, and have their feedback on various parts of the project recorded.

The drop-in events for impacted property owners allowed for one-on-one meetings with a member of the EELRT project team to understand the impact to their property in more detail, clarify any questions about the potential impact to their property, voice concerns about the potential impact, and provide input about the project.

During Phase Two of the public consultation process, the project team received feedback from interested community groups and organizations, property owners, and members of the general public. Feedback has been reviewed, consolidated, and summarized to help

the City of Toronto and TTC identify areas of particular public interest to help inform the project team's commitments in future stages of design.

This report summarizes feedback received through Phase Two public consultation activities, which took place between May 15 and June 30, 2024.

Overall, the public expressed their support for the project. In many cases, support was expressed through requests to expedite the project, and through questions inquiring on the status of funding and timelines for construction. Some participants simply expressed that they were excited to see the project continue to develop, stressing how important transit projects such as the EELRT are to Scarborough.

Most participants, however, provided specific thoughts and feedback about the project. Highlights of public feedback on the project's impacts and mitigation measures as identified in the EPR are:

- Participants held great interest in the **transit and traffic impacts** the project could have, both during construction and operation. Concerns were expressed that the EELRT could present challenges to existing vehicular driving patterns along the alignment.
- Participants want to see efforts made to minimize **impacts to the natural environment**, citing the need to preserve and protect Highland Creek, Morningside Park, and the habitats and ecosystems within them as much as possible.
- Some participants were skeptical that the minimal **noise and vibration impacts** noted in the EPR were accurate and raised questions about the long-term effects of regular vibration on the foundations of buildings.

Participants also provided feedback on the final functional (10%) design:

- Many participants were interested in the EELRT's **connectivity to other transit options** in the area and expressed the desire for all of Scarborough transit systems to work as seamlessly and efficiently together as possible.
- Participants expressed the desire to see the project redesigned with **grade separation** in mind, as either an elevated or underground system.
- Participants shared ideas for how to improve the project's **route design, stops, stations, and service plan**, along with other **design** suggestions.
- Participants expressed the desire for improved **bicycle and pedestrian infrastructure**, as well as **added green space** along the project corridor.

Participants also provided additional input on other aspects of the project, including the following:

- Many participants stressed how important it is for the City and TTC to avoid the challenges faced by the Eglinton Crosstown LRT project by keeping to the **construction timeline**, applying **lessons learned from other projects**, and ensuring there are minimal **socio-economic impacts** to residents and businesses in Scarborough.
- Some participants want to see **zoning** changes and the incorporation of **transit-oriented development** to the project.
- Some participants expressed concern about the **speed, frequency, and reliability** of the EELRT and want assurance that it would provide faster service than the existing bus service. The implementation of **transit signal prioritization (TSP)** was a recurring recommendation to ensure reliability.
- Several participants want to see the project's **construction schedule** expedited, while others want to ensure **safety** for both members of the public and workers during construction.
- A small group of participants feel the **cost** of the project is too high, while others want to see a **cost/benefit analysis** of the project compared to other modes of transit, such as bus rapid transit (BRT) or subway.
- Participants want the City to commit to comprehensive **communication and consultation** strategies, to ensure residents, businesses, and commuters are updated throughout project construction.

More detail about each of these topics of public feedback and other feedback gathered during the public consultation period is included in the **Key Findings** section later in this report.

2 Introduction & Background

The proposed EELRT project (future TTC Line 7) is an 18.6-kilometre-long LRT line through Scarborough that will travel along Eglinton Avenue East, Kingston Road, Morningside Avenue, and Sheppard Avenue East, through the University of Toronto Scarborough Campus, and to Malvern Town Centre via Neilson Road. The line will provide connections to multiple existing and proposed transit routes and bring rapid transit to historically

underserved areas of Scarborough. The EELRT will be a separate service from the Eglinton Crosstown Line 5 and is a priority component of the City of Toronto's planned rapid transit network.

The Council-approved EELRT design features 27 stops. During peak periods, the system's proposed service plan features three branches of service, and during peak periods and trains are proposed to run every four to five minutes. The Maintenance and Storage Facility (MSF) at Conlins Road and Sheppard Avenue East is the preferred site. The EELRT will connect riders to several other City and regional transit lines:

- Connection with future Sheppard/McCowan Station (terminus of future Line 2 Extension and potential Sheppard Subway Extension)
- Connection to Line 2 and Line 5 at Kennedy Station
- Connection to the proposed DSBRT at UTSC
- Three connections to GO stations (Kennedy, Eglinton, and Guildwood)

Project Timeline

2009 – Project conceptualized as Scarborough-Malvern LRT (SMLRT), included as part of Transit City; SMLRT initial design and environmental reviews completed.

2010 – Transit City initiative cancelled; SMLRT project put on hold.

2016 – City Council directs staff to update 2009-approved SMLRT concept to conceptual design, renamed the Eglinton East Light Rail (EELRT).

2017 – City initiates early conceptual design and planning process for the EELRT.

2018 – City Council approves the alignment along a realigned Military Trail through the University of Toronto Scarborough and requests staff to consider a recommended extension to Malvern.

2019 – Province announced funding for four priority subway projects, including a modified 3-stop Line 2 extension (Scarborough Subway Extension) to Sheppard opening in 2029/30. City Council approves the EELRT alignment to Malvern, which assumed continuous service from Line 5 Eglinton Crosstown through Kennedy Station. Public and stakeholder engagement for conceptual design and planning takes place.

2020 – City Council directs staff to advance the EELRT design to 10%, complete a TRPAP, and continue discussions with UTSC on the MSF location.

2022 – EELRT SSE interface constructability assessment informed Council direction for separate service from the Eglinton Crosstown LRT and expansion of the EELRT system to

Sheppard/McCowan. City Council confirms preference for Conlins Yard MSF site. The EELRT design no longer assumes a through service at Kennedy.

2023 – City continues the functional (10%) design for the EELRT system and begins to draft the Environmental Project Report (EPR). Phase One of public consultations for functional design and planning takes place.

2024 – City completes the functional (10%) design for the EELRT system and launches the TRPAP. Phase Two of public consultations for functional design, planning and environmental impacts and mitigation measures takes place. City anticipates completion of the final EPR and the conclusion of the TRPAP in fall of 2024.

3 Consultation Methods & Activities

The purpose of the second phase of public consultation was to allow the public to review the draft EPR, including identified impacts from project construction and operation, and the final functional (10%) design during the TRPAP. For the purposes of public consultation, the impacts and mitigations were broadly covered in seven categories: transit and traffic, property (residential and commercial), cultural heritage, natural environment, archaeology, air quality, and noise and vibration.

Phase Two of public consultation took place from May 15 to June 30, 2024. During this time, feedback was received through a community interest group meeting, in-person drop-in events for the public and for impacted property owners, meetings with property owners, pop-up events, an online survey accessible through the project web page, email, telephone calls, and mailed letters.

Public Outreach and Notification Activities

Leading up to and during Phase Two of public consultations, the project team used several methods to notify the public, interested parties, and Indigenous communities about opportunities to engage and provide comments on the EELRT. The tools and methods of outreach are identified below.

- **Notice of Commencement.** To signify the launch of the TRPAP and the start of public consultation, a Notice of Commencement was mailed to 47,197 property

owners and residents within 30 metres of the project corridor including potentially impacted property owners on May 15, 2024, which included an overview of the project, a map, the TRPAP and public consultation opportunities, and information about public drop-in events and the online survey. Key parts of the Notice of Commencement were translated into Chinese, Tamil, and Gujarati.

- **Newspaper ads.** Advertisements with details from the Notice of Commencement appeared in six local newspapers. Each advertisement included a description of the project, a map of the project area, details about upcoming public consultation events, opportunities for feedback, and the project website address. The advertisement was translated into the language of the target audience for each publication.
 - Toronto Sun (English) on May 15, 2024
 - Caribbean Camera (English) on May 16, 2024
 - Ming Pao Daily News (Traditional Chinese) on May 17, 2024
 - Canadian Chinese Express (Ming Shao Bao) (Simplified Chinese) on May 17, 2024
 - Senthamarai (Tamil) on May 17, 2024
 - Gujarat Abroad (Gujarati) on May 17, 2024
- **City of Toronto social media posts.** Content promoting the virtual public meetings and online survey was promoted through the following City social media channels from May 24 to June 5, 2024:
 - @CityofToronto (X [formerly Twitter])
 - @CityofTO (Instagram)
 - City of Toronto (Facebook)
- **TTC communication channels.** Content promoting the public consultation events and online survey was shared through various TTC media platforms:
 - Platform video screens at Victoria Park, Warden, and Kennedy Stations from May 15 to June 1, 2024
 - PA announcements at Victoria Park, Warden, Kennedy, and Scarborough Centre Stations from May 15 to June 1, 2024
 - TTC reshared one tagged post by the City via @TTChelps (X [formerly Twitter]) on May 15, 2024
 - Webpage linked to “Latest News” section on the homepage from May 15 to June 3, 2024
 - CityNews announcements on May 28, May 29, and May 30, 2024
 - TTC Stakeholder Newsletter to over 1,850 subscribers on May 22, 2024

- Community BBQ by Local Councillor for Scarborough-Guildwood on June 17, 2024
- **Project mailing list email.** An email notice and invitation to participate in the second round of public consultations was circulated to 309 registrants of the EELRT project mailing list on May 25, 2024.
- **Postcard distribution.** To promote the public consultation events and pop-up events, postcards were distributed by hand to transit riders at two major transit stations in Scarborough:
 - Kennedy Station – 1,500 postcards distributed on May 21, 2024
 - Scarborough Town Centre Bus Terminal – 2,000 postcards distributed on May 23, 2024
- **Road signs.** Road signs advertising the project and the online survey were placed on Morningside Avenue near the Toronto Pan Am Sports Centre and on Sheppard Avenue East near its intersection with Neilson Road for the month of June.
- **Indigenous community notifications.** Two rounds of notification were provided to Indigenous communities leading up to and at the launch of the TRPAP, on April 25 and May 15, 2024. These notifications were sent via email to nine First Nations identified by the Ministry of the Environment, Conservation, and Parks (MECP) as potentially having an interest in the EELRT project.

The First Nations were provided a copy of the Notice of Commencement; project web page information; ways to contact the EELRT project team by email and telephone; and an invitation to ask questions, request more information, provide input, and arrange a meeting.

These email notifications were sent to:

- Williams Treaties First Nations:
 - Alderville First Nation
 - Beausoleil First Nation
 - Chippewas of Georgina Island First Nation
 - Chippewas of Rama First Nation
 - Curve Lake First Nation
 - Hiawatha First Nation
 - Mississaugas of Scugog Island First Nation
- Mississaugas of the Credit First Nation
- Huron-Wendat Nation

Property owner notifications. Potentially impacted property owners were sent individual letters by registered mail or email in advance of the formal commencement of the TRPAP to notify them of an impact to their property based on the functional (10%) design of the EELRT. The letter included information about the EELRT project and its current status; an explanation of the potential impacts to the property; how property owners could learn more about the potential impacts to their property and provide comments to the project team; and information about City processes related to property acquisition to enable the development of public infrastructure. The letter also contained responses to frequently asked questions to help address common questions related to property impacts. Accompanying the letter was an aerial image of each respective property with demarcations showing the potentially impacted area of the property based on the functional (10%) design. A total of 300 property letters were issued.

City Councillor notifications. Prior to the launch of the TRPAP, City of Toronto staff notified all Scarborough City Councillors about the upcoming public and property owner engagement.

Community Interest Group Meeting

The project team held a community interest group (formerly referred to as ‘stakeholder group’) meeting early in the TRPAP phase of the public consultation process. The purpose of the meeting was to provide an opportunity for community groups and organizations to provide early feedback to the project team, relay relevant information to the communities they represented during the consultation period, and to identify key questions, support, and concerns that could arise during public engagement.

The project team identified over 60 key groups and organizations throughout the project area and invited them to participate in a virtual community interest group meeting, which was held on Wednesday, May 22, 2024. During the meeting, the project team shared a general overview of the project, updates to the functional (10%) design since the previous round of public consultation, information about the TRPAP, and findings from the draft EPR. The project team was represented by staff from the City of Toronto’s Transit Expansion Division, Transportation Services Division, and Public Consultation Unit; TTC’s Strategy and Customer Experience Group; and consultant HDR’s engineering and design team. A total of 10 participants attended the meeting, representing the following nine groups or organizations:

- Agincourt Village Community Association
- Centennial College Student Association Inc.
- CodeRedTO
- Scarborough Community Renewal Organization

- Sheppard East Village BIA
- TTCRiders
- UTSC Community Partnerships and Engagement
- UTSC Student Union Vice President
- Woburn Residents Association

Participating community interest group representatives shared general support for the project while providing several comments and concerns that would later be echoed by the public throughout consultation. Specifically, participants were interested in the overall travel time of EELRT and using transit signal priority (TSP) to ensure quicker, more reliable service; the inclusion of a stop at the entrance to Morningside Park; parking considerations at Sheppard/McCowan Station and Kennedy Station for commuters into Scarborough; and the need for further coordination and refinement of the future Sheppard/McCowan station.

More details about these topics are included in **Key Findings** later in this report.

Indigenous Engagement

Prior to the issuance of the TRPAP Notice of Commencement, the following communications were shared with the previously identified Indigenous communities by email:

- **Phase 1 Notice of Public Consultation.** This communication informed the Indigenous communities about the EELRT project and public consultations for the functional (10%) design of the project and extended the opportunity to provide feedback or to request a meeting.
- **Stage 1 Archaeological Assessment (AA) Report.** This communication shared a copy of the Stage 1 AA Report as of January 25, 2024, in advance of the TRPAP, and requested questions or concerns about the findings by February 16, 2024.
- **Draft EPR and Stage 1 AA Report (Revised).** This communication shared an overview of the project in presentation (PDF) format, a copy of the draft EPR as of April 24, 2024, and a copy of the revised Stage 1 AA Report, which included additional assessments for traction power substation sites along the EELRT route. The communication also included a list of the EPR's appendices; due to file size constraints, the Indigenous communities were invited to request specific appendices they had an interest in reviewing.

On August 2, 2024, on the recommendation of MECP, the following communication was shared with Indigenous communities:

- **Pre-assessment of Project Impacts for Discussion with Indigenous Communities.** This communication shared a document that provides a summary of the anticipated impacts and proposed mitigations of the EELRT project that the project team understands may be of interest to Indigenous communities. The summary is based upon the work performed to date on the project, along with feedback received from Indigenous communities through several meetings and presentations. This pre-assessment gives an overview of impacts in the following categories, along with a summary of proposed mitigation measures:
 - Natural Environment
 - Built Heritage Resources and Cultural Heritage
 - Archaeological Resources

Original communications with Indigenous communities are found in the EPR Appendices. Two meetings were held with representatives of Indigenous communities following the end of Phase One public consultation:

- The project team held a virtual meeting with the **Mississaugas of the Credit First Nation** (MCFN) on January 31, 2024. The EELRT project team gave a presentation to provide MCFN with the project's background and history, an overview of the studies conducted as part of the draft EPR, details about the TRPAP, and the project's immediate next steps.
- The City held a virtual meeting with the **Mississaugas of Scugog Island First Nation** (MSIFN) on June 18, 2024. The EELRT Project Team gave a presentation about the project, provided information about timelines for the TRPAP, and had an opportunity to get input from MSIFN.

Public Drop-In Events

The project team hosted three in-person public drop-in events to share information about the project, the final functional (10%) design and the findings from the draft EPR. These events served as an opportunity for members of the public to ask questions and give feedback on the project's proposed design, identified impacts, and mitigation measures.

The events were drop-in style and attendees could arrive and depart at their convenience. Event information and number of attendees at each was as follows:

- **Event 1 [52 participants]:** Wednesday, May 29, 2024, 5:30 – 8:00 p.m.
Scarborough Village Recreation Centre
3600 Kingston Road

- **Event 2 [54 participants]:** Thursday, May 30, 2024, 5:30 – 8:00 p.m.
Highland Hall Event Centre at the University of Toronto Scarborough
1265 Military Trail
- **Event 3 [33 participants]:** Saturday, June 1, 2024, 11:00 a.m. – 2:00 p.m.
Lester B. Pearson Collegiate Institute
150 Tapscott Road

Upon arrival, attendees were asked to sign in prior to entering the event space, but were free to explore the project materials at their own pace once inside. While the three events had different layouts due to room size, shape, and other constraints, the format and information of each was the same. The information panels were organized into different sections of information:

- **Welcome and Introduction**, which included a welcome banner, a land acknowledgment board, and a board describing the TRPAP.
- **Project Background and Context**, which featured two large wall banners describing the EELRT project, the characteristics of light rail transit (LRT), and placed the project in context to the greater Toronto transit network and ongoing transit projects in Scarborough.
- **Project Timeline and Details**, which featured a series of banners and boards including:
 - Project history and the Initial Business Case
 - Past public consultation
 - An assessment of a potential Morningside Park stop and why it is not included in the functional (10%) design
 - Lessons learned from other projects
 - The system's proposed 3-branch service plan and the steps toward building the EELRT
 - Information about the Maintenance and Storage Facility (MSF) and TPSSs
- **Project Benefits and Public Realm Improvements**, which included a banner about EELRT's benefits to Scarborough and a banner/board pair describing the City's Complete Streets guidelines and application to the EELRT.
- **Functional (10%) Design**, which included a large roll plot showing the engineering drawings for the entire project corridor. In addition to the roll plot, this section included a board describing Kennedy and Sheppard/McCowan Stations, as well as

a series of display stands that showed cross sections, renderings, and other design elements at key locations throughout the alignment, namely:

- Along Eglinton Avenue East and Kingston Road
- At the Kingston-Lawrence-Morningside (KLM) area
- Along Morningside Avenue, broken into three unique sections
- At the Beath Street Extension
- Along Ellesmere Road
- Along New Military Trail through the University of Toronto Scarborough Campus (UTSC)
- Along Sheppard Avenue East
- Along Neilson Road



Image 1: Roll plot of the EELRT functional (10%) design as set up during the third public consultation event at Lester B. Pearson Collegiate Institute

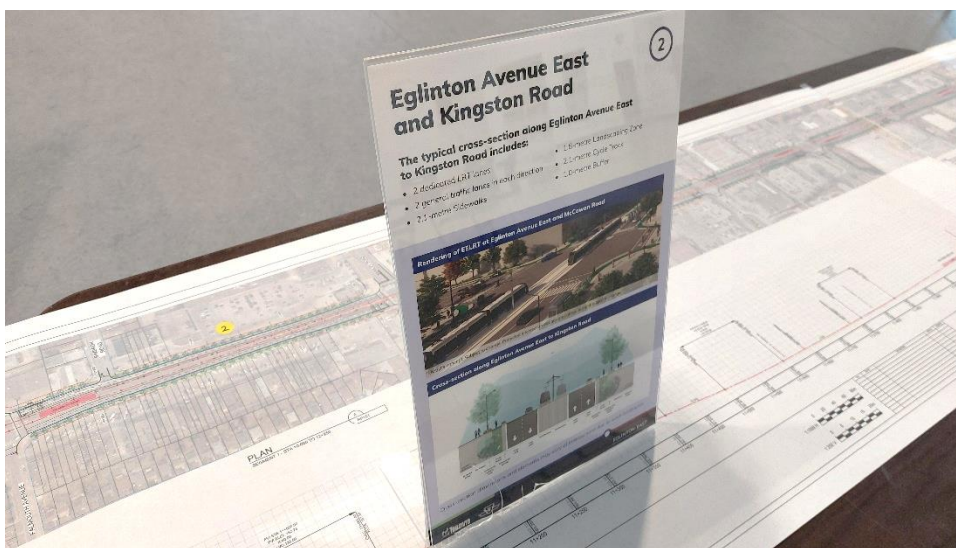


Image 2: Close-up of a display stand sitting on a roll plot of the EELRT functional (10%) design that shows how technical information was presented during the public consultation event

- **EPR Findings**, which included a full paper copy of the draft EPR, a banner describing the various studies that went into the EPR, a board listing the high-level impacts and mitigation measures identified in the EPR, and a set of take-home brochures that included the same information as that board.
- **Public Feedback**, which provided participants with an opportunity to write comments on sticky notes and leave them on a board.
- **Children's Activity**, which included an interactive static-cling sticker puzzle themed around the EELRT project to engage children at the events.

The events were staffed by representatives from the City of Toronto, TTC, and HDR who were available to answer questions and record feedback and comments from the public. Discussions between team staff and members of the public during these events are categorized into themes and incorporated into the **Key Findings** section later in this report.

Pop-Up Events

Following the public consultation events, the City of Toronto hosted two additional pop-up events at high-traffic areas to reach additional audiences who may have been unaware of the previous events or unable to travel to them. Event information and number of engagements at each was as follows:

- **Pop-up event 1 [Engagement with more than 100 people]:**
Wednesday, June 19, 2024, 8:00 a.m. – 12:00 p.m.
Malvern Town Centre Mall & TAIBU Community Health Centre
31 Tapscott Road & 27 Tapscott Road
- **Pop-up event 2 [Engagement with more than 75 people]:**
Friday, June 28, 2024, 3:00 – 6:00 p.m.
Scarborough Town Centre Mall
300 Borough Drive

Public feedback received from these pop-up events mirrored what was heard throughout this phase of public consultation including questions about construction timelines and the impact of the project on the local community. A higher proportion of participants had more general questions about the project than those who attended the consultation events, likely due to a lack of familiarity with the EELRT project.

Discussions during the pop-up events are categorized into themes and incorporated into the **Key Findings** section later in this report.

Property Owner Meetings

As part of the broader public consultation efforts during the TRPAP, the project team held meetings with the owners of properties that would be impacted by the project based on the functional (10%) design. One virtual information meeting was held to provide a general overview of the project and to explain property impacts broadly, followed by three drop-in sessions where individual property owners could speak one-on-one with members of the project team about their property. In addition, City staff met individually with property owners or their representatives who could not attend the three main drop-in session times. The three drop-in sessions were held at the same locations as the public drop-in events.

- **Virtual Property Owner Meeting:** Wednesday, May 22, 2024, 6:00 – 7:00 p.m.
- **Property Owner Drop-In Session 1:** Wednesday, May 29, 2024, 4:00 – 8:00 p.m.
Scarborough Village Recreation Centre
3600 Kingston Road
- **Property Owner Drop-In Session 2:** Thursday, May 30, 2024, 4:00 – 8:00 p.m.
Highland Hall Event Centre at the University of Toronto Scarborough
1265 Military Trail
- **Property Owner Drop-In Session 3:** Saturday, June 1, 2024, 11:00 a.m. – 2:00 p.m.
Lester B. Pearson Collegiate Institute
150 Tapscott Road

Property owners unable to attend the drop-in sessions were invited to request individual meetings with the project team. These meetings were held virtually according to the availability of all parties.

In total, members of the project team met with 55 property owners and/or their authorized agents (44 in-person, 11 virtual) between May 22 and July 29. Property owners and/or their authorized agents who met with the project team included:

- 16 properties adjacent to Morningside Avenue (two of which were north of Ellesmere Road)
- Nine properties adjacent to Eglinton Avenue East
- Eight properties adjacent to Kingston Road
- Six properties adjacent to Sheppard Avenue East

The project also received emails from 18 property owners and had telephone calls with 14 property owners.

A high-level summary of the questions and feedback raised by property owners during these meetings, from most to least common, includes the following:

- **Real estate.** Many property owners inquired about fair compensation and valuation and appraisals for property acquisitions. They also inquired about what the process for property acquisition entails. Inquiries about compensation for business losses were also made.
- **Property impact.** Many property owners wanted to better understand the changes to their property and the City-owned right-of-way. Some inquired about the possibility of adjusting the design to avoid impacting parts of their property such as parking areas (driveways and parking lots) and to avoid relocating structures on their property. Some inquired about sight triangles.
- **Project timelines.** Many property owners inquired about expected timelines for design and property acquisition, as well as duration of construction. Some expressed frustration with the uncertainty of the project timelines and funding.
- **Access to property and/or road.** Some property owners raised concerns about changes to vehicular access to their property with the loss of left turns due to the LRT guideway.
- **Impact on business and/or property use.** Some property owners raised concerns about loss of business revenue or potential closure due to construction and upon completion of the project due to parking loss as a result of roadway widening or Traction Power Substations (TPSSs). Potential need for closure was raised by at least two businesses. Some referenced businesses affected by the Eglinton Crosstown LRT.
- **Miscellaneous.** Other concerns raised by property owners include the impact of the project design and future property acquisition on current development proposals or future development of the property, noise during construction and/or upon completion of the project, the impact of construction, and the desire to see the route changed.

Online Survey

An online survey was posted to the EELRT project page of the City's website the day the Notice of Commencement was issued (May 15, 2024) and was available to the public for six weeks (until June 30, 2024). Around 2,000 people visited the project website in this

time, and the survey received a total of 674 responses, with 481 respondents (71%) completing all questions.

A majority of respondents reported that they live near the proposed EELRT route, while a half reported that they travel on/through the EELRT route, and nearly half shop or dine near the route. The full results are shown in **Chart 1** below.

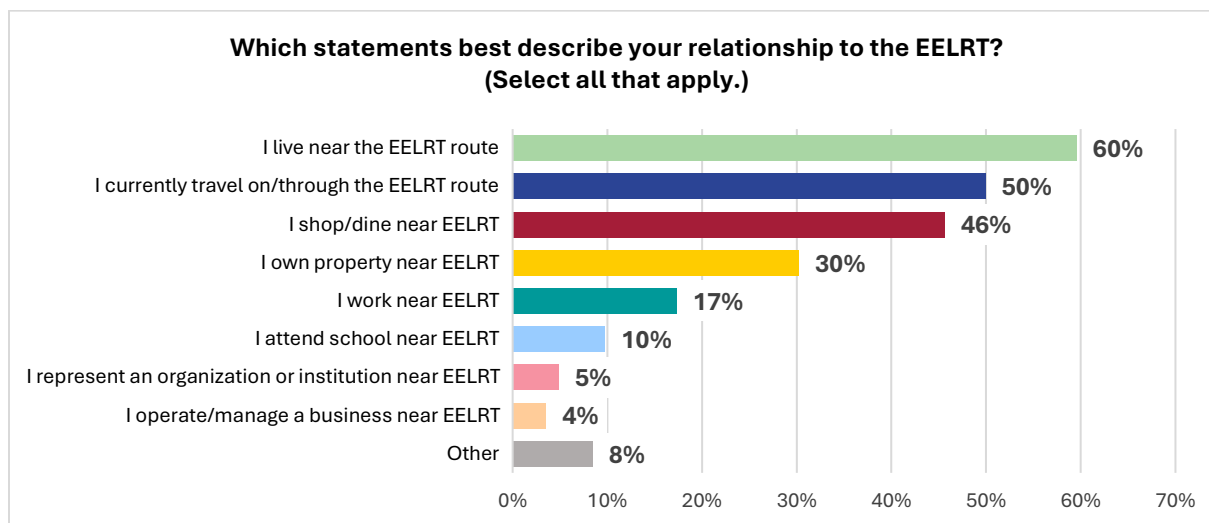


Chart 1: Participants' self-reported relationship with the proposed EELRT route

Nearly two-thirds of respondents indicated they currently drive throughout the project area, while nearly the same amount responded that they use the TTC. Survey results can thus be viewed as reflective of both drivers and TTC passengers, with a sizeable group of respondents (26%) currently using both modes. The full results of how respondents travel through the EELRT project area are shown in **Chart 2** below.

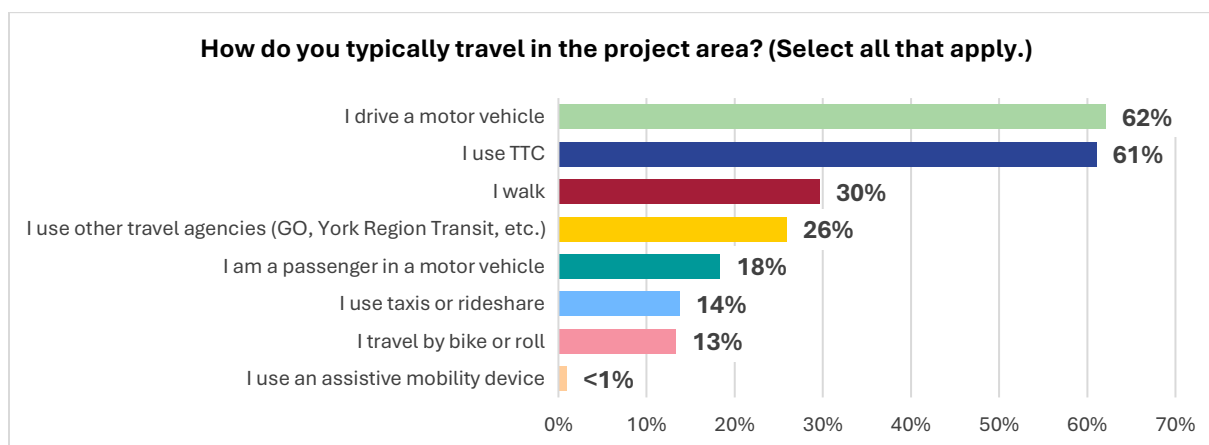


Chart 2: How participants currently travel in the area of the proposed EELRT route

The remainder of the survey data is either qualitative in nature (from open-ended questions) or can be used to supplement that qualitative data. The comments are categorized and summarized in the **Key Findings** section of this report, which follows.

The survey also captured demographic information of the respondents. All demographic data is visualized and summarized in **Appendix A**.

4 Key Findings

The primary findings from the survey; feedback from public drop-in events, the virtual community interest group meeting, and Indigenous communities; and comments submitted by email, phone, or mail are incorporated into the Key Findings for this report. Feedback received during the TRPAP is relevant for, and will be considered during, future phases of design.

While the purpose of this phase of consultation was to receive feedback on the impacts and mitigation measures identified in the project's draft EPR, participants also provided comments on a broader range of topics related to the technical design and other aspects of the project. The feedback captured in this section has been broken into four broad categories to reflect the nature of these comments: "Feedback on Project Impacts and Mitigation Measures", "Final Functional (10%) Design Feedback", "Other Project-Related Feedback," and "Feedback from Indigenous Consultation".

Feedback from interested parties and the public was consistent throughout all consultation activities and is themed and summarised below.

Feedback on Project Impacts and Mitigation Measures

Traffic impacts.

Auto traffic impacts were the top priority for many participants. The feedback received can largely be broken into two areas:

- Concerns about traffic congestion in Scarborough during construction. Participants recognize that traffic is already an issue along the project corridor and expressed fear that driving will become untenable when lane closures are introduced during construction.
- Concerns that the LRT could worsen traffic congestion when construction is complete. Participants cited RapidTO bus priority lanes and bike lanes as examples

of how removing auto lanes and reallocating space in the road for alternative modes worsens the experience for auto users, and expressed the opinion that these changes would not benefit the community. A general sentiment from this group of participants is that the EELRT will not generate enough ridership to take a meaningful amount of cars off the roads, and the result will be further congestion throughout the project corridor.

A few participants noted that expanding transit options is beneficial for Scarborough, but that it should not negatively impact auto users. These participants feel that both modes should be prioritized equally.

Specifically, two areas along the project corridor generated the most public concern:

- **Neilson Road:** Some participants feel that reducing vehicle lanes on Neilson Road from four lanes to two will severely impact auto users' ability to travel through that area. They cite current traffic conditions as already experiencing heavy backups at peak hours, and they are concerned that the reduction to two lanes will cause significant traffic congestion on a regular basis.
- **Kingston-Lawrence-Morningside:** Participants feel the KLM triangle of intersections as it exists today is already a heavy traffic area, with turns that are difficult to navigate at peak hours. Some participants question how a centre-running LRT would impact the flow of traffic at these intersections, particularly for those who would turn left across the corridor.

Impacts to the natural environment.

Participants held a lot of interest in the preservation of the natural environment. Of the identified impacts and mitigation measures, feedback to the natural environment impacts was second only to transit and traffic impacts.

- At a high level, participants stressed the need to preserve Highland Creek and Morningside Park. Some voiced appreciation that the current design of the project would not need to widen the existing bridge over Morningside Park.
- Participants also voiced the need to protect existing habitats and ecosystems. They want to see the project team do everything they can to minimize disturbances to wildlife, and to build wildlife crossings into the project where applicable and possible. Some voiced concern that a simple 'wildlife sweep' as identified as a mitigation measure in the EPR was not enough, as some species are seasonal and may not be present when the sweep is conducted.

- Other participants wondered how many trees would be cut down to construct the EELRT. Some requested that if trees must be cut down, the City should commit to planting more than are removed.
- Some participants were disappointed at the land selected for the maintenance and storage facility (MSF) and would have preferred a location with already developed land be used instead of the green space near Rouge Park.
 - *Note that the Conlins site had already been selected and approved by Council as the preferred location of the MSF in previous phases of the project. In addition, this site had also been selected for the previously studied Sheppard East LRT project, and early works construction on the site had already started before that project was cancelled.*
- Several participants questioned how the storage of materials and construction staging would be handled while work on the EELRT was underway. They wanted to see the project team prioritize the use of existing pavement for construction staging to minimize the impacts to natural land.
- A few dissenting voices felt that improving transit in Scarborough should take priority over preserving the natural environment.

Transit impacts.

Some participants were concerned about the removal or rerouting of the existing TTC bus routes once the EELRT goes into operation, feeling that people who rely on those buses will have longer commute times and added transfers with the addition of the LRT. A few participants who live directly along the EELRT route but between two LRT stops noted that without bus service, they would have to walk as much as 500 metres to get to the nearest stop, which adds an extra layer of inconvenience that their current commute via bus does not have.

Several participants were curious as to how bus service would be handled during EELRT construction, and they requested that the RapidTO and other buses remain in operation throughout to ensure minimal disruption to people's commutes.

Property impacts (residential and commercial).

Specific feedback and concerns from property owners who would be impacted by the EELRT project's functional (10%) design is captured in the **Property Owner Meetings** subsection of the **Consultation Methods & Activities** section earlier in this report.

Public feedback related to property impacts was minimal. In general, participants were concerned about displacement and minimizing how many people would have to relocate

because of the project. Others emphasized the need for clear, direct, and transparent communication from the City to impacted property owners and wanted to ensure that owners would be fairly compensated regardless of the nature of the impact.

Noise and vibration impacts.

Participants who live near the project corridor were generally concerned that noise and vibration would impact their quality of lives, and they weren't ready to accept that the impacts would be as minimal as stated in the EPR. Specifically, some were concerned about the impact vibration would have on the foundations of their houses, and if that would start to cause damage in the long term.

A few participants noted that during construction, any noise and vibration should be kept to normal waking hours and not last through the night.

Some people felt they hadn't been provided enough information about the nature of noise impacts. They wondered what frequency the noise is expected to be, whether it would be high or low in pitch, what would cause the noise, etc.

Cultural heritage impacts.

In general, participants felt that they did not have enough information to provide feedback on the project's potential impacts to cultural heritage resources.

Some were unsure of how 'cultural heritage' was defined and asked for a Toronto-area comparison. (For example, do Scarborough resources have the same cultural significance as the Distillery District?)

Others noted that the cultural heritage resources in the project area were quantified (four) but not listed or described, so they wanted to know more about the potentially impacted resources so they could provide more specific feedback.

Several participants did note that, regardless of what or where the resources were, the City should consult with the surrounding community and take measures to preserve the existing structures where possible.

Archaeological impacts.

Very few general public participants had an interest in the project's archaeological work. Those who provided feedback simply stated that the work to date seems adequate and that the mitigation measures in place make sense.

A couple participants noted the need to consult with Indigenous communities whenever archaeological studies are involved.

Impacts to air quality.

Generally, participants agreed that the introduction of an LRT would reduce emissions through the reduction of auto and bus traffic along the corridor.

That said, some are concerned about the environmental impact of construction itself – the diesel fuel used by trucks, runoff and dust from construction, potential contamination from vehicle and equipment storage, etc.

A couple dissenting voices, echoing their thoughts regarding the transit and traffic impacts, felt that adding an LRT would only create more traffic along the corridor, which in turn would lead to more vehicle emissions.

Final Functional (10%) Design Feedback

Connectivity to other transit options.

Many participants' top priority was ensuring that the EELRT would be as seamlessly and efficiently connected to other transit lines in the area as possible. They had many suggestions for how the EELRT could connect to the existing and future transit network in Toronto. The two most popular suggestions were:

- Allow the EELRT to remain a continuous service with Line 5 through Kennedy, as it was in a previous phase of design, so riders traveling between Toronto and Scarborough do not have to make a transfer. Some participants used the recent decommissioning of the Line 3 Scarborough Rapid Transit (SRT) as a warning for what could happen to the EELRT, citing the need to transfer from Line 2 to Line 3 as an added inconvenience that disincentivized people from using the SRT.
- Allow the potential Sheppard Subway Extension to run eastward along Sheppard Avenue East to the Toronto Zoo, and have the EELRT terminate at and meet up with Line 4 at Sheppard/Morningside. This would reduce the overall time riders would spend on a slower, at-grade vehicle and would allow the EELRT to be a more efficient service, with fewer stops and fewer major destinations.

(Note that most participants who submitted comments related to EELRT's connectivity to the potential Sheppard Subway Extension did so under the general assumption or expectation that the extension would be a subway project.)

- Some participants had alternate proposals to the same idea, suggesting that Line 4 could extend to Malvern Town Centre, to the Pan Am Sports Centre, or to Meadowvale. The general sentiment was the same: allow the proposed Sheppard Subway Extension to take priority across Sheppard Avenue, and have the EELRT meet up with it wherever makes the most sense.

Other participants expressed concern about how far away the EELRT stops are from the GO stations in the current design, particularly Guildwood GO. They feel that a true interchange connection with shared or adjacent stations would help make the EELRT a more viable option for people commuting into or out of Toronto via GO Transit.

Some participants also wanted to know more about how the existing bus system throughout the future EELRT corridor would change once the LRT was operational. While some wanted to see changes to the routes to avoid transit duplication (i.e., convert some bus routes into feeder routes for the LRT), others were concerned that altering the existing bus routes would lead to a more disjointed system overall in Scarborough, forcing people to transfer from one mode to another more often.

Through the survey, respondents were fairly split on how they expected to use the EELRT when operational. Still, around 43% responded they would use the EELRT to travel within the greater Toronto area, as shown in **Chart 3**, indicating the importance of connectivity to other transit lines.

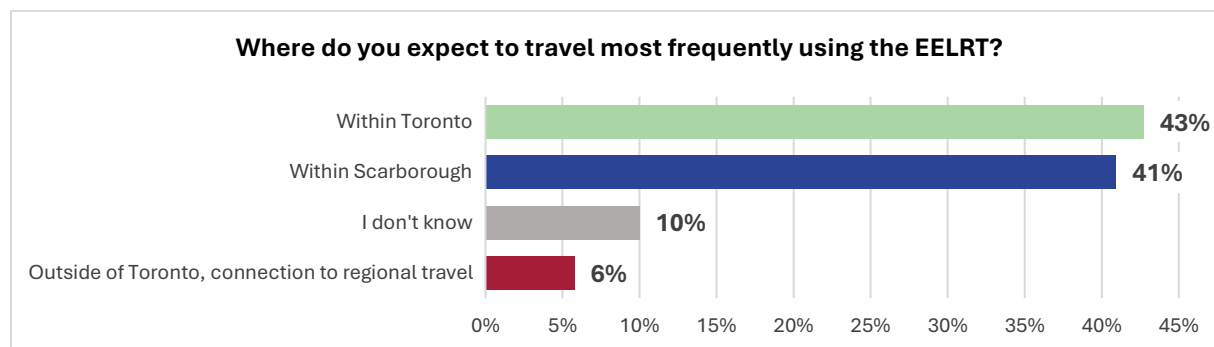


Chart 3: Participants' expected reason to use the EELRT

Grade Separation.

Many participants commented that they would prefer that this project be grade separated from the roadway, whether on an elevated guideway like Vancouver's SkyTrain or by building the corridor underground.

Most participants in this category stated they would prefer a new subway line over an LRT.

This topic was of high importance to many participants. Grade separation was the second-most common piece of feedback on the functional (10%) design, after connectivity to other transit options.

Route design, stops, stations, and service plan.

Participants had various suggestions about where the EELRT route should go and how it should be designed.

- **Malvern spur:** Several participants wondered why the route to Malvern has been designed as a spur and not as a loop that is better integrated into the route along Sheppard. Given the current service plan and the need to transfer from one branch to another if a rider is traveling from Malvern eastward along Sheppard, for example, participants felt the system would be more efficient if it had been designed as a continuous route *through* Malvern rather than to the area and back.
- **Additional or alternative destinations:** Some participants felt the EELRT would get more ridership if it included some more popular destinations. A few of the suggestions, listed from most to least requested, included:
 - The Toronto Zoo
 - Rouge National Urban Park
 - Morningside Park entrance
 - Centennial Progress
- **Number of stops:** Some participants felt that the current EELRT design included too many stops, preventing it from being a true rapid transit service. These participants are concerned that the LRT would not be noticeably faster than taking a bus or driving, so people would be less likely to use it.
- **Stop amenities:** A few participants wanted to see expanded amenities at stop locations throughout the EELRT corridor. Specifically, participants wanted to see shelters designed in a way to protect riders from weather or wind, and they suggested heating systems at shelters to help keep riders warm in the winter.
- **Optimization of Kennedy and Sheppard/McCowan Stations:** Some participants wanted to see a more efficiently designed vision for the two terminus stations, given that these will be large hubs with multiple transit lines converging in each. Rather than each project adding on its own stop or annex, people are interested in seeing the proponents of these projects working together to maximize the rider experience at the stations.
- **Additional stations:** Other participants felt it was appropriate to design bona fide stations (rather than just stops or shelters) at key locations along the alignment, such as Centennial College, University of Toronto Scarborough Campus, and Malvern.
- **Service plan:** Several participants were confused about the proposed three-branch service plan and felt that adding unnecessary complication to a route that already requires a transfer to and from other transit lines at either end would discourage people from riding the system.

Cycling and pedestrian infrastructure.

Participants affirmed their desire to see dedicated, separated bicycle lanes along the EELRT corridor. They also requested that these bicycle lanes connect to a broader cycling network in Scarborough and Toronto, to provide a viable alternative to the vehicular network.

Some participants asked that sidewalks be moved further away from the streets for safety, and to ensure pedestrians have safe, clearly visible crosswalks at intersections and LRT stops.

Added green spaces.

Some participants hoped that the project would introduce as much new greenery as possible, through trees and parkettes along the corridor, green tracks in the LRT right of way, shrubs and planters in buffer zones, and green roofs at stations, stops with roofing, and the MSF.

However, a few participants noted safety concerns with green LRT tracks, citing the difficulty emergency vehicles would have traveling over green tracks if they needed to use the LRT corridor.

Miscellaneous design-related feedback.

Participants had various concerns and suggestions about the project's technical design:

- **Parking:** Several participants noted the absence of parking allocations at both Sheppard/McCowan and Kennedy Stations and felt this should be reconsidered. At Sheppard/McCowan in particular, participants expected that commuters would be driving into Scarborough in order to use the transit network into the greater Toronto area. Without a park and ride at major stations, these commuters would not have an easy way to transfer modes and would be incentivized to continue their journey by auto.
- **Flood and stormwater runoff:** A few participants are concerned about flooding and water runoff in the Morningside Park and Highland Creek area. They feel that the project should build in some additional drainage and overflow capacity to protect against excess runoff that may contaminate the natural environment in these areas.
- **Winter-weather operation:** A few participants remained skeptical that an LRT system would be able to operate in adverse winter conditions such as snow and ice.
- **Future provisions for growth:** Several participants want to see provisions built into the EELRT design to protect for expansion and scalability as Scarborough continues to grow. Specifically, residents felt the design should protect for future extensions

on both ends of Sheppard Avenue East, and that the potential for additional vehicle capacity should be considered when designing the MSF and system route.

Other Project-Related Feedback

Construction timeline and lessons learned from other projects.

Many participants used this round of public consultation as an opportunity to voice their dissatisfaction with the Eglinton Crosstown LRT project.

(Note that some participants mistakenly believed that this round of public consultation for EELRT was actually for the Eglinton Crosstown, confusing the two similarly named projects.)

As the EELRT was previously envisioned as a continuous project to the Eglinton Crosstown, participants expressed concern and frustration regarding timelines for construction completion. Many participants voiced skepticism that the EELRT would be complete in the next decade.

Most participants who provided this type of feedback encouraged the City to learn from the mistakes on Eglinton Crosstown and take measures to ensure the EELRT will be constructed in a more timely, responsible, and transparent manner. Some participants noted the long-term construction issues along Eglinton Avenue as the Crosstown continues to experience delays, and they expressed fear that this could be repeated in Scarborough, disrupting businesses and residents' daily lives for a prolonged amount of time.

There were several other projects that participants felt could be used as case studies for the development of the EELRT:

- **Line 3 Scarborough:** Several participants pointed to the decommissioning of the SRT as an example of why LRT is challenging to maintain, and challenged the EELRT project team to learn from its closure and protect against similar maintenance concerns.
- **Queens, NYC and the suburbs of London, UK:** A few participants noted that higher-order transit systems can be successful in outer boroughs or suburbs, using the Queens borough of NYC and the suburbs of London, UK as examples of successful systems.
- **Line 6 Finch West LRT:** Other participants looked at Finch West LRT in Toronto as a good example of a smooth, professional construction of a new LRT line and felt it

was more productive to study what that project team did well than to dwell on what Eglinton Crosstown had done poorly.

- One participant wanted the EELRT project team to take a look at the specific light rail vehicles that will be used on Line 6, recommending the Alstom Citadis Spirit as an option for the EELRT.

Socio-economic impacts.

Citing the Eglinton Crosstown as reference, many participants were concerned about the protection of local businesses during construction, maintaining visibility of and access to those businesses, establishing signage to indicate how to access them, and ensuring they are properly notified about construction schedules and otherwise supported during construction.

Others were concerned about the changes to property values for homes and condos along the project corridor. Some felt that the added noise and traffic from an LRT would reduce property values, while others believed property values would increase due to the proximity to higher-order transit.

A few people felt that the City should clearly communicate with the public how this project would impact property values once the EELRT is operational.

Zoning and transit-oriented development.

Several participants want to see robust rezoning and transit-oriented development considerations along the EELRT corridor, to help densify the area and increase the amount of people who could and would ride the LRT.

Speed, frequency, and reliability.

The speed of the system was again a regular source of concern among participants, as a portion of them felt that the project would not be substantially quicker than the existing bus network and thus wasn't worth the cost or disruption caused by construction.

Some took it a step further, arguing that the only way a rapid transit system would be viable in Scarborough is if it were faster than driving.

Participants provided a few suggestions to make the EELRT as successful as possible: ensure there are enough vehicles for regular, frequent service; ensure the line is not subject to delays or traffic impacts so it remains on time and on schedule; use vehicles that travel at higher speeds (80 km/h); and reduce the number of stops to make it more of an express route.

Transit signal prioritization (TSP).

Related to speed, frequency, and reliability, participants recognize that this project must

implement TSP if it is going to be efficient. Some participants voiced concern that without TSP, an LRT line would not be faster or more reliable than the existing bus network, which would not help convert auto users into transit riders.

Construction scheduling and safety.

Some participants requested that construction be expedited as much as possible, with a few participants requesting that construction occur 24/7 where possible to stay on schedule.

Participants were also concerned about both worker and public safety during construction. Some recommended that the City implement clear signage, ensure there is minimal visibility impact from dust, and that all public walkways are regularly cleared and cleaned. Others advised that in the summer, workers should be given proper access to shade and water and be allowed to take sporadic breaks, while in the winter, they should be provided shelter and heat when possible.

Cost and cost/benefit analysis.

A small subset of participants were concerned that the cost to construct the EELRT was too high for what will ultimately be delivered. They felt that if City and Provincial entities are prepared to spend this much money, they should reevaluate their options and select the best, fastest, and least impactful option for Scarborough, feeling that LRT is not the right solution.

A few participants voiced the desire to see a detailed cost/benefit analysis for the project, comparing LRT to other higher-order transit modes like BRT or subway to help justify the project's cost.

Communication and consultation.

Citing poor communication from the Eglinton Crosstown project, participants want the City to commit to regularly notifying and communicating to residents, businesses, and commuters about project updates, impacts, and timelines. They reiterated the need for full transparency.

Several participants also suggested working with community groups and organizations to generate support and buy-in on the project. One specific example was to advertise the positive impact a rapid transit line would have on property values along the corridor.

General support or opposition.

Many respondents to the survey provided nonspecific comments expressing their support or opposition to the project.

General, nonspecific comments of support were by far the most comment type of comment and included things like: "Hurry up!", "Transit is badly needed in Scarborough", "Great plan!", and "This will improve my life."

General, nonspecific comments of opposition were less common, as most people who opposed the project had specific reasons as to why. Still, some people simply commented things like: "I just don't want it", "Use these funds to fix the roadways instead", and "LRT is not going to help."

Feedback from Indigenous Consultation

Alderville First Nation (AFN) identified their legal treaty rights in the study area as they relate to the 2018 Williams Treaties First Nations Settlement. They requested information about the project, timeline, geographic area, anticipated impacts to AFN and its traditional territory, description of the consultation process, documents that will be made available for review, related processes and approvals, deadlines and filing dates related to the project, and project contacts, and they asked to be informed throughout all phases of the project. They noted an interest in archaeological and burial sites and asked that they be notified immediately about excavated remains or archaeological findings. They asked to be engaged as part of the Stage 1 Archaeological Assessment and requested that an archaeological field liaison be involved in any Stage 2-4 assessments. A file review fee was requested by AFN to cover administration, an initial meeting, project updates, a review of standard material, and project overviews.

Chippewas of Georgina Island First Nation acknowledged receipt of the Notice of Commencement and requested a file review fee, owing to the size and scope of the project.

Mississaugas of Scugog Island First Nation (MSIFN) expressed interest in learning about the timelines for the project. At the June 18, 2024 meeting with the EELRT project team, MSIFN expressed interest in transit-oriented development and raised concerns about how transit-oriented development related to this project might impact their treaty rights, particularly the ability to acquire land under the Williams Treaties. A request was made for funding to support MSIFN capacity to review the Environmental Project Report and its appendices.

Mississaugas of the Credit First Nation, at the January 31, 2024 meeting with the EELRT project team, requested to be notified about and included in future archaeological work associated with the project, but had no specific concerns about the project.

Huron-Wendat Nation acknowledged receipt of the email about the Notice of Commencement and requested an overview of the project and milestones and inquired about the timing of a Stage 2 Archaeological Assessment.

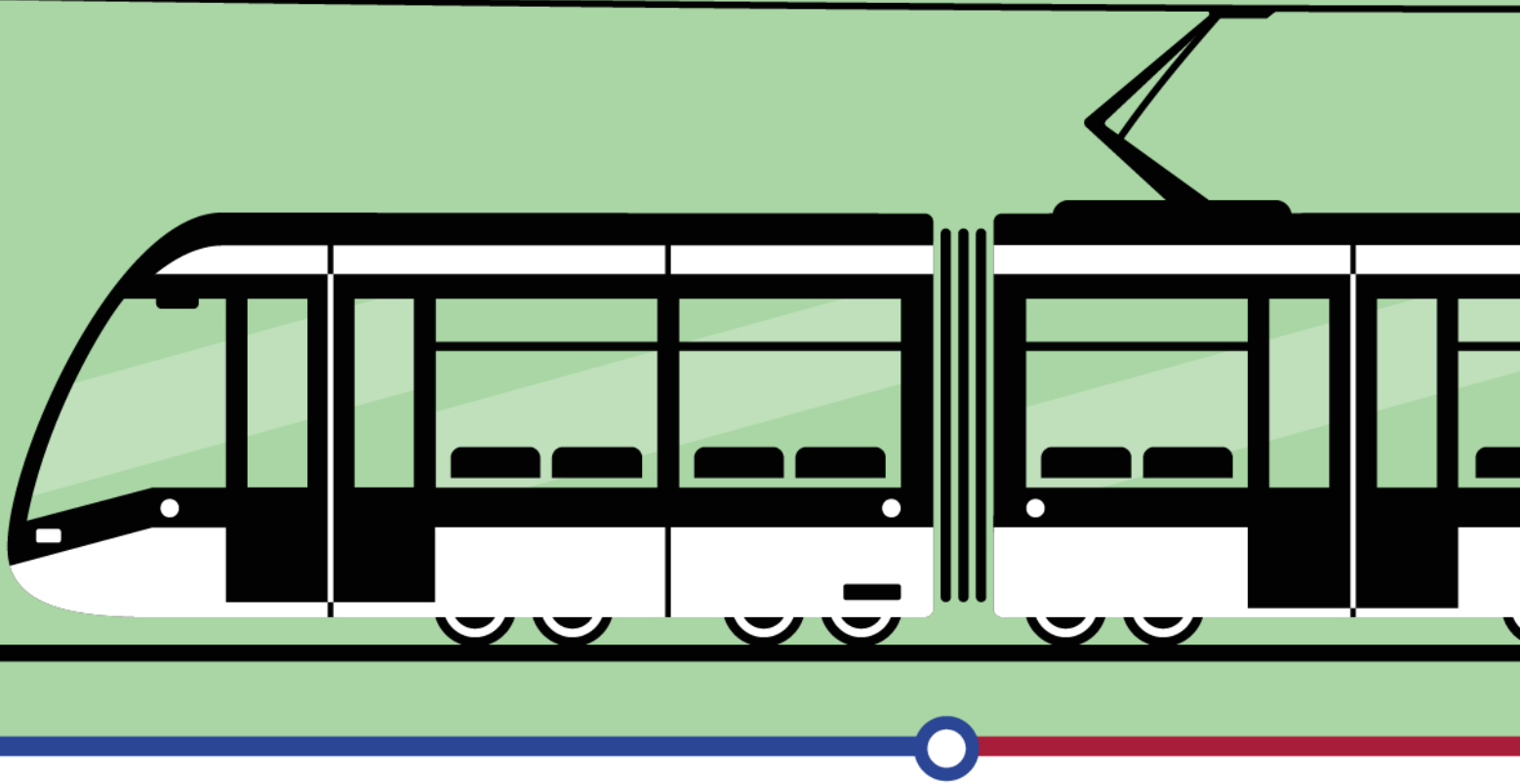
No response was received from Beausoleil First Nation, Curve Lake First Nation, Chippewas of Rama First Nation, or Hiawatha First Nation.

5 Next Steps

The feedback and input received during the TRPAP phase of consultation helps inform the City of Toronto and TTC about the aspects of the project that are of interest or concern to the public and where the public feels impact mitigation should be refined, incorporated, and/or prioritized. Though the functional (10%) design was finalized ahead of the launch of the TRPAP, feedback from this phase of consultation will also inform future design refinements, should Toronto City Council approve the advancement of the project at the conclusion of the TRPAP.

The TRPAP is expected to end in Fall 2024. As part of the TRPAP, the project team will finalize the EPR, and this Public Consultation Report will be included as an appendix to the EPR. Once complete, the City of Toronto will issue a Notice of Completion of the Environmental Project Report, at which time all documents that make up the EPR will become publicly available and allow for the prescribed period of 30 days for the public to submit objections. Thereafter, following an up-to-35-day review period by the Minister, a Statement of Completion of the project assessment process would be issued, signifying the conclusion of the TRPAP.

City staff are anticipated to present the findings of the EPR – including public sentiment about the project as identified in this report – to City Council.



Appendix A

Online Public Survey Respondent Demographics

Online Public Survey

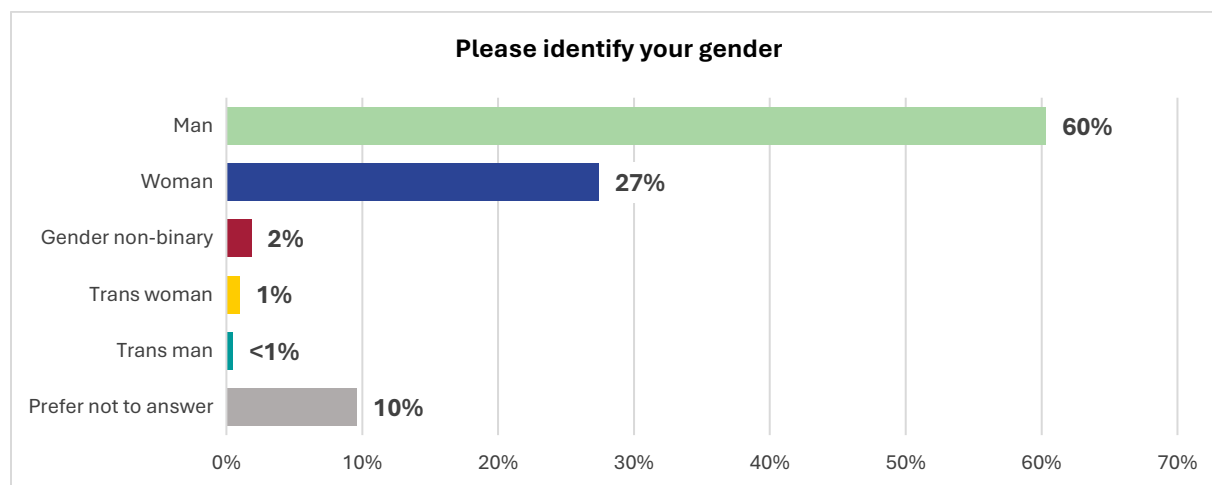
Respondent Demographics

Responses to demographic questions from the online public survey are provided below. Demographic questions are asked to get an understanding of who responded to the questions and identify where there may be gaps in the feedback received. The survey results are presented in the order the questions appeared on the survey. All demographic questions were optional.

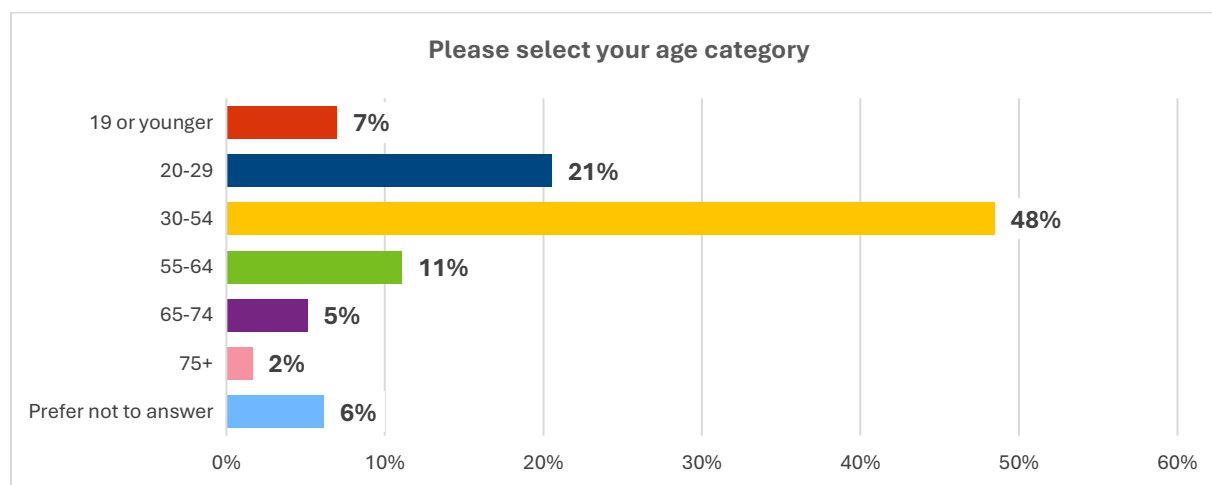
Postal code of residence. Survey respondents were asked to provide the first three digits of their postal code (e.g., A0A). Of the 674 people who took the survey, 405 provided their postal code. Around 75% of total respondents reported that they have a Scarborough-area postal code. Another 13% of respondents listed a post code from Toronto, while around 8% represented post codes in North York, East York, or Etobicoke. Respondent postal codes are listed in the table below. Only postal codes from districts within the City of Toronto are listed.

Location of survey respondents by city, identified through postal code			
Location	Postal Code(s)	Number of Respondents	Percent of Total
Scarborough	M1B – M1X	303	75%
Toronto	M4L – M4Y, M5A – M5V, M6B – M6S	52	13%
North York	M2H – M2N, M3A – M3H, M4A, M6A	20	5%
East York	M4B – M4K	11	3%
Etobicoke	M8W, M9A	2	<1%
Others		17	4%

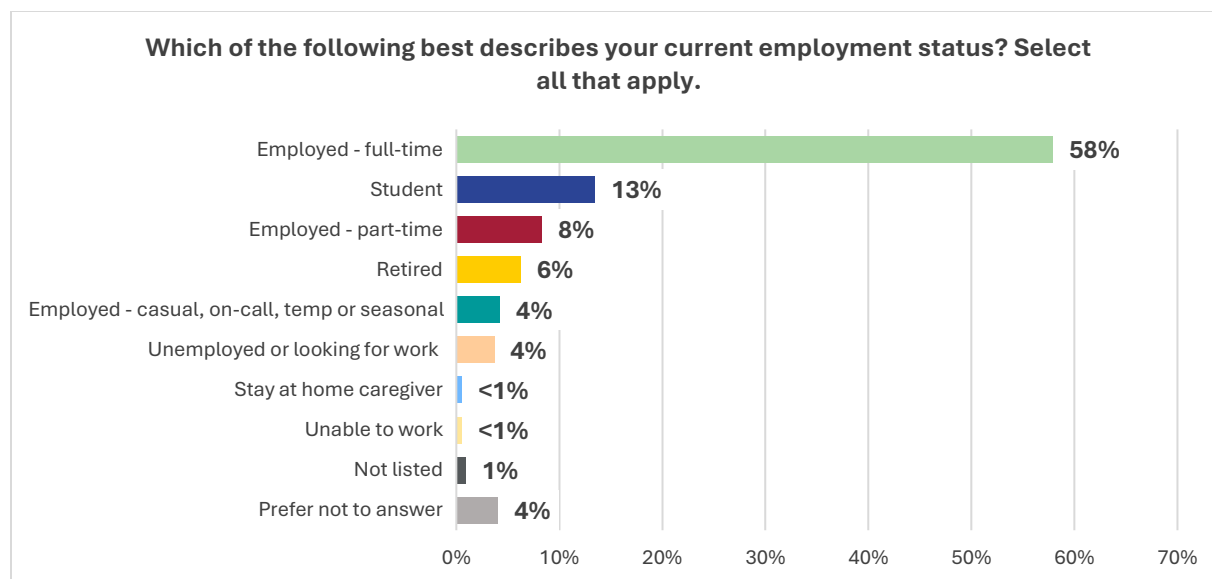
Gender. A majority of participants in the online survey identified as men, making up 60% of total respondents. 27% of respondents identified as women, while around 4% identified as non-binary or transgender. The full results are found in the chart below.



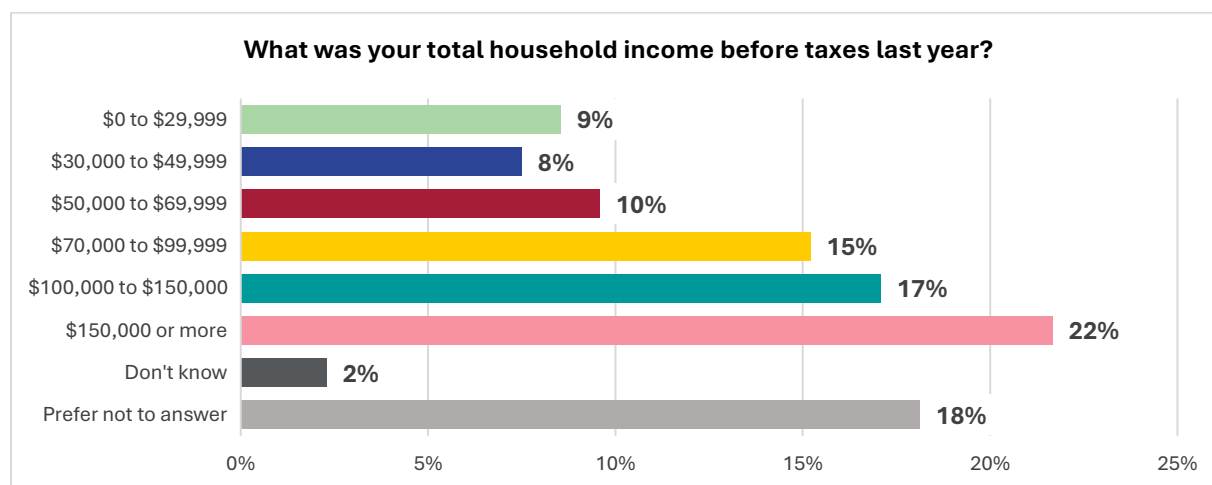
Age. Middle-aged people (between the ages of 30 and 54) made up nearly half of the survey participants. Young adults and youth made up another 28%, while people aged 55 and older comprised 18% of the respondents. A more detailed breakdown of age is found in the chart below.



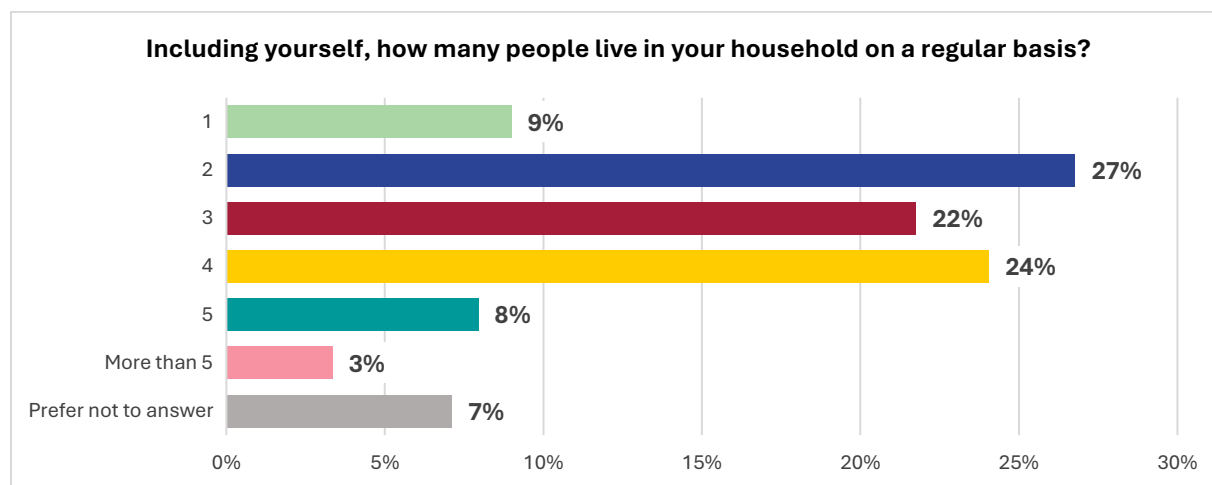
Employment status. In total, 68% of respondents reported that they are employed in some way, whether full-time (58%), part-time (8%), or on a temporary basis (4%). Students comprised 13% of survey respondents, while retirees made up another 6%. Individuals who are unemployed or otherwise unable to work made up a little more than 4% of respondents. The full results are found in the chart below.



Income. Most respondents (39%) reported earning over \$100,000, before taxes. About a third of respondents (33%) reported making between \$30,000 and \$100,000 per year, while around 9% reported less than \$30,000 in annual income. Nearly a quarter of respondents (20%) either couldn't or preferred not to answer the question. A detailed breakdown of participants' income data is in the chart below.

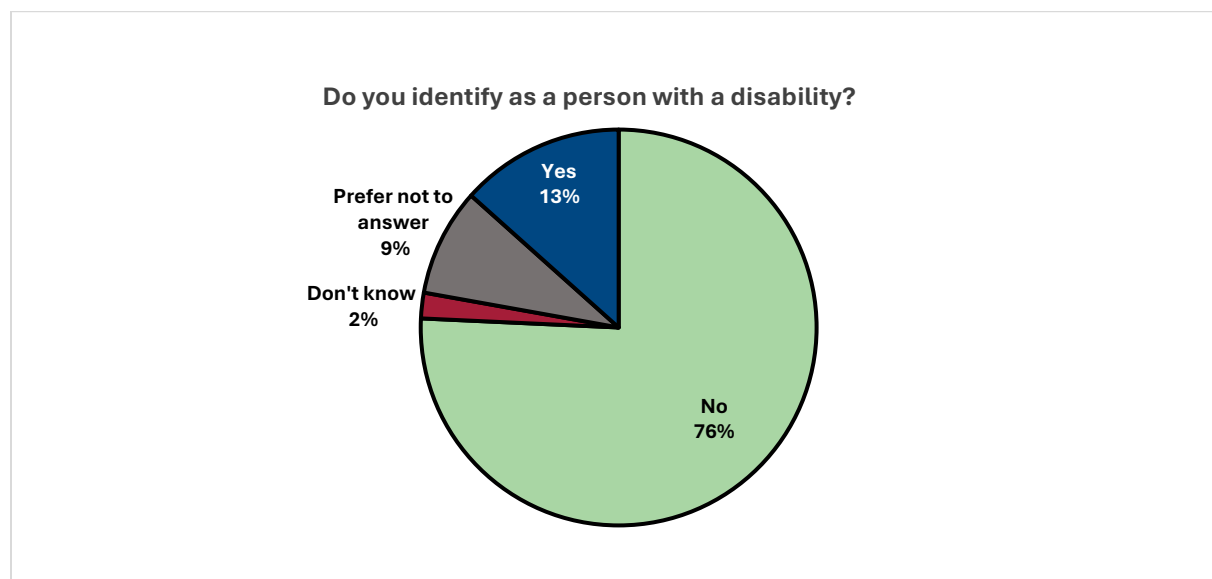


Household size. 36% of respondents reported that they live alone or with one other person. 46% reported that they live in a household of 3 or 4 people, while 11% reported that five or more people live in their household. Full results are shown in the chart below.

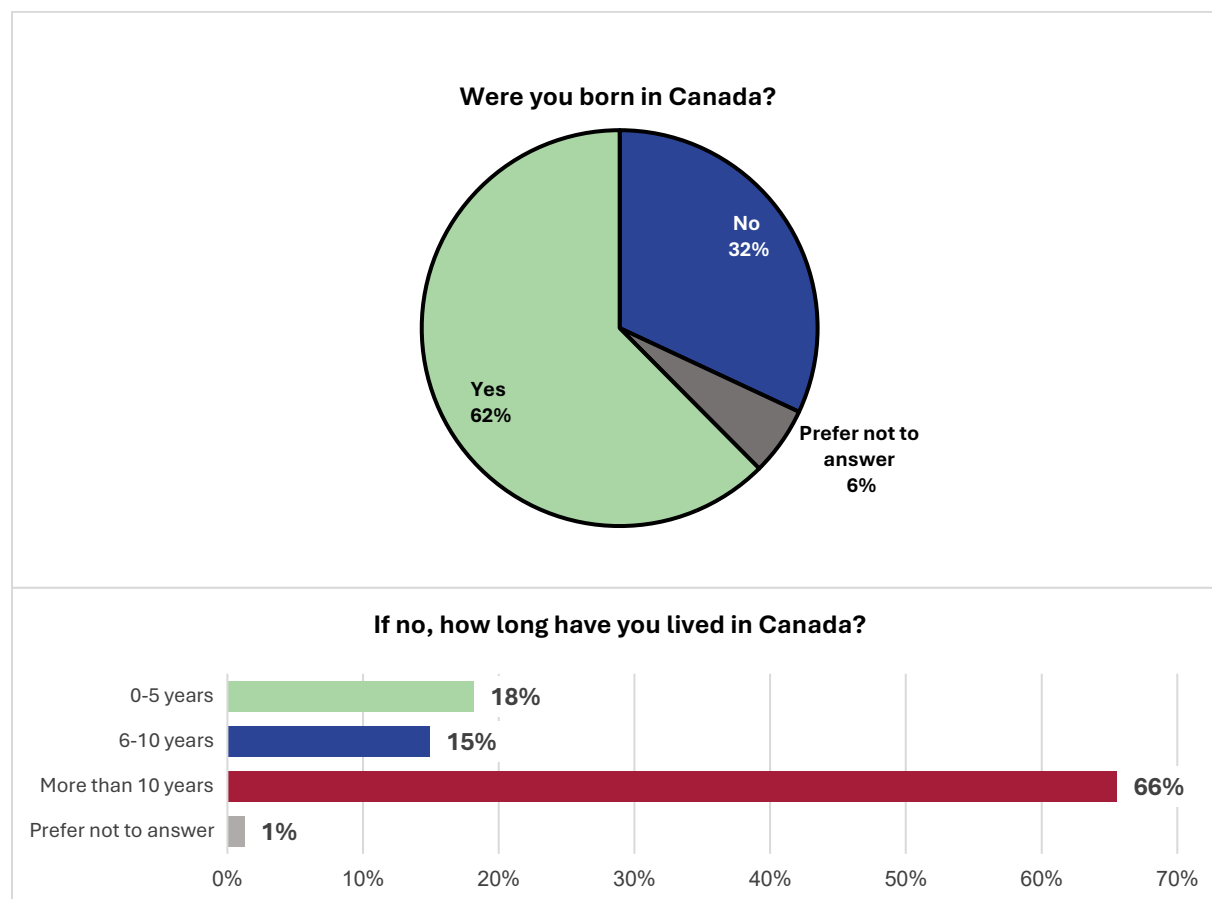


Disability. Around 13% of respondents identified themselves as having a disability. For the purposes of this survey, the City defines “disability” as any physical, mental, developmental, cognitive, learning, communication, sight, hearing or functional limitation that, in interaction with a barrier, hinders a person’s full and equal participation in society. A disability can be permanent, temporary or episodic, and visible or invisible.

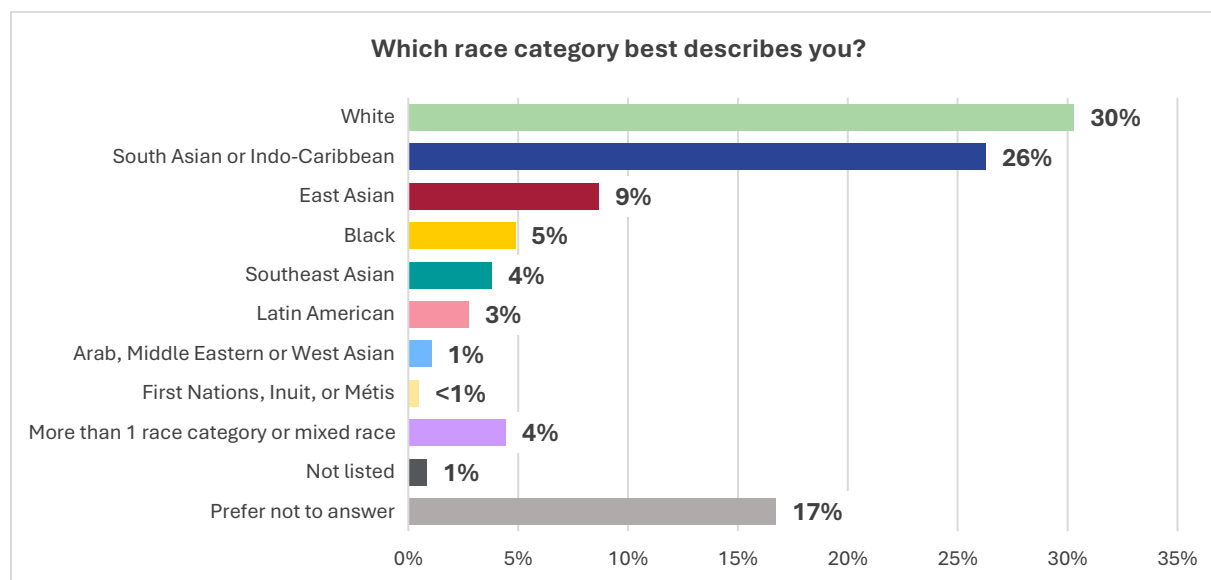
Full results are in the chart below.



Place of birth. A little over three-fifths of respondents indicated they were born in Canada. Of those who weren't, a strong majority (66%) responded that they have lived in Canada for more than 10 years. Results of both these questions are captured in the two charts below.



Race. Most respondents identify as having White (30%) or South, East, or Southeast Asian (40% combined) descent. A detailed breakdown of participants' self-reported race category is found in the chart below.



From: TTCCommunityRelations@ttc.ca
To: Christina.Joseph@ttc.ca
Subject: TTC Stakeholder May Update
Date: Wednesday, May 22, 2024 13:29:32

May 2024

TTC Stakeholder update





TTC Service Improvements

Significant Service Increases as of May 12

As of May 12, TTC has increased scheduled service on major routes, delivering more frequent and reliable trips, shorter wait times, and more room for customers on board. The latest round of service increases will bring service to 96% of pre-pandemic levels, the highest since 2019. 24 bus routes now have improved service, mostly in off-peak periods, providing more room on board and improving more than 140,000 daily customer trips.

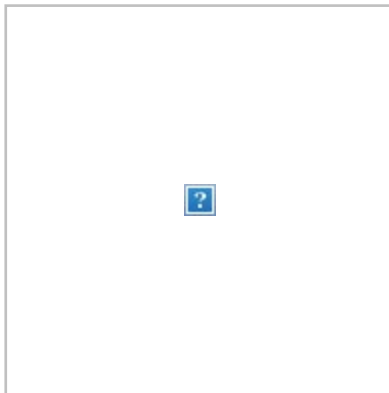
Additionally, TTC has introduced a new



route, the [114 Queens Quay East](#).

For more information on the routes with increased service, please [visit our website](#).

Eglinton East Light Rail Transit Upcoming Public Consultations



The City of Toronto, together with the TTC, is commencing Phase 2 of public consultations for the proposed 18.6 km Eglinton East Light Rail Transit, a rapid transit line proposed to span across eastern Scarborough.

In addition to public drop-in sessions (details below), an online survey will be available until June 30, and a draft version of the Environmental Project Report will be available from May 29 to June 30.

For more information, [visit the website](#).

Public Drop-in Sessions

Wednesday, May 29	Thursday, May 30	Saturday, June 1
Drop-in time: 5:30 - 8:00 p.m.	Drop-in time: 5:30 - 8:00 p.m.	Drop-in time: 11:00 a.m. - 2:00 p.m.
Scarborough Village Recreation Centre Intermission Room, 3600 Kingston Road (Near Eglinton Ave East & Markham Road)	University of Toronto Scarborough Campus Highland Hall Event Centre, 1265 Military Trail (Near Ellesmere Road & Morningside Ave)	Lester B. Pearson Collegiate Institute Cafetorium, 150 Tapscott Road (Near Neilson Road & Tapscott Road)

Travel Training Program for Wheel-Trans Customers

Wheel-Trans offers a free Travel Training program for all Wheel-Trans customers who want to learn how to travel safely and independently on the TTC's accessible



conventional transit (bus, streetcar and subway). The Travel Training specialist plans a personalized route, considering the accommodations the customer may need, and accompanies them on their journey.

Wheel-Trans customers can participate in the Travel Training program by emailing

traveltraining@ttc.ca or calling 416-472-2393.

For more information, visit the TTC [Travel Training page](#).

Service Changes During Construction

TTC Streetcar Service Changes

Due to various City of Toronto and Metrolinx Construction Projects various routes have service adjustments. Please [visit our website](#) regularly to stay up to date on all streetcar service changes.

Ontario Line Construction: Pape Station Bus Terminal Closure

As of May 12, until fall 2024, the bus terminal at Pape Station will be closed due to construction by Metrolinx. Metrolinx is building a new underground station that will connect the [Ontario Line](#) to Line 2 Bloor-Danforth.

Line 2 subway access at Pape Station will be maintained throughout the construction period, although there may be intermittent disruptions to service to accommodate tunnel work. The TTC will ensure that customers are informed in advance of any service changes and will make every effort to minimize the impact on riders. For more information, please [visit our website](#).

Reduced Speed Zones

Map of reduced speed zones as of April 24



Subway Operators may be asked by Transit Control to reduce their speed through a certain area of the subway system as a safety precaution due to crews at track level or ongoing maintenance being performed on the tracks. These Reduced Speed Zones will mean that the train will travel slower than normal in the affected area.

[Visit our website](#) for the current list of reduced speed zones.

TTC Busy Weekend Service

Doors Open

On May 25, TTC is taking part in Doors Open. We are giving the public a unique opportunity to explore Bay Lower Station, the station beneath the station, where many iconic movies and TV shows have been filmed since it was closed as an in-service subway station in 1966. For more information about visiting the station please [visit our website](#). Additionally, if you would like



more information about other Doors Open events, please [visit the City's website](#).



Air Guitar National Championships

The Canadian National Air Guitar Championships is being held on May 25. Past regional and national air guitar champs will battle it out to see who's got what it takes to represent Canada at the 2024 World Air Guitar Championships in Oulu, Finland. Please [view the website](#) for more information.



Beyond Cherry Blossoms in High Park

On May 25, join experts on a walk through High Park. From the fleeting spring ephemerals that emerge for a few short weeks to the brilliant blooms of early summer, there's plenty of plants to get to know. Throughout the walk, we'll discuss plant identification, how they fit into the ecosystem, conservation concerns, and what you can do to help protect and promote native plants. For more information and tickets, please [visit the website](#).



The Walk to Make Cystic Fibrosis History

On May 26 join thousands of Canadians who are making their steps count by participating in our 20th anniversary of the Walk To Make Cystic Fibrosis History. Locally our largest fundraising event takes place at Fort York, Garrison Common and brings us together with one goal – taking a step toward creating a life unrestricted for all Canadians living with cystic fibrosis. For more information, please [visit the website](#).

TTC Subway Closures to Improve Infrastructure

3 TTC construction workers on tracks

While the TTC does most subway maintenance at the end of service each night, it continues to require weekend and early weeknight closures to complete critical infrastructure and state-of-good-repair work.

Upcoming scheduled subway closures:

- **Line 2 – Woodbine to Kennedy full weekend closure Saturday, May 25 and Sunday, May 26**
- **Line 1 – St Clair to Sheppard-Yonge early nightly closures Monday, May 27 to Friday, May 31**
- **Line 1 – St Clair to Sheppard-Yonge full weekend closure Saturday, June 1 and Sunday, June 2**
- **Line 1 – St Clair to Sheppard-Yonge early nightly closures Monday, June 3 to Thursday, June 6**
- **Line 2 – St George to Broadview late opening Sunday, June 9**

[If you would like to share this update, please click here](#)



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Constant Contact



From: Reka.Sivarajah@ttc.ca
To: [Nahed, Karim](#); [Anna Kim](#)
Cc: Christina.Joseph@ttc.ca; [Carol Lee](#); [Sprague, Pierce](#)
Subject: FW: [EXTERNAL] RE: PCWG Meeting Agenda: Thurs May 16
Date: Wednesday, May 22, 2024 14:04:57
Attachments: [image003.png](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Karim and Anna,

Here is a summary of communication tactics employed by TTC to promote EELRT Phase 2 public consultation.

Communication Tactics	Details
Social Media Posts	<ul style="list-style-type: none">TTC reshared one tagged post via @TTChelps (X)Note: Additional tagged posts will be reshared; @TakeTheTTC (Instagram); Toronto Transit Commission (Facebook)
Web	<ul style="list-style-type: none">https://www.ttc.ca/riding-the-ttc/Updates/Eglinton-East-Light-Rail-Transit-EELRT-projectOn the “Latest news” section of ttc.ca
Platform Video Screen (PVS)	<ul style="list-style-type: none">Landscape (1920 x 1080) for Victoria Park, Warden and Kennedy Stations
Station Announcements	<ul style="list-style-type: none">Stations in Scarborough
Announcements on CityNews 24/7	<ul style="list-style-type: none">A short announcement by a TTC staff on CityNews 24/7 early next week

Let me know if you have any questions.

Reka

Reka Sivarajah (she/her)
Senior Community Liaison Officer
Community and Stakeholder Relations
CEO's Office

Tel: 437-994-6317



Toronto Transit Commission
Head Office, 1900 Yonge Street
Toronto, ON M4S 1Z2

From: Nahed, Karim <Karim.Nahed@hdrinc.com>
Sent: Thursday, May 16, 2024 3:04 PM
To: Anna Kim <Anna.Kim@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Stephanie Gris Bringas

<Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>

Cc: Sprague, Pierce <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; hannah.stewart <Hannah.Stewart@toronto.ca>; Raazia Rafeek <Raazia.Rafeek@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Sahota, Arjun <Arjun.Sahota@ttc.ca>; Sivarajah, Reka <Reka.Sivarajah@ttc.ca>; Ho, Dominic <Dominic.Ho@ttc.ca>; anthony.irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; Gan, Tyrone <tyrone.gan@hdrinc.com>; Sin, Adrian <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>; Joseph, Christina <Christina.Joseph@ttc.ca>; Nagler, David <David.Nagler@ttc.ca>; Frank Difei He <Frank.DifeiHe@toronto.ca>

Subject: [EXTERNAL] RE: PCWG Meeting Agenda: Thurs May 16

Hi all,

Just wanted to send a reminder to provide HDR with some details to include in the EPR, outlining the City and TTC's efforts to inform and promote the EELRT project.

Looking for key dates, channels (social media, newspaper posts) and any other avenues for outreach (details on the door-to-door visits for impacted property owners for example).

We can always update these discussion in the future but might be nice to include it in this draft while it is fresh in everyone's mind.

Thank you!

Karim

From: Anna Kim <Anna.Kim@toronto.ca>

Sent: Thursday, May 16, 2024 12:27 PM

To: Sprague, Pierce <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; hannah.stewart <Hannah.Stewart@toronto.ca>; Raazia Rafeek <Raazia.Rafeek@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; Sahota, Arjun <Arjun.Sahota@ttc.ca>; Sivarajah, Reka <Reka.Sivarajah@ttc.ca>; Ho, Dominic <Dominic.Ho@ttc.ca>; anthony.irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; Nahed, Karim <Karim.Nahed@hdrinc.com>; Gan, Tyrone <Tyrone.Gan@hdrinc.com>; Sin, Adrian <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>; 'Christina.Joseph@ttc.ca' <Christina.Joseph@ttc.ca>; 'David.Nagler@ttc.ca' <David.Nagler@ttc.ca>; Frank Difei He <Frank.DifeiHe@toronto.ca>

Subject: RE: PCWG Meeting Agenda: Thurs May 16

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Please see attached Internal FAQ document for discussion today.

From: Anna Kim

Sent: Thursday, May 16, 2024 10:29 AM

To: 'Sprague, Pierce' <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Hannah Stewart <Hannah.Stewart@toronto.ca>; Raazia Rafeek <Raazia.Rafeek@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; 'Sahota, Arjun' <Arjun.Sahota@ttc.ca>; 'Sivarajah, Reka' <Reka.Sivarajah@ttc.ca>; 'Ho, Dominic' <Dominic.Ho@ttc.ca>; Anthony Irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; 'Nahed, Karim' <Karim.Nahed@hdrinc.com>; 'Gan, Tyrone' <Tyrone.Gan@hdrinc.com>; 'Sin, Adrian' <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>; 'Christina.Joseph@ttc.ca' <Christina.Joseph@ttc.ca>; 'David.Nagler@ttc.ca' <David.Nagler@ttc.ca>; Frank Difei He <Frank.DifeiHe@toronto.ca>

Subject: PCWG Meeting Agenda: Thurs May 16

Hello,

Hope you are having a great day. Here is the agenda for today's meeting:

1. Public Consultation Updates

Web page

Project Information Panels

Notice of Commencement Mailout

Hand-delivered letters in West Hill Morningside

Community Interest Group

2. Public Drop-In Events

- Internal FAQs
- Preparation for All-staff training on Thurs May 23
- Staffing Plan

3. Community Interest Group Meeting Presentation Feedback

4. AOB

Thanks,

Anna

Anna Kim (she/her)

Senior Public Consultation Coordinator

Policy, Planning, Finance and Administration

City of Toronto

Anna.Kim@toronto.ca

416-338-1837



From: Anna Kim

Sent: Thursday, May 9, 2024 8:10 AM

To: 'Sprague, Pierce' <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Hannah Stewart <Hannah.Stewart@toronto.ca>; Raazia Rafeek <Raazia.Rafeek@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; 'Sahota, Arjun' <Arjun.Sahota@ttc.ca>; 'Sivarajah, Reka' <Reka.Sivarajah@ttc.ca>; 'Ho, Dominic' <Dominic.Ho@ttc.ca>; Anthony Irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; 'Nahed, Karim' <Karim.Nahed@hdrinc.com>; 'Gan, Tyrone' <Tyrone.Gan@hdrinc.com>; 'Sin, Adrian' <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>; 'Christina.Joseph@ttc.ca' <Christina.Joseph@ttc.ca>; 'David.Nagler@ttc.ca' <David.Nagler@ttc.ca>; Frank Difei He <Frank.DifeiHe@toronto.ca>

Subject: PCWG Meeting Agenda: Thurs May 9

Hi there,

Please see the agenda for today's meeting below:

1. Public Consultation Updates
2. Looking ahead: Key Dates
3. Public Drop-In Events
 - Internal FAQs
 - All-staff training: Thurs May 23
 - Staffing
4. Survey
5. Community Interest Group Meeting
6. AOB

Anna Kim (she/her)

Senior Public Consultation Coordinator
Policy, Planning, Finance and Administration
City of Toronto

Anna.Kim@toronto.ca

416-338-1837



From: Anna Kim

Sent: Monday, May 6, 2024 12:05 PM

To: 'Sprague, Pierce' <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Hannah Stewart

<Hannah.Stewart@toronto.ca>; Raazia Rafeek <Raazia.Rafeek@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; 'Sahota, Arjun' <Arjun.Sahota@ttc.ca>; 'Sivarajah, Reka' <Reka.Sivarajah@ttc.ca>; 'Ho, Dominic' <Dominic.Ho@ttc.ca>; Anthony Irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; 'Nahed, Karim' <Karim.Nahed@hdrinc.com>; 'Gan, Tyrone' <Tyrone.Gan@hdrinc.com>; 'Sin, Adrian' <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>; 'Christina.Joseph@ttc.ca' <Christina.Joseph@ttc.ca>; 'David.Nagler@ttc.ca' <David.Nagler@ttc.ca>; Frank Difei He <Frank.DifeiHe@toronto.ca>

Subject: RE: EELRT PCWG: Survey + Internal FAQs

Hi there,

I am resending the documents for review this week as there were significant revisions to the Internal FAQs. Please review these documents and I kindly request your feedback by Wednesday.

Thank you,

Anna

From: Anna Kim

Sent: Monday, May 6, 2024 10:03 AM

To: 'Sprague, Pierce' <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Hannah Stewart <Hannah.Stewart@toronto.ca>; Raazia Rafeek <Raazia.Rafeek@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; 'Sahota, Arjun' <Arjun.Sahota@ttc.ca>; 'Sivarajah, Reka' <Reka.Sivarajah@ttc.ca>; 'Ho, Dominic' <Dominic.Ho@ttc.ca>; Anthony Irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; 'Nahed, Karim' <Karim.Nahed@hdrinc.com>; 'Gan, Tyrone' <Tyrone.Gan@hdrinc.com>; 'Sin, Adrian' <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>; Christina.Joseph@ttc.ca; David.Nagler@ttc.ca; Frank Difei He <Frank.DifeiHe@toronto.ca>

Subject: EELRT PCWG: Survey + Internal FAQs

Good morning and happy Monday,

Thank you for your input for the display panels. Feedback has been submitted to HDR for this final round of edits.

For this week, please find attached draft copies of the following for your review and feedback:

1. The public consultation survey for Phase 2
2. Internal FAQs

We will dedicate time at our Thursday, May 9 meeting to discuss these but please feel free to send me your feedback in advance.

Thanks so much,

Anna

Anna Kim (she/her)

Senior Public Consultation Coordinator
Policy, Planning, Finance and Administration
City of Toronto

Anna.Kim@toronto.ca

416-338-1837



From: Anna Kim

Sent: Friday, April 26, 2024 1:36 PM

To: 'Sprague, Pierce' <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Hannah Stewart <Hannah.Stewart@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; 'Sahota, Arjun' <Arjun.Sahota@ttc.ca>; 'Sivarajah, Reka' <Reka.Sivarajah@ttc.ca>; 'Ho, Dominic' <Dominic.Ho@ttc.ca>; Anthony Irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; 'Nahed, Karim' <Karim.Nahed@hdrinc.com>; 'Gan, Tyrone' <Tyrone.Gan@hdrinc.com>; 'Sin, Adrian' <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>

Subject: EELRT PCWG: Display Panels & Event Staffing

Importance: High

Hi there,

Thank you all for your input yesterday.

You can review the current display panels using HDR's SharePoint link here:  [Phase 2 Public Consultation](#).

I will send the PDF version shortly along with some specific feedback guidelines but for now, if you have time to look at the panels, please do so, keeping in mind that we are looking for specific feedback and our deadline for feedback to HDR is **Thursday, May 3**. Note, this is a hard deadline and it is absolutely critical for us to meet it.

I also want to request that you send me your department/division's list of staff for each of the public drop-in events by the end of day, please.

Thanks so much,

Anna

Anna Kim (she/her)

Senior Public Consultation Coordinator
Policy, Planning, Finance and Administration
City of Toronto

Anna.Kim@toronto.ca

416-338-1837



From: Anna Kim

Sent: Wednesday, April 24, 2024 3:23 PM

To: 'Sprague, Pierce' <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Hannah Stewart <Hannah.Stewart@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; 'Sahota, Arjun' <Arjun.Sahota@ttc.ca>; 'Sivarajah, Reka' <Reka.Sivarajah@ttc.ca>; 'Ho, Dominic' <Dominic.Ho@ttc.ca>; Anthony Irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; 'Nahed, Karim' <Karim.Nahed@hdrinc.com>; 'Gan, Tyrone' <Tyrone.Gan@hdrinc.com>; 'Sin, Adrian' <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>

Subject: EELRT PCWG Meeting Agenda: Thurs April 25

Hi there,

Thanks to all those who have already submitted content for the Internal FAQs and look forward to hearing about your department/division staffing commitments for the public drop-in events.

Here is the agenda for our meeting tomorrow:

Display Panels & Event Design Overview

- Overview (HDR)
- Review and feedback plan (TE)

Event Plan for Public Drop-In Events + Meetings with Impacted Property Owners

- Primary goals & what to expect
- Event plan and staffing needs
- Pre-event training and preparation

Internal FAQs – Discussion

Key dates

AOB

Anna Kim (she/her)

Senior Public Consultation Coordinator
Policy, Planning, Finance and Administration
City of Toronto

Anna.Kim@toronto.ca

416-338-1837



From: Anna Kim

Sent: April 18, 2024 3:30 PM

To: 'Sprague, Pierce' <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Hannah Stewart <Hannah.Stewart@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; 'Sahota, Arjun' <Arjun.Sahota@ttc.ca>; 'Sivarajah, Reka' <Reka.Sivarajah@ttc.ca>; 'Ho, Dominic' <Dominic.Ho@ttc.ca>; Anthony Irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; 'Nahed, Karim' <Karim.Nahed@hdrinc.com>; 'Gan, Tyrone' <Tyrone.Gan@hdrinc.com>; 'Sin, Adrian' <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>

Subject: EELRT Public Drop-In Events & Property Meetings - Staffing Sign-Up Sheet

Importance: High

Hi,

Please find attached the staffing sign-up sheet for the three public drop-in events and property meetings noting that:

- We need commitment and sufficient staffing from all departments/division/etc
- We anticipate a high turnout for property meetings at Event #1
- Set-up can be handled for the most part; SMEs should aim to arrive in time for the property meetings

Kindly send it back to me by Thursday, April 25.

Finally, just another reminder to submit your input for the Internal FAQs on Monday, April 22. Note I have included the schedule below.

Thank you,

Anna

Please see the schedule below of key dates and activities as we move towards launching the TRAP and public consultations.

Key Dates for Feedback on Public Consultations Materials from PCWG

- ~~Monday, April 15: Notice of Commencement, Survey, Display Panels, Draft #2~~

- Monday, April 22: Internal FAQ

Final materials

- Property owner letters finalized and printed: Week of April 29 > sent registered mail
- Notice of Commencement finalized: Week of April 22 > sent for translation; Week of May 6 > send to Canada Post for mailout
- Panels finalized: May 6 > complete AODA compliance

Schedule of Public Consultation Activities

- Week of May 6: Impacted property owner notification arrives (letters, email)
- Week of May 13: Launch of TRAP
 - Notices arrive
 - Ads begin
 - Panels and survey on project web page
 - Pop ups
- Week of May 20:
 - Virtual Information Session for Impacted Property Owners
 - Virtual community interest group (formerly, 'stakeholders') meeting
 - Pre-event briefing for staff (or earlier)
- Week of May 27: Public Drop-In Events + Meetings with Impacted Property Owners
 1. Tues May 28 or Thurs May 30 (4 -9 pm)
 2. Wed May 29 (4-9 pm)
 3. Sat June 1 (10 am-3 pm)
 - EPR is made available on web page

Anna Kim (she/her)

Senior Public Consultation Coordinator
Policy, Planning, Finance and Administration
City of Toronto
Anna.Kim@toronto.ca
416-338-1837



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From: Christina.Joseph@ttc.ca
To: [Nahed, Karim](#); [Sivarajah, Reka](#); [Anna Kim](#)
Cc: [Carol Lee](#); [Sprague, Pierce](#); [David Brutto](#)
Subject: RE: [EXTERNAL] RE: PCWG Meeting Agenda: Thurs May 16
Date: Wednesday, May 22, 2024 14:51:36
Attachments: [image001.png](#)
[TTC Stakeholder May Update.msg](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi everyone,

We also included the EELRT information in our monthly stakeholder newsletter that was issued today. This is distributed to 1,775 stakeholders throughout the City including Councillors, schools, tourist attractions, other transit agencies, City partners, hospitals, transit groups, customers, and any interested stakeholders.

Chris Joseph (she/her)
Manager, Community & Stakeholder Relations
CEO's Office
Corporate Affairs
T: 416-994-0923



Toronto Transit Commission
5 Park Home, 3rd Floor
Toronto, ON M2N 6L4

From: Nahed, Karim <Karim.Nahed@hdrinc.com>
Sent: Wednesday, May 22, 2024 2:27 PM
To: Sivarajah, Reka <Reka.Sivarajah@ttc.ca>; Anna Kim <Anna.Kim@toronto.ca>
Cc: Joseph, Christina <Christina.Joseph@ttc.ca>; Carol Lee <Carol.Lee2@toronto.ca>; Sprague, Pierce <Pierce.Sprague@hdrinc.com>; David Brutto <david.brutto@toronto.ca>
Subject: RE: [EXTERNAL] RE: PCWG Meeting Agenda: Thurs May 16

Thank you all We will incorporate into the EPR.

From: Reka.Sivarajah@ttc.ca <Reka.Sivarajah@ttc.ca>
Sent: Wednesday, May 22, 2024 2:05 PM
To: Nahed, Karim <Karim.Nahed@hdrinc.com>; Anna Kim <Anna.Kim@toronto.ca>
Cc: Christina.Joseph@ttc.ca; Carol Lee <Carol.Lee2@toronto.ca>; Sprague, Pierce <Pierce.Sprague@hdrinc.com>
Subject: FW: [EXTERNAL] RE: PCWG Meeting Agenda: Thurs May 16

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Karim and Anna,

Here is a summary of communication tactics employed by TTC to promote EELRT Phase 2 public consultation.

Communication Tactics	Details
Social Media Posts	<ul style="list-style-type: none">TTC reshared one tagged post via @TTChelps (X)

	<ul style="list-style-type: none"> Note: Additional tagged posts will be reshared; @TakeTheTTC (Instagram); Toronto Transit Commission (Facebook)
Web	<ul style="list-style-type: none"> https://www.ttc.ca/riding-the-ttc/Updates/Eglinton-East-Light-Rail-Transit-EELRT-project On the “Latest news” section of ttc.ca
Platform Video Screen (PVS)	<ul style="list-style-type: none"> Landscape (1920 x 1080) for Victoria Park, Warden and Kennedy Stations
Station Announcements	<ul style="list-style-type: none"> Stations in Scarborough
Announcements on CityNews 24/7	<ul style="list-style-type: none"> A short announcement by a TTC staff on CityNews 24/7 early next week

Let me know if you have any questions.

Reka

Reka Sivarajah (she/her)
Senior Community Liaison Officer
Community and Stakeholder Relations
CEO's Office

Tel: 437-994-6317



Toronto Transit Commission
Head Office, 1900 Yonge Street
Toronto, ON M4S 1Z2

From: Nahed, Karim <Karim.Nahed@hdrinc.com>

Sent: Thursday, May 16, 2024 3:04 PM

To: Anna Kim <Anna.Kim@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>

Cc: Sprague, Pierce <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; hannah.stewart <Hannah.Stewart@toronto.ca>; Raazia Rafeek <Raazia.Rafeek@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Sahota, Arjun <Arjun.Sahota@ttc.ca>; Sivarajah, Reka <Reka.Sivarajah@ttc.ca>; Ho, Dominic <Dominic.Ho@ttc.ca>; anthony.irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; Gan, Tyrone <tyrone.gan@hdrinc.com>; Sin, Adrian <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>; Joseph, Christina <Christina.Joseph@ttc.ca>; Nagler, David <David.Nagler@ttc.ca>; Frank Difei He <Frank.DifeiHe@toronto.ca>

Subject: [EXTERNAL] RE: PCWG Meeting Agenda: Thurs May 16

Hi all,

Just wanted to send a reminder to provide HDR with some details to include in the EPR, outlining the City and TTC's efforts to inform and promote the EELRT project.

Looking for key dates, channels (social media, newspaper posts) and any other avenues for outreach (details on the door-to-door visits for impacted property owners for example).

We can always update these discussion in the future but might be nice to include it in this draft while it is fresh in everyone's mind.

Thank you!
Karim

From: Anna Kim <Anna.Kim@toronto.ca>

Sent: Thursday, May 16, 2024 12:27 PM

To: Sprague, Pierce <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; hannah.stewart <Hannah.Stewart@toronto.ca>; Raazia Rafeek <Raazia.Rafeek@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; Sahota, Arjun <Arjun.Sahota@ttc.ca>; Sivarajah, Reka <Reka.Sivarajah@ttc.ca>; Ho, Dominic <Dominic.Ho@ttc.ca>; anthony.irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; Nahed, Karim <Karim.Nahed@hdrinc.com>; Gan, Tyrone <Tyrone.Gan@hdrinc.com>; Sin, Adrian <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>; 'Christina.Joseph@ttc.ca' <Christina.Joseph@ttc.ca>; 'David.Nagler@ttc.ca' <David.Nagler@ttc.ca>; Frank Difei He <Frank.DifeiHe@toronto.ca>

Subject: RE: PCWG Meeting Agenda: Thurs May 16

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Please see attached Internal FAQ document for discussion today.

From: Anna Kim

Sent: Thursday, May 16, 2024 10:29 AM

To: 'Sprague, Pierce' <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Hannah Stewart <Hannah.Stewart@toronto.ca>; Raazia Rafeek <Raazia.Rafeek@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; 'Sahota, Arjun' <Arjun.Sahota@ttc.ca>; 'Sivarajah, Reka' <Reka.Sivarajah@ttc.ca>; 'Ho, Dominic' <Dominic.Ho@ttc.ca>; Anthony Irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; 'Nahed, Karim' <Karim.Nahed@hdrinc.com>; 'Gan, Tyrone' <Tyrone.Gan@hdrinc.com>; 'Sin, Adrian' <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>; 'Christina.Joseph@ttc.ca' <Christina.Joseph@ttc.ca>; 'David.Nagler@ttc.ca' <David.Nagler@ttc.ca>; Frank Difei He <Frank.DifeiHe@toronto.ca>

Subject: PCWG Meeting Agenda: Thurs May 16

Hello,

Hope you are having a great day. Here is the agenda for today's meeting:

1. Public Consultation Updates
 - Web page
 - Project Information Panels
 - Notice of Commencement Mailout
 - Hand-delivered letters in West Hill Morningside
 - Community Interest Group
2. Public Drop-In Events

- Internal FAQs
 - Preparation for All-staff training on Thurs May 23
 - Staffing Plan
3. Community Interest Group Meeting Presentation Feedback
4. AOB

Thanks,

Anna

Anna Kim (she/her)

Senior Public Consultation Coordinator
Policy, Planning, Finance and Administration
City of Toronto
Anna.Kim@toronto.ca
416-338-1837



From: Anna Kim

Sent: Thursday, May 9, 2024 8:10 AM

To: 'Sprague, Pierce' <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Hannah Stewart <Hannah.Stewart@toronto.ca>; Raazia Rafeek <Raazia.Rafeek@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; 'Sahota, Arjun' <Arjun.Sahota@ttc.ca>; 'Sivarajah, Reka' <Reka.Sivarajah@ttc.ca>; 'Ho, Dominic' <Dominic.Ho@ttc.ca>; Anthony Irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; 'Nahed, Karim' <Karim.Nahed@hdrinc.com>; 'Gan, Tyrone' <Tyrone.Gan@hdrinc.com>; 'Sin, Adrian' <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>; 'Christina.Joseph@ttc.ca' <Christina.Joseph@ttc.ca>; 'David.Nagler@ttc.ca' <David.Nagler@ttc.ca>; Frank Difei He <Frank.DifeiHe@toronto.ca>

Subject: PCWG Meeting Agenda: Thurs May 9

Hi there,

Please see the agenda for today's meeting below:

1. Public Consultation Updates
2. Looking ahead: Key Dates
3. Public Drop-In Events
 - Internal FAQs
 - All-staff training: Thurs May 23
 - Staffing
4. Survey
5. Community Interest Group Meeting
6. AOB

Anna Kim (she/her)
Senior Public Consultation Coordinator
Policy, Planning, Finance and Administration
City of Toronto
Anna.Kim@toronto.ca
416-338-1837



From: Anna Kim
Sent: Monday, May 6, 2024 12:05 PM
To: 'Sprague, Pierce' <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Hannah Stewart <Hannah.Stewart@toronto.ca>; Raazia Rafeek <Raazia.Rafeek@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; 'Sahota, Arjun' <Arjun.Sahota@ttc.ca>; 'Sivarajah, Reka' <Reka.Sivarajah@ttc.ca>; 'Ho, Dominic' <Dominic.Ho@ttc.ca>; Anthony Irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; 'Nahed, Karim' <Karim.Nahed@hdrinc.com>; 'Gan, Tyrone' <Tyrone.Gan@hdrinc.com>; 'Sin, Adrian' <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>; 'Christina.Joseph@ttc.ca' <Christina.Joseph@ttc.ca>; 'David.Nagler@ttc.ca' <David.Nagler@ttc.ca>; Frank Difei He <Frank.DifeiHe@toronto.ca>
Subject: RE: EELRT PCWG: Survey + Internal FAQs

Hi there,

I am resending the documents for review this week as there were significant revisions to the Internal FAQs. Please review these documents and I kindly request your feedback by Wednesday.

Thank you,

Anna

From: Anna Kim
Sent: Monday, May 6, 2024 10:03 AM
To: 'Sprague, Pierce' <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Hannah Stewart <Hannah.Stewart@toronto.ca>; Raazia Rafeek <Raazia.Rafeek@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; 'Sahota, Arjun' <Arjun.Sahota@ttc.ca>; 'Sivarajah, Reka' <Reka.Sivarajah@ttc.ca>; 'Ho, Dominic' <Dominic.Ho@ttc.ca>; Anthony Irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; 'Nahed, Karim' <Karim.Nahed@hdrinc.com>; 'Gan, Tyrone' <Tyrone.Gan@hdrinc.com>; 'Sin, Adrian' <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>; Christina.Joseph@ttc.ca; David.Nagler@ttc.ca; Frank Difei He <Frank.DifeiHe@toronto.ca>

Subject: EELRT PCWG: Survey + Internal FAQs

Good morning and happy Monday,

Thank you for your input for the display panels. Feedback has been submitted to HDR for this final round of edits.

For this week, please find attached draft copies of the following for your review and feedback:

1. The public consultation survey for Phase 2
2. Internal FAQs

We will dedicate time at our Thursday, May 9 meeting to discuss these but please feel free to send me your feedback in advance.

Thanks so much,

Anna

Anna Kim (she/her)
Senior Public Consultation Coordinator
Policy, Planning, Finance and Administration
City of Toronto
Anna.Kim@toronto.ca
416-338-1837



From: Anna Kim

Sent: Friday, April 26, 2024 1:36 PM

To: 'Sprague, Pierce' <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Hannah Stewart <Hannah.Stewart@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; 'Sahota, Arjun' <Arjun.Sahota@ttc.ca>; 'Sivarajah, Reka' <Reka.Sivarajah@ttc.ca>; 'Ho, Dominic' <Dominic.Ho@ttc.ca>; Anthony Irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; 'Nahed, Karim' <Karim.Nahed@hdrinc.com>; 'Gan, Tyrone' <Tyrone.Gan@hdrinc.com>; 'Sin, Adrian' <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>

Subject: EELRT PCWG: Display Panels & Event Staffing

Importance: High

Hi there,

Thank you all for your input yesterday.

You can review the current display panels using HDR's SharePoint link here: [Phase 2 Public Consultation](#).

I will send the PDF version shortly along with some specific feedback guidelines but for now, if you have time to look at the panels, please do so, keeping in mind that we are looking for specific feedback and our deadline for feedback to HDR is **Thursday, May 3**. Note, this is a hard deadline and it is absolutely critical for us to meet

it.

I also want to request that you send me your department/division's list of staff for each of the public drop-in events by the end of day, please.

Thanks so much,

Anna

Anna Kim (she/her)

Senior Public Consultation Coordinator

Policy, Planning, Finance and Administration

City of Toronto

Anna.Kim@toronto.ca

416-338-1837



From: Anna Kim

Sent: Wednesday, April 24, 2024 3:23 PM

To: 'Sprague, Pierce' <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Hannah Stewart <Hannah.Stewart@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; 'Sahota, Arjun' <Arjun.Sahota@ttc.ca>; 'Sivarajah, Reka' <Reka.Sivarajah@ttc.ca>; 'Ho, Dominic' <Dominic.Ho@ttc.ca>; Anthony Irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; 'Nahed, Karim' <Karim.Nahed@hdrinc.com>; 'Gan, Tyrone' <Tyrone.Gan@hdrinc.com>; 'Sin, Adrian' <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>

Subject: EELRT PCWG Meeting Agenda: Thurs April 25

Hi there,

Thanks to all those who have already submitted content for the Internal FAQs and look forward to hearing about your department/division staffing commitments for the public drop-in events.

Here is the agenda for our meeting tomorrow:

1. Display Panels & Event Design Overview
 - Overview (HDR)
 - Review and feedback plan (TE)
2. Event Plan for Public Drop-In Events + Meetings with Impacted Property Owners
 - Primary goals & what to expect
 - Event plan and staffing needs
 - Pre-event training and preparation
3. Internal FAQs – Discussion
4. Key dates
5. AOB

Anna Kim (she/her)
Senior Public Consultation Coordinator
Policy, Planning, Finance and Administration
City of Toronto
Anna.Kim@toronto.ca
416-338-1837



From: Anna Kim
Sent: April 18, 2024 3:30 PM
To: 'Sprague, Pierce' <Pierce.Sprague@hdrinc.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Hannah Stewart <Hannah.Stewart@toronto.ca>; Vinette Prescott-Brown <Vinette.Prescott-Brown@toronto.ca>; Liora Freedman <Liora.Freedman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Leila Valenzuela <Leila.Valenzuela@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Carol Lee <Carol.Lee2@toronto.ca>; 'Sahota, Arjun' <Arjun.Sahota@ttc.ca>; 'Sivarajah, Reka' <Reka.Sivarajah@ttc.ca>; 'Ho, Dominic' <Dominic.Ho@ttc.ca>; Anthony Irving <Anthony.Irving@toronto.ca>; Michael Paolucci <Michael.Paolucci@toronto.ca>; 'Nahed, Karim' <Karim.Nahed@hdrinc.com>; 'Gan, Tyrone' <Tyrone.Gan@hdrinc.com>; 'Sin, Adrian' <Adrian.Sin@hdrinc.com>; Greg Tokarz <Greg.Tokarz@toronto.ca>; Katrien Darling <Katrien.Darling@toronto.ca>
Subject: EELRT Public Drop-In Events & Property Meetings - Staffing Sign-Up Sheet
Importance: High

Hi,

Please find attached the staffing sign-up sheet for the three public drop-in events and property meetings noting that:

- We need commitment and sufficient staffing from all departments/division/etc
- We anticipate a high turnout for property meetings at Event #1
- Set-up can be handled for the most part; SMEs should aim to arrive in time for the property meetings

Kindly send it back to me by Thursday, April 25.

Finally, just another reminder to submit your input for the Internal FAQs on Monday, April 22. Note I have included the schedule below.

Thank you,

Anna

Please see the schedule below of key dates and activities as we move towards launching the TRAP and public consultations.

Key Dates for Feedback on Public Consultations Materials from PCWG

- Monday, April 15: Notice of Commencement, Survey, Display Panels, Draft #2
- Monday, April 22: Internal FAQ

Final materials

- Property owner letters finalized and printed: Week of April 29 > sent registered mail
- Notice of Commencement finalized: Week of April 22 > sent for translation; Week of May 6 > send to Canada Post for mailout
- Panels finalized: May 6 > complete AODA compliance

Schedule of Public Consultation Activities

- Week of May 6: Impacted property owner notification arrives (letters, email)
- Week of May 13: Launch of TRAP
 - Notices arrive
 - Ads begin
 - Panels and survey on project web page
 - Pop ups
- Week of May 20:
 - Virtual Information Session for Impacted Property Owners
 - Virtual community interest group (formerly, 'stakeholders') meeting
 - Pre-event briefing for staff (or earlier)
- Week of May 27: Public Drop-In Events + Meetings with Impacted Property Owners
 1. Tues May 28 or Thurs May 30 (4 -9 pm)
 2. Wed May 29 (4-9 pm)
 3. Sat June 1 (10 am-3 pm)
 - EPR is made available on web page

Anna Kim (she/her)

Senior Public Consultation Coordinator
 Policy, Planning, Finance and Administration
 City of Toronto
Anna.Kim@toronto.ca
 416-338-1837



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