

Eglinton East Light Rail Transit (EELRT)

Functional (10%) Design Phase
Virtual Open House

Eglinton Avenue East and Kingston Road

May 30, 2023



Land Acknowledgements

Toronto

We acknowledge the land we are meeting on 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 with the Mississaugas of the Credit.

Scarborough

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Code of Conduct



Be patient.

Virtual meetings don't always run as smoothly as planned.



Be brief.

Limit yourself to one question or comment when called on to speak.



Be respectful.

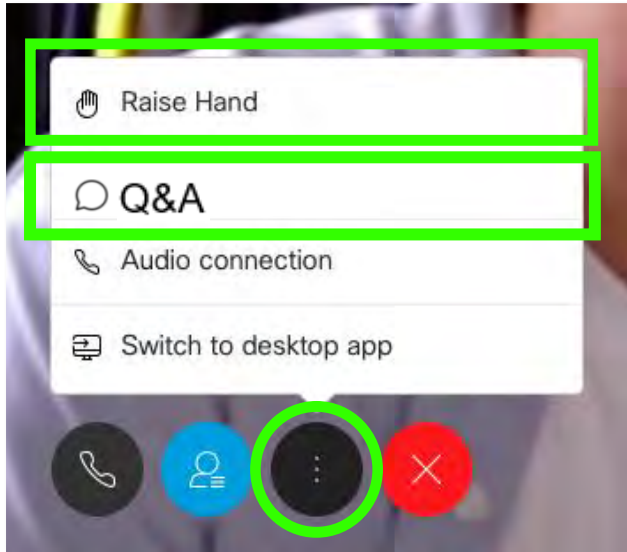
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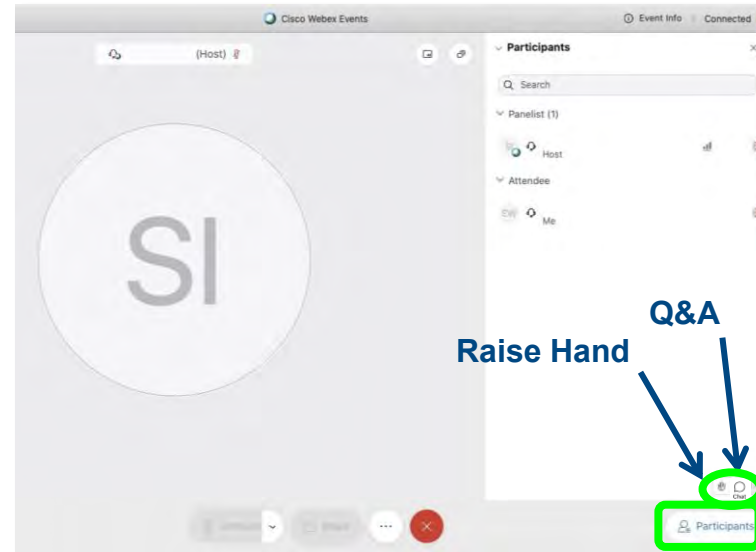


- Raise your hand or type your question.



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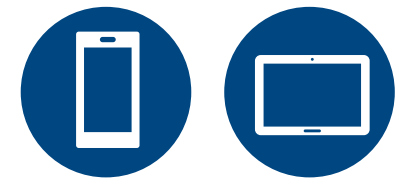
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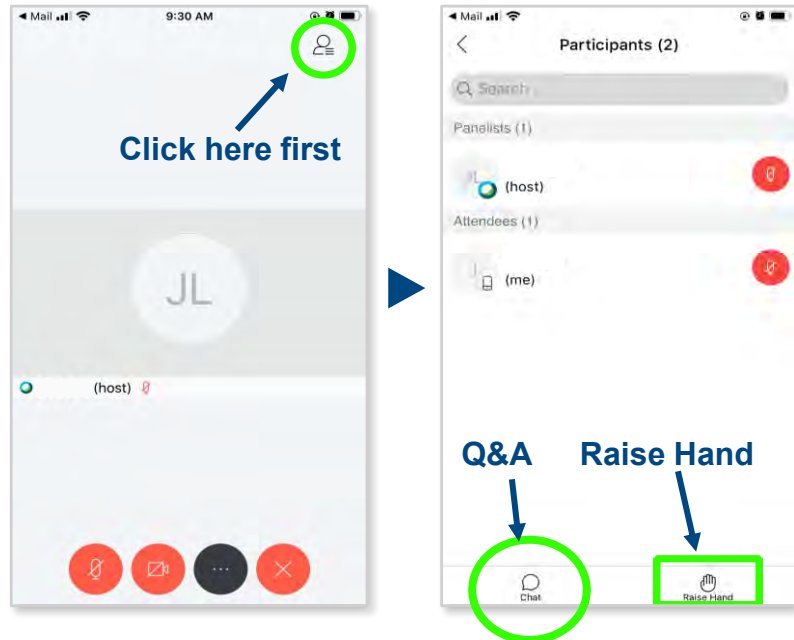
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Participating by Smartphone or Tablet

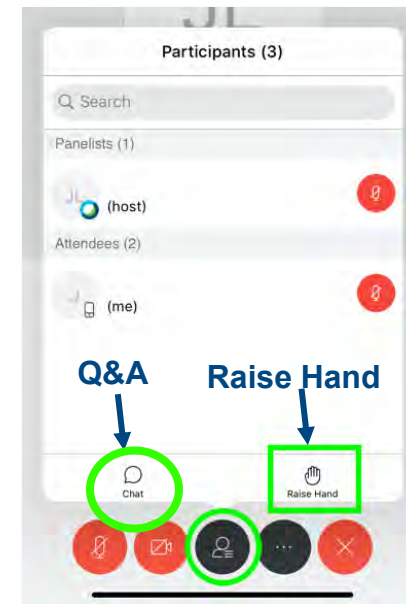


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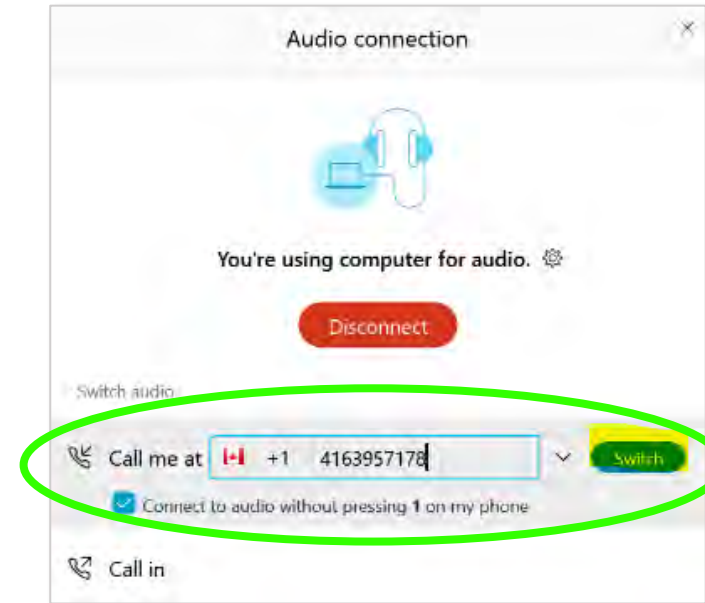
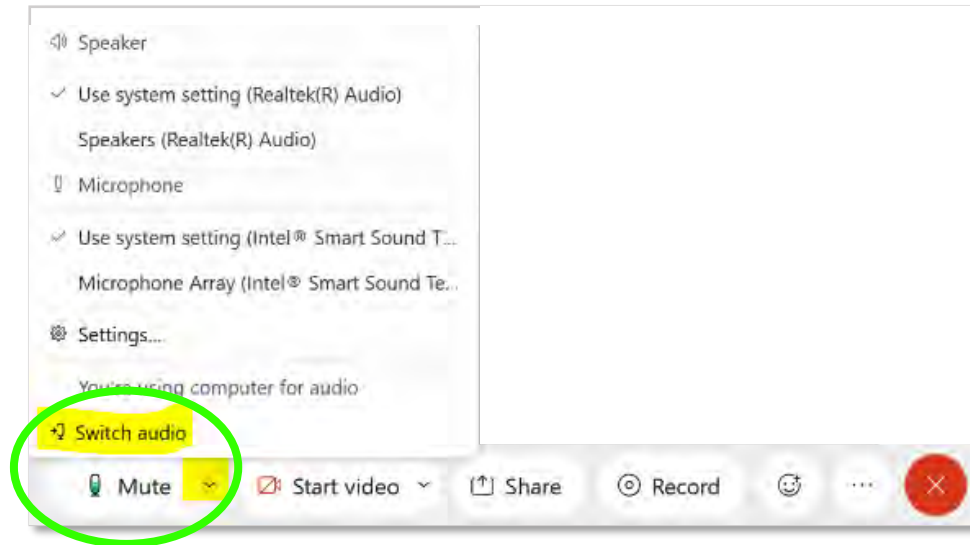
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3. Use **Call me** function and enter your phone number.
 - Webex will call your phone.
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Call into the meeting.

Dial: **416-915-6530**.

When prompted for a meeting number, enter: **29783723**.



Raising your hand by phone.

To raise your hand virtually, **key in *3**.

The Host will see a hand up beside the last four digits of your phone number.

During the Q&A period, the Host will unmute you and let you know that you can speak.

EELRT Project Team



Transit Expansion
City Planning
Transportation Services

Agenda

11	<u>Introduction</u>	45	<u>Project Focus Areas</u>
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Introduction



Why We're Here Today

- To share an update on the functional (10%) design of the Eglinton East Light Rail Transit (EELRT) project.
- To provide design details about specific Focus Areas at Kennedy Station, Eglinton GO, Eglinton Avenue and Kingston Road and Guildwood GO.
- To provide an opportunity for public input and to respond to your questions through a Q&A session.



Public Consultation Process

Two phases of Public Consultation are planned for this stage of design, referred to as the **functional (10%) design** stage.

In Phase One, the public has an opportunity to indicate support for the project and to identify specific areas of concern where further improvements may be needed. Phase Two will be part of the Transit Project Assessment Process (TPAP) required by the province.

Phase One Consultation Period:

1. Provide a project update on the LRT route components, such as major stops and track alignment.
2. Consult with public on LRT stop preferences, public realm components and station user experience.

Opportunities for feedback through meetings, via phone or email or using the online survey [Toronto.ca/EglintonEastLRT](https://toronto.ca/EglintonEastLRT).

Comment Deadline: June 21st, 2023



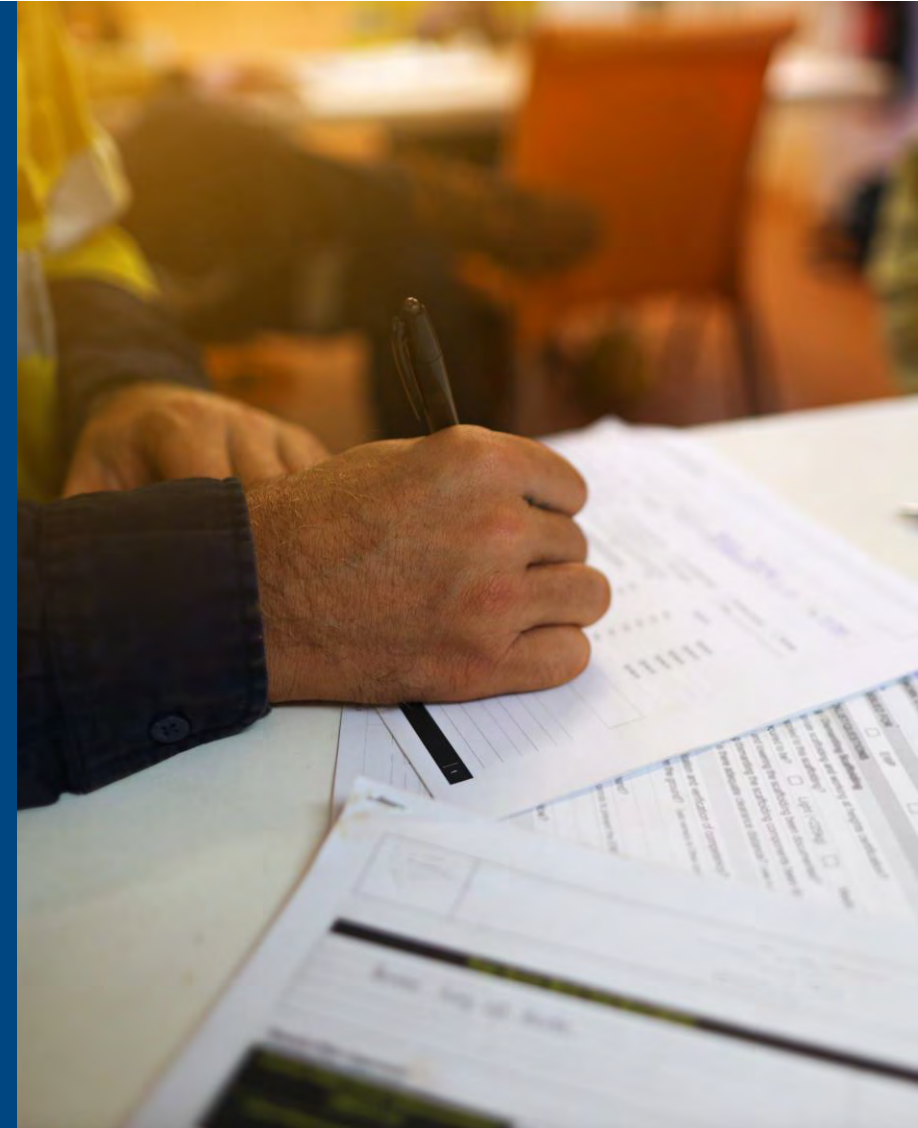
Transit Project Assessment Process (TPAP)

The **Transit Project Assessment Process (TPAP)**, a streamlined Environmental Assessment process, for the EELRT project will begin this fall.

Environmental studies are underway to evaluate any potential impacts the project may have on the surrounding community or natural environment and recommend ways to mitigate or minimize those impacts.

In the next phase of public consultation, the project team will share the findings and results from the **Environmental Project Report (EPR)**, which will include the following studies:

- **Cultural Heritage** Resource Studies
- **Archaeological** Assessment Report
- **Natural Environment** Baseline Conditions and Impact Assessment Report
- **Socio-Economic and Land Use** Baseline Conditions and Impact Assessment Report
- **Transportation and Traffic** Impact Analysis
- **Air Quality** Baseline Conditions and Impact Assessment
- **Noise and Vibration** Baseline Conditions and Impact Assessment
- **Property / Contamination** Overview Study



Project Overview and History



Citywide Rapid Transit Network



City of Toronto
Existing and Future
Rapid Transit Network
Source: City of Toronto, 2022

Note: The alignment and stations of projects that are currently being planned are subject to change.
Last Update Date: 08/29/2022

EELRT is a priority component of the City's planned rapid transit network.

Project History Timeline



Project History Timeline, continued

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 EELRT alignment to Malvern.
- Public and stakeholder engagement for conceptual design and planning takes place.

2020

- City Council directs staff to advance EELRT design to 10%, complete a Transit Project Assessment Process (TPAP) and continue discussions with the UTSC on the Maintenance Storage Facility (MSF) location.

2022

- EELRT Scarborough Subway Extension (SSE) interface constructability assessment informed Council direction for separate service from the Eglinton Crosstown LRT and expansion of EELRT system to Sheppard/McCowan.
- City Council confirms preference for Conlins Yard MSF site.
- No longer a through service at Kennedy.

2023

- City anticipates to complete the functional (10%) design for EELRT system, draft the Environmental Project Report and launch the TPAP.

What We've Heard Previously

Public consultation was carried out during the conceptual design phase of the project from 2017 to 2019. Some common themes expressed by the public included:



**Extend the LRT Line
north to Malvern**



**Make good connections to
existing and planned transit
in Scarborough**



**Provide good planning
for amenities and public spaces along the
corridor (e.g., seating area, wider
sidewalks, more trees along the corridor)**



**Communicate the process
and timelines of
this project**



**Manage traffic and improve
accessibility and the experience
for pedestrians**



**Prioritize local access
to LRT stops along
the corridor**



**Create gathering spaces,
public spaces, civic spaces**



**Make this
project happen!**

City Design Guidelines and Strategic Priorities

- City Official Plan.
- City of Toronto Standard Drawings.
- City of Toronto Road Engineering Guidelines:
 - Lane width guidelines.
 - Curb radii guidelines.
- Ontario Traffic Manual books.
- City of Toronto Streetscape Manual.
- City of Toronto Complete Streets Guidelines.
- City of Toronto Municipal Consent Requirements.
- City of Toronto Transit Design Guide.
- Toronto Accessibility Design Guidelines.

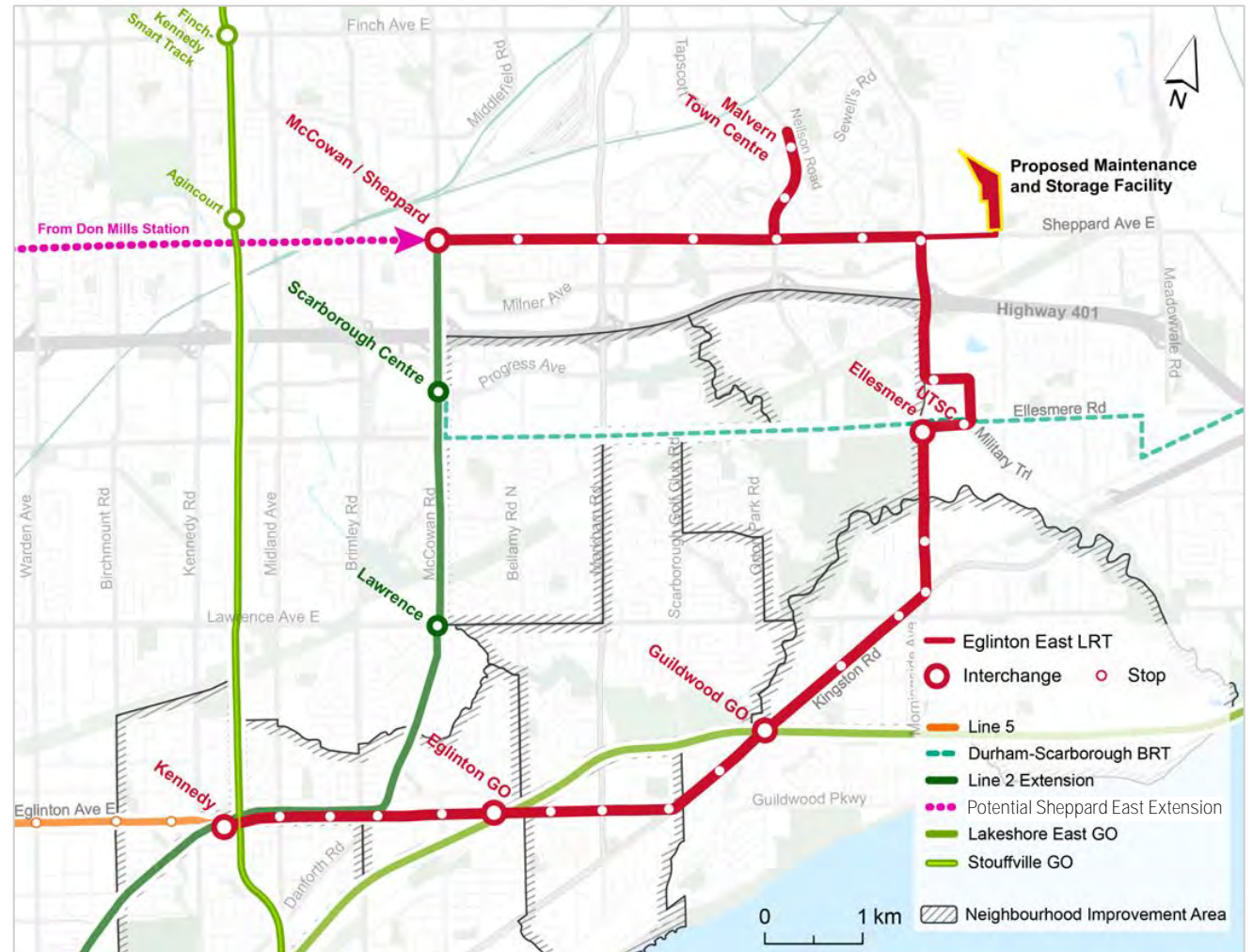


Eglinton East Light Rail Transit Project

The proposed EELRT project (future Line 7) is an 18 km-long light rail transit 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.

EELRT will be a separate service from the Eglinton Crosstown Line 5.



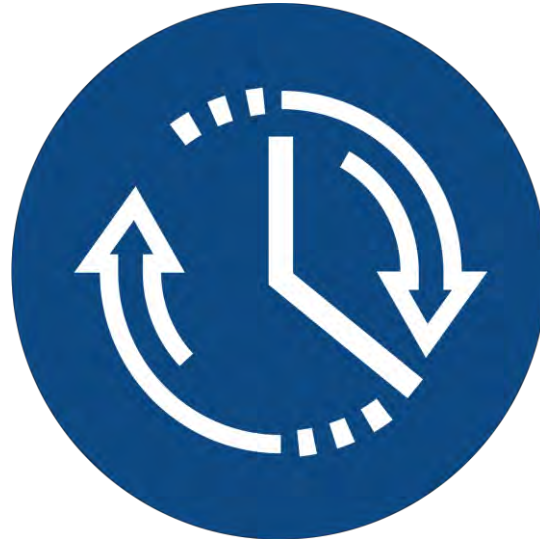
Project Features and Benefits



Project Features and Benefits



EELRT will feature up to 27 proposed stops.



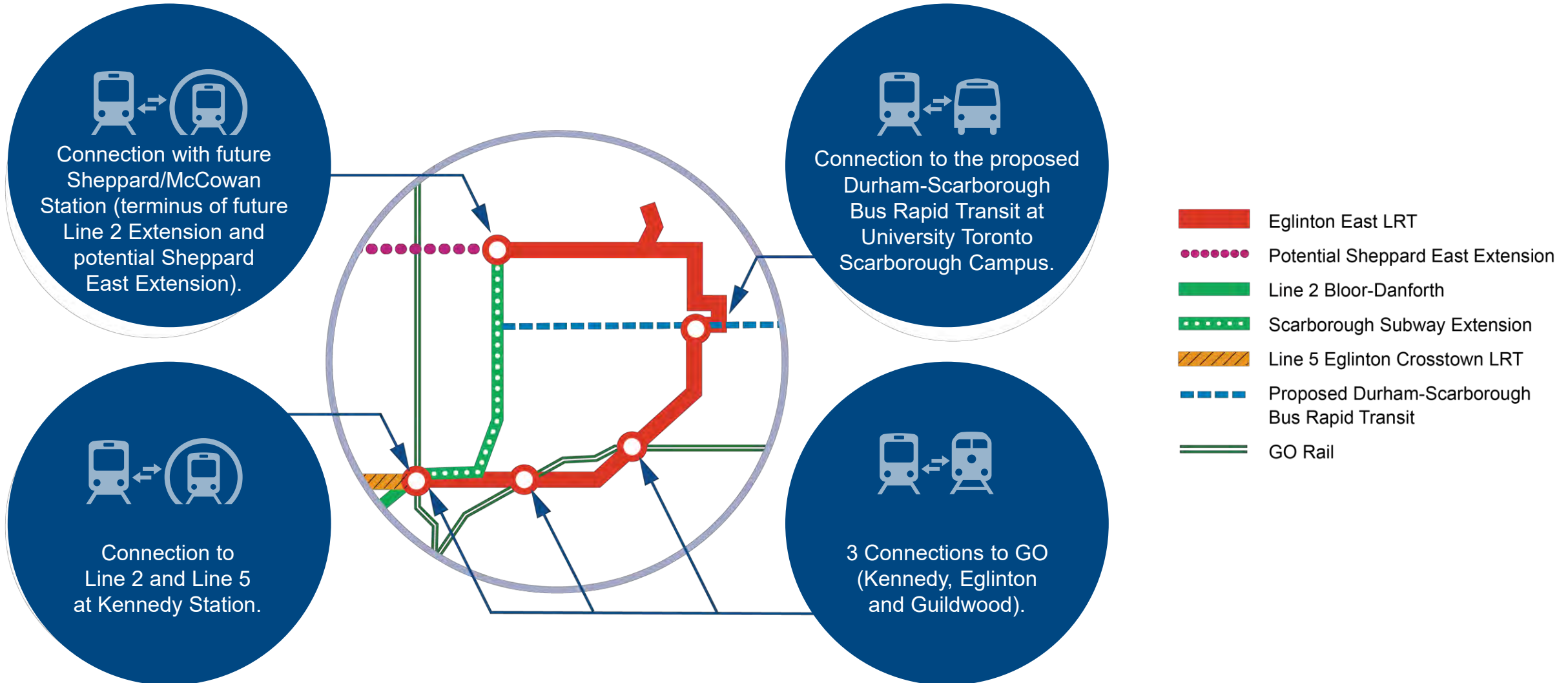
During peak periods, trains will run every 4-5 minutes.



The line will utilize a proposed Maintenance and Storage Facility (MSF) at Conlins Road and Sheppard Avenue East.

Project Features

EELRT will connect riders to several other City and regional transit lines.



Project Benefits | Neighbourhood Improvement Areas



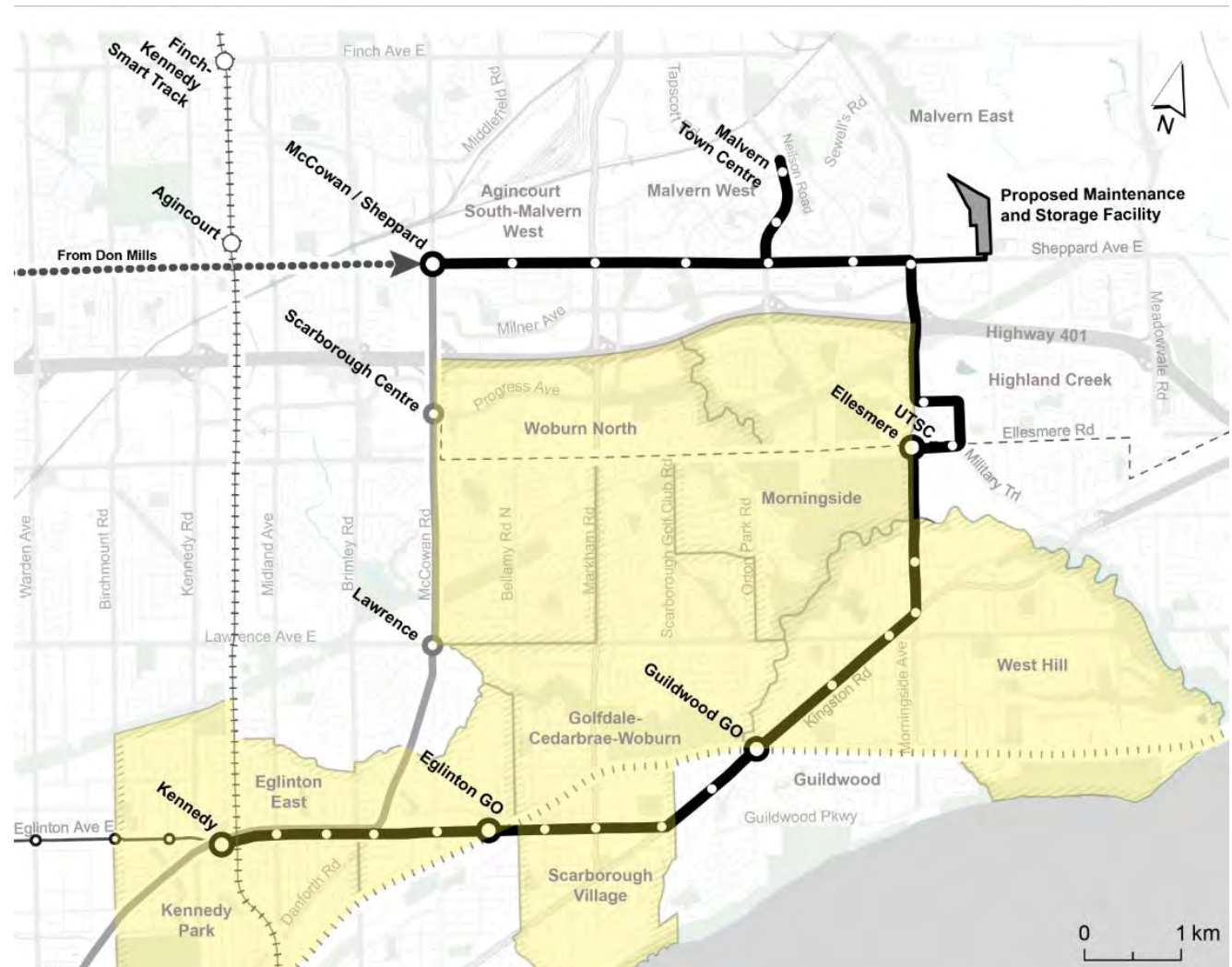
EELRT will serve seven Neighbourhood Improvement Areas (NIAs).

The City of Toronto identifies NIAs as the neighbourhoods that are facing the most inequitable outcomes when compared to others throughout the city.

By bringing transit to these NIAs, EELRT will provide increased access to historically underserved communities throughout Scarborough.

Project Benefits | Neighbourhoods Served by EELRT

The vision of transit in Scarborough is to improve local accessibility, to provide more transit options for residents and commuters and to support the development of more connected and complete communities.



Neighbourhood Improvement Areas

Project Benefits | Walkability to Transit



EELRT will bring rapid transit within walking distance of an estimated 71,000 people.

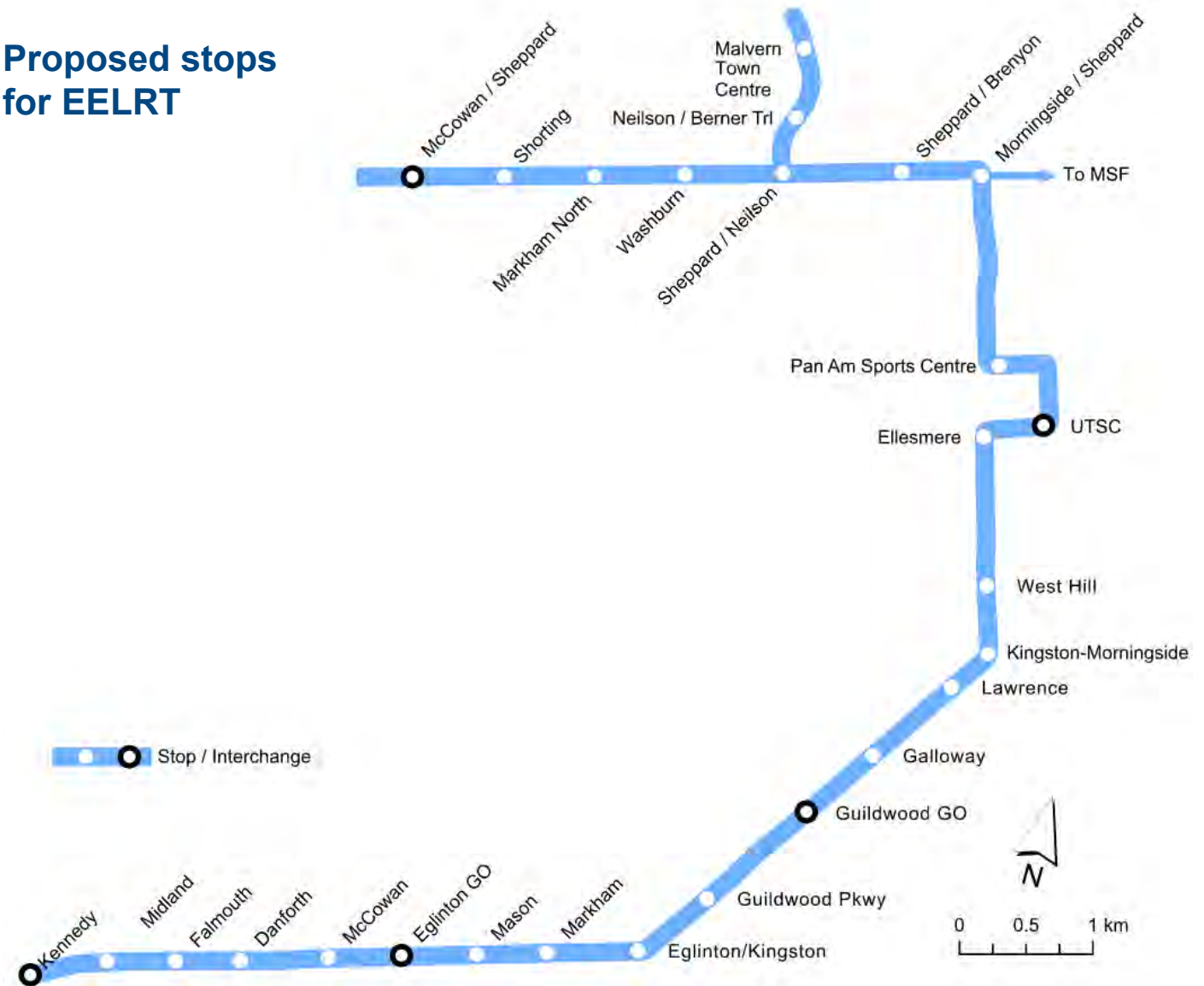
Based on 2041 projected population.

Here, 'walking distance' is defined as a 500-metre radius from an EELRT stop. It takes the average person 5-10 minutes to walk 500 metres, depending on age and ability.

EELRT Stop Locations

- The functional (10%) design of EELRT proposes 27 stop locations throughout Scarborough.
- On average, stops are spaced 670 metres apart.
- Key considerations for stop locations include:
 - Access to key destinations (e.g., UTSC, Malvern Town Centre).
 - Maintain high ridership at each stop.
 - Integration with existing and future rapid transit and intersecting bus routes.
 - A balance between LRT travel time and the number of access points.

Proposed stops for EELRT



Traction Power Substations

- Traction Power Substations 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 will be located every 1.5 to 2 kilometres along the EELRT corridor.
- Substation locations will be presented during the next phase of public consultation.



Public Realm Enhancements



Sidewalk



Cycle track



Tree planting

In addition to dedicated LRT tracks and platforms in the roadway, public realm improvements are planned along the route including enhanced landscaping and street trees, cycle tracks and improved pedestrian infrastructure.

Public Realm Improvements



Public Realm Improvements | What are Complete Streets?

EELRT is more than a transit project. It would also bring significant public realm improvements throughout the corridor, primarily through the implementation of **Complete Streets** design principles.

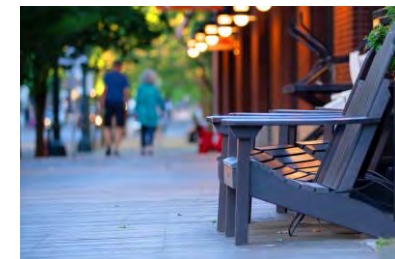
Complete Streets are roadways that are designed to be safe for all users: pedestrians, people who cycle, take transit or drive, and people of varying ages and levels of ability.

Complete Street designs enhance multi-modal transportation options by providing dedicated and safe bicycle and pedestrian infrastructure along the LRT corridor.



Source: City of Toronto

Complete Streets | Conceptual Overview



Left: Example of Complete Street elements in Toronto.

Right: Examples of elements that are often considered when designing Complete Streets.

Complete Streets | Design Principles

The following design principles will guide the design of Complete Streets for the EELRT project:

- Accommodate pedestrian and cycling infrastructure and continuous rows of trees.
- Protect cycling paths from auto traffic by installing enhanced buffers or tree planting zones.
- Preserve healthy and mature trees in their original place, where possible.
- Restrict vehicular lane widths to minimum dimensions required for design speed.



Rendering of Surrey, B.C. LRT, which demonstrates potential for EELRT public realm.

Typical Design



What is Typical Design?

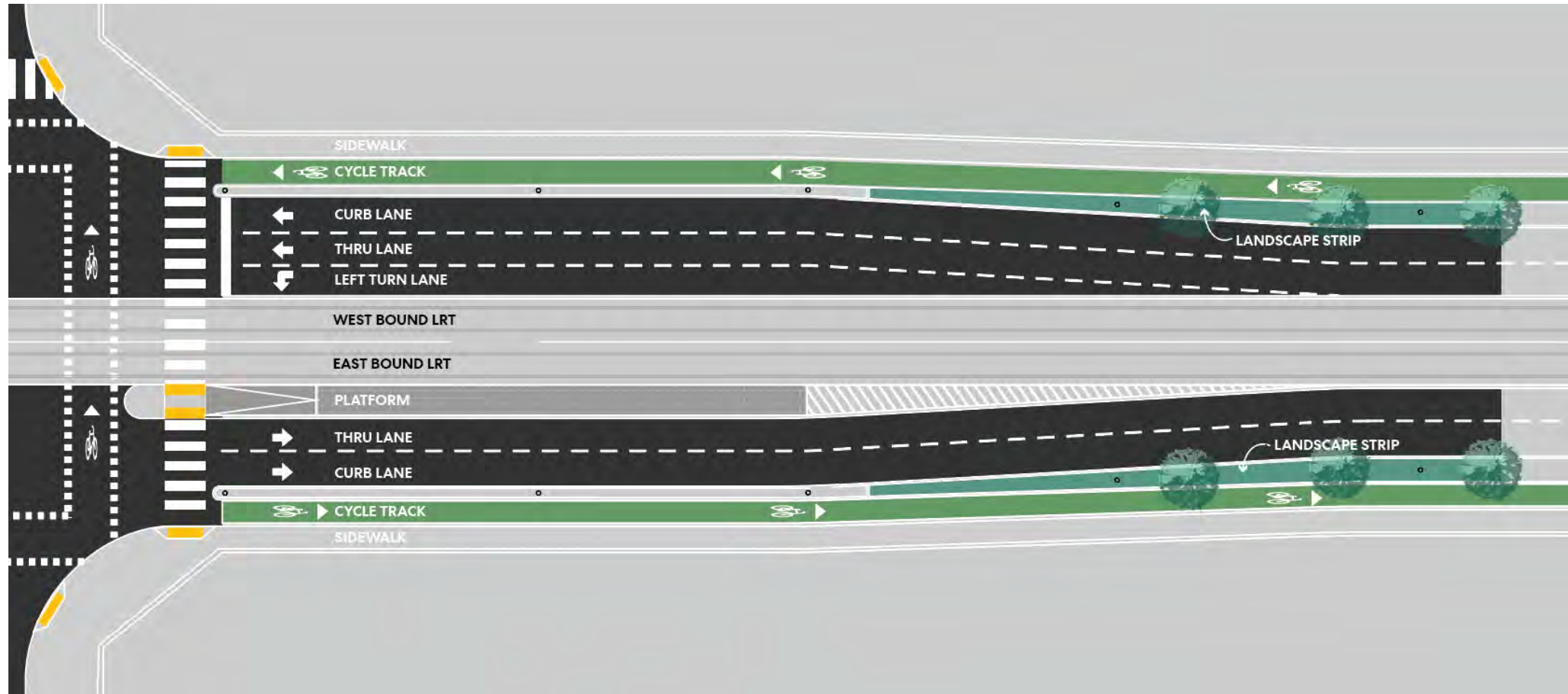
In the case of EELRT, the term **Typical Design** refers to the standard design of the project's infrastructure throughout the corridor. This includes the:

- Alignment of the LRT tracks (which are always centre-running for EELRT)
- Position of platforms in relation to the roadway
- Number of traffic lanes (2 or 4)
- Presence and position of landscaping and other amenities
- Position of cycle tracks and bike crossings
- Position of sidewalks and pedestrian crossings
- Position of buffer zones between traffic and cyclists/pedestrians

On the next three slides, you can see examples of the EELRT typical design at station platforms near signalized intersections, first from overhead views of the platform area and intersection, and then from a street-level view. Note that these designs are generic in nature and meant to illustrate how the project's design principles are employed across the project.

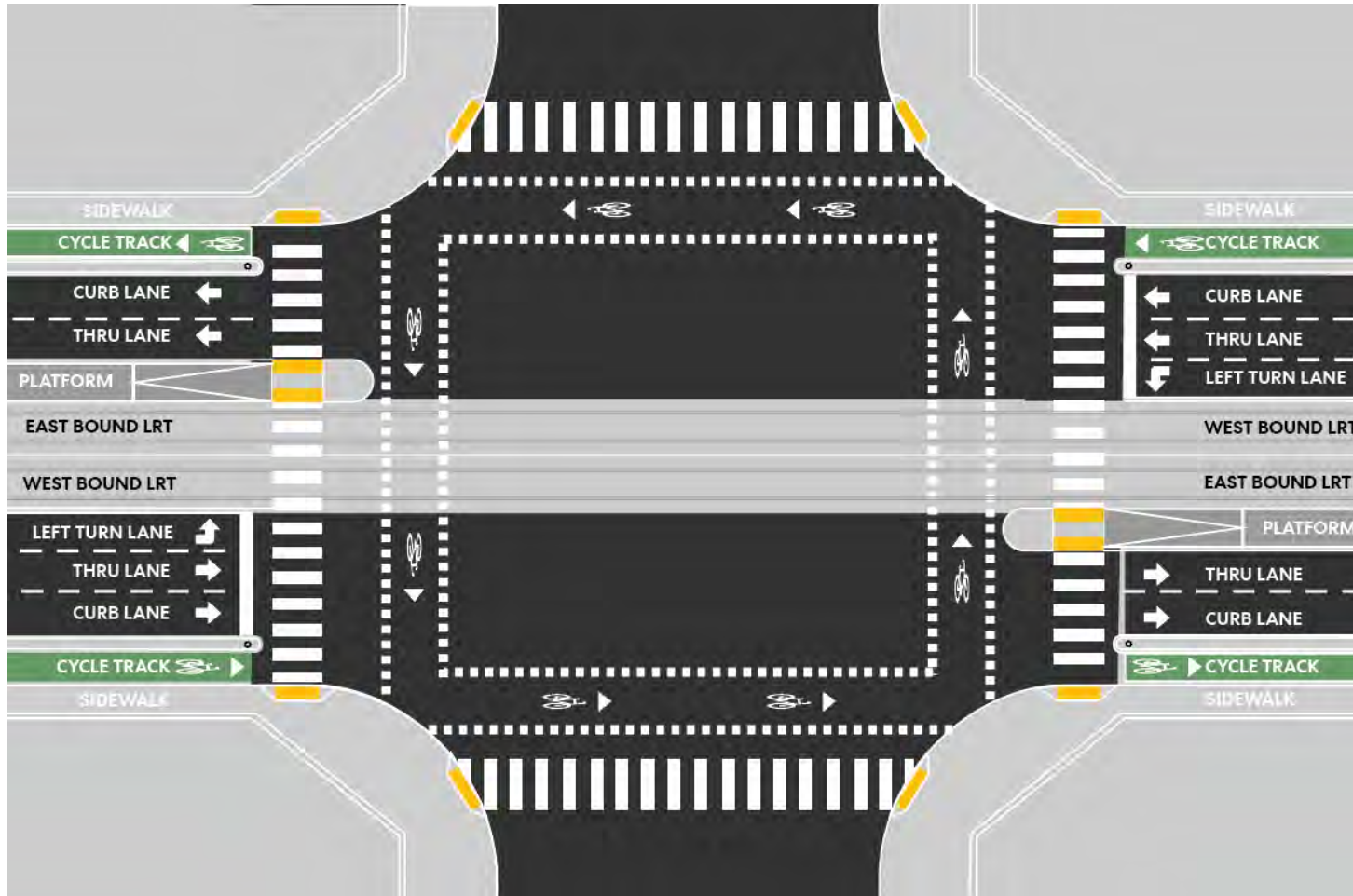


Proposed Typical Stop Design | Overhead View



Typical plan view of an EELRT stop platform at a signaled intersection.

Proposed Typical Intersection Design



Typical plan view of an EELRT stop at a signalized intersection, with a focus on the intersection.

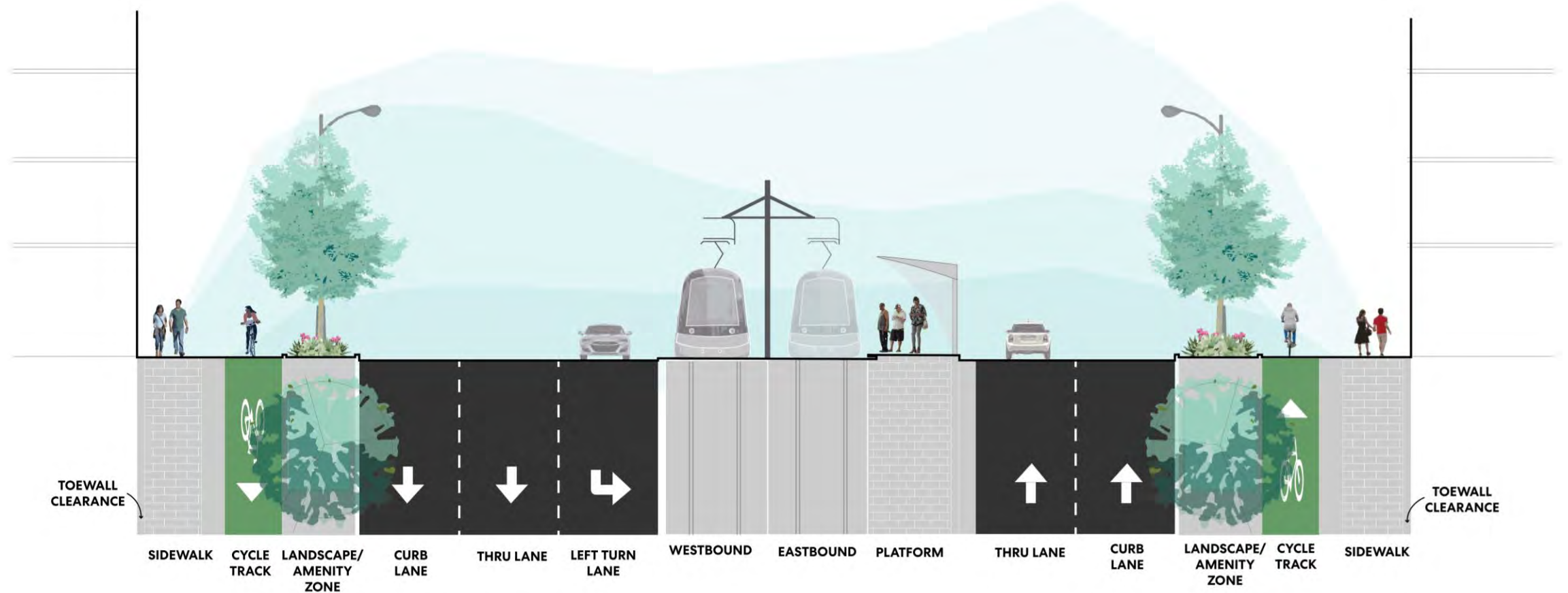


Six Points interchange



Eglinton Crosstown – Sunnybrook Station

Proposed Typical Stop Design | Street View



Typical 4-lane cross section for platform locations across EELRT.

- Stops will be located every 400 metres to 1 kilometre, with an average distance of 670 metres between stops.

Typical Design Zones

The typical design for the EELRT is broken into two 'zones'. Each zone features its own standard design that is generally applied to the zone's full alignment.

Design Zone A

Mixed-use Context: Along Eglinton Avenue East, Kingston Road and Neilson Road north of Berner Trail.

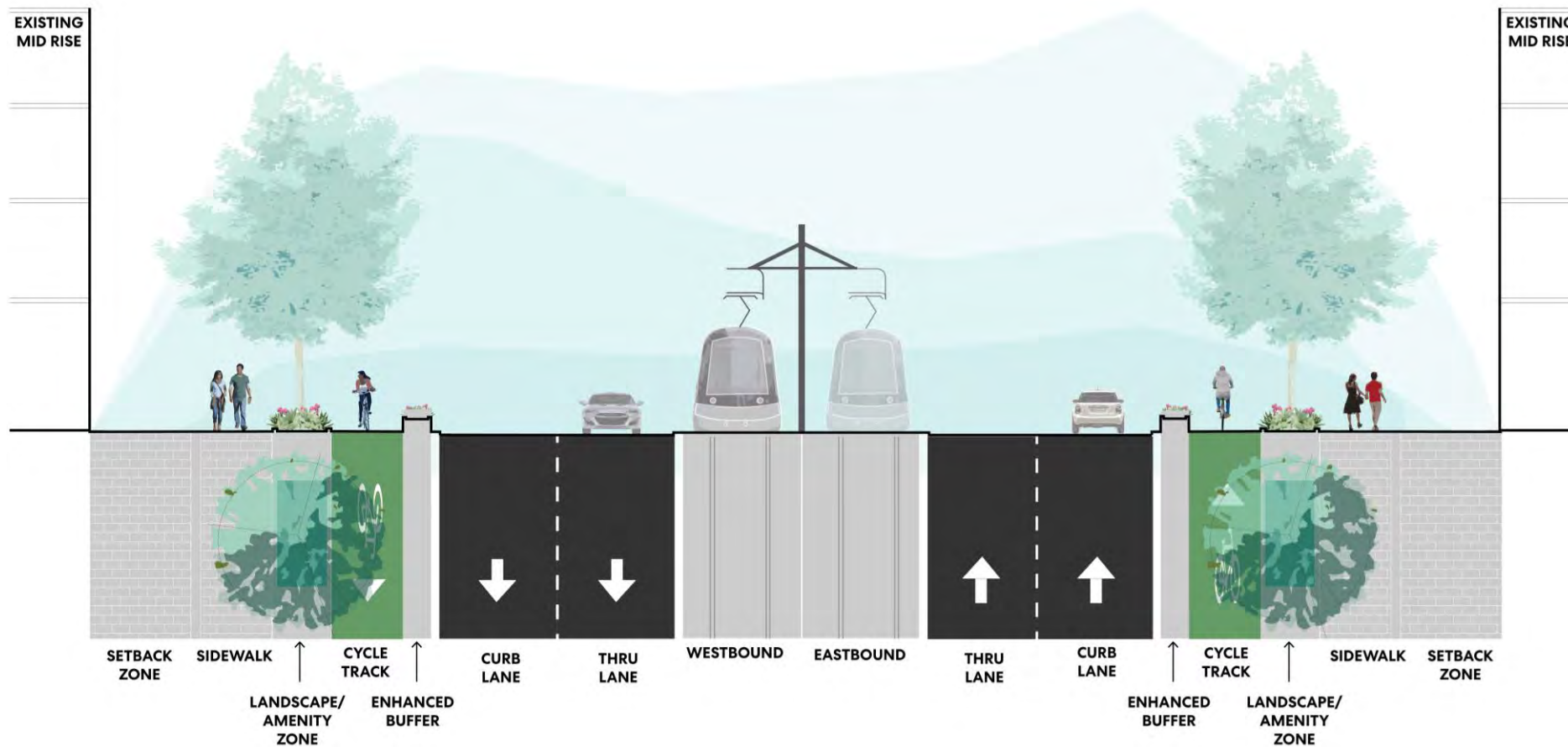
Design Zone B

Primarily Employment or Neighbourhood Context: Along Morningside Avenue, Sheppard Avenue and Neilson Road south of Berner Trail.



 Design Zone A  Design Zone B

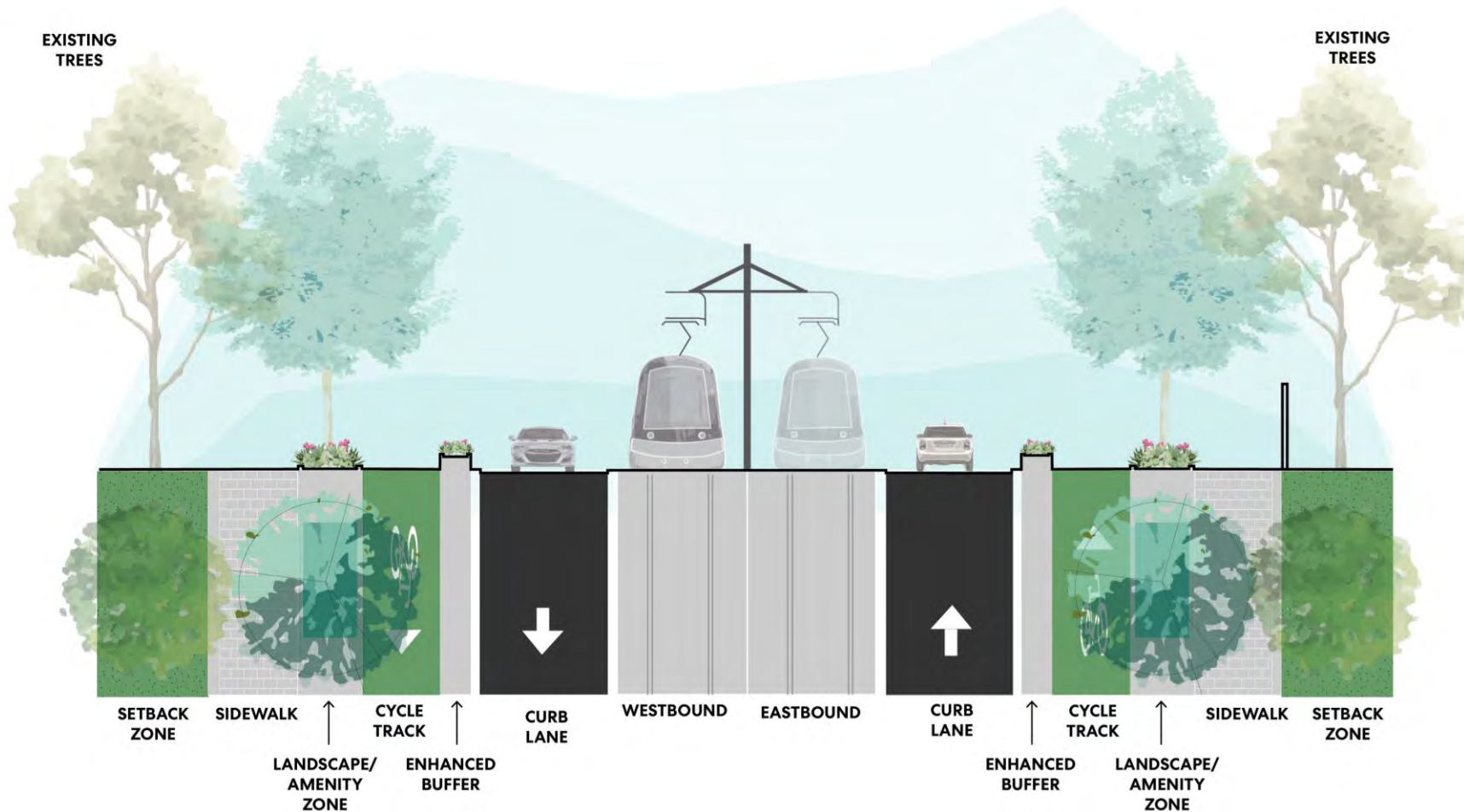
Typical Design | Zone A Cross Section with 4 lanes



Zone A features higher density areas with an emphasis on creating a vibrant, social public realm through use of sidewalks, attractive landscaping and public spaces.

Typical 4-lane cross section in Zone A. This design is proposed to be implemented along **Eglinton Avenue East** and **Kingston Road**.

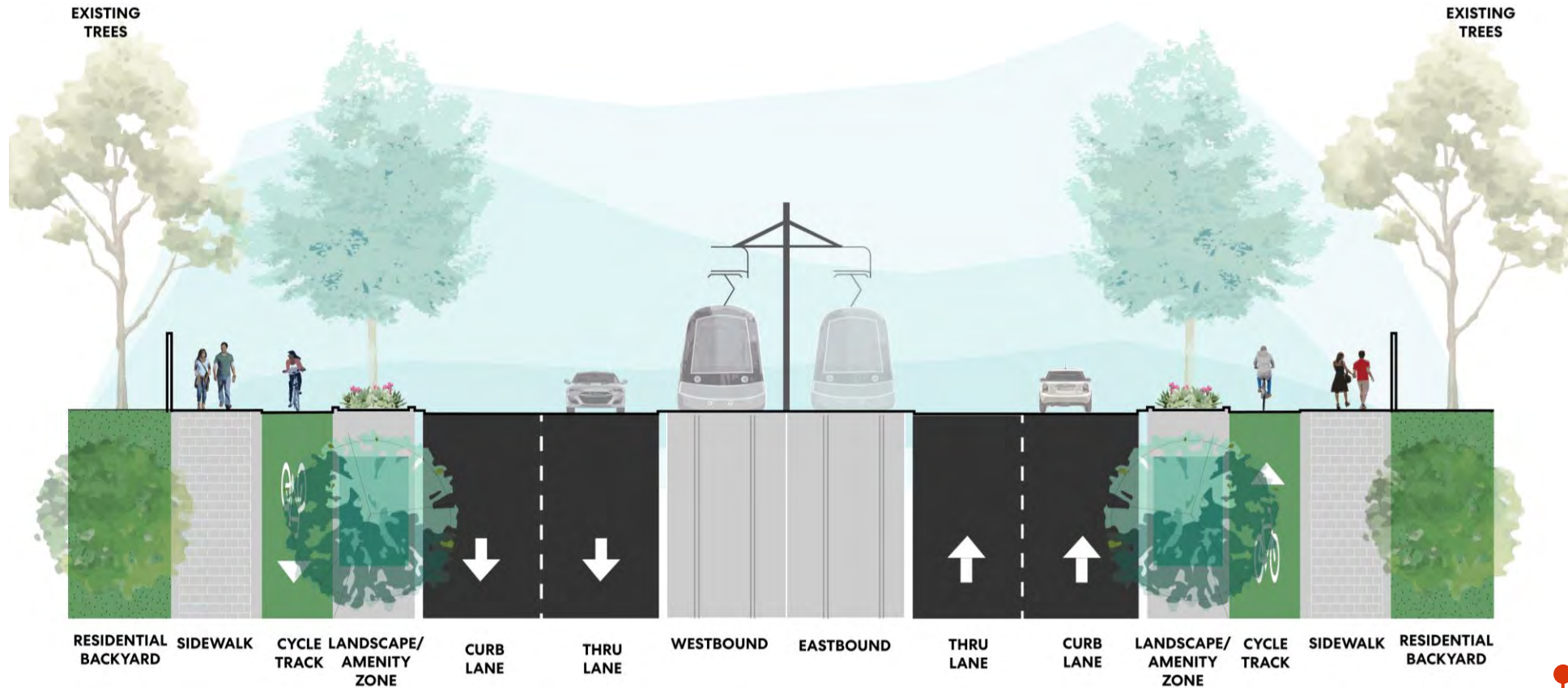
Typical Design | Zone A Cross Section with 2 lanes



Typical 2-lane cross section in Zone A. This design is proposed to be implemented along **Neilson Road north of Berner Trail**.

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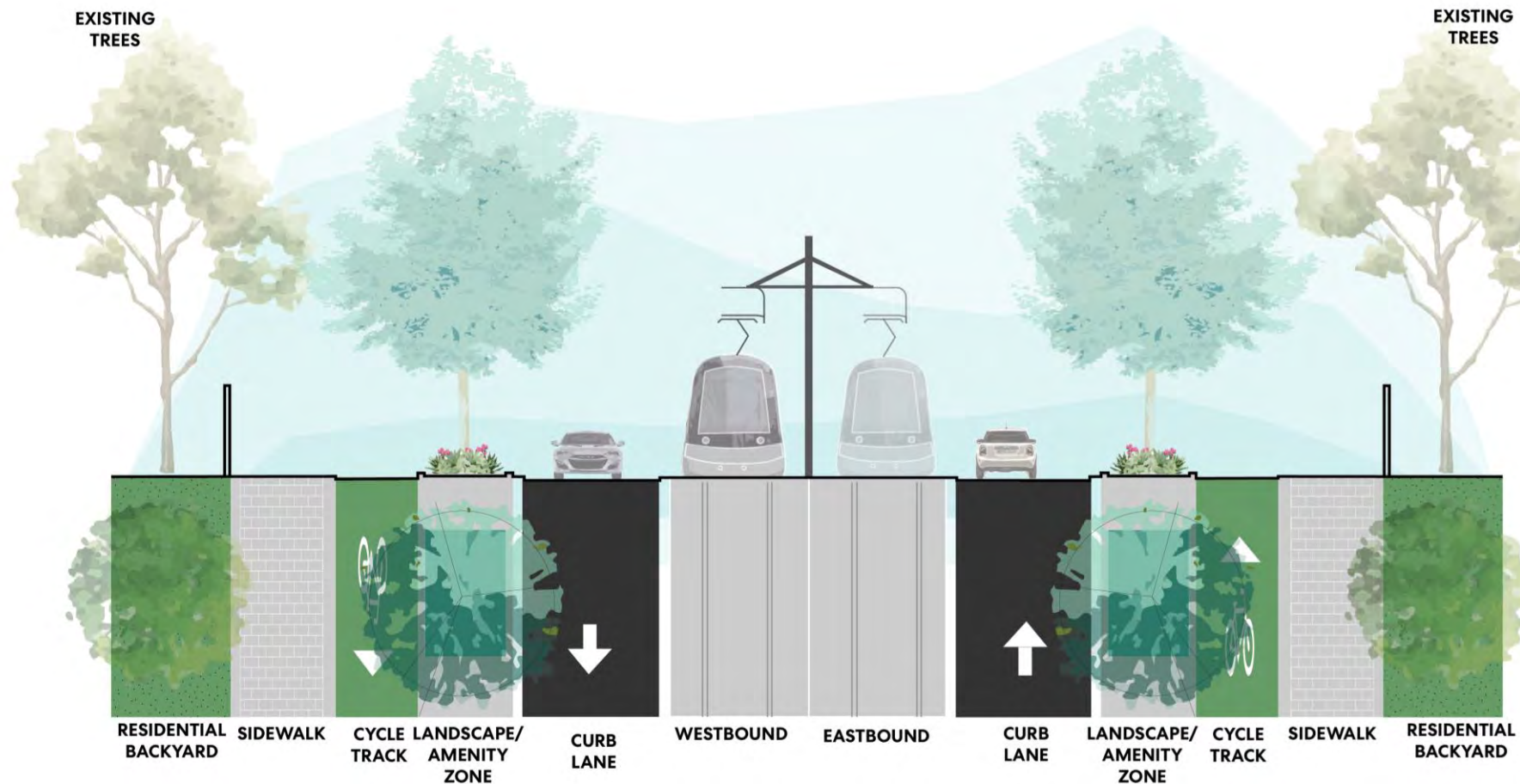
Typical Design | Zone B Cross Section with 4 lanes



Typical 4-lane cross section in Zone B. This design is proposed to be implemented along **Morningside Avenue north of Ellesmere Road** and along **Sheppard Avenue**.

Zone B features many single-family homes, with commercial plazas and business parks.

Typical Design | Zone B Cross Section with 2 lanes



Typical 2-lane cross section in Zone B. This design is proposed to be implemented along **Morningside Avenue south of Ellesmere Road** and **Neilson Road south of Berner Trail**.

Zone B features many single-family homes, with commercial plazas and business parks.



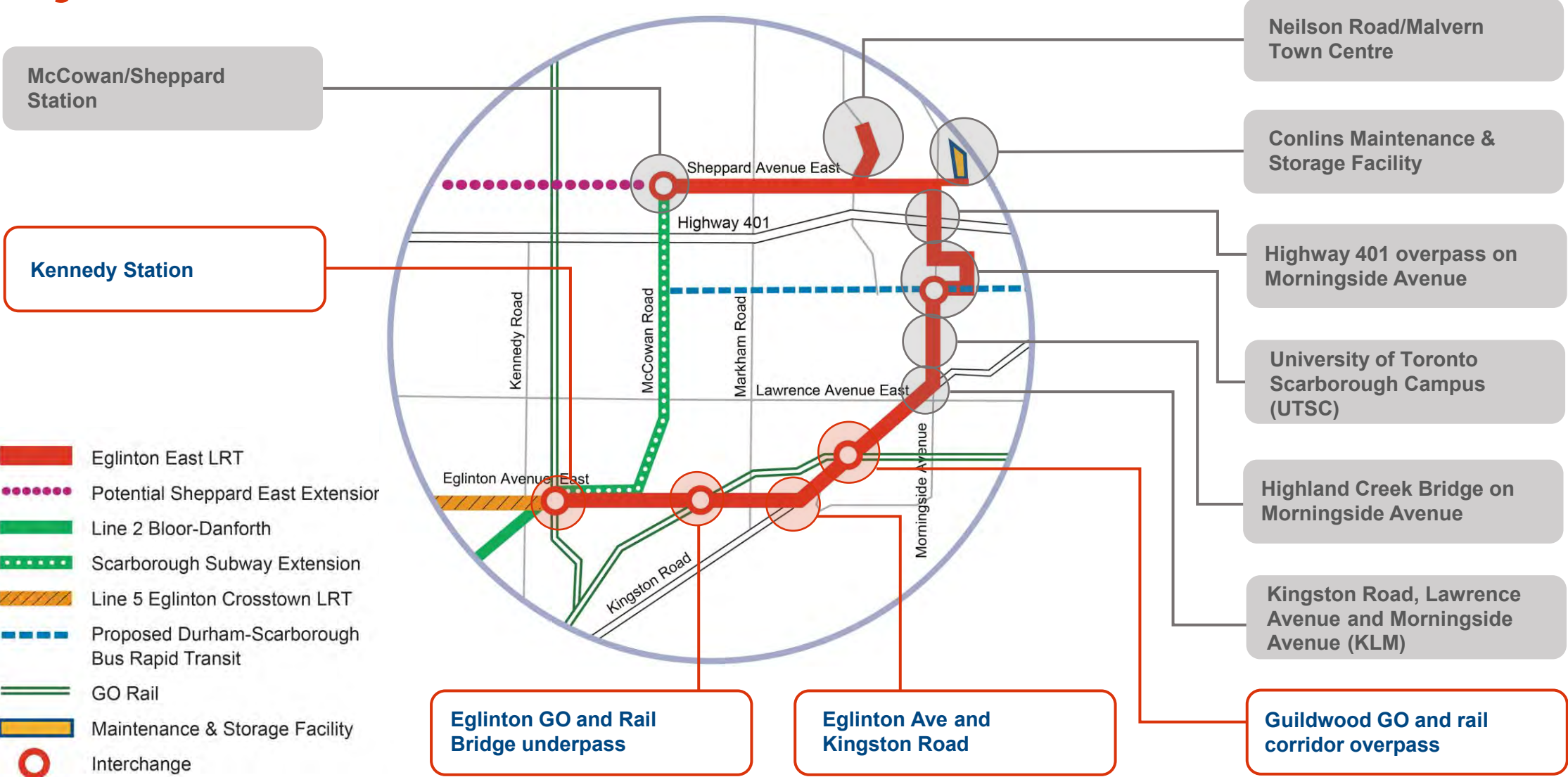
Project Focus Areas

Project Focus Areas | Overview

- 11 focus areas have been identified for the functional (10%) design phase of the project.
- Focus areas are determined through a variety of factors, such as:
 - Interface with other transit projects and existing infrastructure.
 - Community interest.
 - Stakeholder coordination.
 - Environmental considerations, such as parks and creeks.
 - Importance to other aspects of the Functional (10%) Design, such as physical constraints, etc.



Project Focus Areas



Kennedy Station

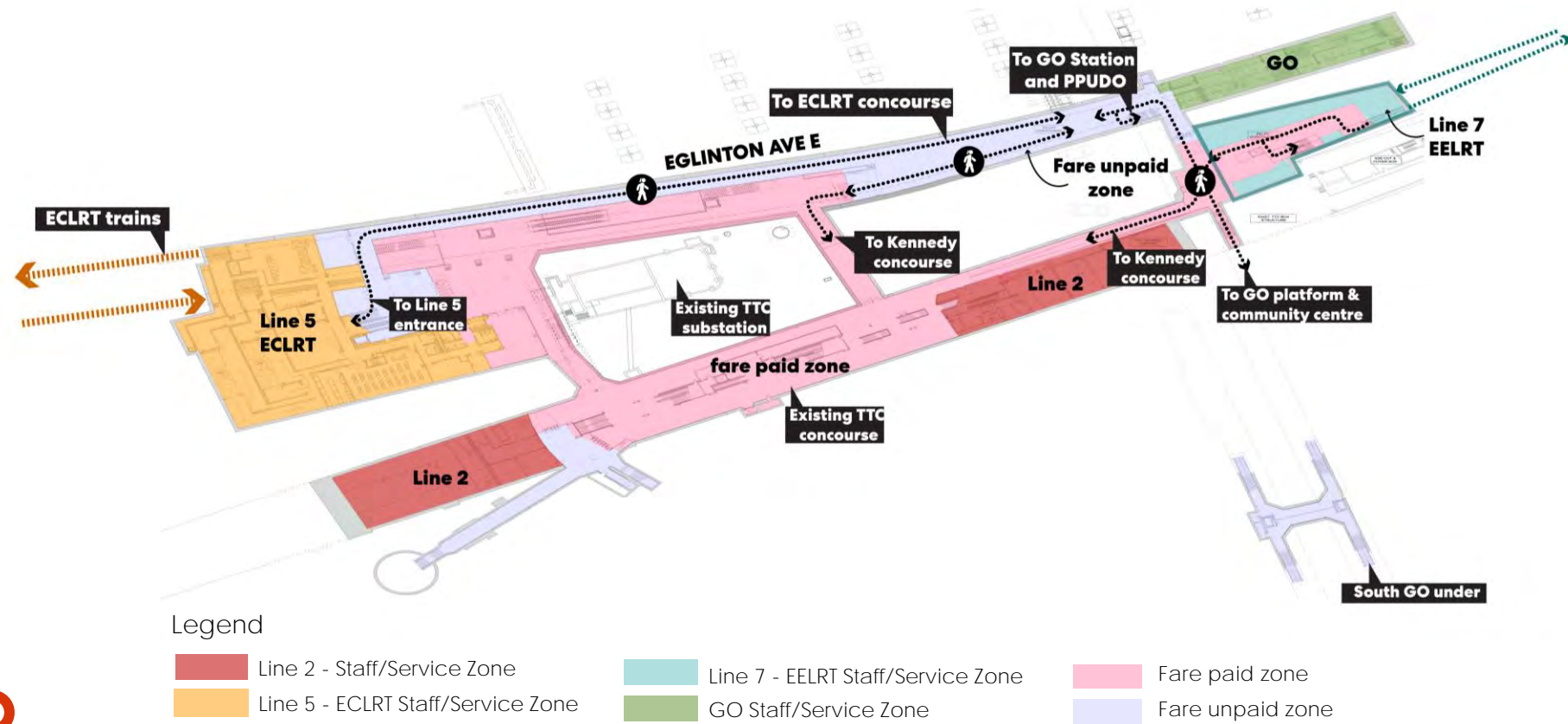
Kennedy Station | Proposed Alignment

- A new station building is proposed to be constructed at Kennedy Station to accommodate the EELRT terminus (first/final stop).
- This station would feature transfers to and from Line 2, Line 5 and the Stouffville GO line.
- Eglinton Loop Road would be redesigned to feature traffic signals at the south intersection.

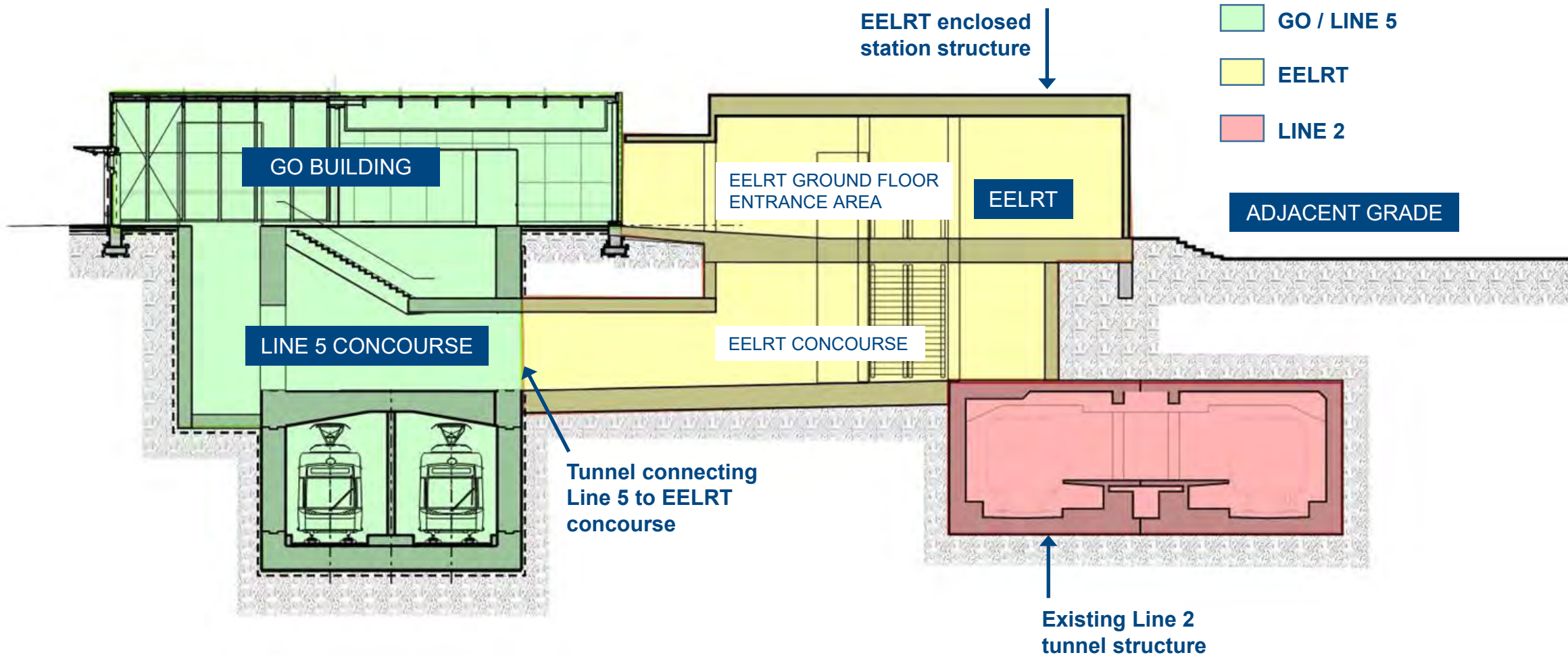


Kennedy Station | Proposed Design: Underground Level

- This image shows the interconnectivity of EELRT and Line 2, Line 5 and the Stouffville GO Line at Kennedy Station.
- The project's proposed design would include safe pedestrian access to the EELRT platform.
- Fare lines for connections between EELRT and other transit would be in convenient areas and priced as follows:
 - Fare unpaid connection to and from GO.
 - Single fare between EELRT, Line 2 and 5.



Kennedy Station | Proposed Design: Cross-section



At-grade connection to the Kennedy EELRT platform via GO building to the north, and Don Montgomery Community Centre parking lot from the south. The platform also has an underground tunnel connection with Line 5 concourse.

Note: Conceptual diagram to demonstrate structure interactivity; not to scale.

Eglinton GO and Rail Bridge Underpass

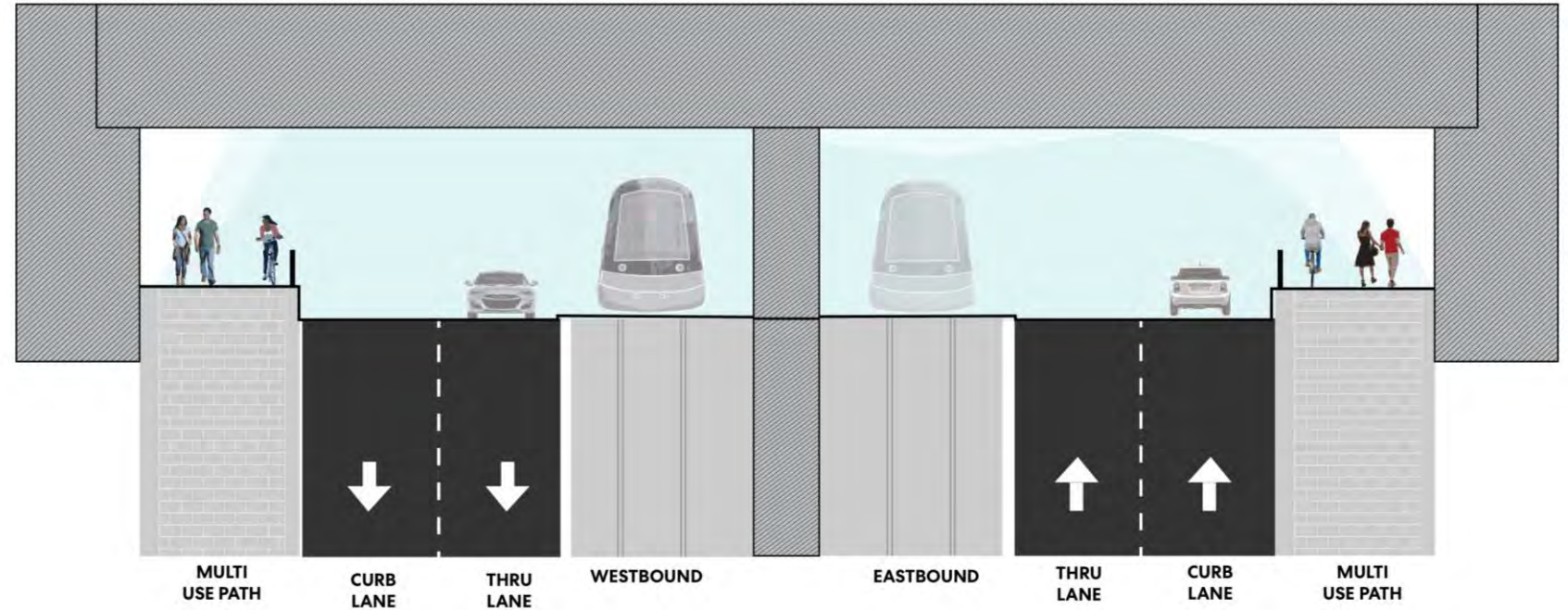
Eglinton GO | Alignment Features

- A key design feature in this area is to help ensure convenient transfers between EELRT and the Lakeshore East GO Line at Eglinton Station.
- Eglinton GO station is currently undergoing accessibility upgrades; coordination with Metrolinx is ongoing to create the best possible connection between EELRT and the GO station.



Eglinton GO | Proposed Underpass Design

The proposed EELRT design in the Eglinton GO area would also improve access for cyclists and pedestrians at the Eglinton GO rail underpass, which is a constrained area due to the existing bridge.



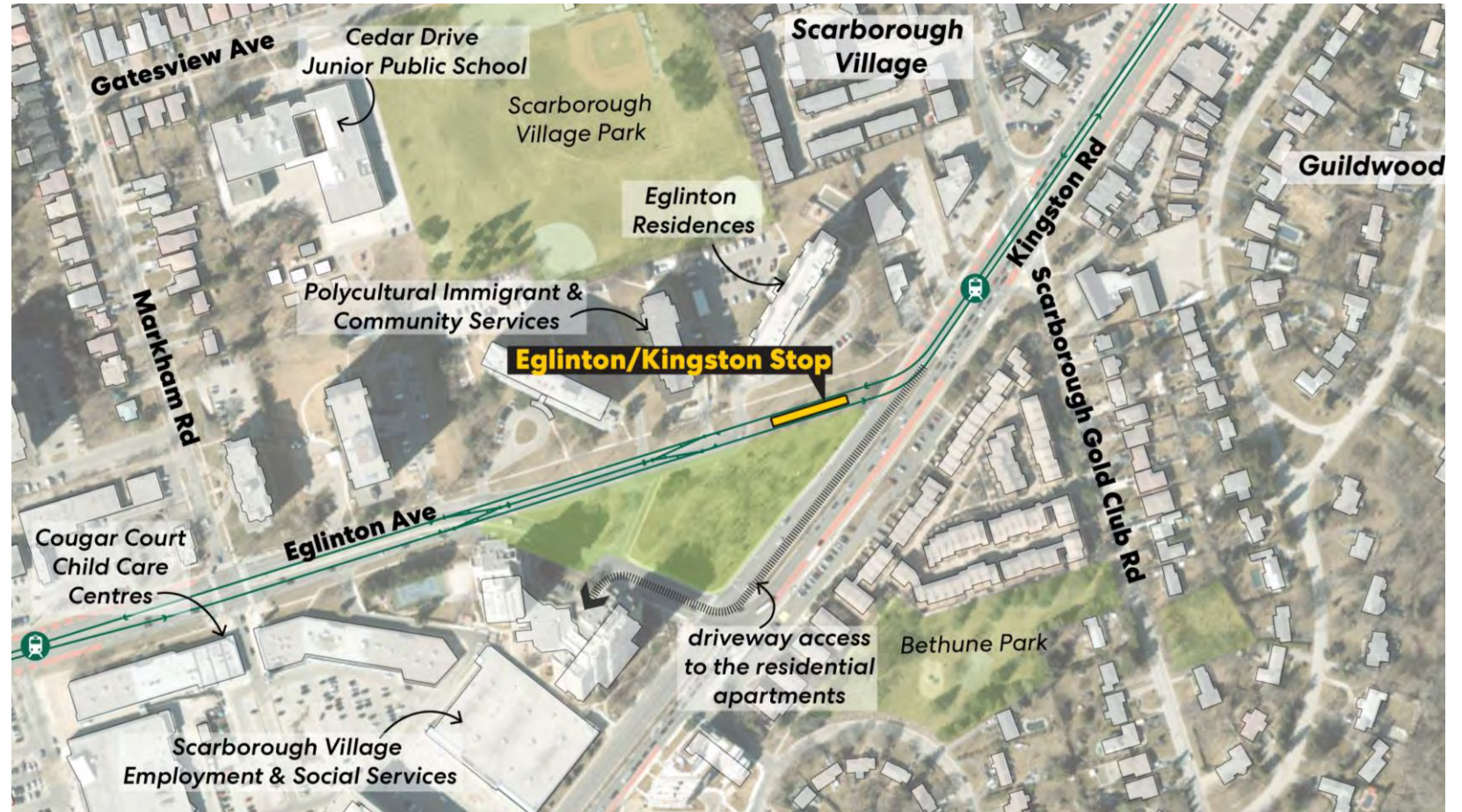
Cross-section at the Eglinton GO Lakeshore East Line underpass.

Eglinton Avenue and Kingston Road

Eglinton-Kingston | Alignment Features

There are several design features that have driven the proposed design around the intersection of Eglinton Avenue and Kingston Road:

- Realignment of Eglinton Ave
- Maximizing the amount of continuous green space.
- Ensuring convenient transfers with bus routes.
- Retaining access to driveways.
- Minimizing the amount of re-grading.
- Providing train turnback and storage facilities.



Guildwood GO and Rail Corridor Overpass

Guildwood GO | Alignment Features

- A key design feature in this area is to ensure convenient transfers between EELRT and the Lakeshore East GO Line at Guildwood Station.
- The EELRT design team is striving to avoid widening the bridge on Kingston Road over the rail corridor.
- The design would feature improved access for cyclists and pedestrians on the existing overpass.



Next Steps and How to Get Involved



Project Next Steps



We Want to Hear From You



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



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



Contact the project team:
EglintonEastLRT@Toronto.ca

Comment Deadline:
June 21st, 2023



Question and Answer Session

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*Morningside Avenue and the University of
Toronto Scarborough Campus (UTSC)*

June 1, 2023



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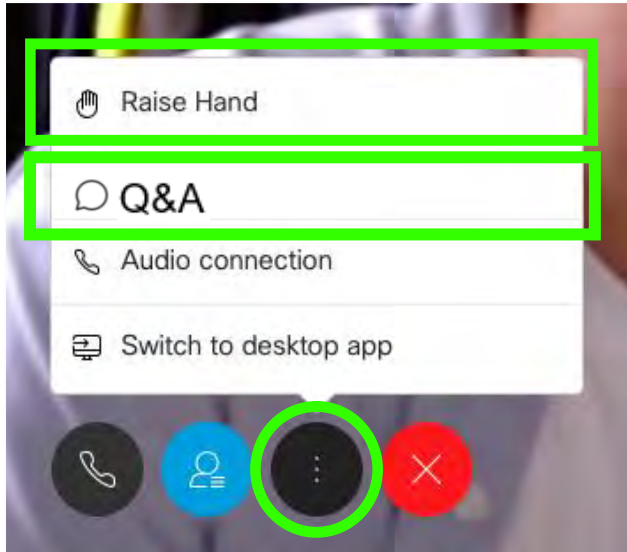
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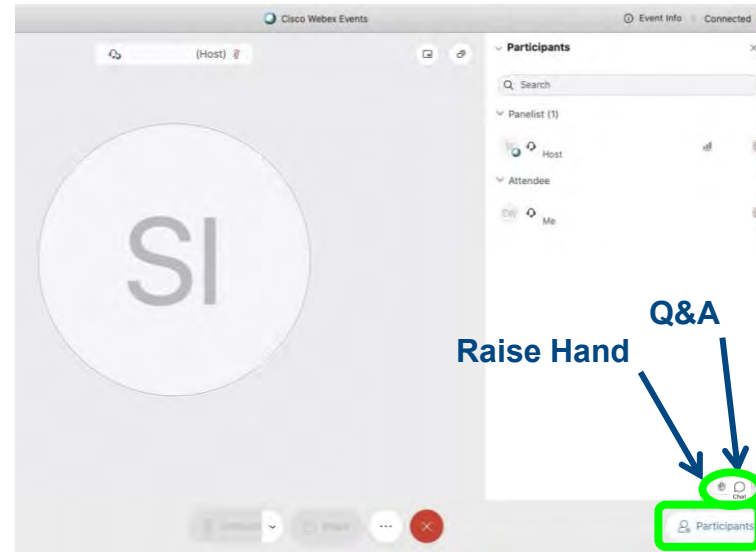


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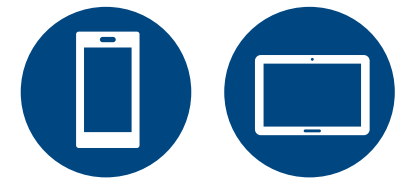
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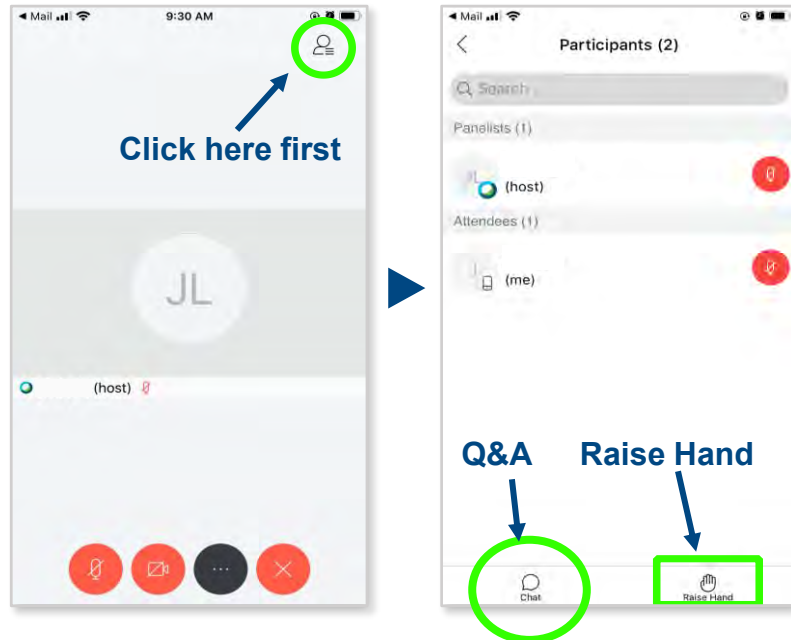
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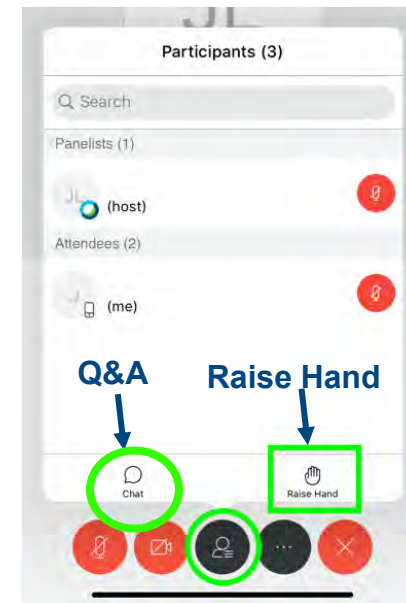


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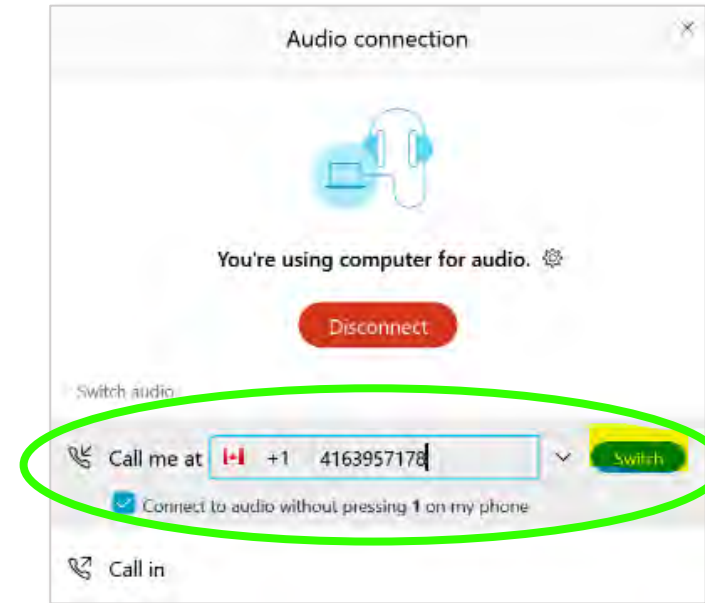
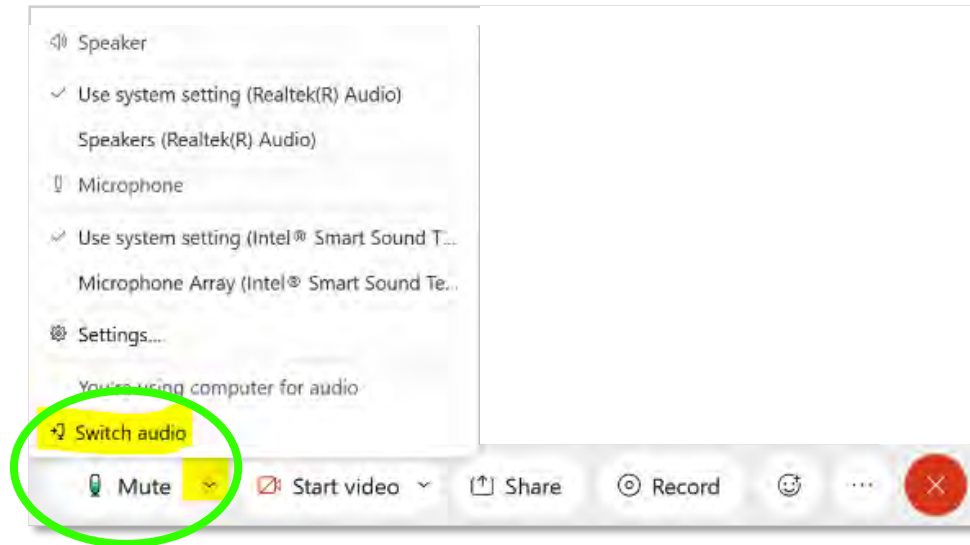
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Call into the meeting.

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When prompted for a meeting number, enter: **62675765**.



Raising your hand by phone.

To raise your hand virtually, **key in *3**.

The Host will see a hand up beside the last four digits of your phone number.

During the Q&A period, the Host will unmute you and let you know that you can speak.

EELRT Project Team



Transit Expansion
City Planning
Transportation Services

Agenda

11	<u>Introduction</u>	45	<u>Project Focus Areas</u>
15	<u>Project Overview and History</u>	60	<u>Next Steps and How to Get Involved</u>
22	<u>Project Features and Benefits</u>	63	<u>Question and Answer Session</u>
31	<u>Public Realm Improvements</u>		
35	<u>Typical Design</u>		

Introduction



Why We're Here Today

- To share an update on the functional (10%) design of the Eglinton East Light Rail Transit (EELRT) project.
- To provide design details about specific Focus Areas at the Kingston Road, Lawrence Avenue, and Morningside Avenue area, the Highland Creek Bridge, the University of Toronto Scarborough Campus (UTSC) and the Highway 401 overpass.
- To provide an opportunity for public input and to respond to your questions through a Q&A session.



Public Consultation Process

Two phases of Public Consultation are planned for this stage of design, referred to as the **functional (10%) design** stage.

In Phase One, the public has an opportunity to indicate support for the project and to identify specific areas of concern where further improvements may be needed. Phase Two will be part of the Transit Project Assessment Process (TPAP) required by the province.

Phase One Consultation Period:

1. Provide a project update on the LRT route components, such as major stops and track alignment.
2. Consult with public on LRT stop preferences, public realm components and station user experience.

Opportunities for feedback through meetings, via phone or email or using the online survey [Toronto.ca/EglintonEastLRT](https://toronto.ca/EglintonEastLRT).

Comment Deadline: June 21st, 2023



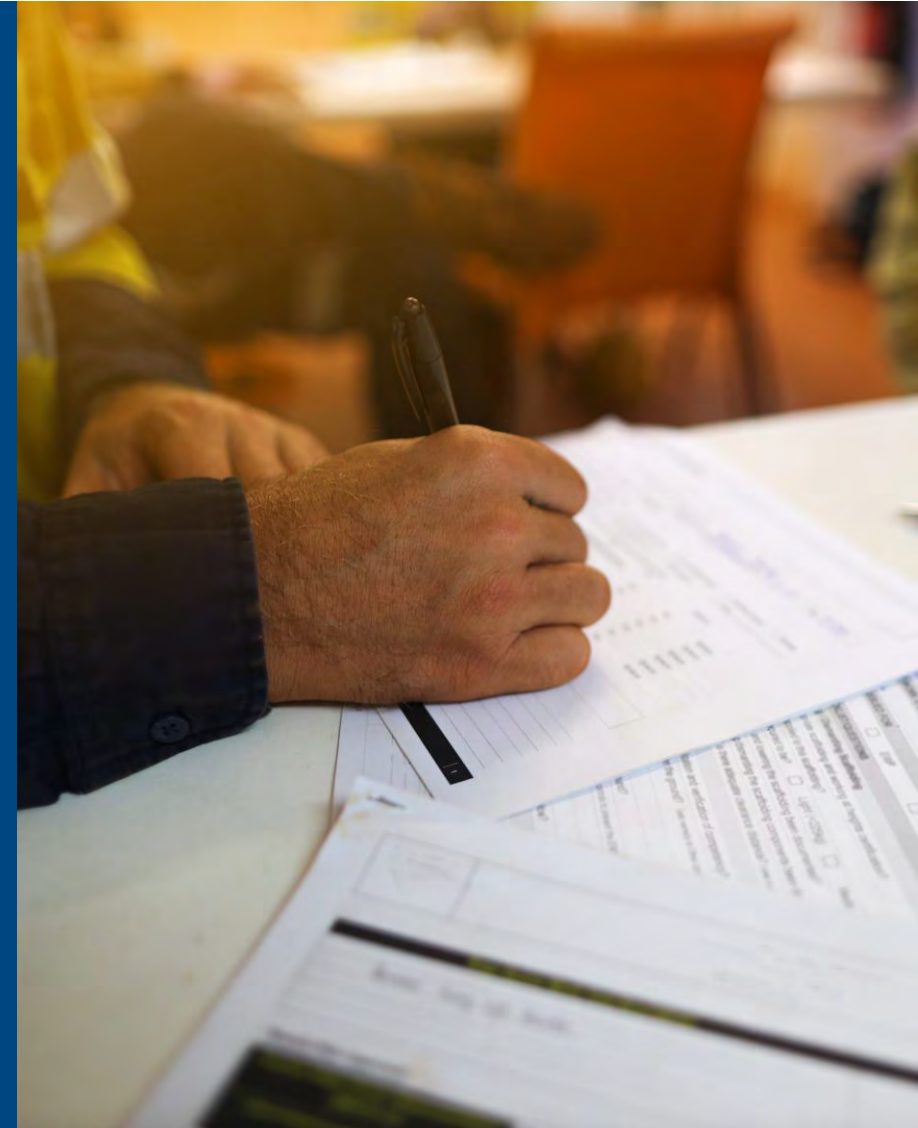
Transit Project Assessment Process (TPAP)

The **Transit Project Assessment Process (TPAP)**, a streamlined Environmental Assessment process, for the EELRT project will begin this fall.

Environmental studies are underway to evaluate any potential impacts the project may have on the surrounding community or natural environment and recommend ways to mitigate or minimize those impacts.

In the next phase of public consultation, the project team will share the findings and results from the **Environmental Project Report (EPR)**, which will include the following studies:

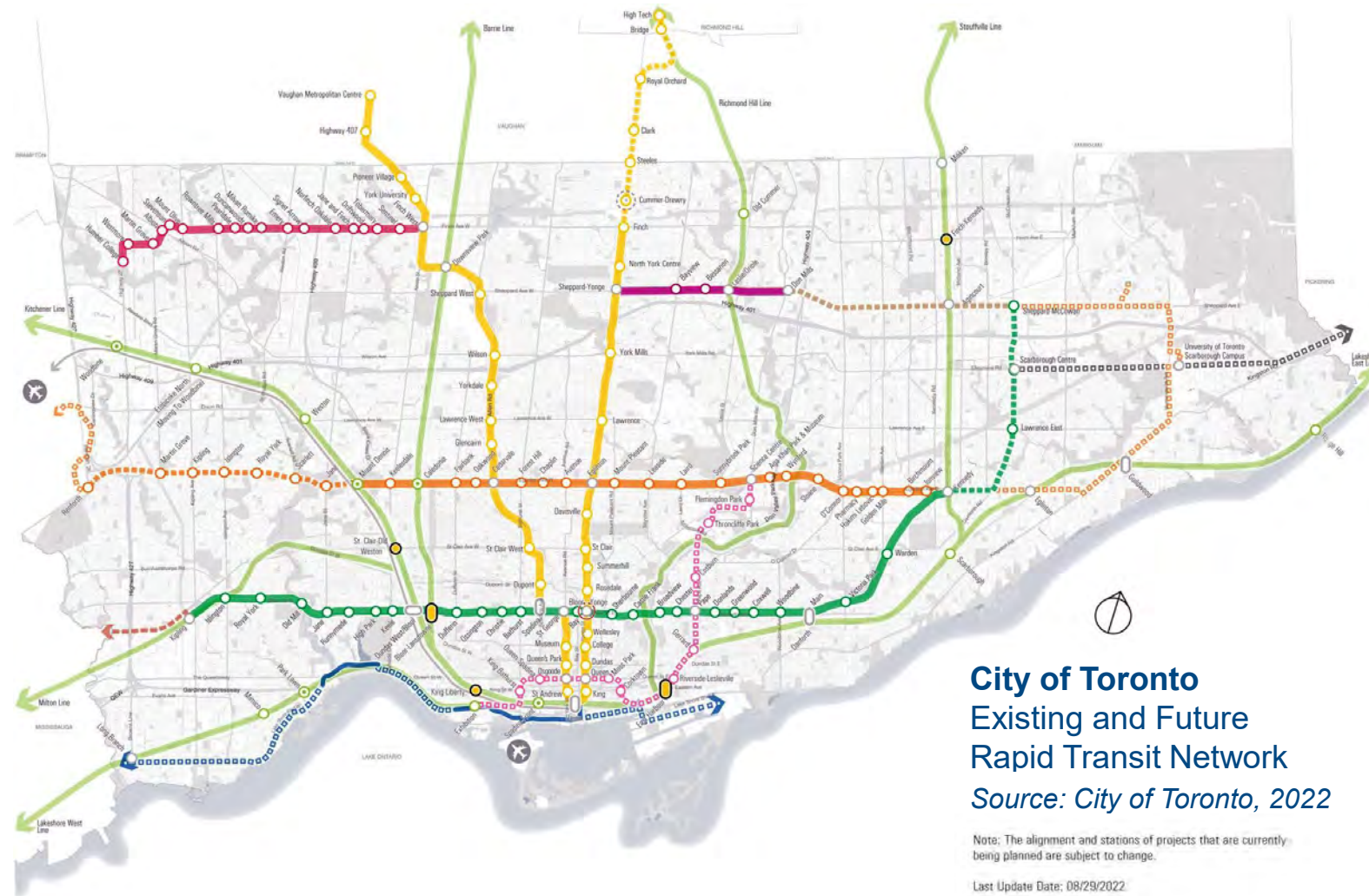
- **Cultural Heritage** Resource Studies
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- **Air Quality** Baseline Conditions and Impact Assessment
- **Noise and Vibration** Baseline Conditions and Impact Assessment
- **Property / Contamination** Overview Study



Project Overview and History



Citywide Rapid Transit Network



- Existing**
 - Line 1 Yonge-University
 - Line 2 Bloor-Danforth
 - Line 4 Sheppard
 - UP Express
 - GO
- Procurement & Construction**
 - Scarborough Subway Extension
 - Line 5 Eglinton Crosstown LRT
 - Line 6 Finch West LRT
 - Eglinton Crosstown West Extension
 - SmartTrack Station
- Preliminary Design & Engineering**
 - Bloor-Yonge Station Capacity Improvement
 - Eglinton Crosstown West Extension
 - Eglinton East LRT
 - Ontario Line
 - Waterfront Transit
 - Yonge North Subway Extension
 - Planned GO Station
 - Potential Station
- Initiation & Development**
 - Dundas BRT
 - Durham-Scarborough BRT
 - Sheppard Subway Extension
 - interchange stations

City of Toronto
Existing and Future
Rapid Transit Network
Source: City of Toronto, 2022

EELRT is a priority component of the City’s planned rapid transit network.

Project History Timeline



Project History Timeline, continued

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 EELRT alignment to Malvern.
- Public and stakeholder engagement for conceptual design and planning takes place.

2020

- City Council directs staff to advance EELRT design to 10%, complete a Transit Project Assessment Process (TPAP) and continue discussions with the UTSC on the Maintenance Storage Facility (MSF) location.

2022

- EELRT Scarborough Subway Extension (SSE) interface constructability assessment informed Council direction for separate service from the Eglinton Crosstown LRT and expansion of EELRT system to Sheppard/McCowan.
- City Council confirms preference for Conlins Yard MSF site.
- No longer a through service at Kennedy.

2023

- City anticipates to complete the functional (10%) design for EELRT system, draft the Environmental Project Report and launch the TPAP.

What We've Heard Previously

Public consultation was carried out during the conceptual design phase of the project from 2017 to 2019. Some common themes expressed by the public included:



**Extend the LRT Line
north to Malvern**



**Make good connections to
existing and planned transit
in Scarborough**



**Provide good planning
for amenities and public spaces along the
corridor (e.g., seating area, wider
sidewalks, more trees along the corridor)**



**Communicate the process
and timelines of
this project**



**Manage traffic and improve
accessibility and the experience
for pedestrians**



**Prioritize local access
to LRT stops along
the corridor**



**Create gathering spaces,
public spaces, civic spaces**



**Make this
project happen!**

City Design Guidelines and Strategic Priorities

- City Official Plan.
- City of Toronto Standard Drawings.
- City of Toronto Road Engineering Guidelines:
 - Lane width guidelines.
 - Curb radii guidelines.
- Ontario Traffic Manual books.
- City of Toronto Streetscape Manual.
- City of Toronto Complete Streets Guidelines.
- City of Toronto Municipal Consent Requirements.
- City of Toronto Transit Design Guide.
- Toronto Accessibility Design Guidelines.

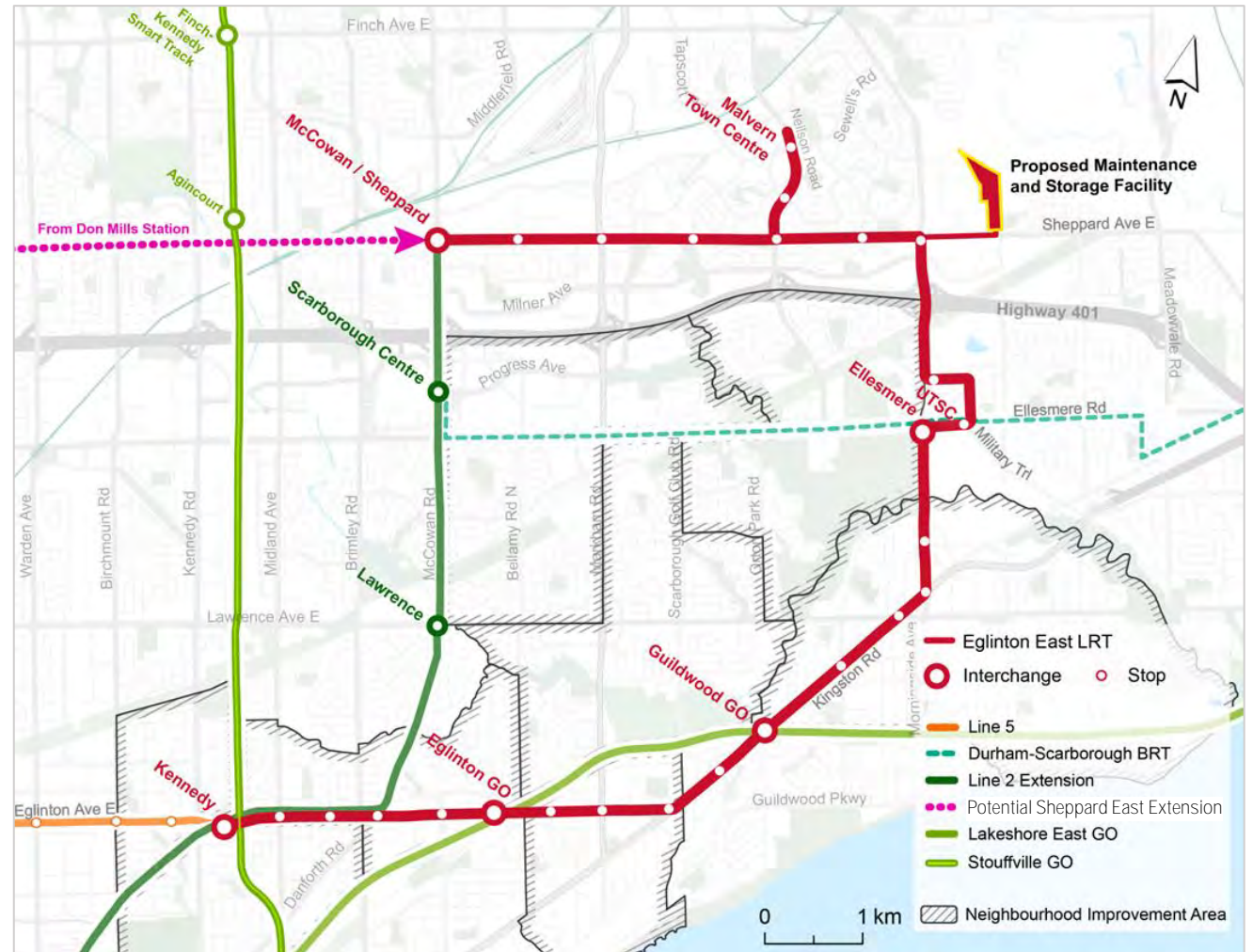


Eglinton East Light Rail Transit Project

The proposed EELRT project (future Line 7) is an 18 km-long light rail transit 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.

EELRT will be a separate service from the Eglinton Crosstown Line 5.



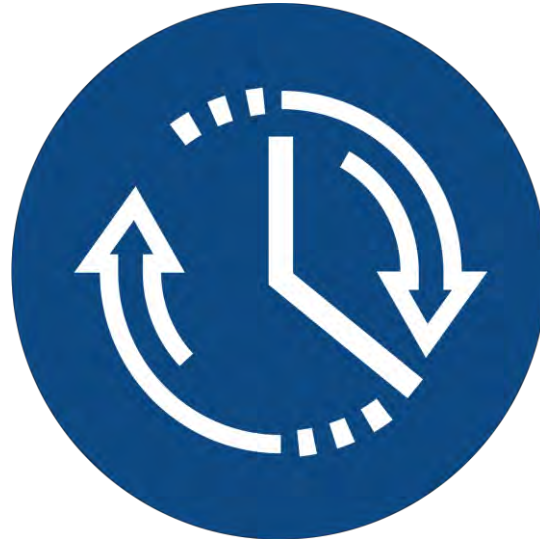
Project Features and Benefits



Project Features and Benefits



EELRT will feature up to 27 proposed stops.



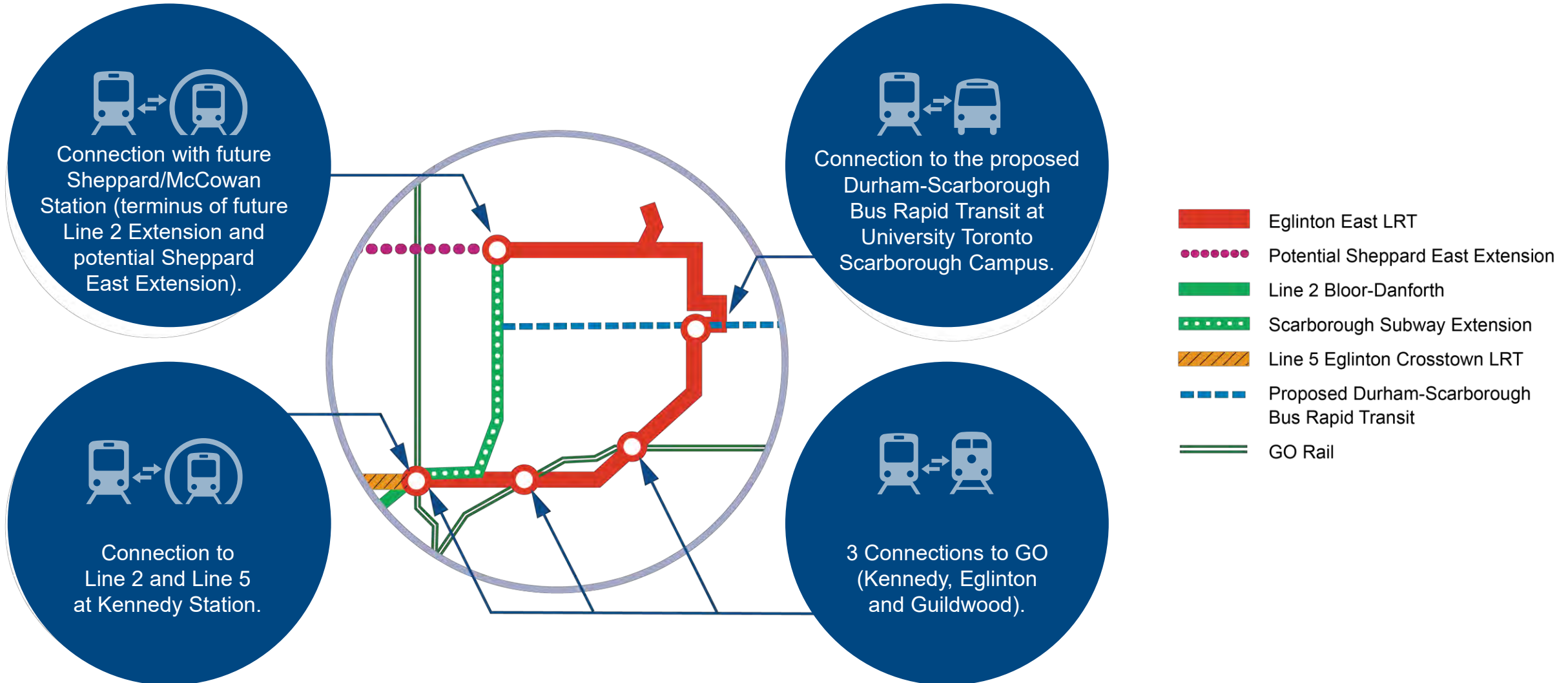
During peak periods, trains will run every 4-5 minutes.



The line will utilize a proposed Maintenance and Storage Facility (MSF) at Conlins Road and Sheppard Avenue East.

Project Features

EELRT will connect riders to several other City and regional transit lines.



Project Benefits | Neighbourhood Improvement Areas



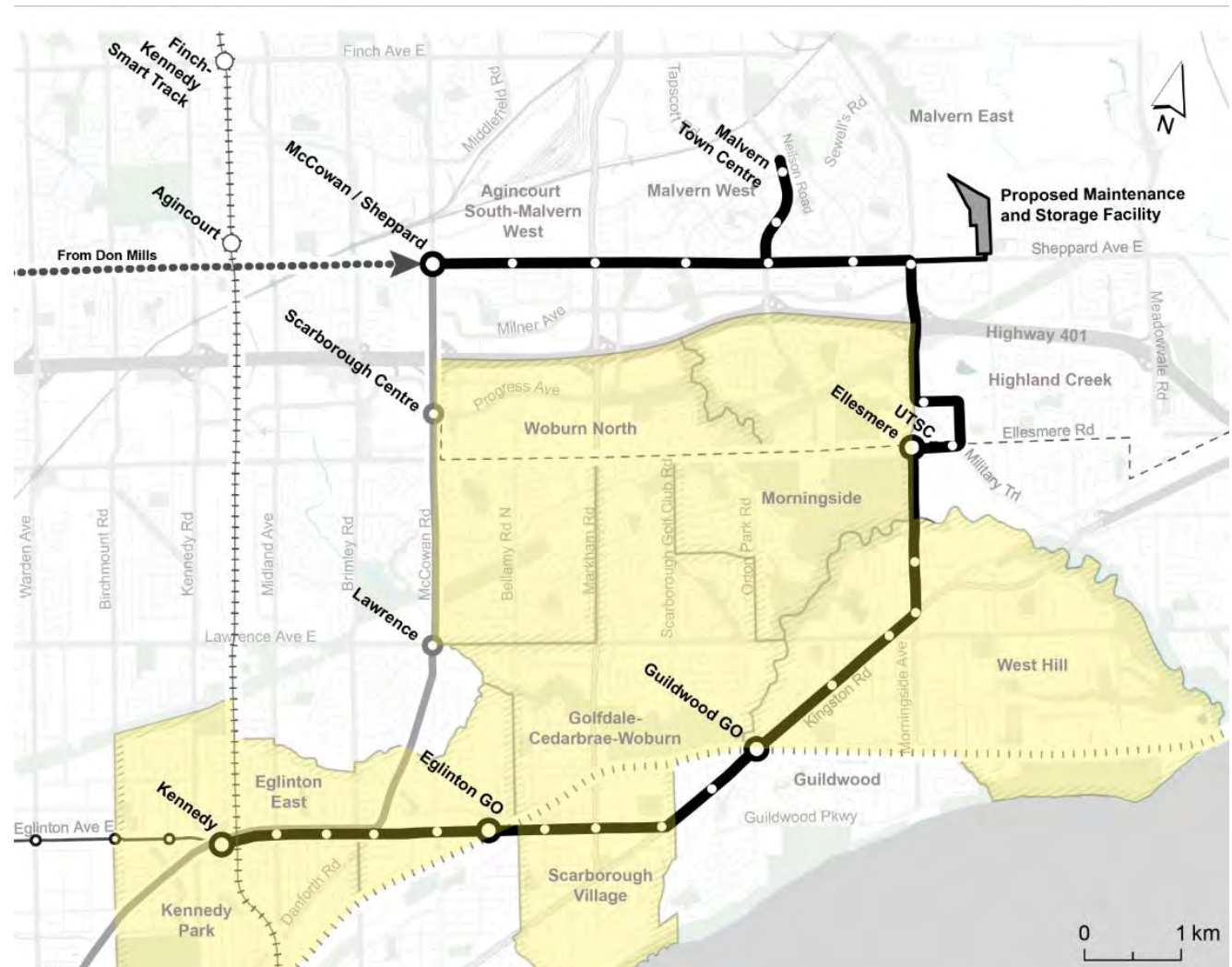
EELRT will serve seven Neighbourhood Improvement Areas (NIAs).

The City of Toronto identifies NIAs as the neighbourhoods that are facing the most inequitable outcomes when compared to others throughout the city.

By bringing transit to these NIAs, EELRT will provide increased access to historically underserved communities throughout Scarborough.

Project Benefits | Neighbourhoods Served by EELRT

The vision of transit in Scarborough is to improve local accessibility, to provide more transit options for residents and commuters and to support the development of more connected and complete communities.



Neighbourhood Improvement Areas

Project Benefits | Walkability to Transit



EELRT will bring rapid transit within walking distance of an estimated 71,000 people.

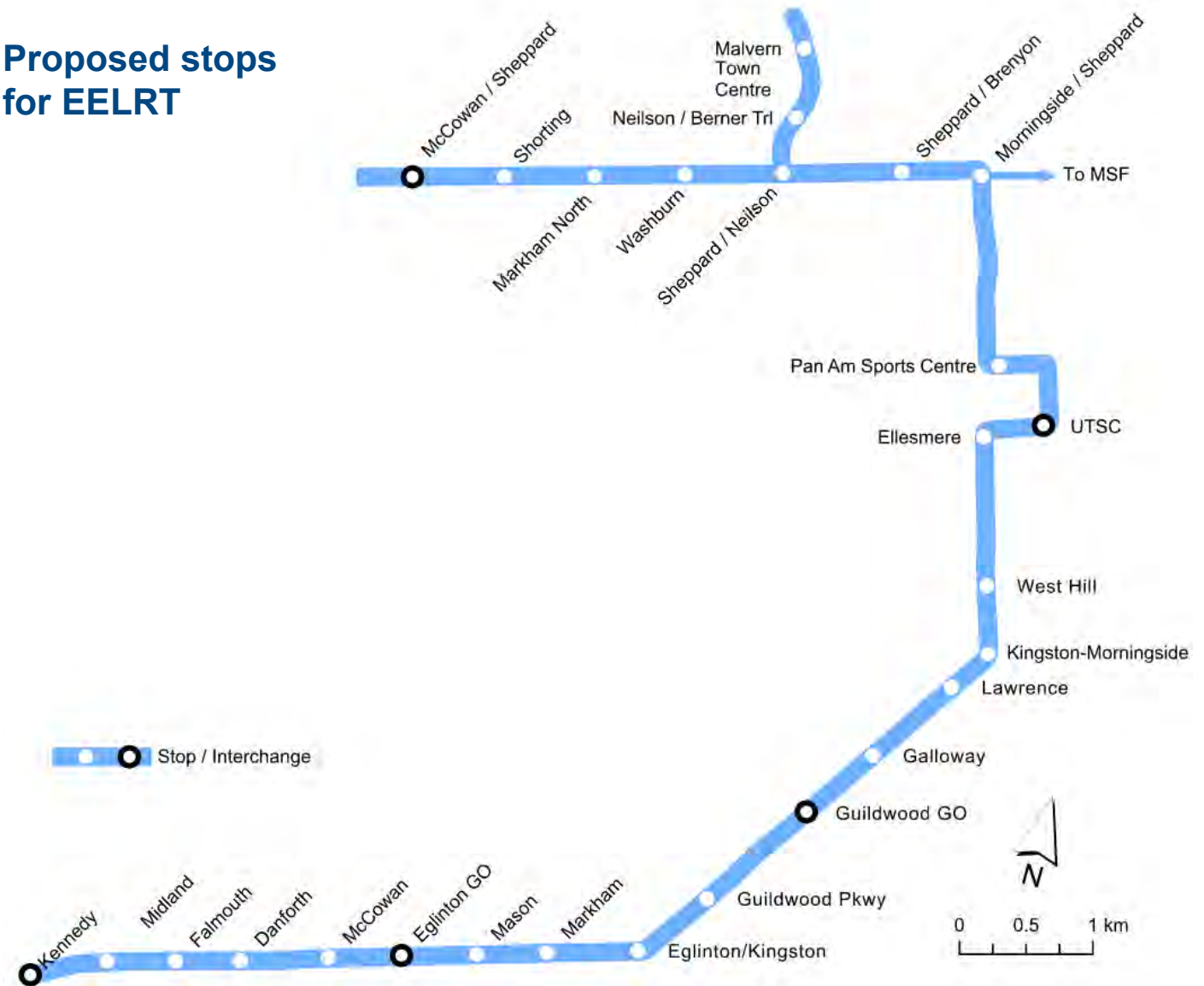
Based on 2041 projected population.

Here, 'walking distance' is defined as a 500-metre radius from an EELRT stop. It takes the average person 5-10 minutes to walk 500 metres, depending on age and ability.

EELRT Stop Locations

- The functional (10%) design of EELRT proposes 27 stop locations throughout Scarborough.
- On average, stops are spaced 670 metres apart.
- Key considerations for stop locations include:
 - Access to key destinations (e.g., UTSC, Malvern Town Centre).
 - Maintain high ridership at each stop.
 - Integration with existing and future rapid transit and intersecting bus routes.
 - A balance between LRT travel time and the number of access points.

Proposed stops for EELRT



Traction Power Substations

- Traction Power Substations 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 will be located every 1.5 to 2 kilometres along the EELRT corridor.
- Substation locations will be presented during the next phase of public consultation.



Public Realm Enhancements



Sidewalk



Cycle track



Tree planting

In addition to dedicated LRT tracks and platforms in the roadway, public realm improvements are planned along the route including enhanced landscaping and street trees, cycle tracks and improved pedestrian infrastructure.

Public Realm Improvements



Public Realm Improvements | What are Complete Streets?

EELRT is more than a transit project. It would also bring significant public realm improvements throughout the corridor, primarily through the implementation of **Complete Streets** design principles.

Complete Streets are roadways that are designed to be safe for all users: pedestrians, people who cycle, take transit or drive, and people of varying ages and levels of ability.

Complete Street designs enhance multi-modal transportation options by providing dedicated and safe bicycle and pedestrian infrastructure along the LRT corridor.

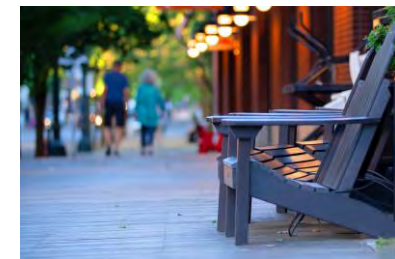


Source: City of Toronto

Complete Streets | Conceptual Overview



Source: City of Toronto



Left: Example of Complete Street elements in Toronto.

Right: Examples of elements that are often considered when designing Complete Streets.

Complete Streets | Design Principles

The following design principles will guide the design of Complete Streets for the EELRT project:

- Accommodate pedestrian and cycling infrastructure and continuous rows of trees.
- Protect cycling paths from auto traffic by installing enhanced buffers or tree planting zones.
- Preserve healthy and mature trees in their original place, where possible.
- Restrict vehicular lane widths to minimum dimensions required for design speed.



Rendering of Surrey, B.C. LRT, which demonstrates potential for EELRT public realm.

Typical Design



What is Typical Design?

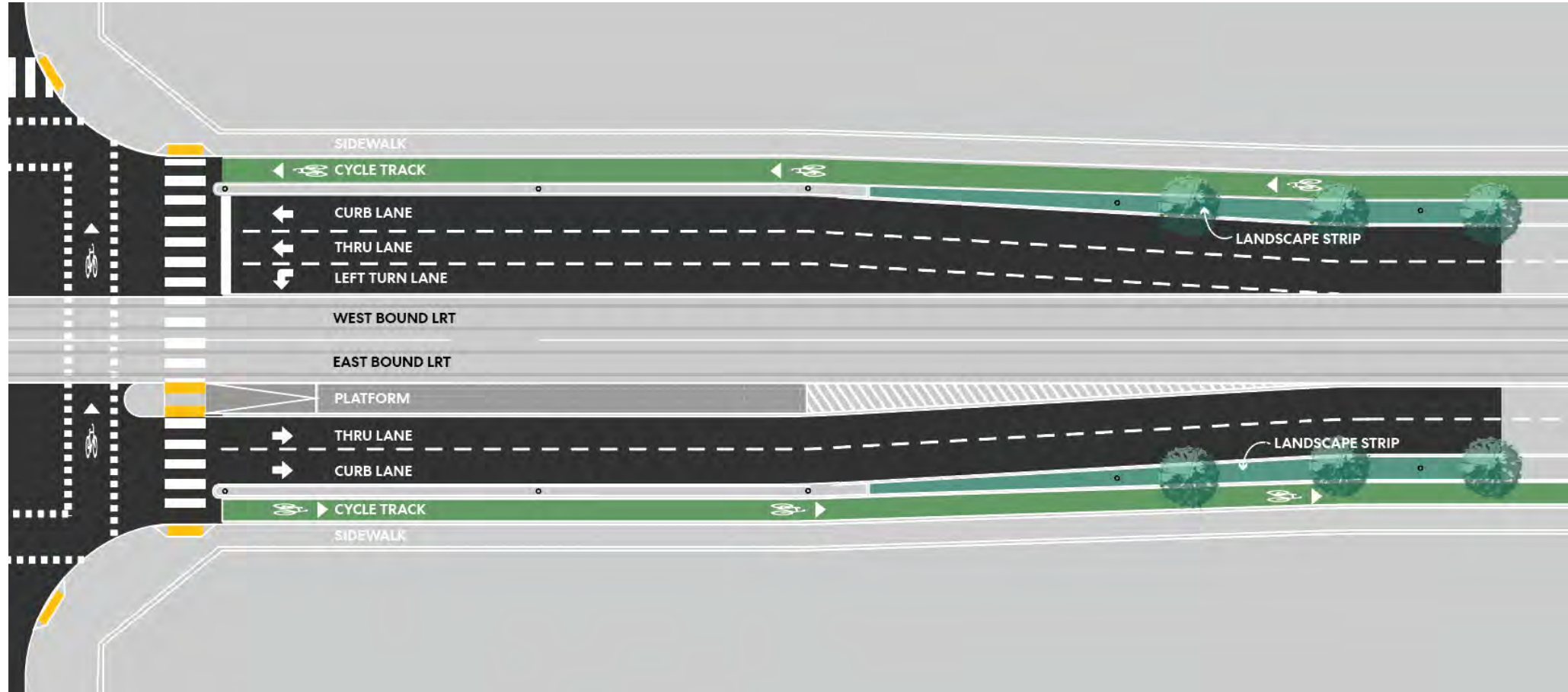
In the case of EELRT, the term **Typical Design** refers to the standard design of the project's infrastructure throughout the corridor. This includes the:

- Alignment of the LRT tracks (which are always centre-running for EELRT)
- Position of platforms in relation to the roadway
- Number of traffic lanes (2 or 4)
- Presence and position of landscaping and other amenities
- Position of cycle tracks and bike crossings
- Position of sidewalks and pedestrian crossings
- Position of buffer zones between traffic and cyclists/pedestrians

On the next three slides, you can see examples of the EELRT typical design at station platforms near signalized intersections, first from overhead views of the platform area and intersection, and then from a street-level view. Note that these designs are generic in nature and meant to illustrate how the project's design principles are employed across the project.

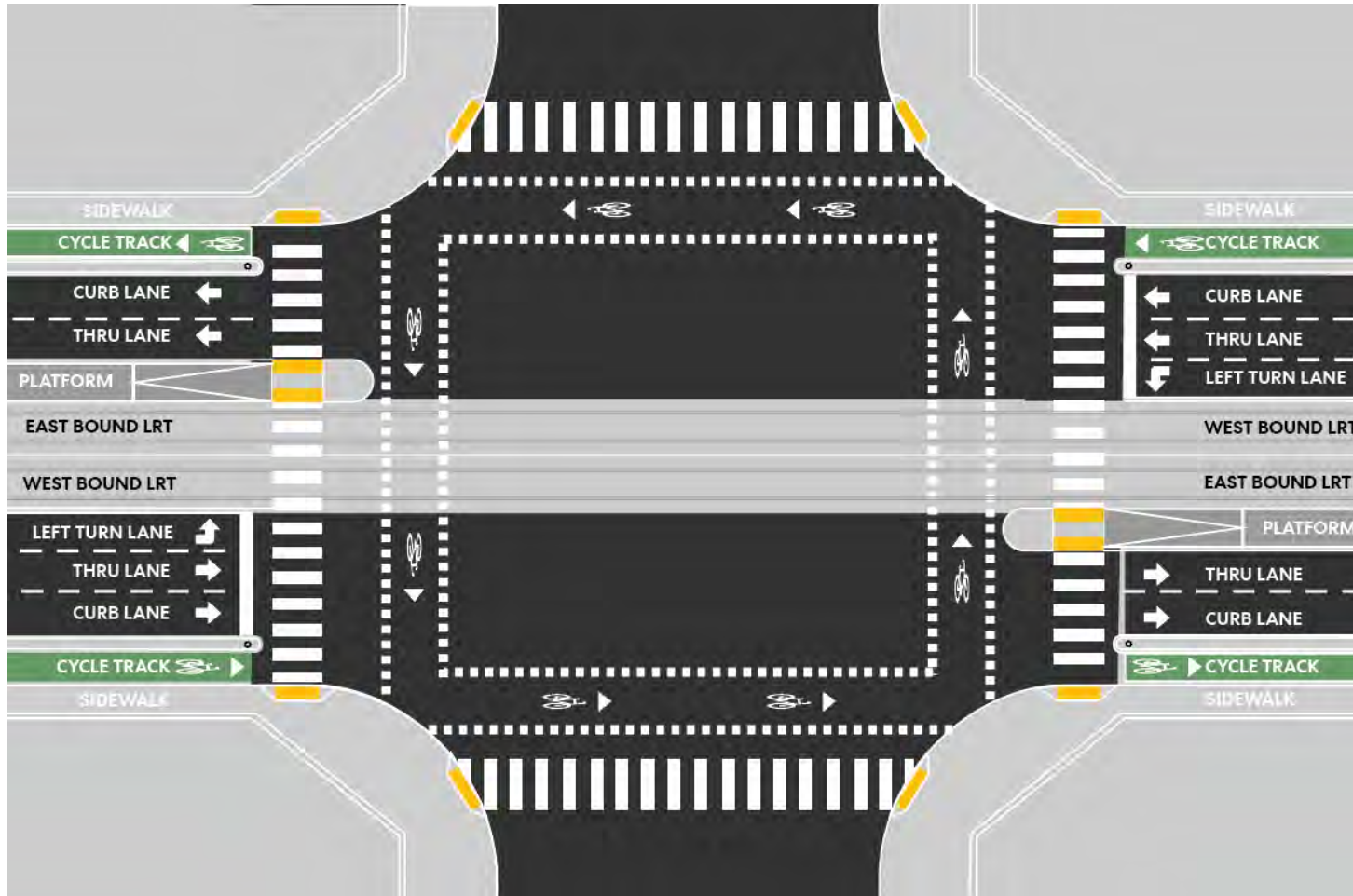


Proposed Typical Stop Design | Overhead View



Typical plan view of an EELRT stop platform at a signalized intersection.

Proposed Typical Intersection Design



Typical plan view of an EELRT stop at a signalized intersection, with a focus on the intersection.

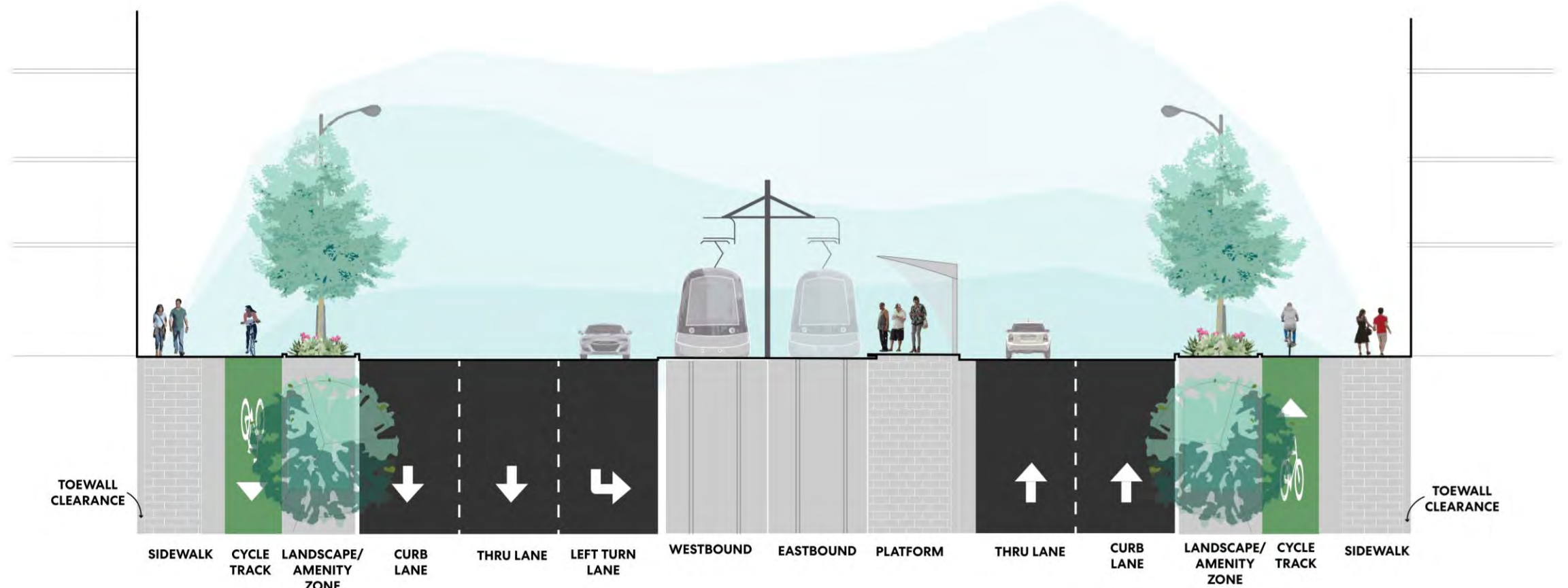


Six Points interchange



Eglinton Crosstown – Sunnybrook Station

Proposed Typical Stop Design | Street View



Typical 4-lane cross section for platform locations across EELRT.

- Stops will be located every 400 metres to 1 kilometre, with an average distance of 670 metres between stops.

Typical Design Zones

The typical design for the EELRT is broken into two 'zones'. Each zone features its own standard design that is generally applied to the zone's full alignment.

Design Zone A

Mixed-use Context: Along Eglinton Avenue East, Kingston Road and Neilson Road north of Berner Trail.

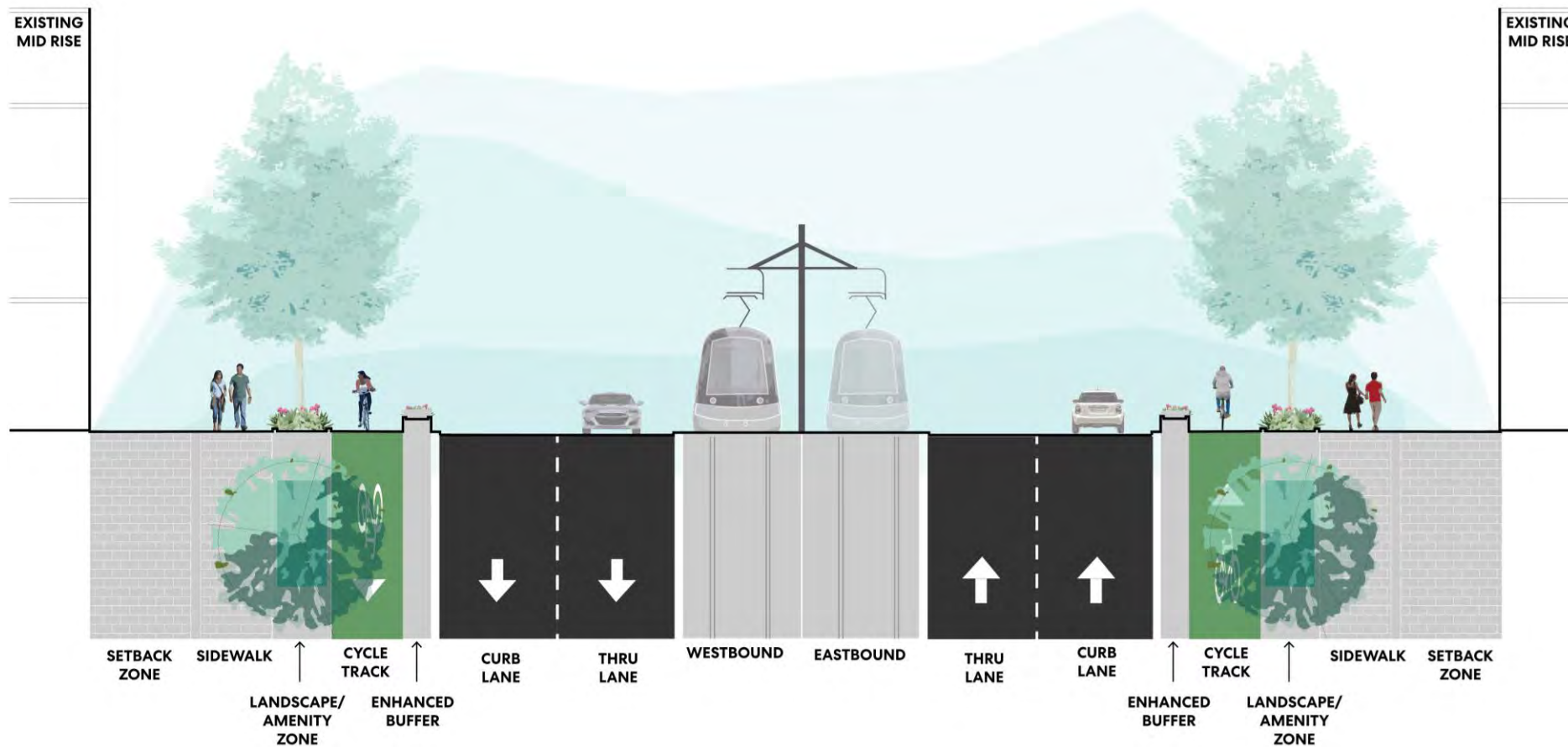
Design Zone B

Primarily Employment or Neighbourhood Context: Along Morningside Avenue, Sheppard Avenue and Neilson Road south of Berner Trail.



 Design Zone A  Design Zone B

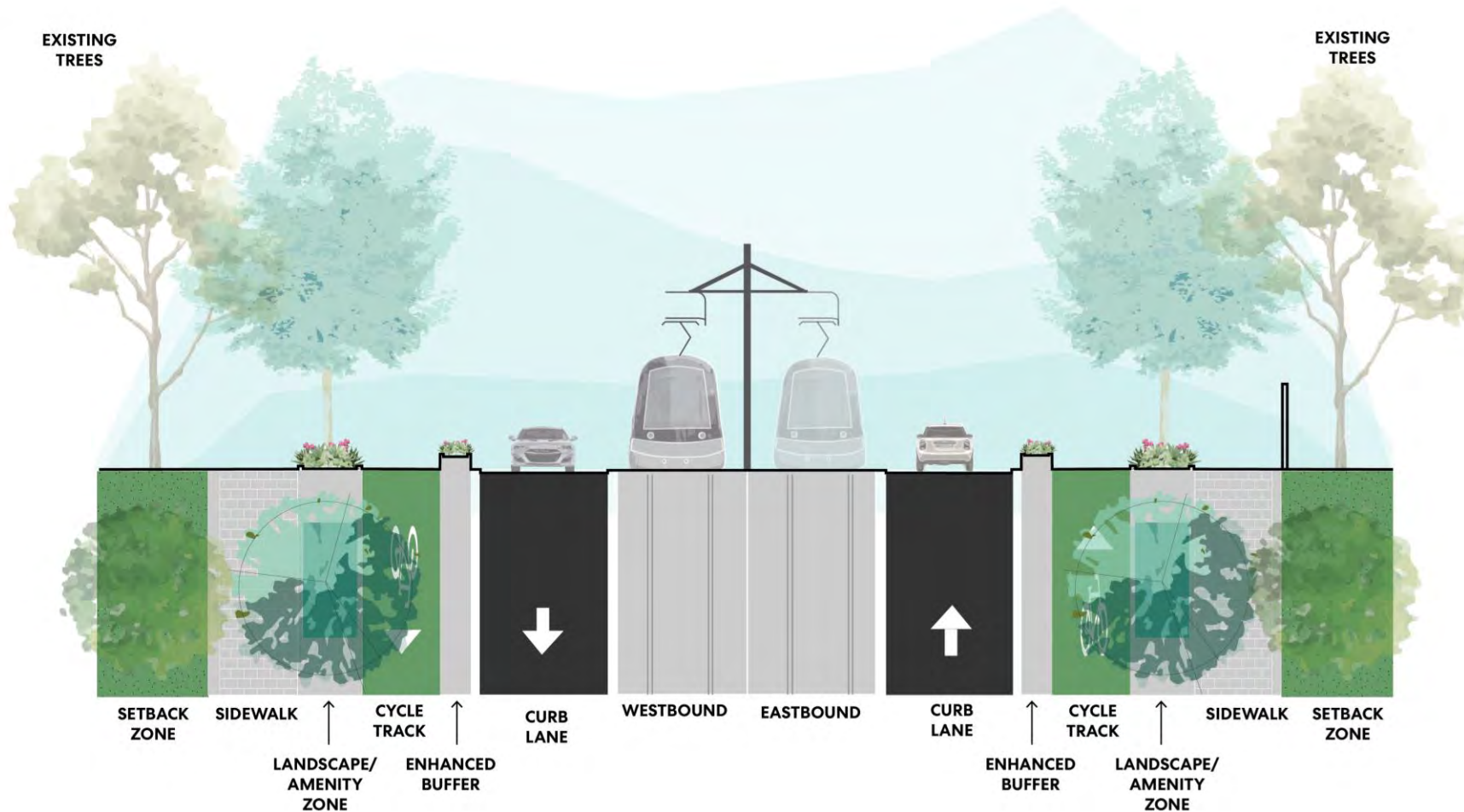
Typical Design | Zone A Cross Section with 4 lanes



Zone A features higher density areas with an emphasis on creating a vibrant, social public realm through use of sidewalks, attractive landscaping and public spaces.

Typical 4-lane cross section in Zone A. This design is proposed to be implemented along **Eglinton Avenue East** and **Kingston Road**.

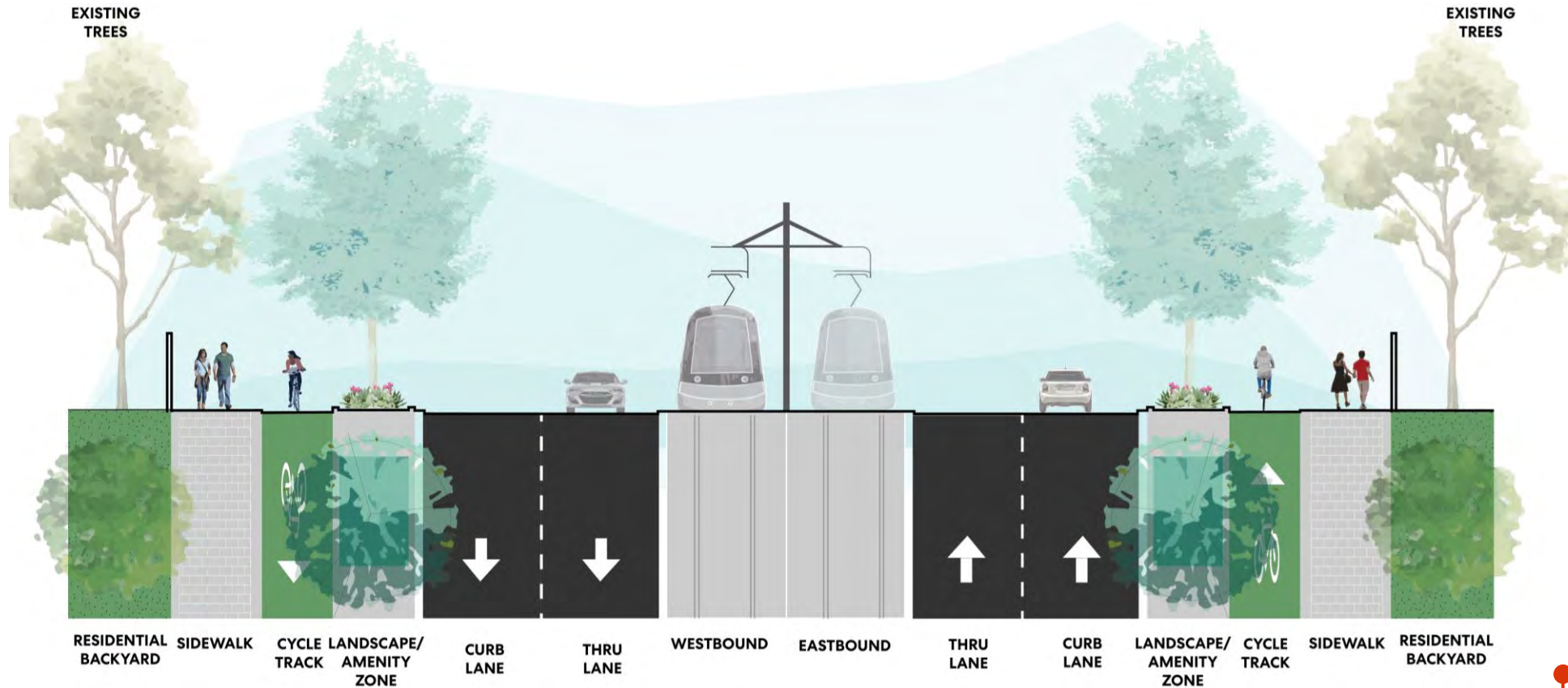
Typical Design | Zone A Cross Section with 2 lanes



Typical 2-lane cross section in Zone A. This design is proposed to be implemented along **Neilson Road north of Berner Trail**.

Zone A features higher density areas with an emphasis on creating a vibrant, social public realm through use of sidewalks, attractive landscaping and public spaces.

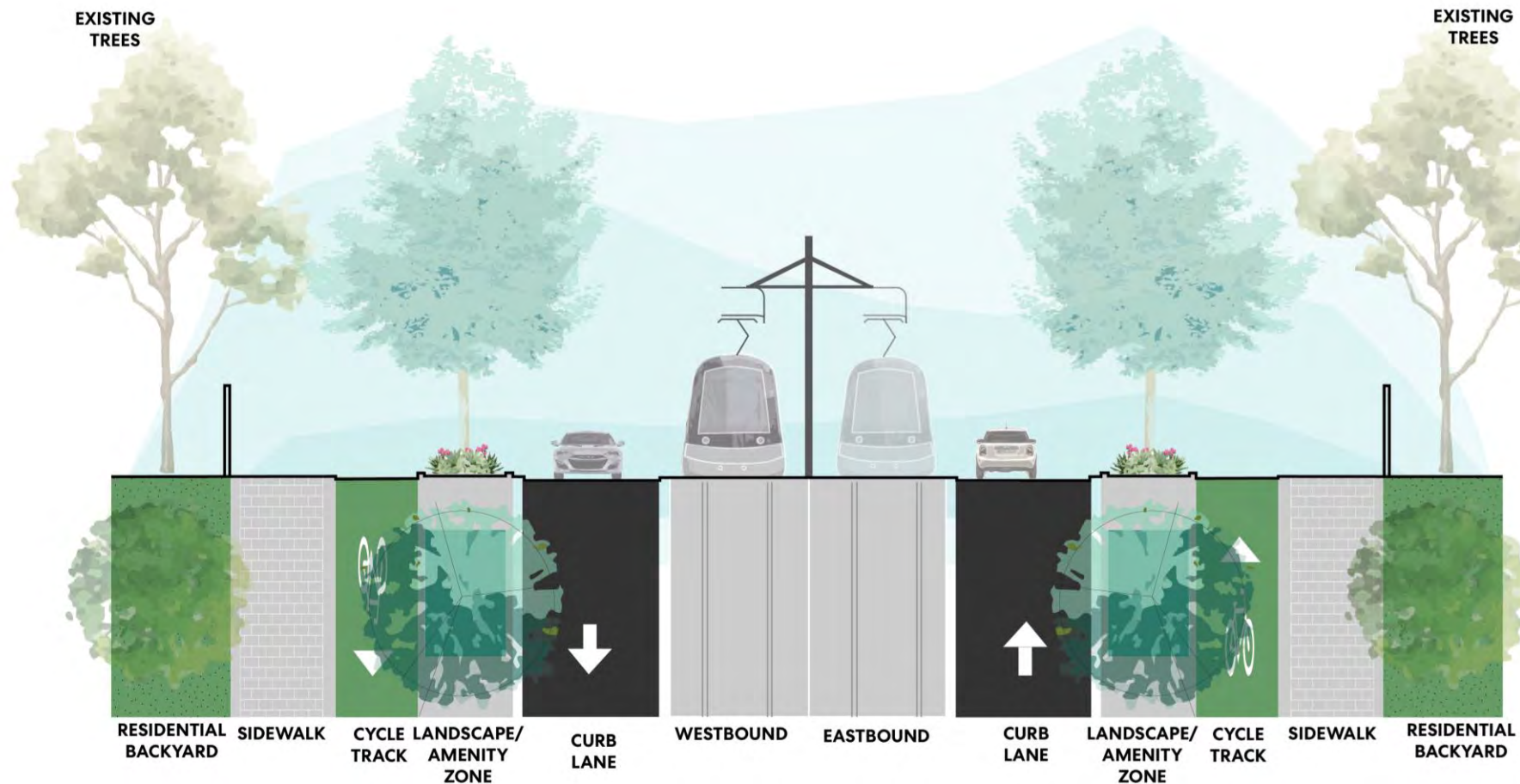
Typical Design | Zone B Cross Section with 4 lanes



Typical 4-lane cross section in Zone B. This design is proposed to be implemented along **Morningside Avenue north of Ellesmere Road** and along **Sheppard Avenue**.

Zone B features many single-family homes, with commercial plazas and business parks.

Typical Design | Zone B Cross Section with 2 lanes



Typical 2-lane cross section in Zone B. This design is proposed to be implemented along **Morningside Avenue south of Ellesmere Road** and **Neilson Road south of Berner Trail**.

Zone B features many single-family homes, with commercial plazas and business parks.



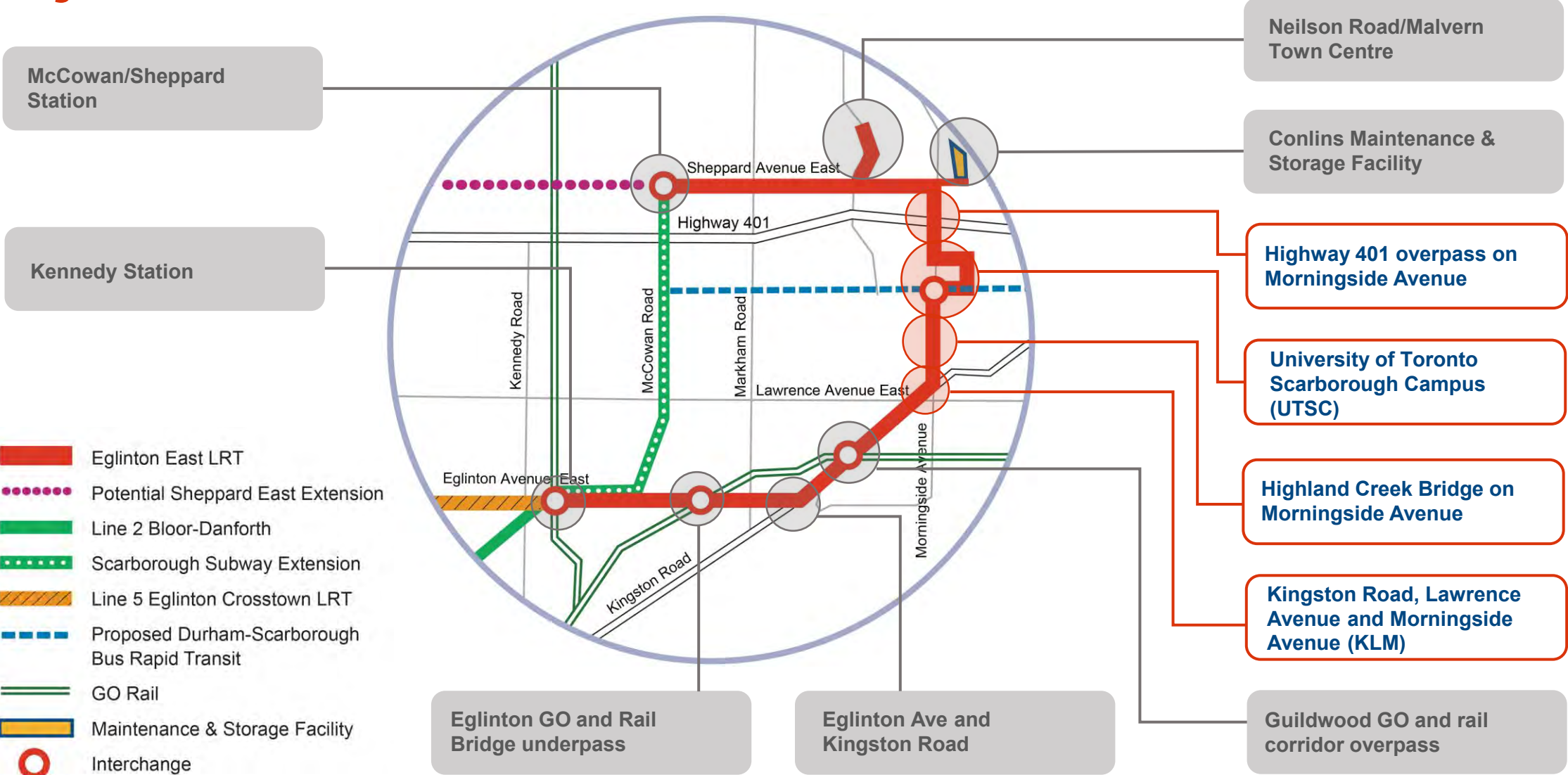
Project Focus Areas

Project Focus Areas | Overview

- 11 focus areas have been identified for the functional (10%) design phase of the project.
- Focus areas are determined through a variety of factors, such as:
 - Interface with other transit projects and existing infrastructure.
 - Community interest.
 - Stakeholder coordination.
 - Environmental considerations, such as parks and creeks.
 - Importance to other aspects of the Functional (10%) Design, such as physical constraints, etc.



Project Focus Areas



**Kingston Road, Lawrence Avenue
and Morningside Avenue (KLM)**

Kingston-Lawrence-Morningside (KLM) | Alignment Features

- Two centre-island platforms are proposed for the KLM area, as seen in the map on the right. 50-metre trains and platforms built into the functional (10%) design will minimize impacts to property and traffic.
- The design also includes a centre storage track east of Lawrence Avenue East.



Highland Creek Bridge on Morningside Avenue

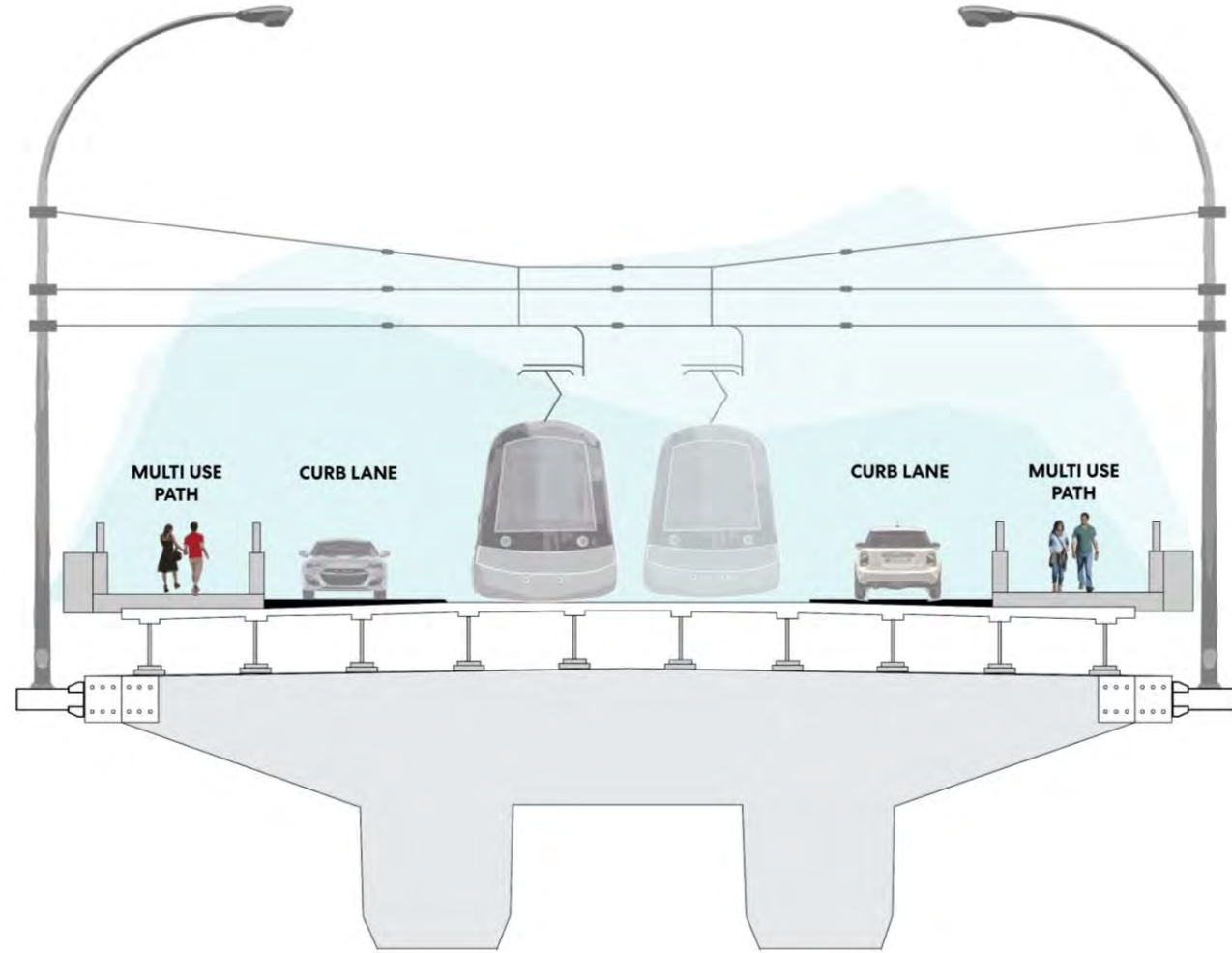
Highland Creek Bridge | Alignment Features

- The proposed design for EELRT over Highland Creek and the Morningside Park is to use the existing bridge for all project infrastructure.
- Crucially, this means a new bridge across the area would not be necessary, minimizing the project's impact on the creek, park and surrounding green space.



Highland Creek Bridge | Proposed Design

- A key design feature of the Highland Creek Bridge is to ensure access for cyclists and pedestrians can be accommodated on the existing bridge.
- The proposed design includes a barrier-separated multi-use path on either side of the bridge, which would provide access to Morningside Park.



Cross-section on Morningside Avenue at Highland Creek Bridge.

University of Toronto Scarborough Campus (UTSC)

UTSC | Alignment Features

- Through coordination with UTSC, the functional (10%) design would utilize the future New Military Trail included in the University's Master Plan. With this design, EELRT would serve both the north and south campuses at UTSC.
- A projected 7 out of 10 transit users to and from UTSC would be using EELRT, amounting to a projected 16,000 daily LRT trips to and from campus by 2041.



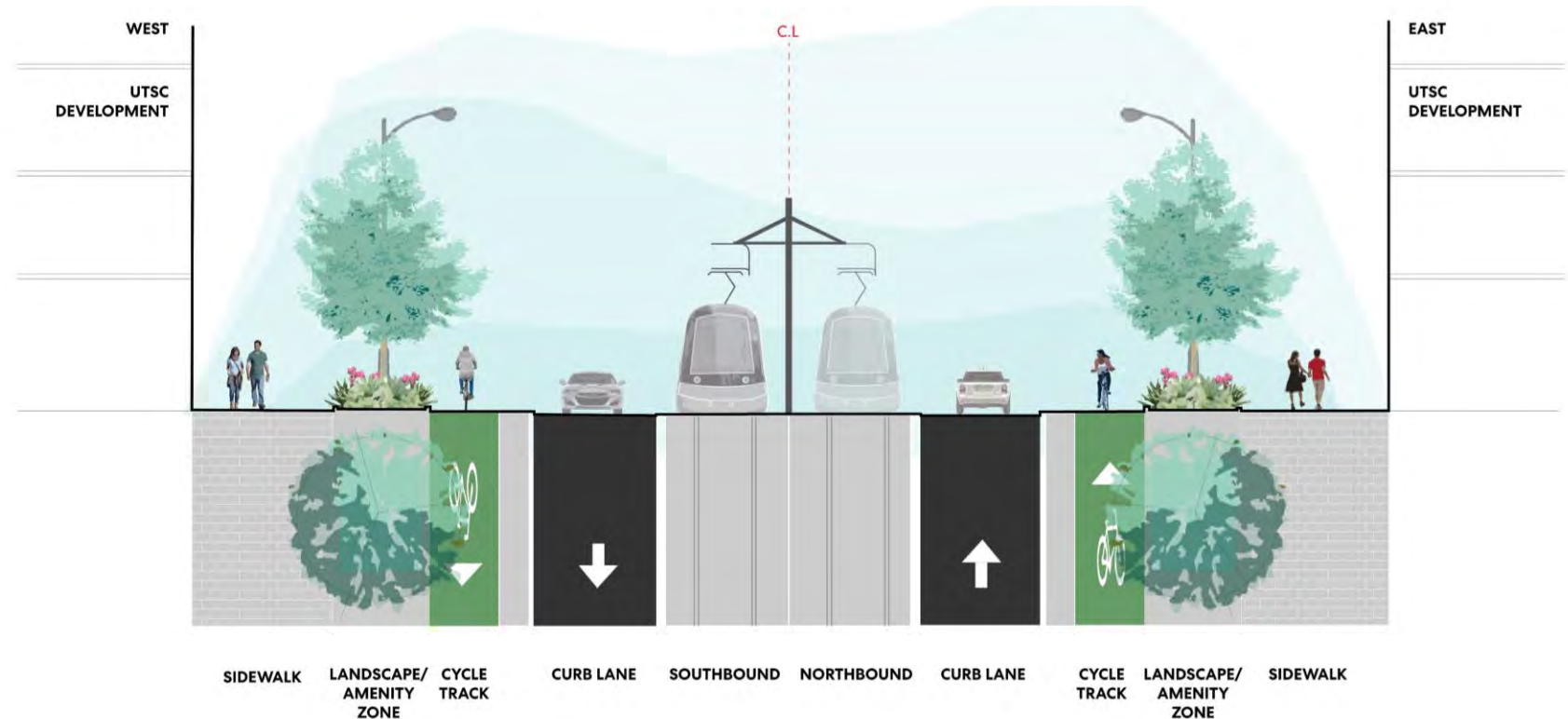
UTSC | Alignment Features, continued

- Running EELRT through a median on Ellesmere would minimize impacts to the valley and avoid high-pressure watermain.
- EELRT riders would be able to connect with the nearby proposed bus terminal at UTSC.
- Coordination with the proposed Durham-Scarborough Bus Rapid Transit project is ongoing to determine connections between the two services.



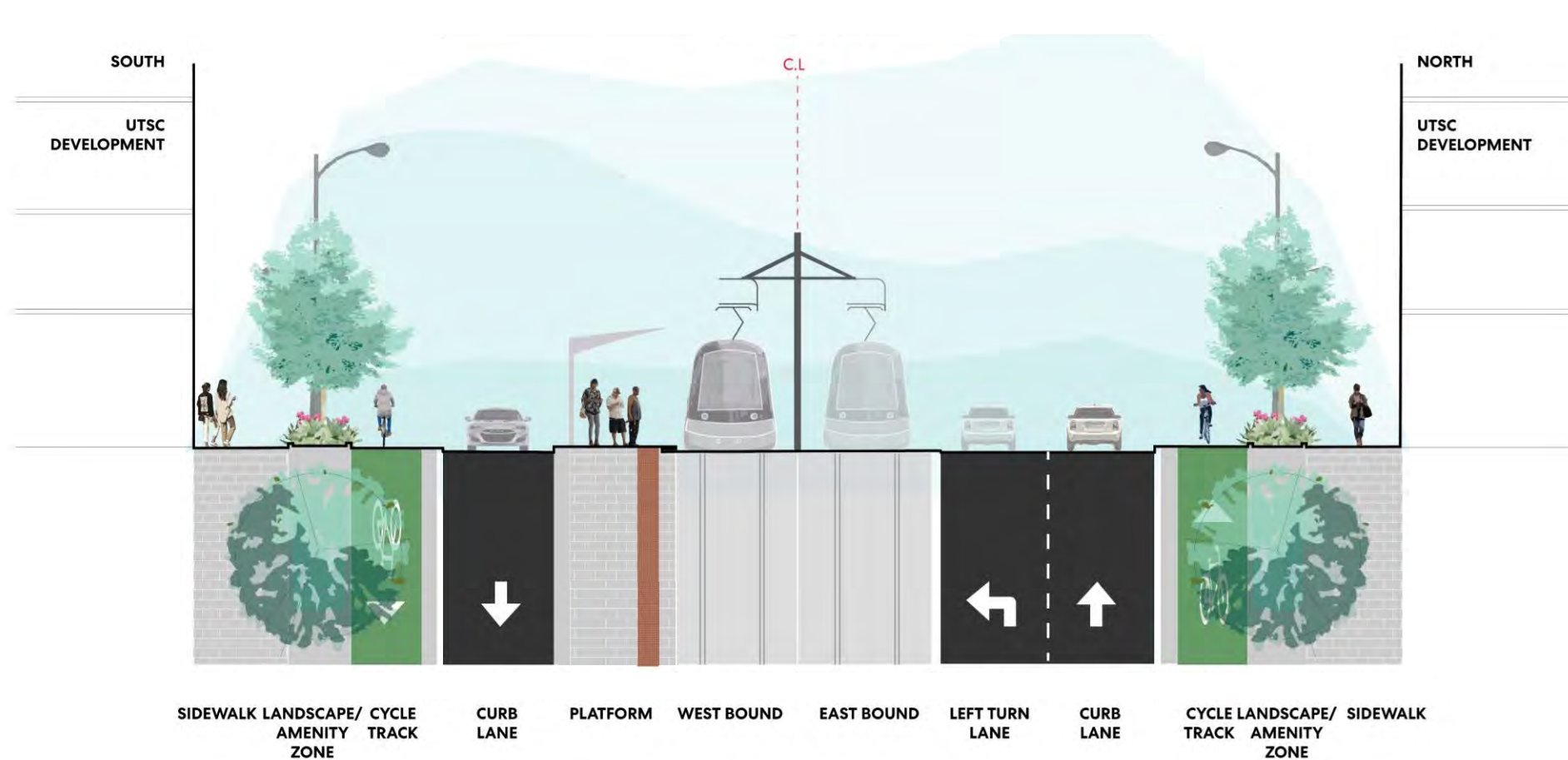
UTSC | Proposed Design along New Military Trail

- The proposed design through UTSC would offer a vibrant campus experience for university students and staff.
- A key component of the design in the area is to ensure safe and convenient pedestrian crossings.
- Easy transfers between EELRT and Durham-Scarborough Bus Rapid Transit will be prioritized as both projects advance.



Proposed typical midblock cross-section on New Military Trail in the University of Toronto Scarborough Campus.

UTSC | Proposed Platform Design on New Military Trail

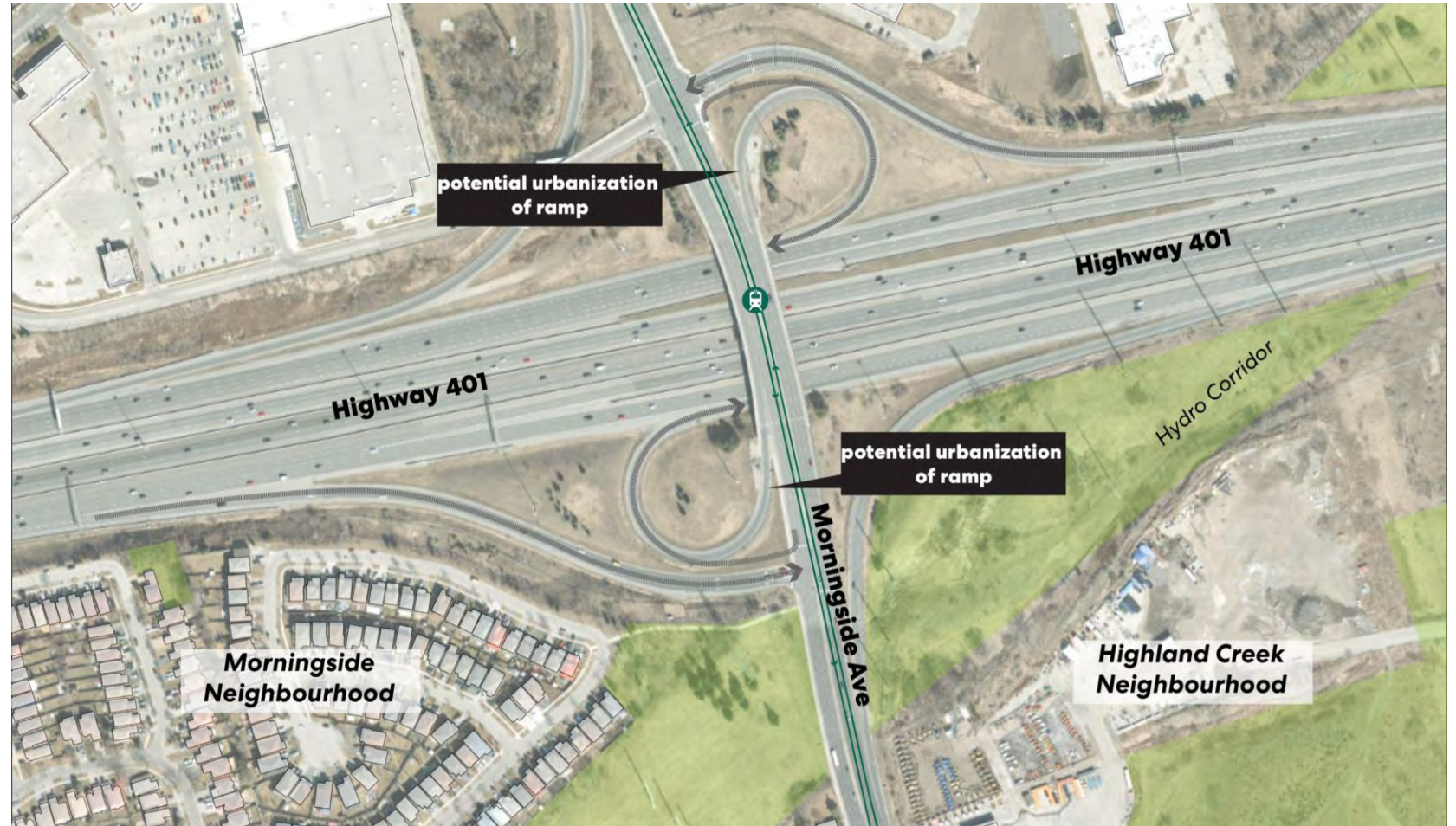


Proposed typical stop cross-section on New Military Trail in the University of Toronto Scarborough Campus.

Highway 401 Overpass on Morningside Avenue

Highway 401 Overpass | Proposed Alignment

- EELRT would run in the centre of the Morningside Avenue bridge over Highway 401 and will accommodate bicycle and pedestrian access on both sides of the roadway.
- The City is exploring the possibility to urbanize the Highway 401 interchanges at Morningside; coordination with MTO bridge rehabilitation and highway corridor management is ongoing.



Next Steps and How to Get Involved



Project Next Steps



We Want to Hear From You



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



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



Contact the project team:
EglintonEastLRT@Toronto.ca

Comment Deadline:
June 21st, 2023



Question and Answer Session

Eglinton East Light Rail Transit (EELRT)

Functional (10%) Design Phase
Virtual Open House

*Sheppard Avenue East and
Malvern Town Centre*

June 7, 2023



Land Acknowledgements

Toronto

We acknowledge the land we are meeting on 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 with the Mississaugas of the Credit.

Scarborough

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.



Recording Notice

This meeting is being recorded for the purposes of creating a summary report that will be shared with all participants.



Code of Conduct



Be patient.

Virtual meetings don't always run as smoothly as planned.



Be brief.

Limit yourself to one question or comment when called on to speak.



Be respectful.

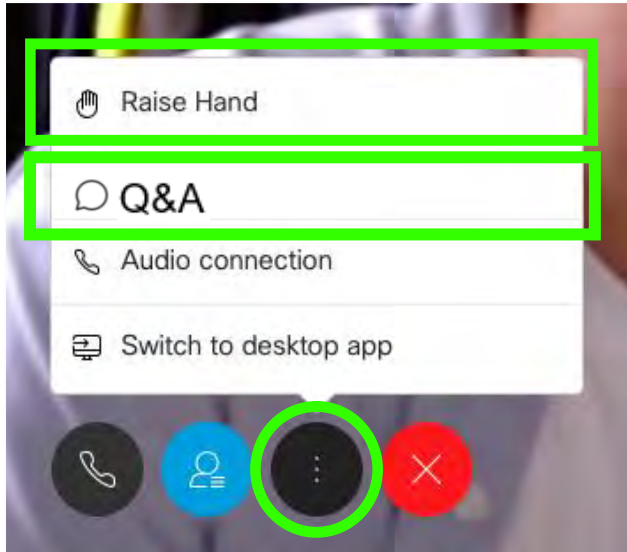
The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated, and you will be removed from the meeting.

We want to hear from you.
All questions are good questions!

Participating by Computer

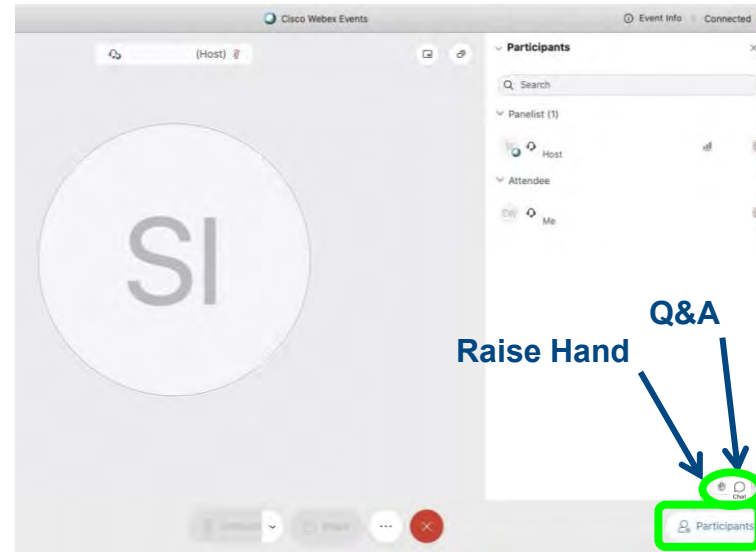


- Raise your hand or type your question.



Internet browser

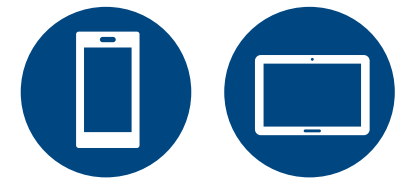
Click the “...” button at the bottom of the video window and select **Raise Hand** or **Q&A**.



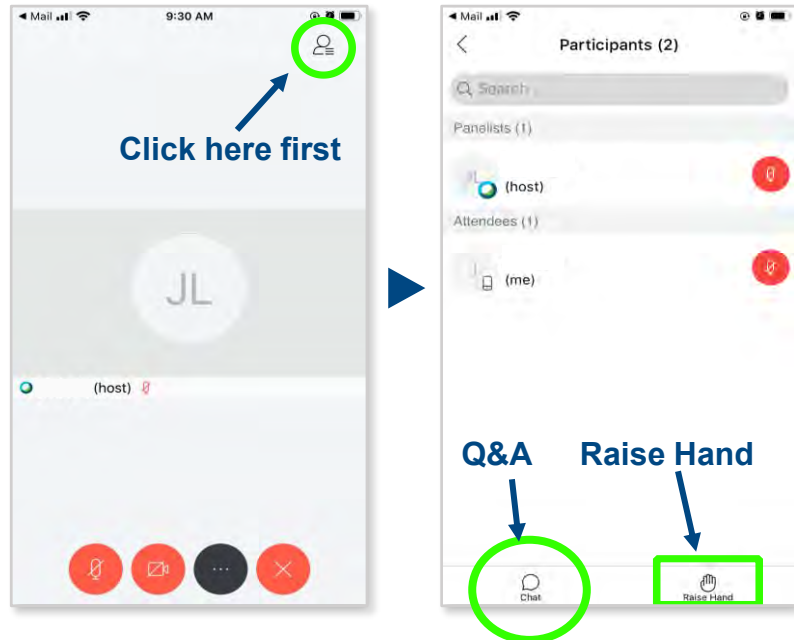
Webex App

Click the **Participants** button at the bottom of the video (the Participants panel will open to the right). Then click the **Raise Hand** or **Q&A** button at the bottom right.

Participating by Smartphone or Tablet

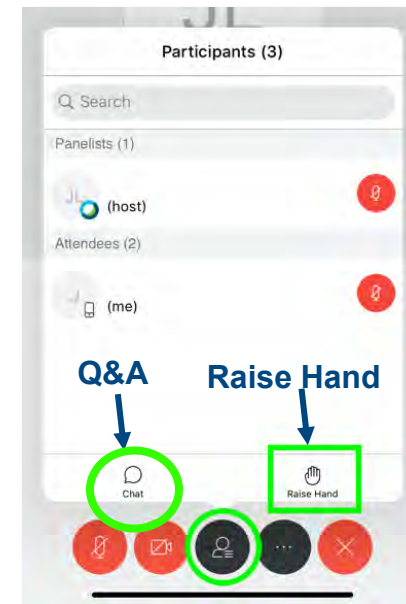


○ Raise your hand or type your question.



Smartphone

○ Click the **Participants** panel button at the top right corner of the screen. Then click **Raise Hand** or **Q&A** at the bottom of the screen.



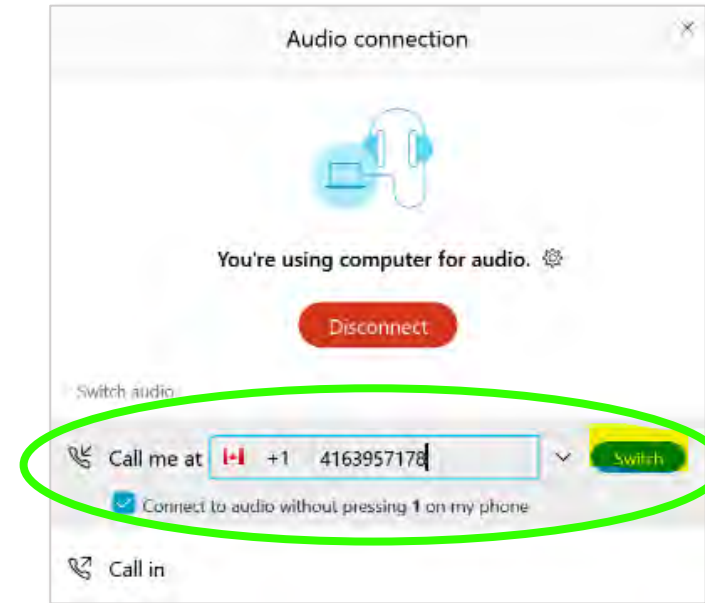
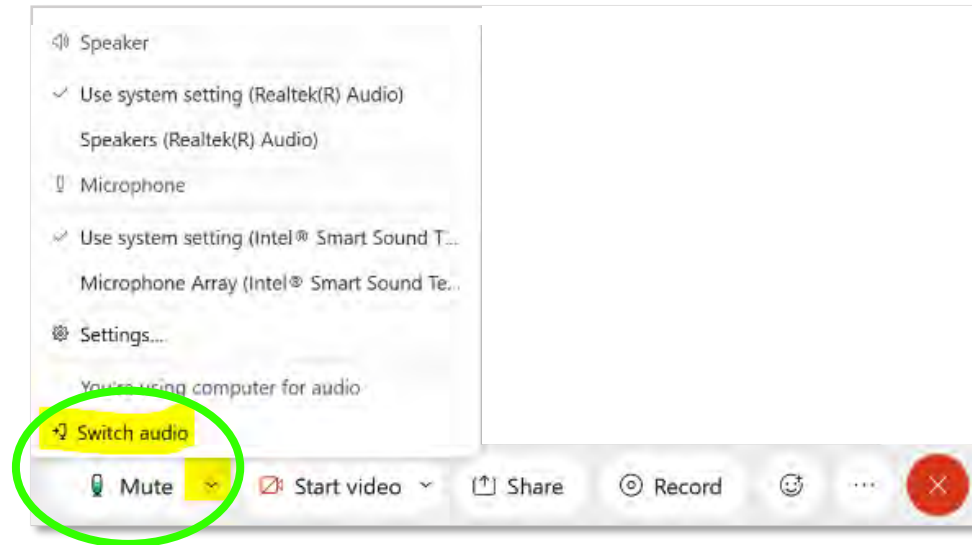
Tablet

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Webex Audio Trouble?



Webex can call you!



1. Click **arrow** beside your mute button.
2. Click **Switch audio**.
3. Use **Call me** function and enter your phone number.
 - Webex will call your phone.
 - No long distance charges.

Audio Still Not Working?



Call into the meeting.

Dial: **416-915-6530**.

When prompted for a meeting number, enter: **35255225**.



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EELRT Project Team



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City Planning
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Introduction



Why We're Here Today

- To share an update on the functional (10%) design of the Eglinton East Light Rail Transit (EELRT) project.
- To provide design details about specific Focus Areas at Neilson Road and Malvern Town Centre, the future McCowan/Sheppard station and the Conlins Maintenance and Storage Facility (MSF).
- To provide an opportunity for public input and to respond to your questions through a Q&A session.



Public Consultation Process

Two phases of Public Consultation are planned for this stage of design, referred to as the **functional (10%) design** stage.

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Comment Deadline: June 21st, 2023



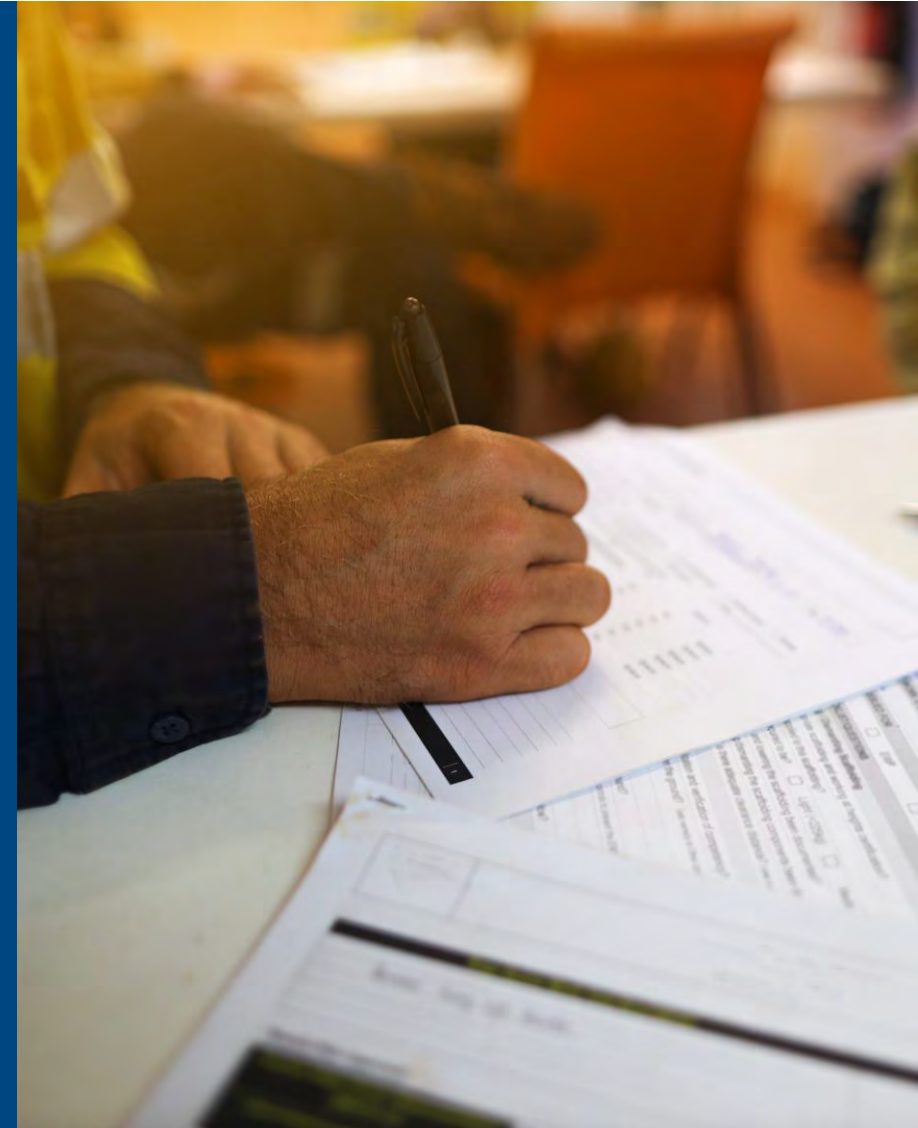
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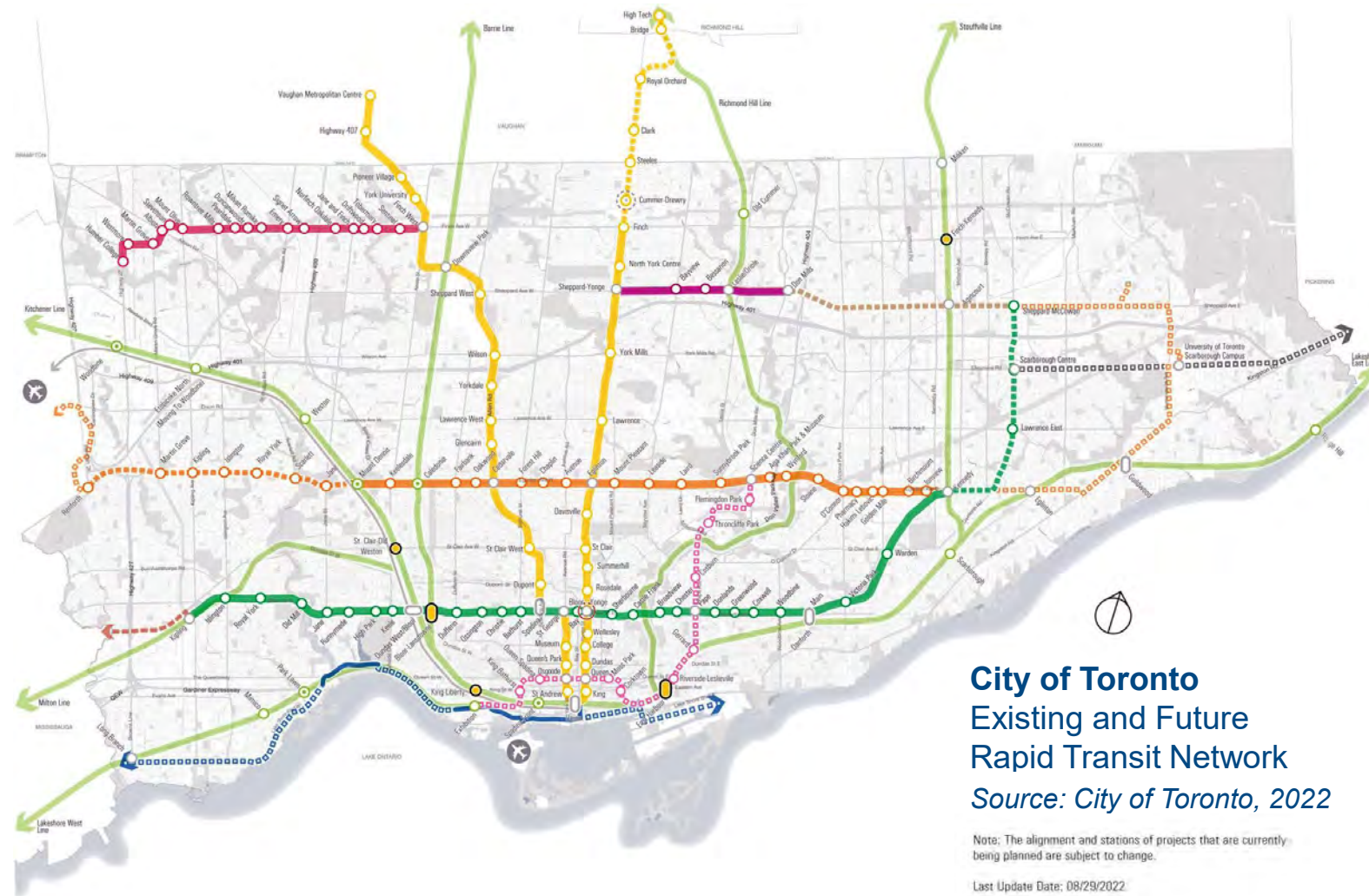
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- Procurement & Construction**
 - Scarborough Subway Extension
 - Line 5 Eglinton Crosstown LRT
 - Line 6 Finch West LRT
 - Eglinton Crosstown West Extension
 - SmartTrack Station
- Preliminary Design & Engineering**
 - Bloor-Yonge Station Capacity Improvement
 - Eglinton Crosstown West Extension
 - Eglinton East LRT
 - Ontario Line
 - Waterfront Transit
 - Yonge North Subway Extension
 - Planned GO Station
 - Potential Station
- Initiation & Development**
 - Dundas BRT
 - Durham-Scarborough BRT
 - Sheppard Subway Extension
 - interchange stations

City of Toronto
Existing and Future
Rapid Transit Network
Source: City of Toronto, 2022

Note: The alignment and stations of projects that are currently being planned are subject to change.
Last Update Date: 08/29/2022

EELRT is a priority component of the City’s planned rapid transit network.

Project History Timeline



Project History Timeline, continued

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 EELRT alignment to Malvern.
- Public and stakeholder engagement for conceptual design and planning takes place.

2022

- EELRT Scarborough Subway Extension (SSE) interface constructability assessment informed Council direction for separate service from the Eglinton Crosstown LRT and expansion of EELRT system to Sheppard/McCowan.
- City Council confirms preference for Conlins Yard MSF site.
- No longer a through service at Kennedy.

2020

- City Council directs staff to advance EELRT design to 10%, complete a Transit Project Assessment Process (TPAP) and continue discussions with the UTSC on the Maintenance Storage Facility (MSF) location.

2023

- City anticipates to complete the functional (10%) design for EELRT system, draft the Environmental Project Report and launch the TPAP.

What We've Heard Previously

Public consultation was carried out during the conceptual design phase of the project from 2017 to 2019. Some common themes expressed by the public included:



**Extend the LRT Line
north to Malvern**



**Make good connections to
existing and planned transit
in Scarborough**



**Provide good planning
for amenities and public spaces along the
corridor (e.g., seating area, wider
sidewalks, more trees along the corridor)**



**Communicate the process
and timelines of
this project**



**Manage traffic and improve
accessibility and the experience
for pedestrians**



**Prioritize local access
to LRT stops along
the corridor**



**Create gathering spaces,
public spaces, civic spaces**



**Make this
project happen!**

City Design Guidelines and Strategic Priorities

- City Official Plan.
- City of Toronto Standard Drawings.
- City of Toronto Road Engineering Guidelines:
 - Lane width guidelines.
 - Curb radii guidelines.
- Ontario Traffic Manual books.
- City of Toronto Streetscape Manual.
- City of Toronto Complete Streets Guidelines.
- City of Toronto Municipal Consent Requirements.
- City of Toronto Transit Design Guide.
- Toronto Accessibility Design Guidelines.

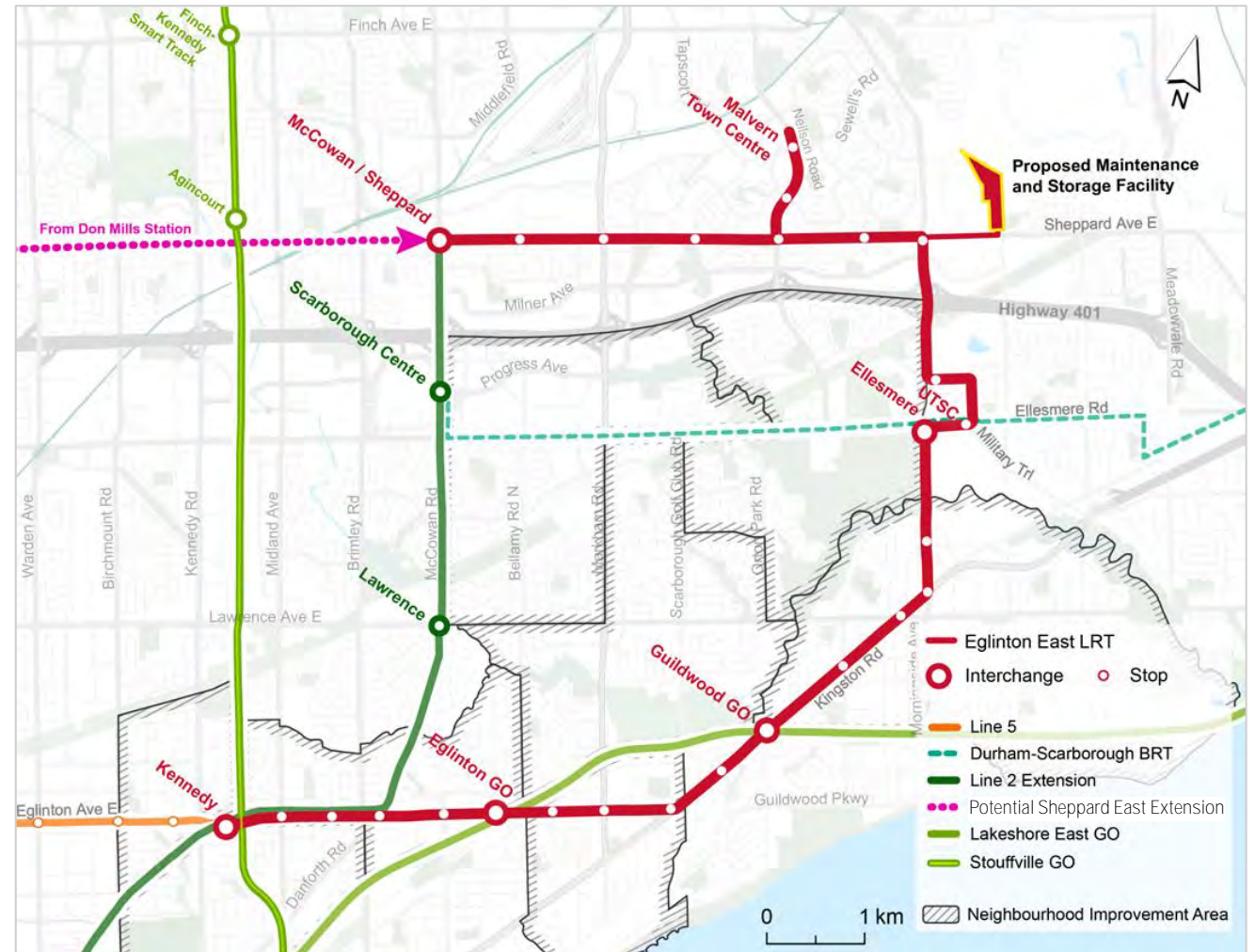


Eglinton East Light Rail Transit Project

The proposed EELRT project (future Line 7) is an 18 km-long light rail transit 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.

EELRT will be a separate service from the Eglinton Crosstown Line 5.



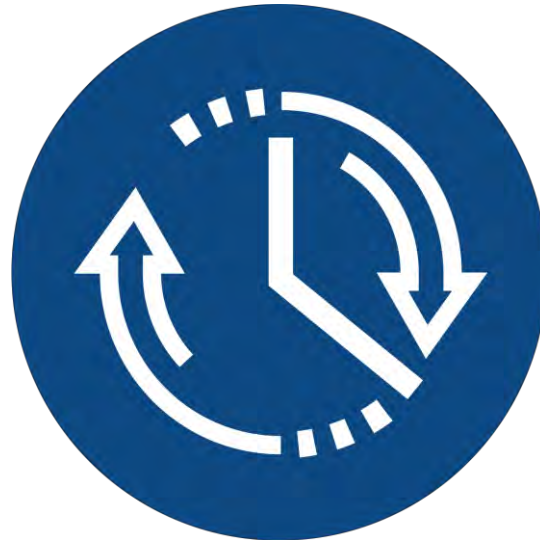
Project Features and Benefits



Project Features and Benefits



EELRT will feature up to 27 proposed stops.



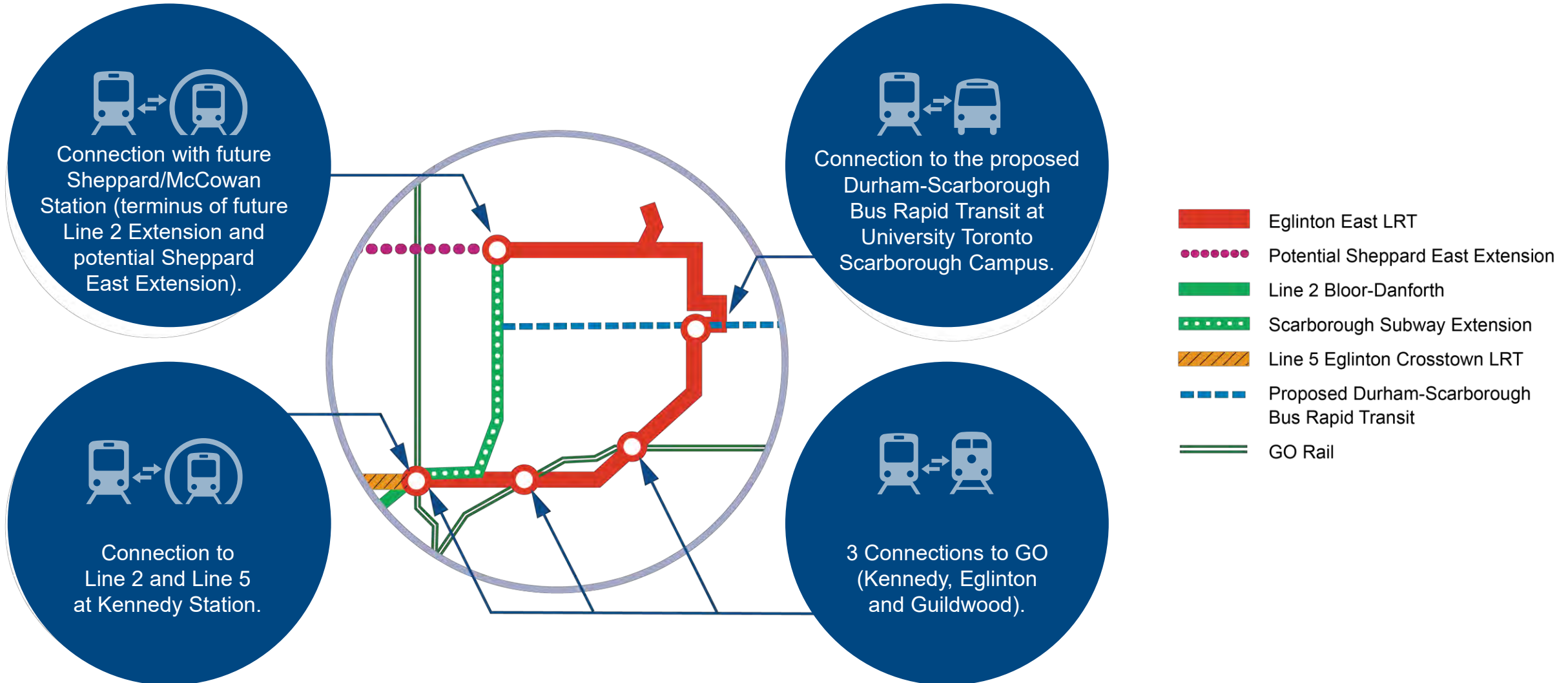
During peak periods, trains will run every 4-5 minutes.



The line will utilize a proposed Maintenance and Storage Facility (MSF) at Conlins Road and Sheppard Avenue East.

Project Features

EELRT will connect riders to several other City and regional transit lines.



Project Benefits | Neighbourhood Improvement Areas



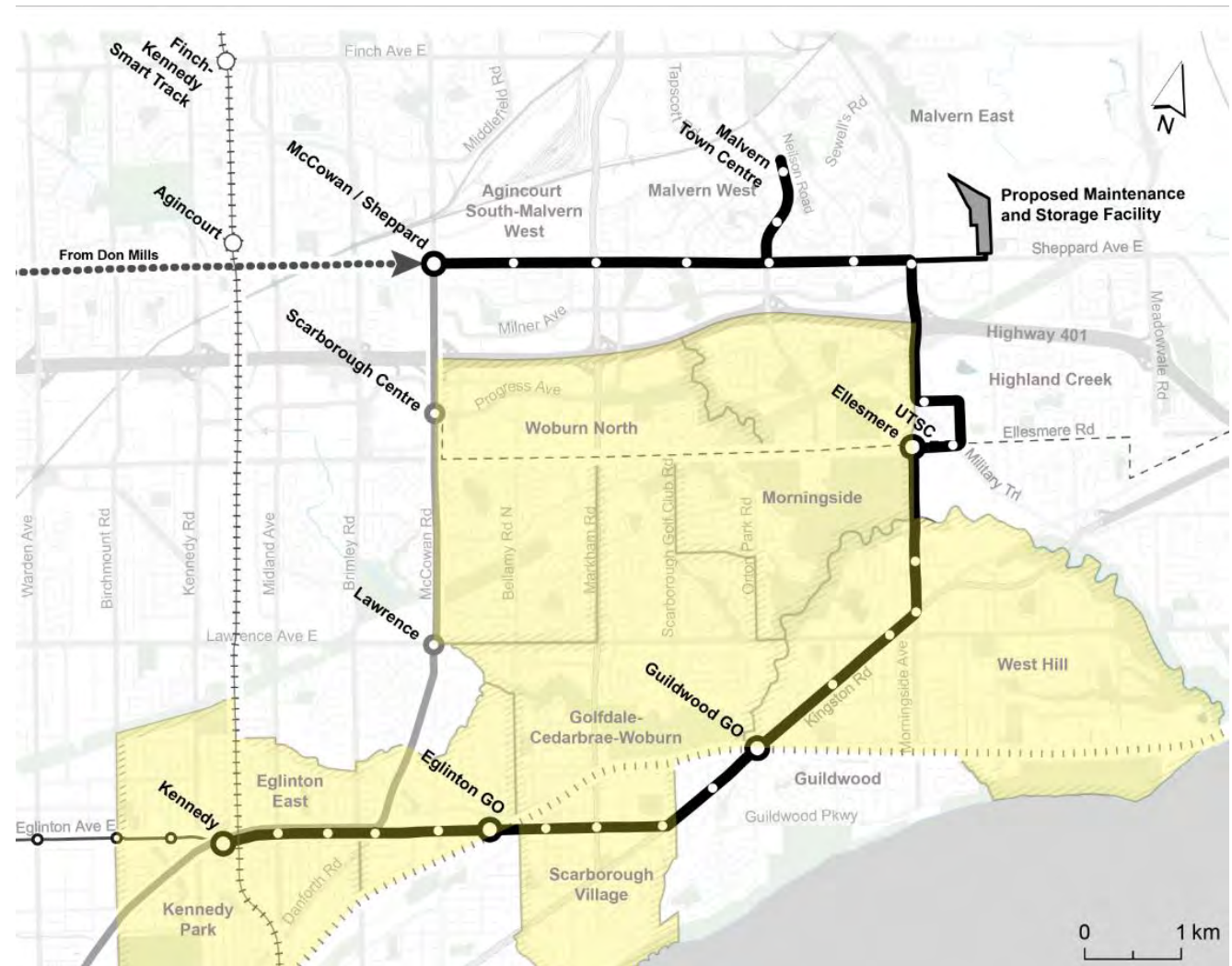
EELRT will serve seven Neighbourhood Improvement Areas (NIAs).

The City of Toronto identifies NIAs as the neighbourhoods that are facing the most inequitable outcomes when compared to others throughout the city.

By bringing transit to these NIAs, EELRT will provide increased access to historically underserved communities throughout Scarborough.

Project Benefits | Neighbourhoods Served by EELRT

The vision of transit in Scarborough is to improve local accessibility, to provide more transit options for residents and commuters and to support the development of more connected and complete communities.



Neighbourhood Improvement Areas

Project Benefits | Walkability to Transit



EELRT will bring rapid transit within walking distance of an estimated 71,000 people.

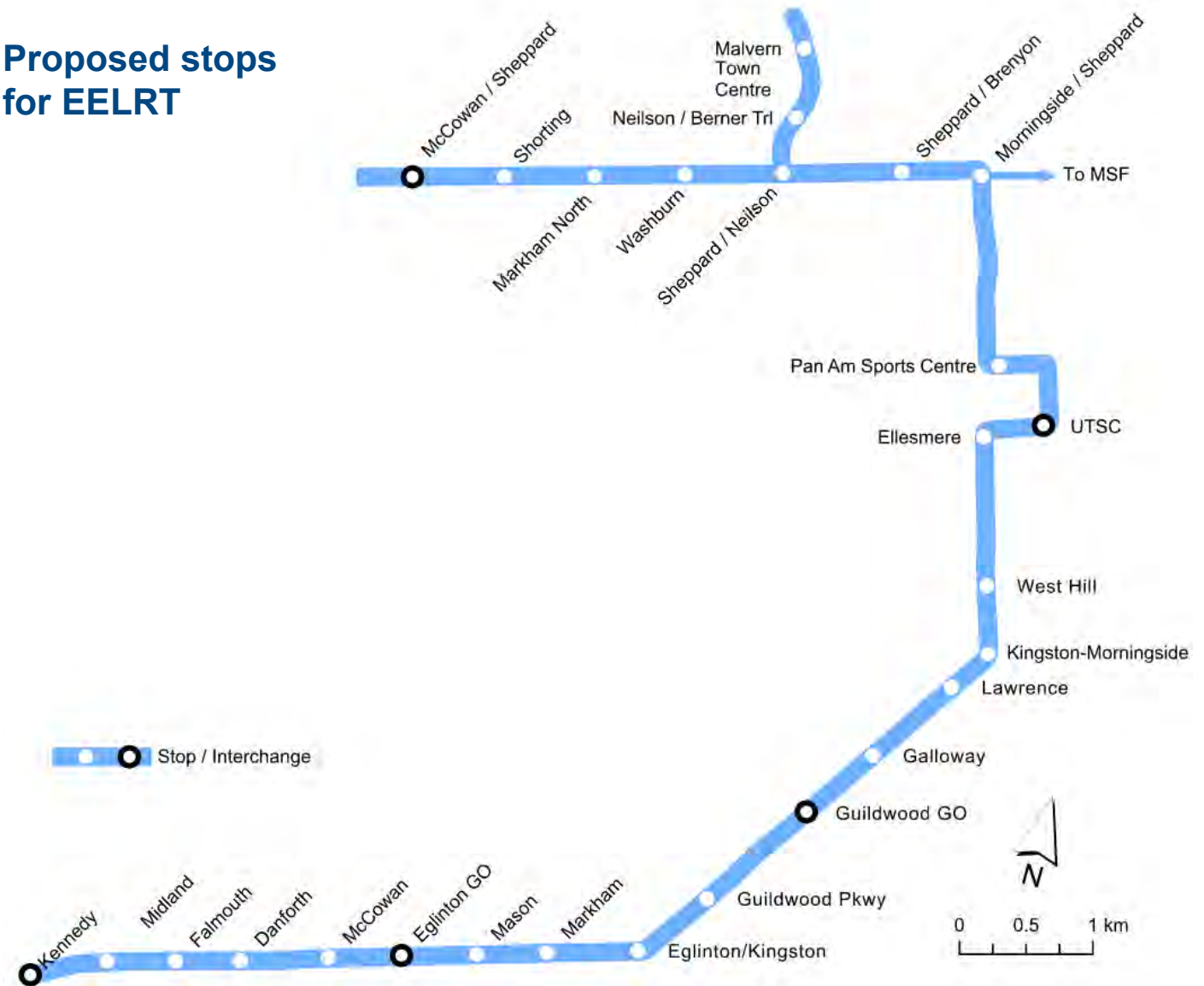
Based on 2041 projected population.

Here, 'walking distance' is defined as a 500-metre radius from an EELRT stop. It takes the average person 5-10 minutes to walk 500 metres, depending on age and ability.

EELRT Stop Locations

- The functional (10%) design of EELRT proposes 27 stop locations throughout Scarborough.
- On average, stops are spaced 670 metres apart.
- Key considerations for stop locations include:
 - Access to key destinations (e.g., UTSC, Malvern Town Centre).
 - Maintain high ridership at each stop.
 - Integration with existing and future rapid transit and intersecting bus routes.
 - A balance between LRT travel time and the number of access points.

Proposed stops for EELRT



Traction Power Substations

- Traction Power Substations 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 will be located every 1.5 to 2 kilometres along the EELRT corridor.
- Substation locations will be presented during the next phase of public consultation.



Public Realm Enhancements



Sidewalk



Cycle track



Tree planting

In addition to dedicated LRT tracks and platforms in the roadway, public realm improvements are planned along the route including enhanced landscaping and street trees, cycle tracks and improved pedestrian infrastructure.

Public Realm Improvements



Public Realm Improvements | What are Complete Streets?

EELRT is more than a transit project. It would also bring significant public realm improvements throughout the corridor, primarily through the implementation of **Complete Streets** design principles.

Complete Streets are roadways that are designed to be safe for all users: pedestrians, people who cycle, take transit or drive, and people of varying ages and levels of ability.

Complete Street designs enhance multi-modal transportation options by providing dedicated and safe bicycle and pedestrian infrastructure along the LRT corridor.

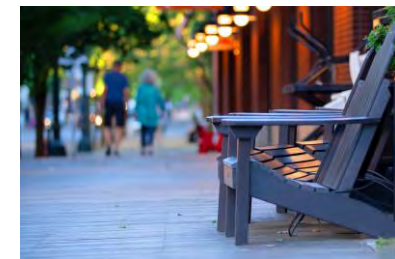


Source: City of Toronto

Complete Streets | Conceptual Overview



Source: City of Toronto



Left: Example of Complete Street elements in Toronto.

Right: Examples of elements that are often considered when designing Complete Streets.

Complete Streets | Design Principles

The following design principles will guide the design of Complete Streets for the EELRT project:

- Accommodate pedestrian and cycling infrastructure and continuous rows of trees.
- Protect cycling paths from auto traffic by installing enhanced buffers or tree planting zones.
- Preserve healthy and mature trees in their original place, where possible.
- Restrict vehicular lane widths to minimum dimensions required for design speed.



Rendering of Surrey, B.C. LRT, which demonstrates potential for EELRT public realm.

Typical Design



What is Typical Design?

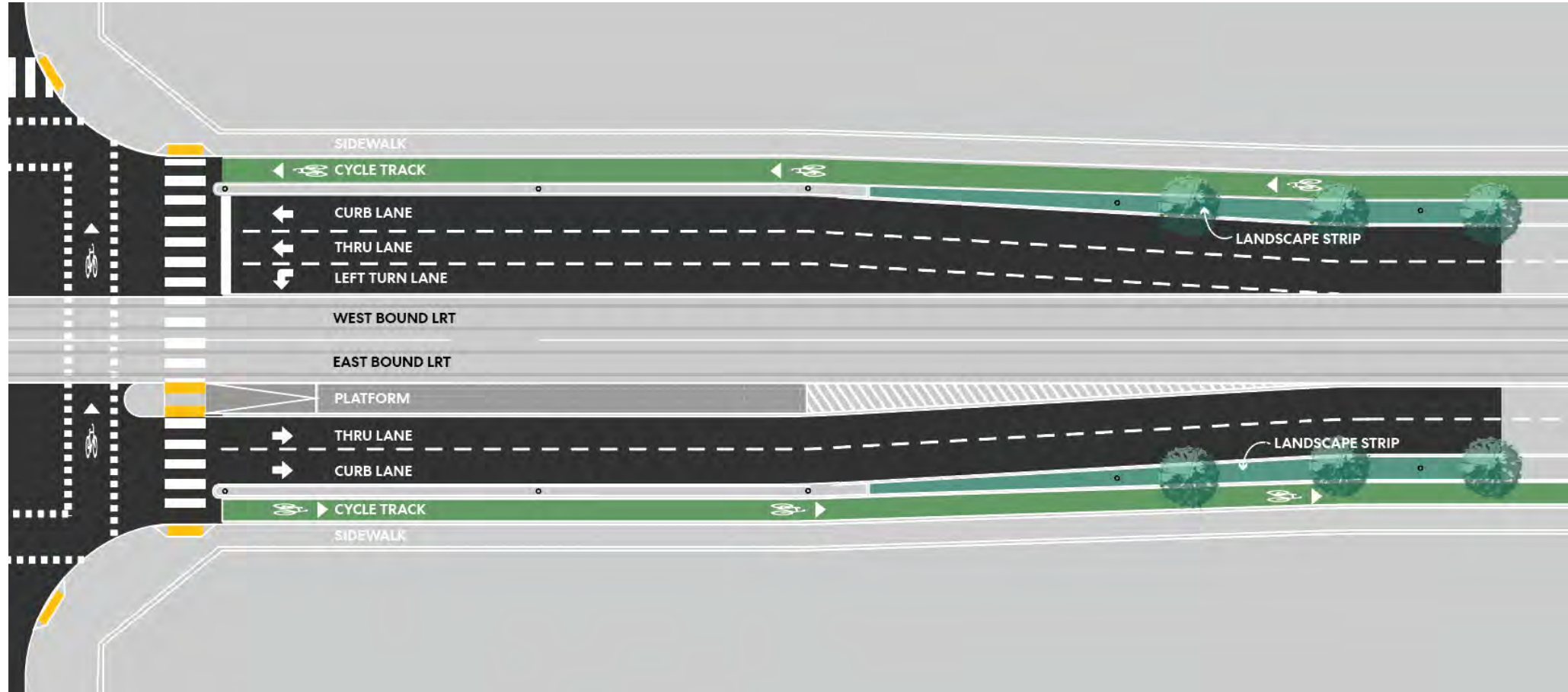
In the case of EELRT, the term **Typical Design** refers to the standard design of the project's infrastructure throughout the corridor. This includes the:

- Alignment of the LRT tracks (which are always centre-running for EELRT)
- Position of platforms in relation to the roadway
- Number of traffic lanes (2 or 4)
- Presence and position of landscaping and other amenities
- Position of cycle tracks and bike crossings
- Position of sidewalks and pedestrian crossings
- Position of buffer zones between traffic and cyclists/pedestrians

On the next three slides, you can see examples of the EELRT typical design at station platforms near signalized intersections, first from overhead views of the platform area and intersection, and then from a street-level view. Note that these designs are generic in nature and meant to illustrate how the project's design principles are employed across the project.

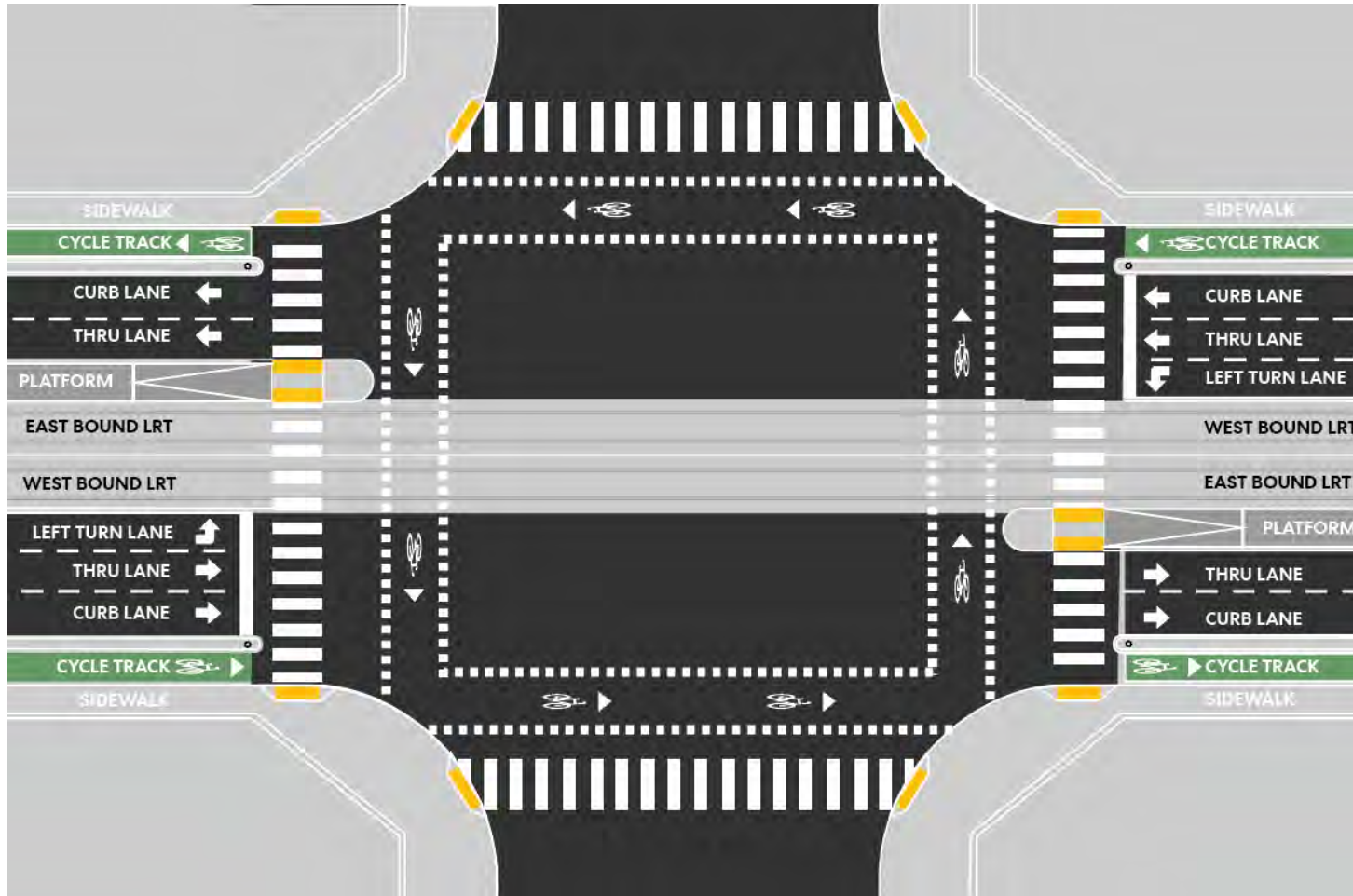


Proposed Typical Stop Design | Overhead View



Typical plan view of an EELRT stop platform at a signaled intersection.

Proposed Typical Intersection Design



Typical plan view of an EELRT stop at a signalized intersection, with a focus on the intersection.

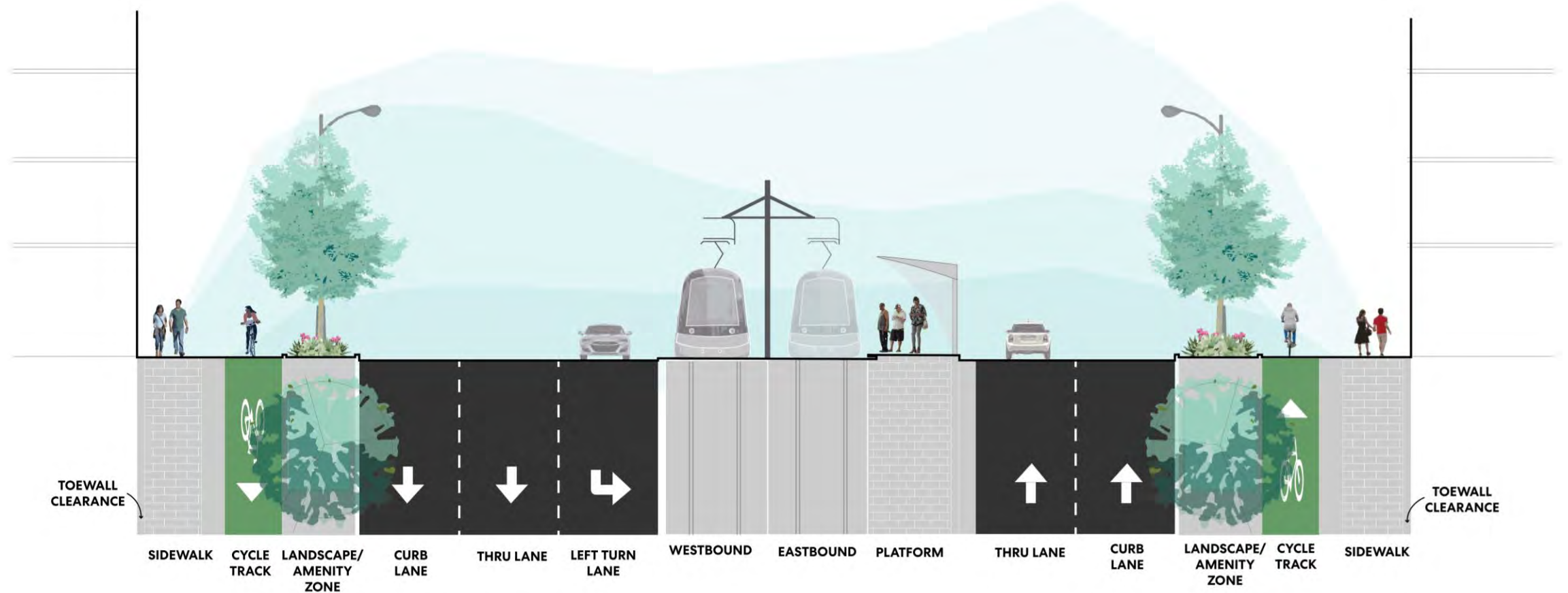


Six Points interchange



Eglinton Crosstown – Sunnybrook Station

Proposed Typical Stop Design | Street View



Typical 4-lane cross section for platform locations across EELRT.

- Stops will be located every 400 metres to 1 kilometre, with an average distance of 670 metres between stops.

Typical Design Zones

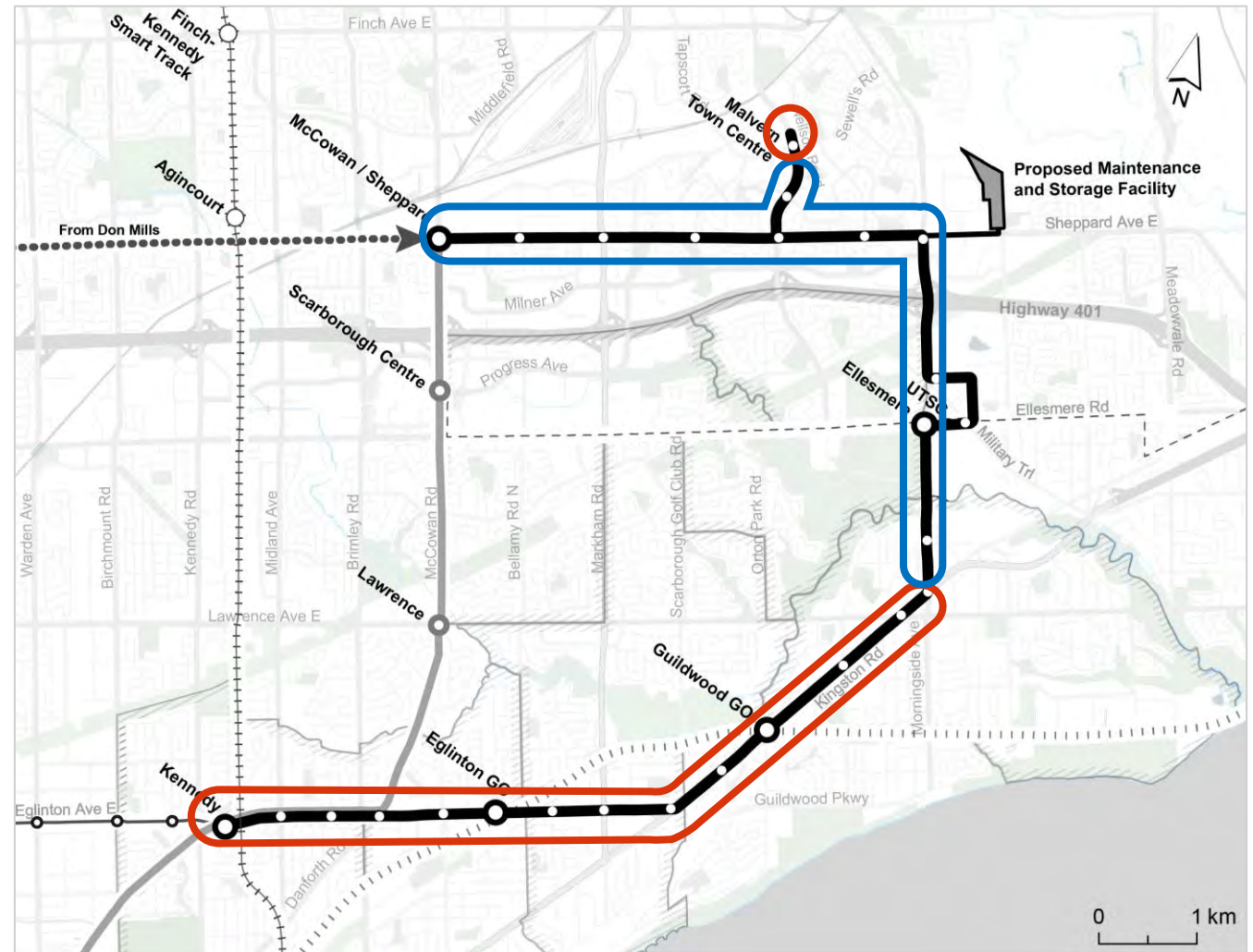
The typical design for the EELRT is broken into two 'zones'. Each zone features its own standard design that is generally applied to the zone's full alignment.

Design Zone A

Mixed-use Context: Along Eglinton Avenue East, Kingston Road and Neilson Road north of Berner Trail.

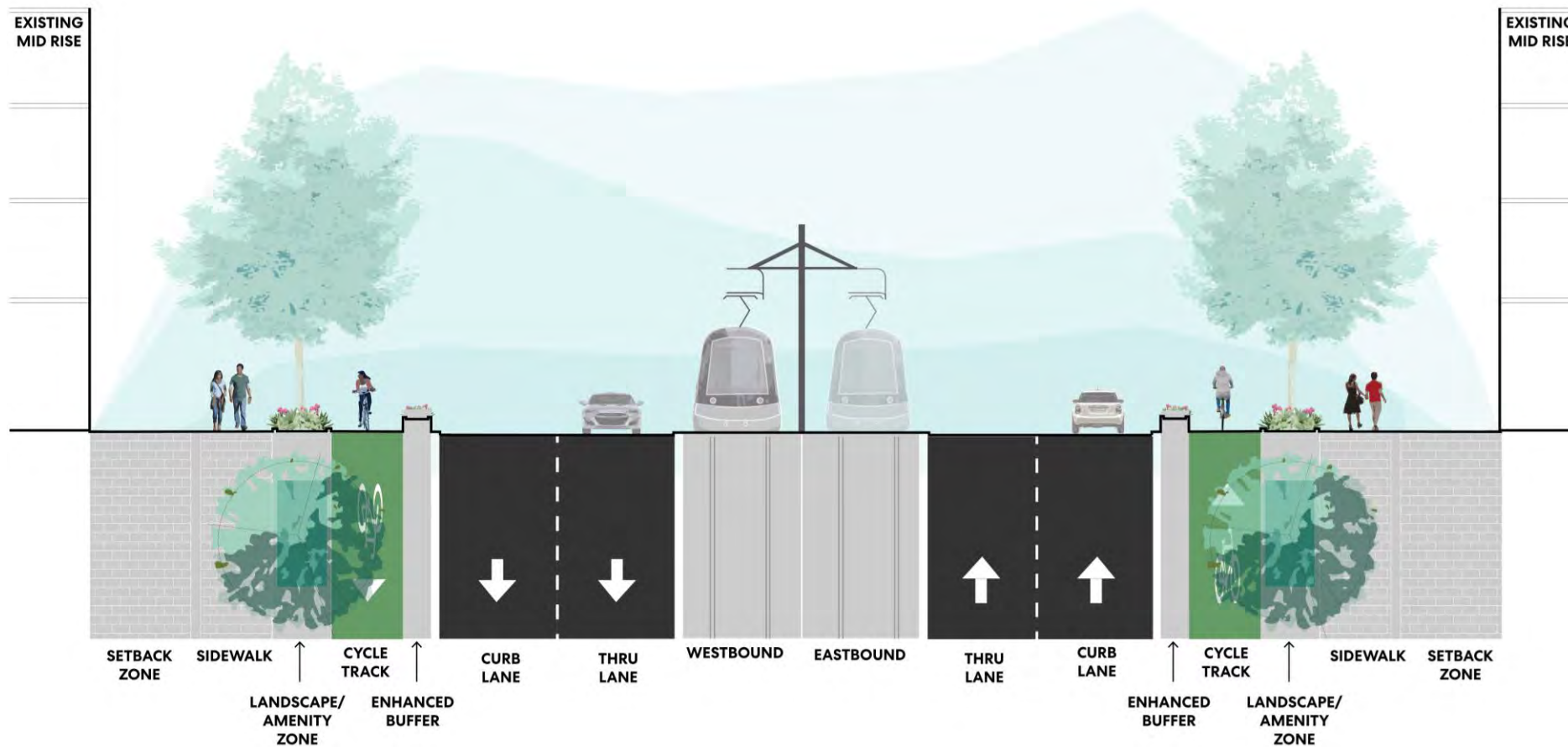
Design Zone B

Primarily Employment or Neighbourhood Context: Along Morningside Avenue, Sheppard Avenue and Neilson Road south of Berner Trail.



 Design Zone A  Design Zone B

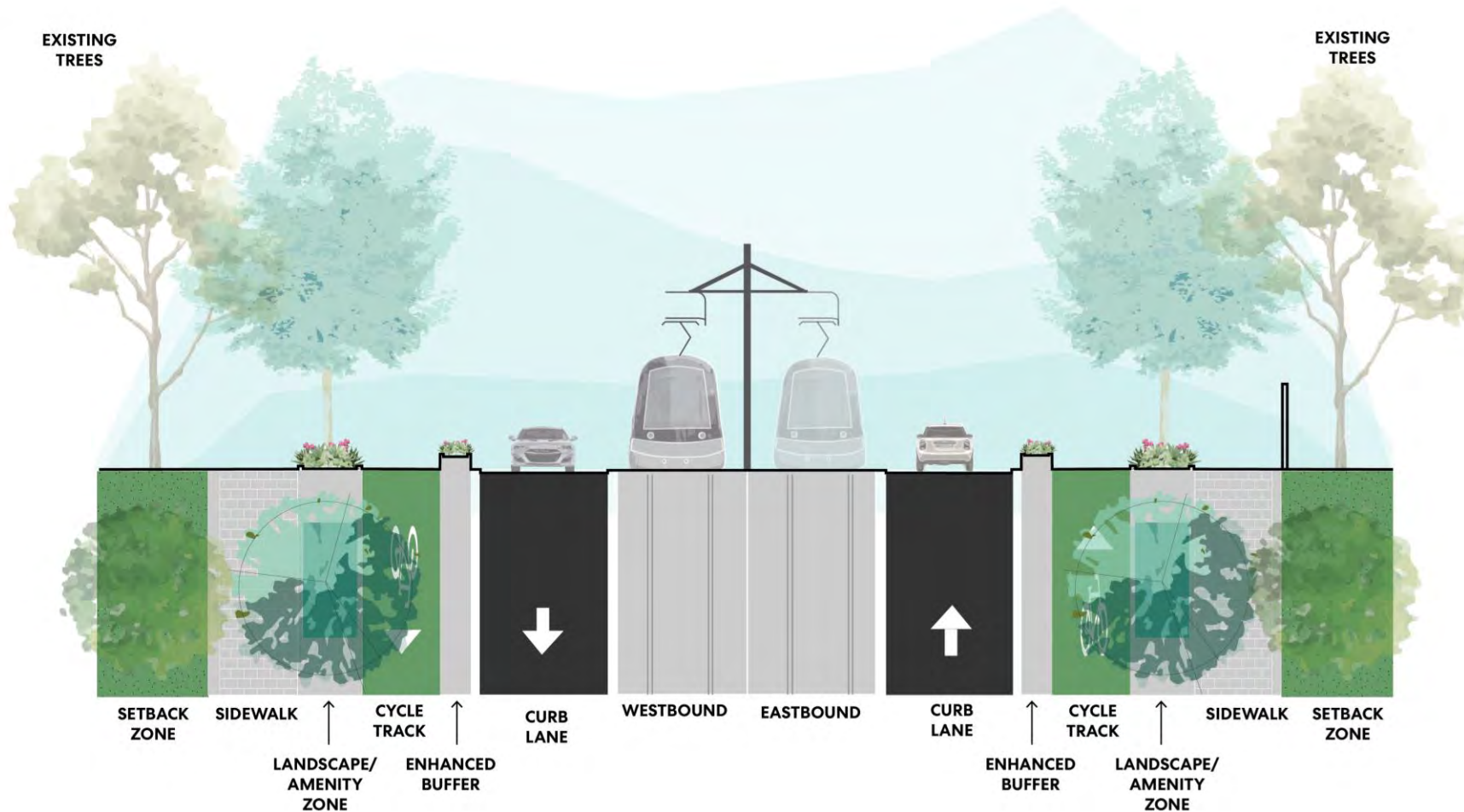
Typical Design | Zone A Cross Section with 4 lanes



Zone A features higher density areas with an emphasis on creating a vibrant, social public realm through use of sidewalks, attractive landscaping and public spaces.

Typical 4-lane cross section in Zone A. This design is proposed to be implemented along **Eglinton Avenue East** and **Kingston Road**.

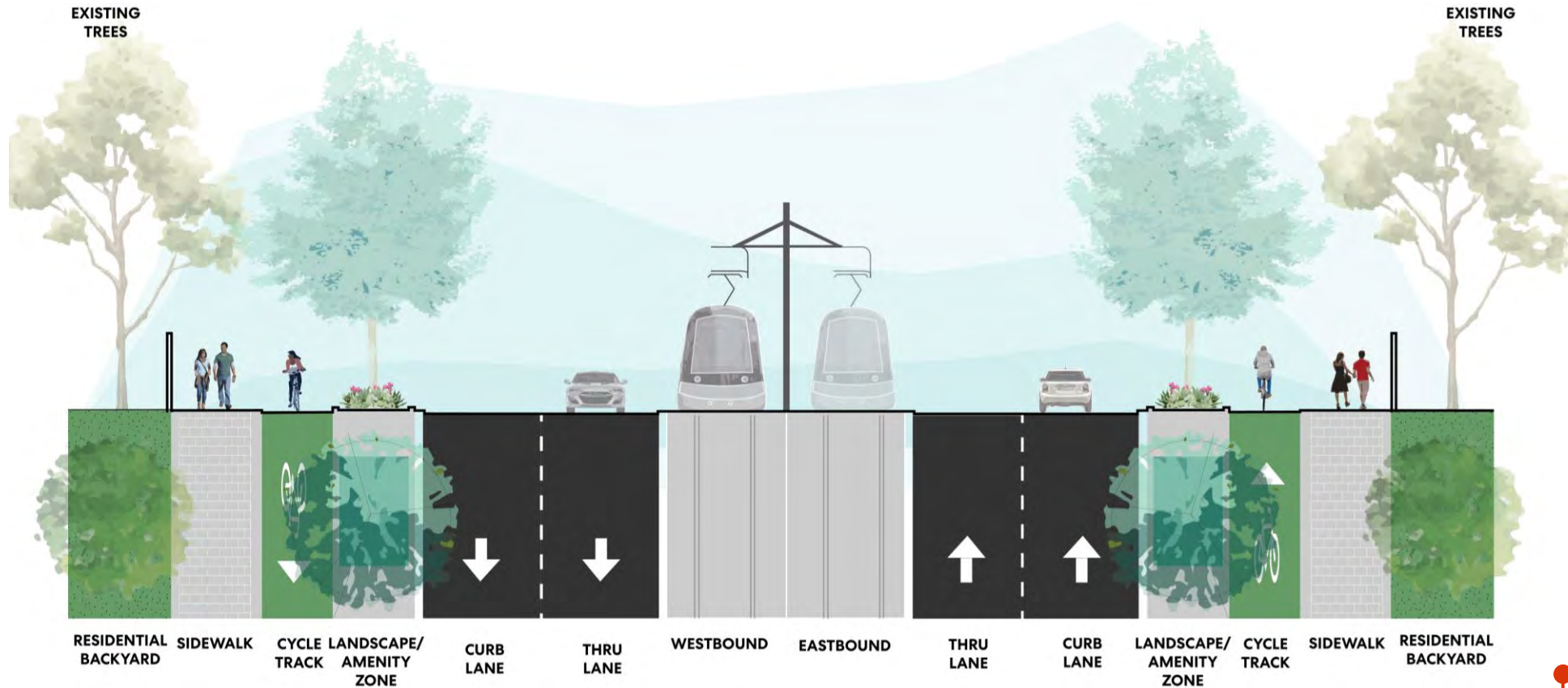
Typical Design | Zone A Cross Section with 2 lanes



Typical 2-lane cross section in Zone A. This design is proposed to be implemented along **Neilson Road north of Berner Trail**.

Zone A features higher density areas with an emphasis on creating a vibrant, social public realm through use of sidewalks, attractive landscaping and public spaces.

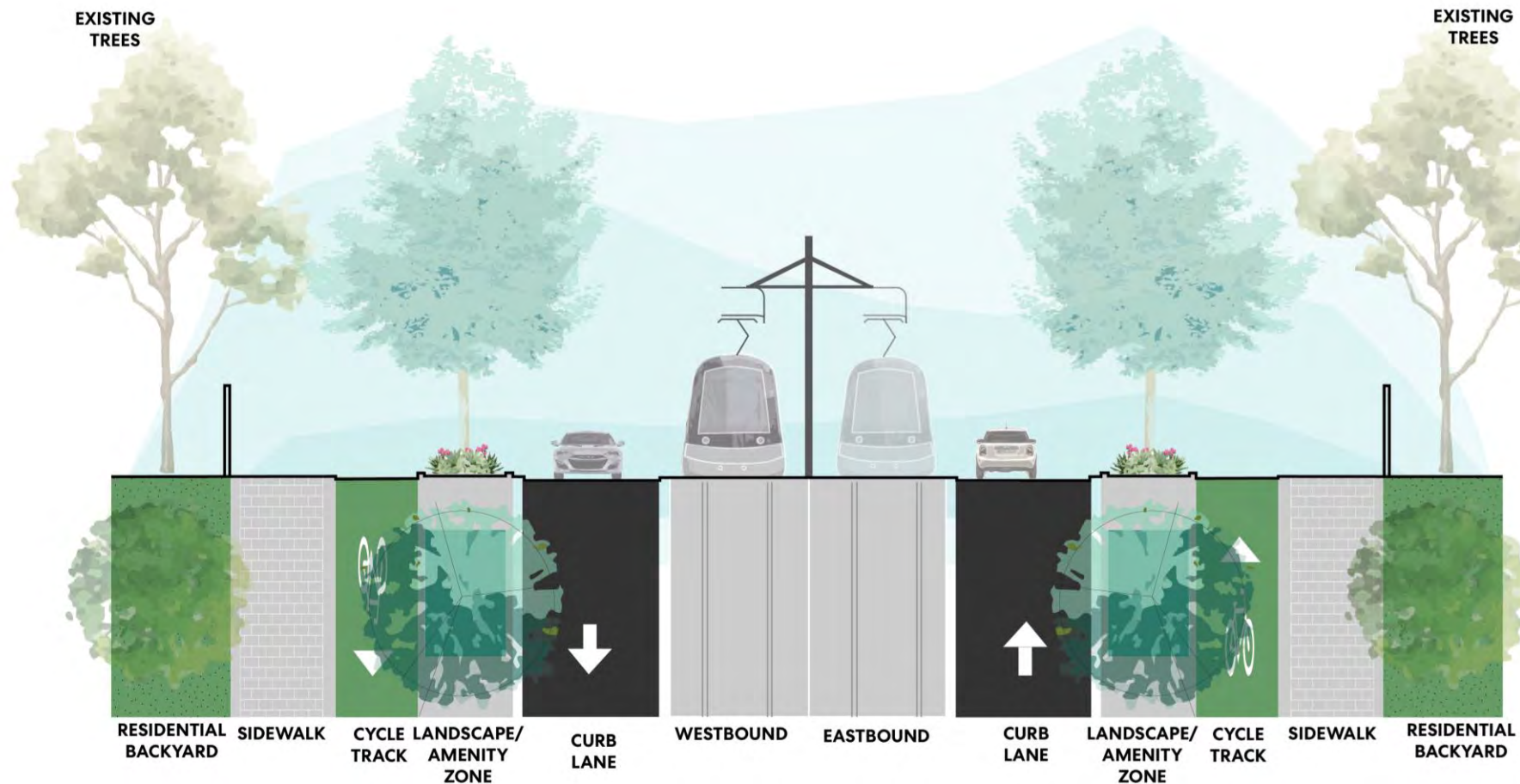
Typical Design | Zone B Cross Section with 4 lanes



Typical 4-lane cross section in Zone B. This design is proposed to be implemented along **Morningside Avenue north of Ellesmere Road** and along **Sheppard Avenue**.

Zone B features many single-family homes, with commercial plazas and business parks.

Typical Design | Zone B Cross Section with 2 lanes



Typical 2-lane cross section in Zone B. This design is proposed to be implemented along **Morningside Avenue south of Ellesmere Road** and **Neilson Road south of Berner Trail**.

Zone B features many single-family homes, with commercial plazas and business parks.



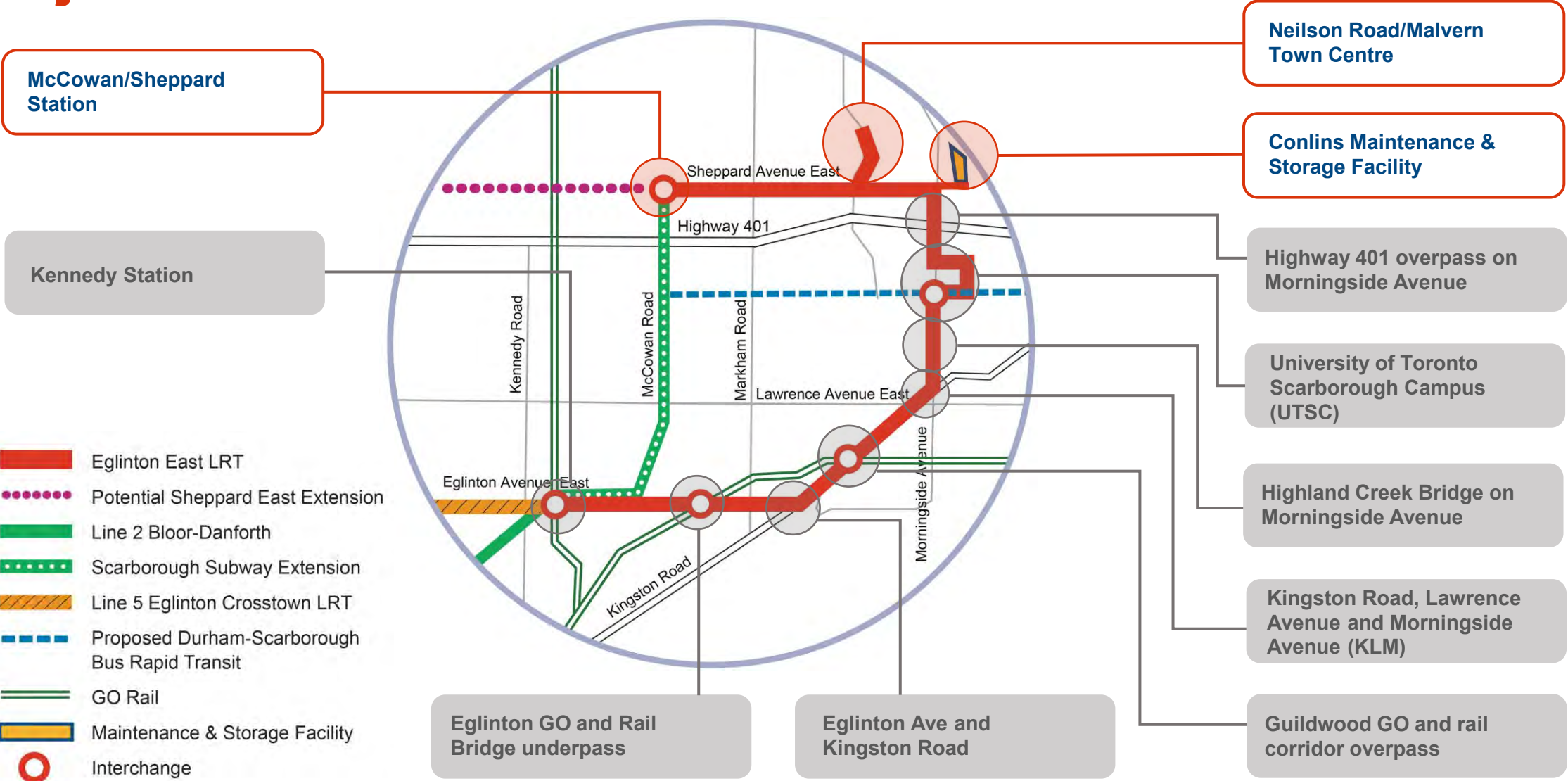
Project Focus Areas

Project Focus Areas | Overview

- 11 focus areas have been identified for the functional (10%) design phase of the project.
- Focus areas are determined through a variety of factors, such as:
 - Interface with other transit projects and existing infrastructure.
 - Community interest.
 - Stakeholder coordination.
 - Environmental considerations, such as parks and creeks.
 - Importance to other aspects of the Functional (10%) Design, such as physical constraints, etc.



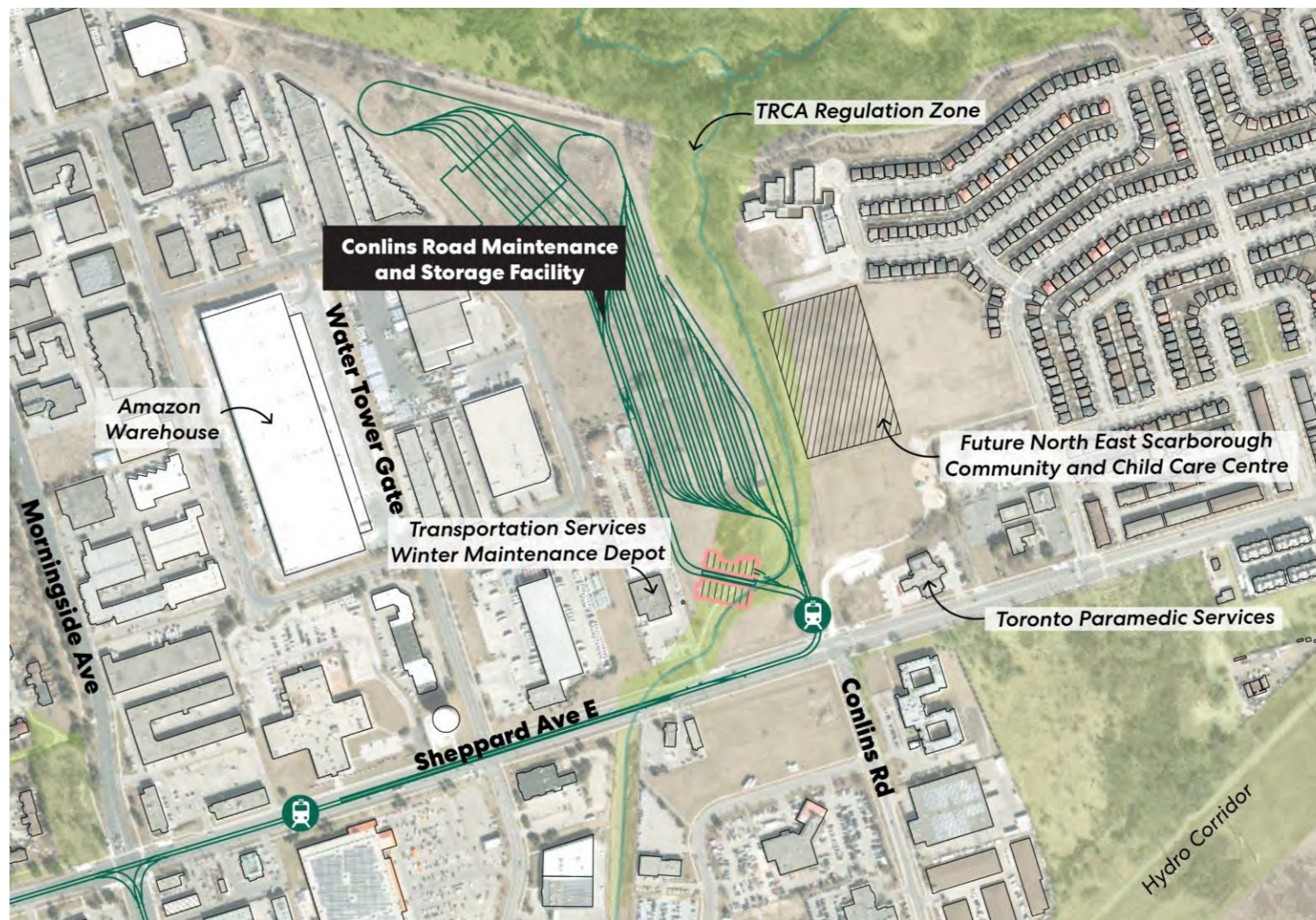
Project Focus Areas



Conlins Road Maintenance and Storage Facility (MSF)

Conlins Road Maintenance and Storage Facility | Proposed Alignment

- City Council's preferred location for the EELRT Maintenance and Storage Facility (MSF) is on a site north of Sheppard Ave East and Conlins Road.
- 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.
- Environmental studies are currently underway to evaluate potential impacts and identify appropriate mitigation measures.



Maintenance and Storage Facility | Non-EELRT Sample Rendering



Rendering for Eglinton Crosstown LRT Maintenance and Storage Facility (MSF) demonstrates the potential for the EELRT MSF.

**Neilson Road /
Malvern Town Centre**

Neilson Road/Malvern Town Centre | Alignment Features

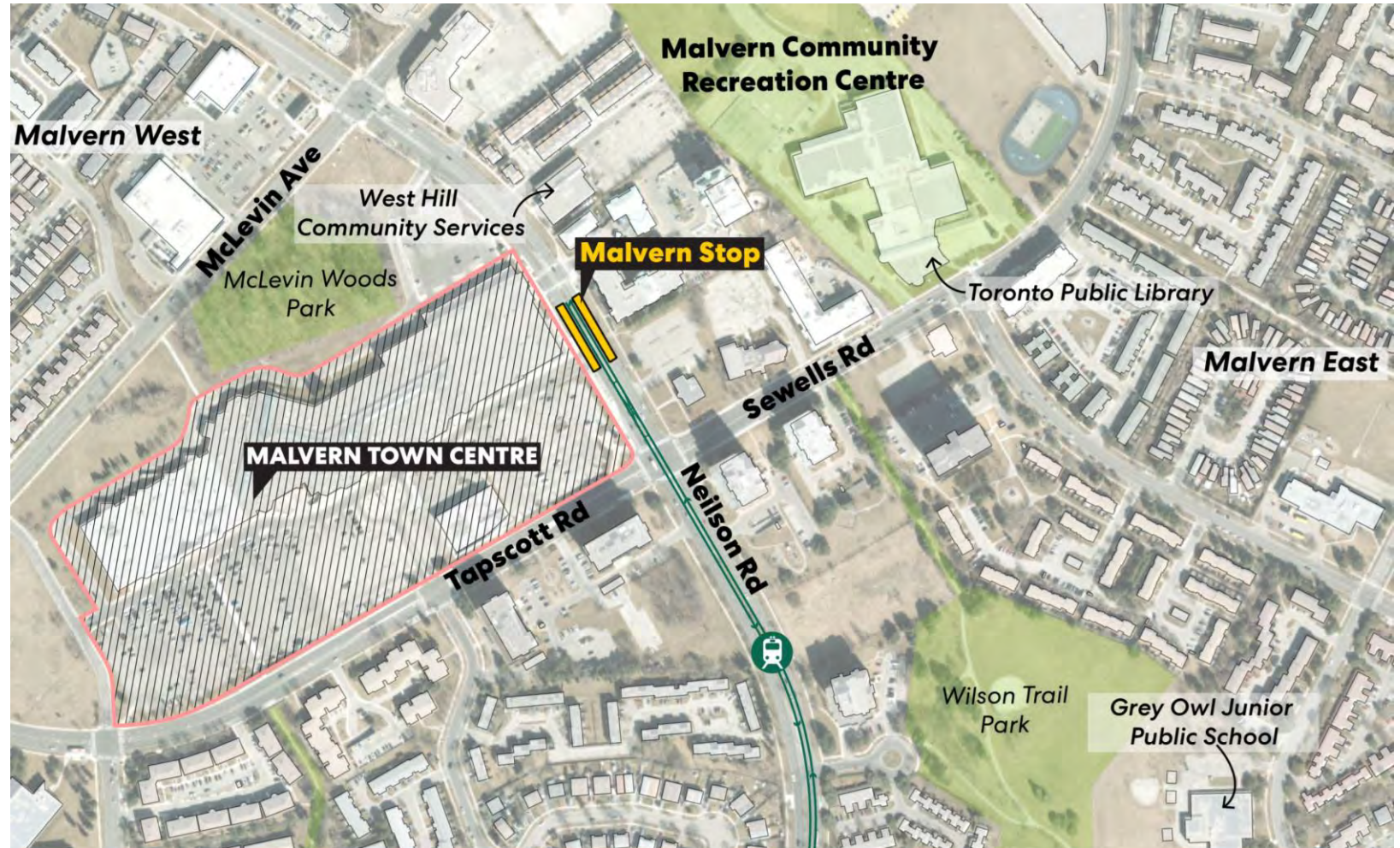
- The functional (10%) design would run EELRT in the centre of Neilson Road to a terminus stop at Malvern Town Centre.
- To accommodate all elements of the EELRT design principles (access for cyclists and pedestrians, green space), the current design proposes a traffic lane reduction from 4 lanes to 2 lanes on Neilson Road north of Sheppard Ave to McLevin Ave.



Neilson Road/Malvern Town Centre | Alignment Features, Continued

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

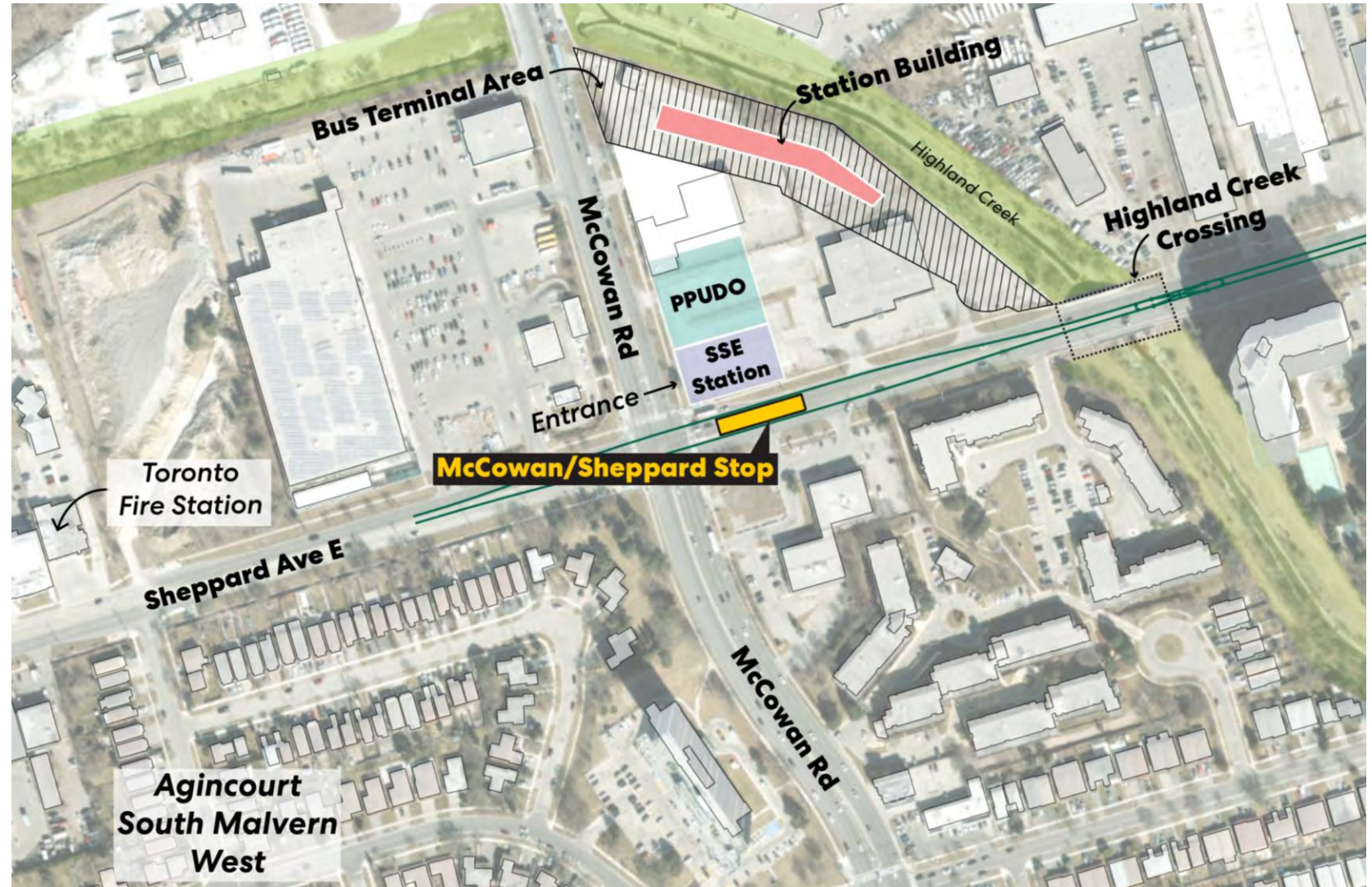
- It would introduce public realm enhancements and landscaping.
- It would help align the area with future development opportunities at Malvern Town Centre.
- It would minimize any potential impacts along Neilson Road.
- It would bring the roadway up to date with the current right-of-way design standards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



McCowan / Sheppard Station

McCowan/Sheppard Station | Alignment Features

- McCowan/Sheppard is the proposed terminus of EELRT.
- The EELRT platform is proposed to be in the centre of the roadway.
- There would be convenient, underground connections to the TTC bus terminal, the Scarborough Subway Extension station and the potential Sheppard East Extension.
- Coordination with Metrolinx and the Scarborough Subway Extension team is ongoing.



Next Steps and How to Get Involved



Project Next Steps



We Want to Hear From You



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



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



Contact the project team:
EglintonEastLRT@Toronto.ca

Comment Deadline:
June 21st, 2023



Question and Answer Session

Eglinton East Light Rail Transit (EELRT) Future Line 7

Functional (10%) Design Phase
Public Consultation Report

October 16, 2023



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1.0 Executive Summary

The Eglinton East Light Rail Transit (EELRT/future Line 7) is a proposed 18-kilometre light rail transit (LRT) system in Scarborough. The line is proposed to extend as a 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 proposed route as of 10% design is shown in **Figure 1** below.

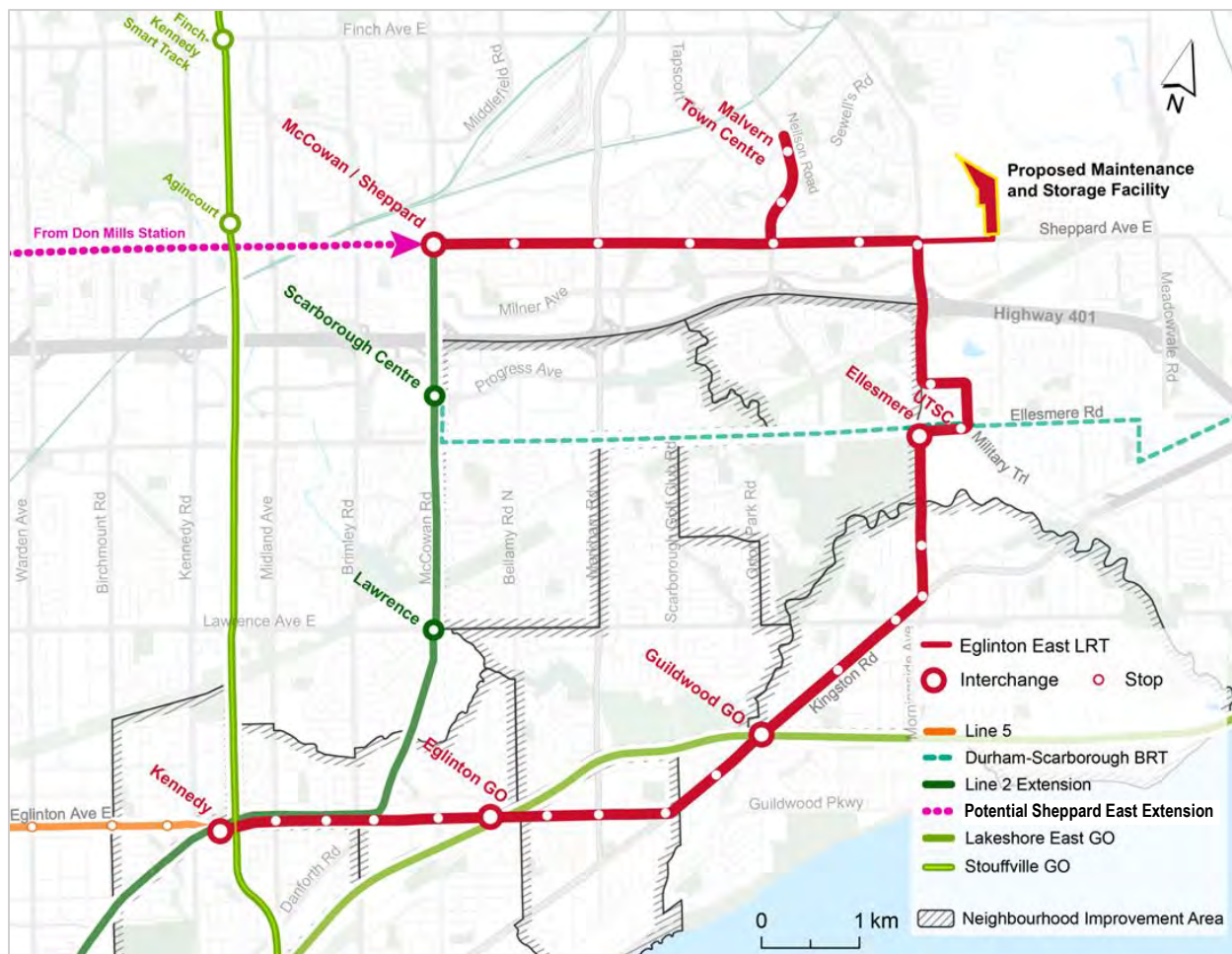


Figure 1: Eglinton East Light Rail Transit 10% Design Route

EELRT is a City of Toronto priority transit expansion project that will provide rail-based transit to underserved communities in the city, supporting future growth and development of complete communities, serving local destinations as well as trips outside of Scarborough.

Two major phases of public consultation are planned for this stage of the project, which includes the project's functional (10%) design development and Transit Project Assessment Process (TPAP). In phase one, which is covered in this report, 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 one included one stakeholder meeting, three virtual public meetings and one online survey. These

engagement opportunities were used to share technical project information with stakeholders and the community, while also soliciting input regarding the design and details of the project.

Throughout the course of this consultation process, the project team has received feedback from stakeholder groups and members of the public. Feedback has been reviewed, consolidated and summarized throughout the engagement process to help advance technical decisions and aid in finalizing the functional (10%) design. This report summarizes feedback received through public consultation activities that took place between May 15 and June 21, 2023.

Feedback highlights for the EELRT functional (10%) design stage, including route, road design and transit stops are:

- Participants expressed the need to ensure **connectivity to other transit options** is built into EELRT's design, particularly in terms of pedestrian accommodations, walkability and distance between EELRT stops and Line 2, Line 5, GO and Durham-Scarborough Bus Rapid Transit (DSBRT) stops.
- Participants sought to learn about the proposed **changes to existing bus service** after EELRT would begin operation, emphasising the need to ensure there is service to connect people to EELRT along with concern for overall travel times when compared to the current express bus service.
- Participants expressed a desire to see **Transit Signal Prioritization (TSP)** incorporated into the project to ensure fast and reliable service.
- The main priorities for **transit stop and shelter design** included protection from inclement weather and the sun.
- There is overall support for the project's **complete streets** design concepts and cycle tracks, with some concern that the project's current designs do not prioritize **cyclist and pedestrian safety**, particularly at intersections.
- Some participants were concerned the project would increase vehicle traffic along the EELRT route, and expressed the need for **vehicular considerations and the reduction of auto traffic** to ensure the EELRT doesn't adversely affect the already congested roadways.

Participants also provided feedback outside the scope of the functional (10%) design that will be considered in future stages of the project.

- Some participants flagged that the project's design should protect for the **future expansion of EELRT**, in terms of additional service routes, more destinations and the potential for more and/or longer LRT vehicles.
- Participants wanted to see a **Community Benefits Agreement** incorporated into future phases of the project to provide opportunities to the local communities.
- A few participants noted that **renaming the project** would better reflect the area it would serve, beyond just Eglinton Avenue East, and draw in more engagement for future phases of public consultation. The Eglinton Crosstown was raised as a point of comparison during some design discussions around the desire to see more separation

of cycling facilities and increased weather protection, as well as the potential effects from construction.

More detail about each of these common topics and other feedback gathered during the public consultation period is included in the **4.0 Key Findings** section of this report.

2.0 Introduction and Background

The proposed EELRT project (future Line 7) is an 18-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. 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 EELRT will feature up to 27 proposed stops and during peak periods, trains will run every 4-5 minutes. The line will utilize a proposed Maintenance and Storage Facility (MSF) at Conlins Road and Sheppard Avenue East. 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 East 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 TPAP 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 Eglinton East Light Rail (EELRT)

2017 – City initiates early conceptual design and planning process for 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 EELRT alignment to Malvern. Public and stakeholder engagement for conceptual design and planning takes place.

2020 – City Council directs staff to advance EELRT design to 10%, complete a TPAP 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 EELRT system to Sheppard/McCowan. City Council confirms preference for Conlins Yard MSF site. No longer a through service at Kennedy

2023 – City completes the functional (10%) design for EELRT system, begins to draft the Environmental Project Report and plans to launch the TPAP. Phase one of public and stakeholder engagement for functional design and planning takes place.

3.0 Consultation Methods and Activities

The purpose of this phase of Public Consultation was to share information on the EELRT functional (10%) design elements, providing an opportunity for the public to ask questions and share their feedback on the proposed route and functional (10%) design of the project before the proposal is presented to City Council in preparation for the Transit Project Assessment Process (TPAP). Functional (10%) design applies to typical design standards for the roadway, including station platforms, intersections, pedestrian areas and bikeways, as well as transit stop amenities and key priorities for station connections.

Environmental, social and economic impact studies will be completed as part of the TPAP and will be shared with the public as part of continued Public Consultation.

The current phase of Public Consultation took place from May 15, 2023 to June 21, 2023. During this time, feedback was received during stakeholder and public meetings, an online survey accessible through the project web page, through email and from telephone calls.

Outreach Activities

Leading up to and during this phase of public consultation, the project team partook in several avenues of outreach to notify the public, stakeholders and Indigenous communities about opportunities to engage and provide comments on EELRT. The tools and methods of outreach are identified below.

- **Stakeholder Email.** An email notice and invitation to participate in a stakeholder meeting was circulated on May 3, 2023 to 75 stakeholder organizations identified through neighbourhood scans and participation in previous Eglinton East LRT consultations.
- **Public Meeting Notice.** A formal Public Meeting Notice was published in four newspapers. Each advertisement included a description of the project, a map of the project area, details about upcoming virtual public meetings, opportunities for feedback and the project website address. The advertisement was translated in three of the newspapers based on demographic data for the project area.
 - Metroland Scarborough Mirror on May 18, 2023

- Canadian Chinese Express (Simplified Chinese) on May 19, 2023
- Senthamarai (Tamil) on May 19, 2023
- Gujarat Abroad (Gujarati) on May 19, 2023
- **Social media posts.** Content promoting the virtual public meetings and online survey was promoted through the following City social media channels from May 15 to June 14, 2023:
 - @CityofToronto and @GetInvolvedTO (Twitter)
 - @CityofTO (Instagram)
 - City of Toronto (Facebook)
- **TTC Media Channels.** Content promoting the virtual public meetings and online survey was promoted through various TTC media platforms:
 - TTC transit platform screens on all lines, May 15 to June 14, 2023
 - TTC transit platform screens in Victoria Park, Warden and Kennedy Stations, May 17 to June 21 2021
 - PA Announcements in Kennedy, Victoria Park and Warden Stations, May 17 – June 21, 2023
 - TTC Social Media: Facebook / Twitter / Instagram May 17 to June 21, 2023
 - TTC Webpage “Latest News” section May 17, 2023 and June 8, 2023
- **Indigenous community notifications.** A formal email was circulated on May 16, 2023 to First Nations and Indigenous communities identified by the Ministry of the Environment, Conservation and Parks (MECP) as potentially having an interest in this project. The email provided information about the project along with notice of public consultation and an opportunity to provide feedback or request a meeting. The letter also identified the upcoming TPAP, which would include a formal Notice of Commencement and opportunity for feedback.

Notification was sent to:

- Mississaugas of Scugog Island First Nation
- Hiawatha First Nation
- Alderville First Nation
- Curve Lake First Nation
- Chippewas of Georgina Island First Nation
- Chippewas of Rama First Nation
- Beausoleil First Nation
- Mississaugas of the Credit First Nation

Stakeholder Meeting

A stakeholder meeting was facilitated early in the consultation process to provide an opportunity for community groups and organizations to relay relevant information within their groups during the consultation period and provide early feedback to the project team, identifying key questions, support and concerns that may be arise during public engagement.

The project team identified key stakeholder groups throughout the route and invited them to participate in the consultation process via a formal stakeholder meeting. One virtual stakeholder meeting was held on Monday, May 15, 2023, from 1:00 to 3:00 p.m. During the meeting, the project team shared information about the project and functional (10%) design, providing an opportunity for questions and feedback on the proposed plans. Representatives from the engineering and design team, transportation staff and the TTC participated in the meeting. A total of 15 stakeholders participated.

Stakeholders had significant interest in design features, details for the proposed service and the public consultation process. Concerns were raised about planned train sizes, projected ridership numbers and service capacity to accommodate future demand and growth. Transit signal prioritization was raised as a key feature to be considered in the project development. Questions were asked about route options for the functional (10%) design, transfers between separate transit lines and travel times from high-use stop locations. Stakeholders wanted to ensure that information about public meetings and notices were reaching the public, in particular equity-deserving residents and Neighbourhood Improvement Areas along the project route. Stakeholders also stressed the importance of interpretation in public meetings for those whose first language is not English.

A full summary of the stakeholder meeting can be found in **Appendix A**.

Virtual Public Meetings

Three virtual public meetings were hosted to share information about the project and functional 10% design, providing an opportunity for members of the public to ask questions and give feedback on proposed plans. Representatives from the engineering and design team, transportation staff and the TTC participated in the meeting.

The three meetings were tailored toward different geographical audiences. Each meeting's presentation was largely the same but featured different Focus Areas:

- **Meeting 1 [51 participants]:** Kennedy Station, Eglinton GO, Eglinton Avenue & Kingston Road and Guildwood GO
- **Meeting 2 [44 participants]:** Kingston Road, Lawrence Avenue and Morningside Avenue (KLM); Highland Creek Bridge; UTSC; and the Highway 401 overpass
- **Meeting 3 [37 participants]:** Conlins MSF, Neilson Road / Malvern Town Centre and McCowan/Sheppard Station

A summary of discussion themes from the meetings are incorporated into the **4.0 Key Findings** section of this report.

Full summaries of all three virtual public meetings can be found in **Appendix A**.

Online Survey

An online survey was posted to the EELRT project page of the City's website and was available to the public for the 6-week duration of the public consultation period. The survey received a total of 687 respondents, with 525 (76%) fully completing all questions.

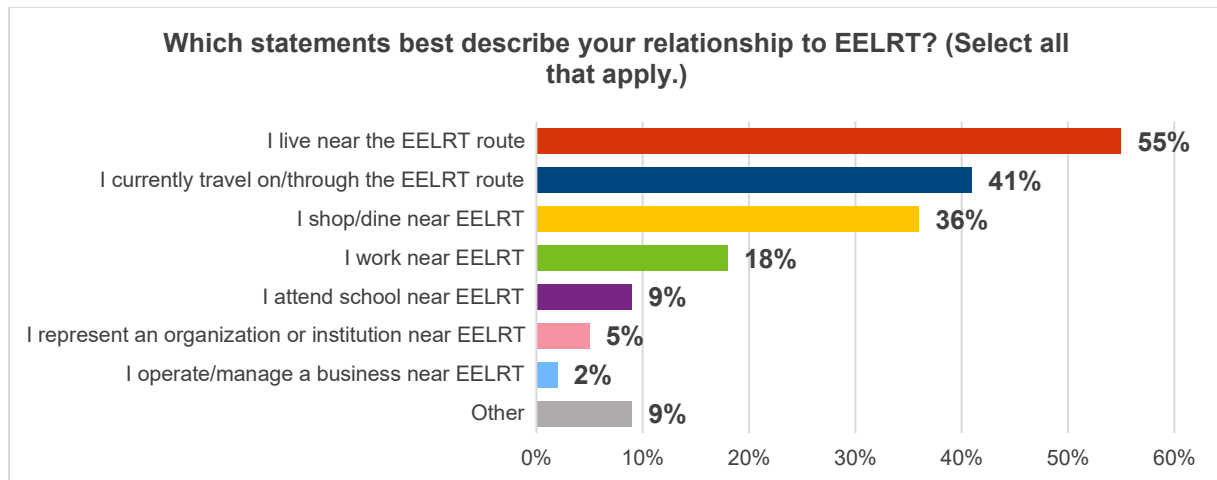


Chart 3: Participants' self-reported relationship with the proposed EELRT route

A majority of respondents reported that they live near the proposed EELRT route, while a significant minority reported that they travel on/through and shop or dine near the route. The full results are shown in **Chart 3**.

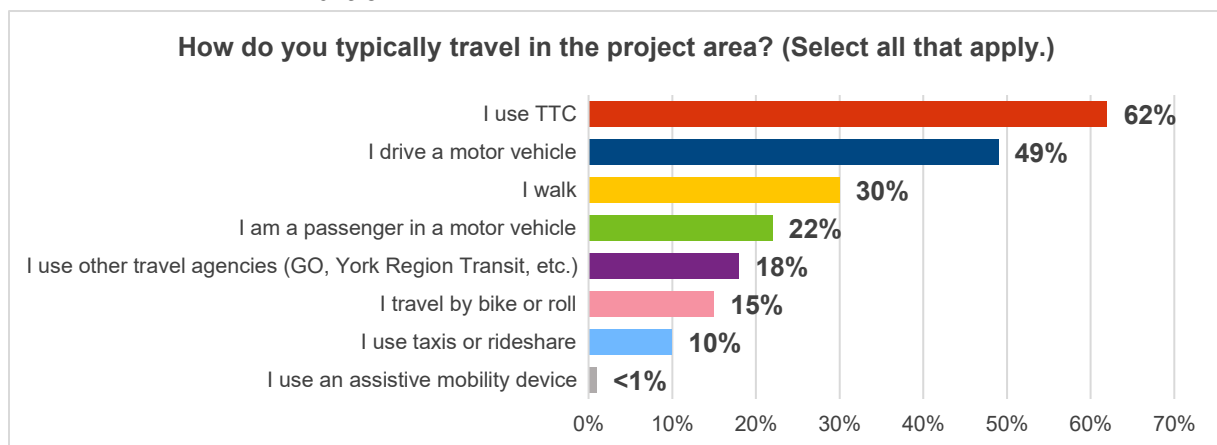


Chart 4: How participants currently travel in the proposed EELRT route

Sixty-two percent (62%) of respondents indicated they currently use the TTC to travel throughout the project area. Forty-nine percent (49%) of respondents drive through the project area. Survey results can be viewed as reflective of both drivers and TTC passengers. Further calculations indicate that 18% of respondents both drive and use the TTC.

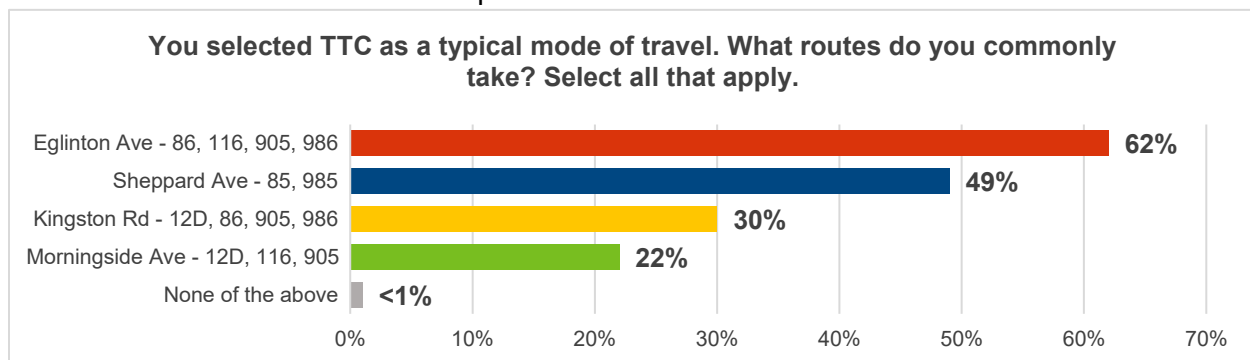


Chart 4b: TTC routes along the proposed EELRT route used by participants

4.0 Key Findings

The primary findings from the survey and feedback from meetings are incorporated into the Key Findings for this report. Feedback during this stage of functional (10%) design is relevant for, and will be considered during, future phases of design. Results from the online survey's demographic questions, which are not covered in this section of the report, are included in **Appendix B**, while the meeting summaries for all public and stakeholder meetings are included in **Appendix A**.

While the purpose of this phase of consultation was to receive feedback on the EELRT functional (10%) design, participants also provided comments on a broader range of topics related to the project, which have been included in this section as "Other Feedback".

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

Functional (10%) Design Feedback

Connectivity to other transit options.

Ensuring easy, quick and close connections between EELRT and other transit services was a top priority for many participants, especially given that the EELRT is no longer designed as a continuous service at Kennedy. Participants were interested in the connections between the EELRT and current and future transit services:

- **GO stations:** Participants wanted to see convenient transfers from EELRT to the Eglinton and Guildwood GO stations and expressed general concern about the distances between the GO stations and the nearest EELRT connection.
- **Line 2 and Line 5 at Kennedy:** With the EELRT no longer proposed as a through service, participants wanted to ensure transfers from Line 2 and Line 5 to the EELRT at Kennedy Station would be as quick and efficient as possible. A specific suggestion was to implement moving walkways within Kennedy Station to help expedite the walk between Line 2 and Line 5 and the EELRT.
- **Line 2 at McCowan/Sheppard:** Because the EELRT station at McCowan/Sheppard is proposed to be in the median of Sheppard Avenue East, participants were curious to know how the stop would be connected to the future Line 2 station at McCowan/Sheppard. Most wanted to see a connection that would avoid a surface-level crossing of Sheppard Avenue East, such as an underground passage or otherwise weather-protected pedestrian route.
- **Durham-Scarborough Bus Rapid Transit (DSBRT):** Participants noted the need to coordinate with Metrolinx about ensuring EELRT and DSBRT have a convenient transfer along Ellesmere Road. Some suggested a shared platform that would serve both transit lines.

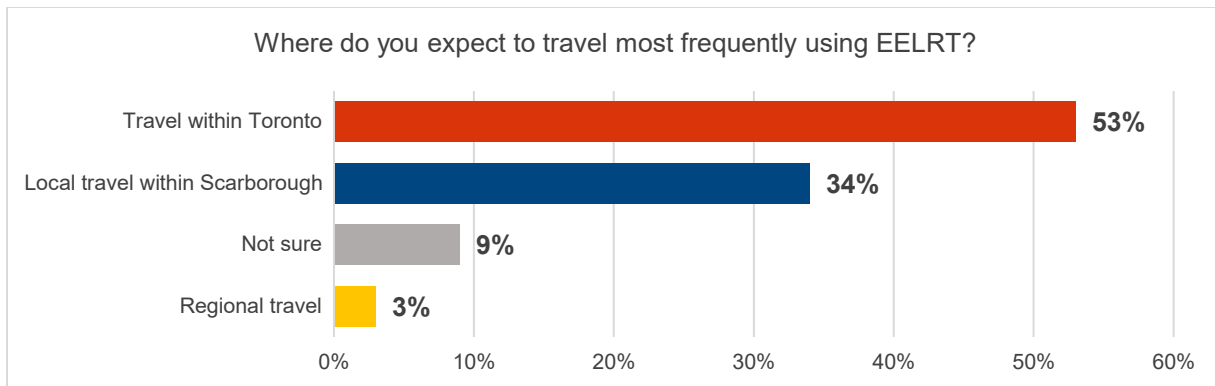


Chart 5: Participants' expected reason to use the EELRT

A majority of survey respondents indicated they would use EELRT to travel within the greater Toronto area, as shown in **Chart 5**, indicating the importance of connectivity to other transit lines.

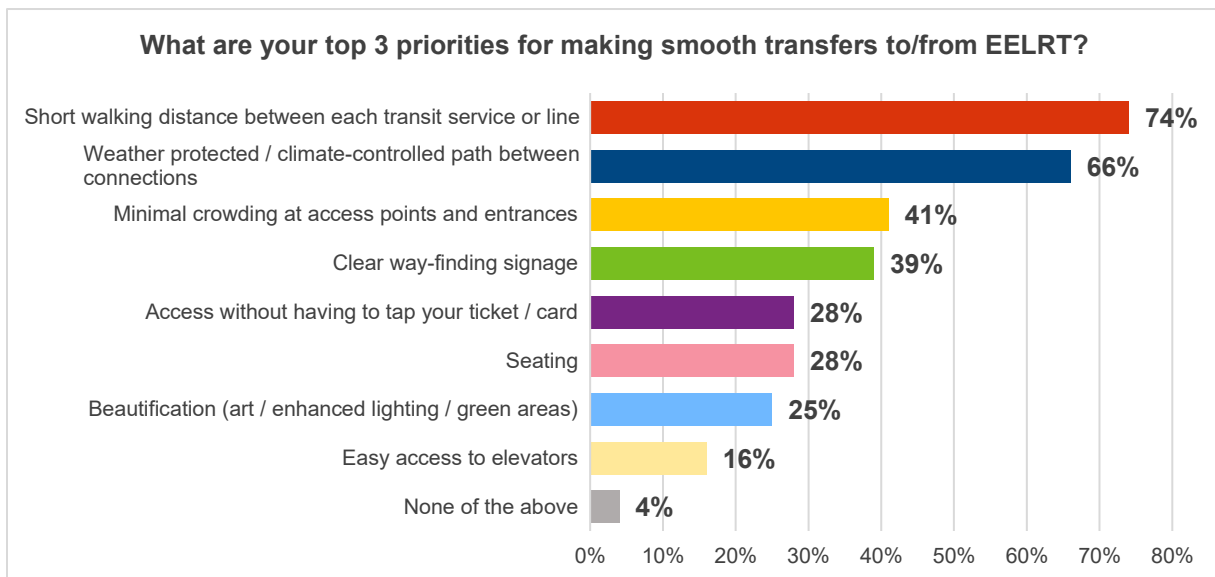


Chart 6: Participants' top 3 priorities for making smooth transfers to/from the EELRT

Survey respondents identified pedestrian accommodations as top priorities when considering transfers between EELRT and other transit lines, as shown in **Chart 6**. Short walking distance and weather protection were the top two priorities.

Route design.

There was some disappointment about the proposed 'distinct service' among participants, with a general preference for a continuous line along Eglinton Avenue East. Feedback during meetings on the overall route design included questions about the planning and decision-making process, the impact on bus routes, technical considerations for the light rail proposal and opportunities for future expansion.

Participants were interested in the planning process and how the proposed route was decided with an interest in opportunities for future expansion into Malvern and Agincourt areas (including the Zoo) and ensuring the needs of distinct areas such as the University of Toronto

Scarborough Campus (UTSC) are met. There was concern that the number of stops along the route could result in slower service, with overall longer travel times compared to express bus routes, and there was a specific request to include a stop at the Morningside Park entrance driveway. Technical considerations for light rail included questions about the safety and feasibility of running light rail along the Morningside Avenue slope.

Several questions were raised about potential property impacts to both public and private properties, with requests for more information and details, which are expected in the next phase of consultation.

Changes to existing bus service.

Many participants were eager to learn how the implementation of EELRT would affect existing TTC bus service, including the potential impact on overall travel time from the removal of express bus services. Participants also asked for more information on how local bus routes would be altered to better compliment the light rail line. Concern was raised regarding possible travel time differences and whether EELRT could result in a slower overall trip than the current dedicated bus lanes and express bus services.

Participants expressed a need to preserve 'feeder' routes to the EELRT that provide connections for residents who don't live or work directly along the EELRT route.

Stops locations.

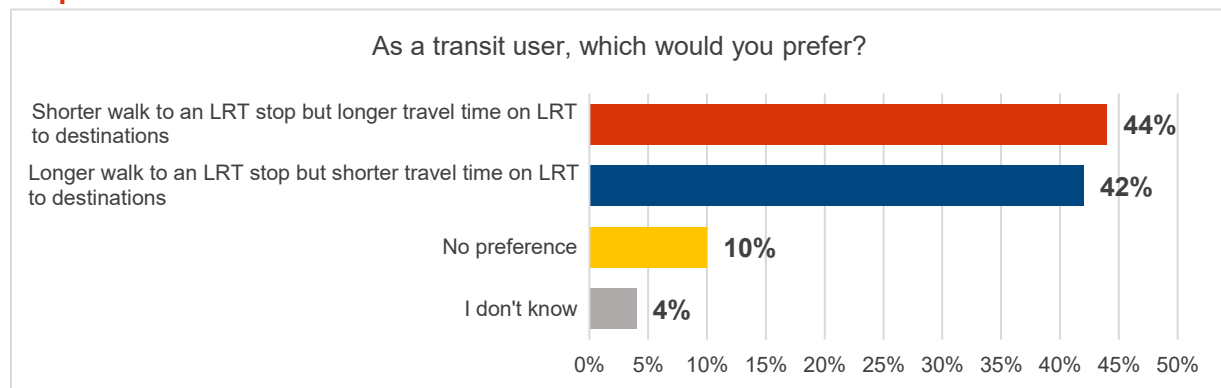


Chart 7: Participants' preference between walking and travel times when using the EELRT

A key element of the functional (10%) design is the number of stops and locations along the route, recognizing that fewer stops would result in shorter travel times. Survey respondents were split on their preference for a shorter walking time to stops or shorter total travel time to their destination (see **Chart 7**). However, in discussion and through open comments, concerns were raised about the overall longer travel time on the EELRT when the route is complete.

Shelter design.

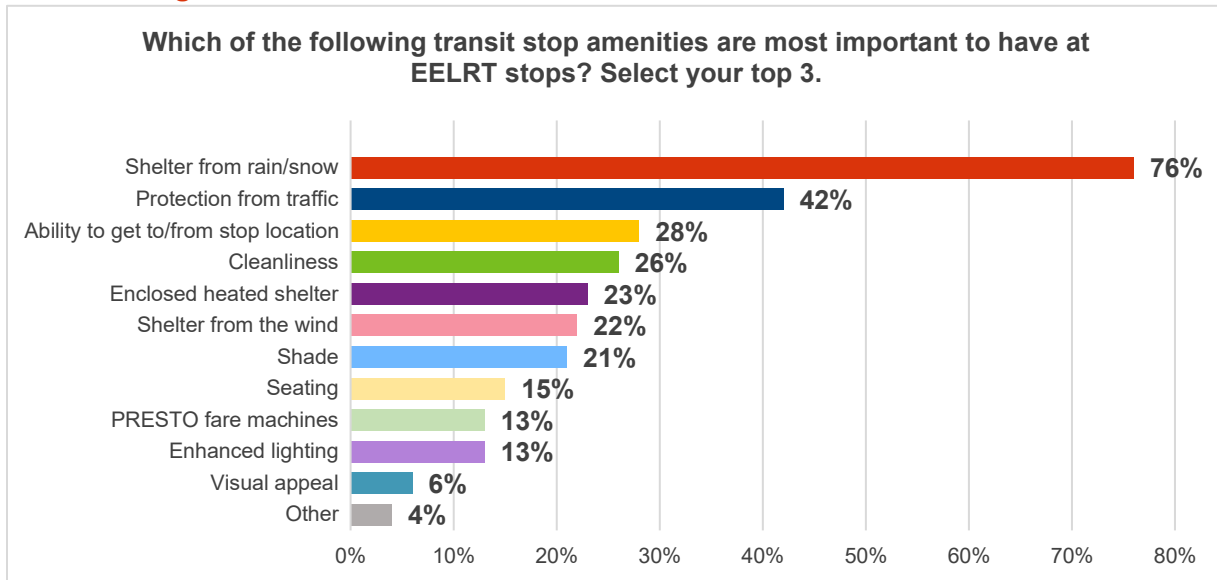


Chart 8: Participants' preference between walking and travel times when using the EELRT

Shelter from rain and snow was identified as the most important amenity. As seen in **Chart 8**, participants indicated they would like to see roof coverage at EELRT stops to provide maximum protection from inclement weather or excess sun. In particular, they feel the EELRT should include a more comprehensive shelter design at stops and platforms than what is installed along the Eglinton Crosstown LRT (Line 5).

Transit Signal Prioritization (TSP).

Several participants specifically pointed to TSP as a necessity to ensure EELRT remains a truly rapid and provides reliable service. During the virtual public meetings, several participants expressed concerns that, without TSP, the EELRT could be slower than the existing TTC express buses the light rail is replacing.

Vehicular travel considerations.

There are concerns about vehicle traffic congestion along the proposed route. Several questions were asked about how the project will impact vehicle traffic, specifically along Kingston Road, Sheppard Avenue and Neilson Road, considering the proposed changes to roadways and lane reductions (on Neilson Road). Specific reference was also made to traffic along Kingston Road, which is currently congested with 6 lanes of traffic, anecdotally much of it coming from Durham Region.

Complete streets.

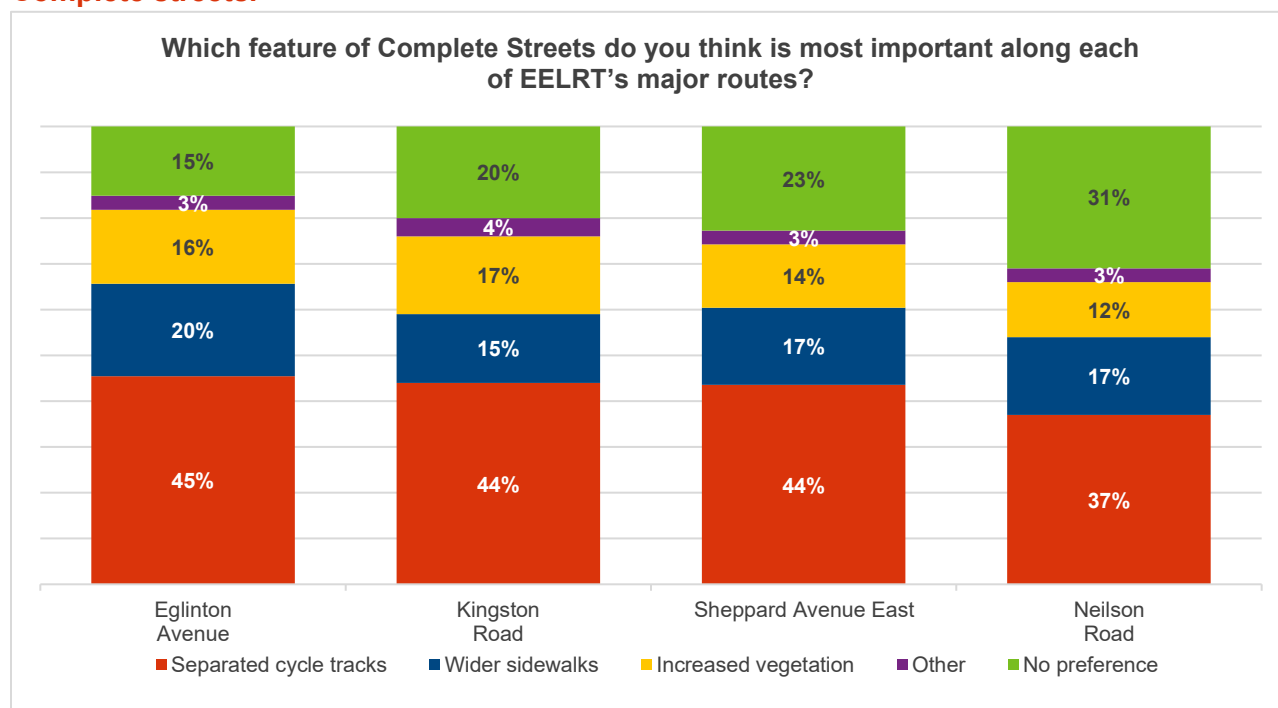


Chart 9: Participants' response to the importance of complete streets features at major routes along the EELRT

Complete Streets design concepts were broadly supported by both meeting attendees and people who completed the survey.

Survey respondents identified separated cycle tracks as the most important feature on all four major roadways of the Complete Streets design, as shown in **Chart 9**. For Eglinton Avenue, Sheppard Avenue and Neilson Road, wider sidewalks are the second most important feature followed by increased vegetation. For Kingston Road, increased vegetation is a greater priority than wider sidewalks.

Participants were also interested in learning about the design plans for other urban realm elements, such as enhancements to streetlight fixtures and catenary (overhead) elements.

Cyclist and pedestrian safety.

Some participants emphasized that cyclists should be kept protected from vehicular traffic, unlike what has been delivered for the Eglinton Crosstown LRT.

Improvements for people cycling and pedestrians, such as upgrades to existing bike lanes and safe integration with new infrastructure, was a regular topic of conversation during the public meetings. Some participants referenced specific design alternatives for cycling infrastructure, most notably the Dutch-style (or protected) intersection concept and hoped a similar design could be incorporated into major intersections along the EELRT route.

Neilson Road.

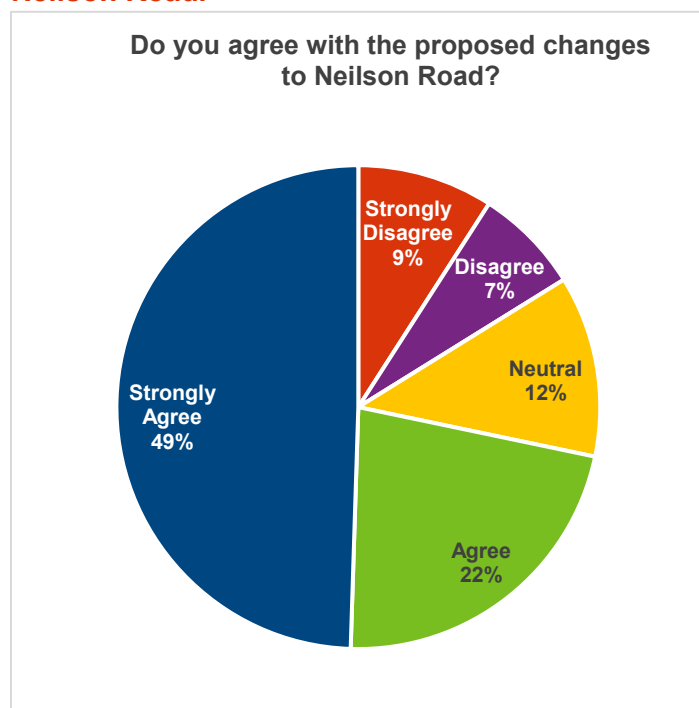


Chart 10: Participants' response to proposed changes at Neilson Road

The proposed EELRT will change the character of Neilson Road. As shown in **Chart 10**, 71% percent of survey respondents either “strongly agreed” or “agreed” with the proposed changes to Neilson Road, which include roadway changes to accommodate the Complete Streets design alongside the EELRT.

Other Feedback

Future expansion.

Some participants emphasized the need to protect for future EELRT expansion in two ways:

- **Protections for expanded service and more destinations**, notably eastward along Sheppard Avenue East and to the Toronto Zoo.
- **Protections for increased capacity on LRT vehicles** to keep up with growth and demand. Participants noted that this could include ensuring stops and platforms are large enough to accommodate longer LRT vehicles in the future and providing adequate space at the maintenance and storage facility to hold more or longer vehicles.

Property impacts.

Questions were asked about potential property impacts, including impacts to private properties and to public infrastructure such as the Morningside bridge over Highland Creek.

Community Benefits Agreement.

Participants suggested that a community benefits agreement should be built into future phases of EELRT design and consultation to help increase opportunities for business and job creation in communities local to the project.

Renaming the project.

Several participants noted that the current name of the project (“Eglinton East” LRT) is not representative of its current design, as less than one third of the alignment would run along Eglinton Avenue East. Additionally, participants felt the project’s similarity in name to the Eglinton Crosstown LRT may confuse the public into thinking EELRT is associated with or an extension of that project. As the proposed LRT route is servicing Scarborough, a specific request was made to rename the project “Scarborough LRT”.

Construction impacts.

Questions were asked about the timing and length of construction. Concerns were raised about construction and construction impacts ranging from the need to ensure adequate alternative transit services during construction to requests that the City ensure lessons learned from the Eglinton Crosstown are applied to building the EELRT.

5.0 Next Steps

The feedback and input received during phase one of consultation were considered by the EELRT design team as they finalized the functional (10%) design stage and will continue to help inform the system’s design and features as the project advances.

This Consultation Report will be made public prior to discussion at City Council.

Phase two consultation will take place during the TPAP. In phase two, the project team will share the findings and results of the functional (10%) design impact studies as part of the Environmental Project Report (EPR), which will include the following studies:

- **Cultural Heritage** Resource Studies
- **Archaeological** Assessment Report
- **Natural Environment** Baseline Conditions and Impact Assessment Report
- **Socio-Economic and Land Use** Baseline Conditions and Impact Assessment Report
- **Transportation and Traffic** Impact Analysis
- **Air Quality** Baseline Conditions and Impact Assessment
- **Noise and Vibration** Baseline Conditions and Impact Assessment
- **Property / Contamination** Overview Study

Phase two consultation of the 10% Design and TPAP stage of the project will engage the public and stakeholders on the potential project impacts through construction and operation, and recommended mitigation and monitoring measures.

Appendix A:

Stakeholder and Public Meeting Summaries

Eglinton East LRT Stakeholder Meeting

Date: Monday, May 15, 2023

Meeting Type: Virtual

Start time: 1:00 p.m. **End Time:** 3:00 p.m.

Total Participants: 15

Participating stakeholder organisations

UTSC Student Union President

Director of Scholarships at UTSC

CodeRedTO

Sheppard East Village BIA

42 Voices

UTSC Community Partnerships and Engagement

UTSC Student Union Vice President

East Scarborough Storefront

Toronto Lands Corporation Real Estate

TAIBU Community Health Centre

Malvern Local Planning Table Intern

TTC Riders

Project Team

City of Toronto – Public Consultation Unit

City of Toronto – Transit Expansion

City of Toronto – Transportation Services

City of Toronto – City Planning

Toronto Transit Commission

Project consultants: HDR

Meeting Summary

The following is a summary of comments, questions and answers from the meeting. All questions have been categorized by topic.

Topic	Questions & Comments	Project Team Answer
Community Benefits	Of the 70,000+ people who will be within walking distance of EELRT, how many of those do not have access to a car?	The 70,000+ figure is based on 2041 projections. There isn't a reliable method to project future no-car households, but the project team underwent several analyses that looked at current conditions, and no-car households and transit access constraints were among the many factors that informed the 10% design.

Eglinton East LRT Stakeholder Meeting Summary

Topic	Questions & Comments	Project Team Answer
	Will there be a community benefit agreement attached to this project, regarding local/social procurement and local hiring (with attention to job creation / community wealth building for NIAs on the corridor)? And when/how will this be integrated?	A Community Benefit Agreement or similar is something the City is working to incorporate into the project as it advances. Information about its framework and implementation will be included in future public consultation efforts.
	Will the MSF create jobs, and if so, how many?	In this early phase of project design, this data is not yet available. More information will be available in future rounds of public consultation.
Design Features	Understanding that 50-metre trains allow for cost savings at KLM and Highland Creek, there's a concern about the lower capacity that these trains offer to Scarborough compared to the 90m Eglinton Crosstown trains.	The project team has been very cognizant of the ridership expectations in Scarborough. 50-metre trains meet expected ridership in 2041 and beyond, but the project is also designing with the potential to increase to 60-metre trains in mind. The City will consider whether the ridership projection numbers can be shared publicly and will respond accordingly.
	Can you share any ridership projection numbers compared to the capacity (people per hour per direction)?	Train length is not the only factor that affects a light rail transit system's ridership. Longer trains mean that fewer trains can run along the route, so the team needs to balance train length with the number of trains that can run to meet projected ridership expectations.
	Have provisions been made for transit signal prioritization (TSP) to be included in the EELRT's design?	TSP is certainly on the project team's mind. The project is too early in its development to say definitively what type of TSP that could implemented, but it will be explored as the project advances and will be brought to the community for consultation in a future phase of design.
Project Development	Is there a proposed timeline for construction?	<p>The project is only at the 10% design, so the City doesn't have firm dates at this time. But the project is moving forward as planned.</p> <p>It should be noted that the project is currently not funded beyond the 10% Design and TPAP.</p> <p>Roughly, it would take 5-10 years to construct EELRT after council approval and a couple</p>

Eglinton East LRT Stakeholder Meeting Summary

Topic	Questions & Comments	Project Team Answer
		years of detailed design, so it could be something like 7-12 years before the line is operational.
	Is future funding for this project a priority for the City?	This is a question that can only be answered by City Council, as they are the ones who ultimately approve/decide which projects get funded.
	Is the Sheppard extension to McCowan/Sheppard included in the full project budget?	Yes, the Sheppard extension will be included in the City's proposed budget for the EELRT project, which will go to City Council in Q3 of 2023.
Public Consultation	Is the information presented during this meeting publicly available? If not, when will it be brought to wider community residents for feedback? In particular, what is your plan for effectively reaching marginalized residents of NIAs along the corridor with this information, to give them a chance to provide their input?	Public notices are being posted in local publications this week (week of May 15), and a digital copy was posted to the project website today (Monday, May 15). Virtual Open Houses will be held on May 30, June 1, and June 7. The City plans to send the final presentation from this meeting to all SAG representatives, who are in turn asked to share with their networks.
	Have the meeting notices been posted in the TTC shelters along the route to advise of the project and consultations?	Meeting notices were not posted in TTC shelters. The City can share the statistics of print distributions to demonstrate that a significant portion of the population will be reached.
	Is it possible to incorporate Chinese and Tamil translations into the upcoming meetings?	Interpreting multiple languages in the same virtual meeting can be challenging. The City will evaluate options internally and follow up with the stakeholder group accordingly.
Service	Why does the functional (10%) design only include a spur to Malvern, rather than incorporating it as part of the direct route?	The service concept for EELRT is still under development, but the most effective concept the City has explored is a 3-branch service: a full branch from Kennedy to McCowan/Sheppard, a separate branch running from Kennedy to UTSC, and one running from Malvern Town Centre to McCowan/Sheppard.

Eglinton East LRT Stakeholder Meeting Summary

Topic	Questions & Comments	Project Team Answer
		Specific to Malvern, ridership studies suggest that most users would be traveling to/from Malvern Town Centre from the McCowan/Sheppard area. Further, anyone who wants to travel from the Kennedy Station area to Malvern or vice versa would most likely use Line 2 and connect with EELRT at McCowan/Sheppard, rather than riding the entirety of the EELRT route through Scarborough.
	For clarification, under the 3-service concept, if someone is travelling from Malvern to Kennedy Station, would they need to transfer to a different vehicle at some point along the line?	Yes. Anyone wanting to use EELRT to go from Malvern Town Centre to UTSC or vice versa would need to transfer to a different service route at Sheppard/Neilson.
	What would be the total travel time from the Malvern Stop to Kennedy Station?	EELRT's travel time from end to end is expected to be around 40 minutes. As explained above, most users riding from Malvern to Kennedy Station would take EELRT to the McCowan/Sheppard station and take Line 2 to Kennedy from there.
	Is the Markham North stop at the corner of Markham and Sheppard?	Yes, the Markham North stop would be at Markham and Sheppard, and it would look very similar in design to the Proposed Typical Intersection Design shown in the presentation.
	Is the goal of the EELRT to replace the 905 express (which goes from Kennedy Station to UTSC campus) or run in addition to it?	EELRT would replace the 905 Express bus.
Stakeholder Coordination	Was the zoo considered or consulted during the design of the project?	<p>The City acknowledges the zoo's southwest boundary in the northeast vicinity of the proposed MSF site. Any potential impacts of the MSF on nearby land use will be considered in the impact assessment and proposed mitigation as part of TPAP.</p> <p>This project as directed by Council is being designed to service (including stops) Sheppard Avenue as far east as Morningside Ave. The project team will protect for the potential for future extension of service along Sheppard</p>

Eglinton East LRT Stakeholder Meeting Summary

Topic	Questions & Comments	Project Team Answer
		Avenue east of Morningside and the proposed Conlins Road MSF site.
	How will the businesses at Sheppard and Morningside be affected?	It's too early in the design to be able to identify specific impacts in any particular area but studies will be conducted over the next few months to help give the City a better understanding of any potential impacts. The City will also look to open a dialogue with affected businesses throughout the design process.
Technical Design	For the Malvern Town Centre stop, do trains loop around to go back to the Sheppard portion of the line?	Just past the Malvern Town Centre stop, there would be special trackwork that allows the train to swap directions at the dead end.
Traffic Impacts	How will this project impact traffic around the Military Trail and Ellesmere zone, both during construction and once operational? How will the project affect travel time for the other buses running within that area (GO buses, other TTC bus routes, DRT etc.)?	The City is in close coordination with both Metrolinx and UTSC to ensure traffic and bus impacts are minimized during construction of both projects. More details about constructability and related impacts will be available in future phases of consultation.

Eglinton East LRT Public Meeting # 1

Focus on Eglinton Avenue East segment from Kennedy Station to Kingston Road

Date: Tuesday, May 30, 2023

Meeting Type: Virtual

Start time: 6:00 p.m. **End Time:** 8:00 p.m.

Total Participants: 51

Project Team and Panelists

City of Toronto – Public Consultation Unit

City of Toronto – Transit Expansion

City of Toronto – Transportation Services

City of Toronto – City Planning

Toronto Transit Commission

Consultants: HDR, Perkins & Will

Meeting Summary

The following is a summary of comments, questions and answers from the meeting. All questions have been categorized by topic.

Topic	Questions & Comments	Project Team Answer
Bike/Ped Considerations	Will existing bike lanes be improved as part of the EELRT project?	Yes, the bike lanes proposed as part of the EELRT would be separated.
	Will the new bike lanes in this project actually be separated, or will they be the same as the bike lanes that have just been built along the Eglinton Crosstown which are on the road?	The bike lanes proposed for EELRT would have more separation from traffic than the ones for Eglinton Crosstown.
	The intersection designs do not seem as safe for cyclists as they could be. Could the EELRT intersections include a protected intersection for cyclists (like the proposed design along Sheppard Ave East between Bayview and Leslie)?	The referenced intersection (Sheppard & Willowdale) is part of a pilot program (6 intersections throughout the city) that includes 'islands' protecting cyclists from turning traffic at the intersection. The City will look to learn from pilot programs such as this and can incorporate them into the design of this project if they are demonstrated to be successful.
Community Benefits	One of the most successful parts of previous LRT projects on Eglinton and Finch were the Community Benefits	A Community Benefits Agreement is something the City will be developing in detail in future phases of work. It will

Eglinton East LRT Public Meeting #1 Summary

Topic	Questions & Comments	Project Team Answer
	Agreements, which ensured local hiring from equity-seeking groups and procurement from small business. What is the plan to make sure that Scarborough residents receive a robust Community Benefits Agreement that fits the needs of communities along the transit line, such as Malvern?	include lessons learned from other transit projects in the area and will involve regular coordination with the community. We look forward to getting feedback from the community on what they would like to see.
Complete Streets	In terms of urban realm elements, will there be enhanced streetlight fixtures / catenary elements to unify the alignment?	These sorts of details are generally explored later in the design of this type of transit project. We will take any and all suggestions about these types of details and can consider them in future phases of design.
Connections	With the new distinct service design, I would no longer be able to take a one-seat ride across Eglinton. To make the transfer as smooth as possible, could there be a cross platform transfer from the EELRT to Line 5?	To make a transfer at Kennedy Station, riders would need to go underground, meaning all transfers at Kennedy to other transit lines will be weather-protected. There would also be convenient connections to GO terminals.
	Will connections to the GO stations be optimized (weather-protection, walking transfer arrangements, etc.)?	
	I have concerns with the Guildwood GO stop being 250m away from the GO station. What options are being considered to bring the LRT stop closer to the GO station? What are the benefits and impacts of each option?	The EELRT platforms at the Guildwood GO station intersection are as close as we can get to the GO station, about 220 metres away from the GO station entrance. The City will work with Metrolinx to provide a safe and convenient transfer for riders walking between the LRT and GO station.
	Given the distance between the proposed connections at Kennedy Centre, can moving sidewalks be incorporated into the design to carry people from one concourse to the other?	The City will take this comment back for consideration.
Lessons Learned	What lessons in planning and design have been learned through the Eglinton Crosstown LRT, and in what ways will those lessons be implemented?	City will continue to comprehensively review the Eglinton Crosstown LRT, in consultation with ECLRT proponent Metrolinx.

Eglinton East LRT Public Meeting #1 Summary

Topic	Questions & Comments	Project Team Answer
LRT Vehicle Functionality	The proposed EELRT route has several areas with steep slopes. Will the LRT vehicles be able to climb those grades, or will you have to regrade parts of the roads to make them more gentle and easier for the LRT vehicles to climb?	Yes, the shortened vehicles we are proposing as part of the distinct-service design are able to handle steeper grades than ECLRT vehicles. EELRT vehicles would be able to handle grades up to 6%. While Eglinton GO and Ellesmere Road are challenging areas, the distinct-service model allows the project team to explore and ultimately design for vehicles that can specifically operate in steeper conditions.
	Will the vehicles be able to climb steep grades in winter after a storm?	LRT technology is proven to be reliable in a number of cold-weather locations around the world. We expect the characteristics of the LRT vehicles selected for EELRT would be able to handle whatever Toronto weather conditions.
Route Design	What was the history for the jog over to UTSC, as opposed to going straight? What was the additional cost to the project, and who will pay for it?	The UTSC 'jog' was approved by City Council in 2019. Previous designs followed the existing Military Trail, but UTSC's Master Plans have since changed, and the EELRT team is working with UTSC to ensure both plans work harmoniously together. We are now proposing an alignment along the new Military Trail, which would bring the LRT through the heart of the campus and integrated near future campus expansions and developments. There is no update on the cost of the UTSC section at this time. The EELRT project team is going to City Council with an updated cost estimate for the full project later this year.
	I am concerned about the high number of stops on the proposed EELRT route. LRT should only stop at current express bus stops and let the local bus serve the other	A key aspect of this project is providing <i>rapid</i> transit options to communities who haven't had those options in the past. That said, removing too many

Eglinton East LRT Public Meeting #1 Summary

Topic	Questions & Comments	Project Team Answer
	stops to ensure the LRT remains a faster service.	<p>local stops from EELRT may disadvantage certain neighbourhoods and residents.</p> <p>LRT vehicles are also much larger than buses, so the goal is to get as many people riding the LRT as possible.</p> <p>We don't want the LRT and bus routes to 'compete'.</p> <p>We are also looking at longer stop spacing in certain areas of this project, close to 1 km in distance, allowing a parallel bus service to close that gap.</p>
	Will the entirety of EELRT be on the street?	Yes, the line is proposed to run on the street, at-grade.
Service	What is the rationale of building the Eglinton East LRT when it is projected to be slower than the existing express bus services? Would simply running more frequent buses be a better solution?	<p>The runtime projections referenced in this question are based on an older phase of EELRT design and pandemic-era RapidTO observations. Revised projections and assumptions will be included in the updated business case for the EELRT project, which will be completed later this year.</p> <p>In a future condition, EELRT would generally be expected to offer a more rapid service than RapidTO buses operating curbside. Running in a dedicated guideway will allow LRT to run independently from the surrounding traffic, whereas buses would still be competing with other road users in a curb lane.</p>

Eglinton East LRT Public Meeting #1 Summary

Topic	Questions & Comments	Project Team Answer
	EELRT would overlap with many TTC bus route. Can you speak to how these overlaps will be managed? Will TTC bus routes be cut? Would taking EELRT plus a transfer to another bus be faster than the original option?	<p>In general, TTC does not want to overlap LRT and bus services. Where possible, the preference is to allow LRT to provide the bulk of the service, with buses feeding and connecting to the LRT lines. However, this is not always possible due to stop spacing standards.</p> <p>There will be a bus overlap with EELRT along Sheppard. Coming from Don Mills, you would take Line 4 to McCowan/Sheppard, then take the bus to the zoo.</p> <p>Another example is the 986-line, the initial thinking is that the 986 will be restructured as part of the Lawrence corridor rather than the Eglinton-Kingston corridor, connected to the 54.</p>
	The Initial Business Case was looking at a free running LRT, but you are now proposing a separate service LRT. The difference between these two approaches will not increase speed, so if the initial assessment found that LRT will be slower than existing RapidTO bus lanes, what changed between then and now?	Through service assumes longer trains, which raise the potential for longer loading/unloading times, longer times to clear intersections and slower acceleration compared to shorter trains as part of a distinct service. The proposed distinct service will allow the opportunity for a more nimble and generally faster LRT service. Transit Signal Priority can also allow improvements in speed.
	How can you ensure the reliability of the speed of LRT vehicles, and how do you ensure the LRT will remain reliably spaced and not arrive in bunches like the buses sometimes do?	Operating in a dedicated lane gives the LRT an advantage over buses in that respect – it doesn't need to contend with vehicles and other mixed traffic. Implementing Transit Signal Priority (TSP) would further increase service reliability and speed.
	If smaller vehicles are needed in order to climb the steeper inclines, will that limit potential future capacity improvements?	50-metre trains operating at 4-5 minutes during peak hours have been shown to be more than sufficient to meet the projected ridership through 2041. The City is regularly updating

Eglinton East LRT Public Meeting #1 Summary

Topic	Questions & Comments	Project Team Answer
	Historically, initial design choices on other rapid transit systems in the area have made improvements so costly that most analysis concluded that replacement was better than upgrades and maintenance.	projected ridership numbers to ensure its ongoing projects can meet future demand.
Stops & Shelters	I would like to see more roof coverage at the EELRT stops, like the curved roofs at VIVA Busway stops instead of the Crosstown stop design that offers minimal protection during inclement weather.	Comment is noted. The VIVA busway platforms do take up more space within the right-of-way, so something like this would affect or compromise other elements of the public realm. But we understand weather protection at stops is important.
Transit Signal Priority	Has there be any research into a signal priority for EELRT? What kind of transit signal priority will it have?	TSP will be included in this project, but the degree to which is still being determined.

Eglinton East LRT Public Meeting # 2

Focus on Morningside Avenue segment from Kingston Road to Sheppard Avenue East

Date: Thursday, June 1, 2023

Meeting Type: Virtual

Start time: 6:00 p.m. **End Time:** 8:00 p.m.

Total Participants: 44

Project Team

City of Toronto – Public Consultation Unit

City of Toronto – Transit Expansion

City of Toronto – Transportation Services

City of Toronto – City Planning

Toronto Transit Commission

Project Consultants: HDR, Perkins & Will

Meeting Summary

The following questions and answers were provided during the meeting. All questions have been categorized by topic and do not reflect the order in which they were asked.

Topic	Questions & Comments	Project Team Answer
Bike/Ped Considerations	Are cycle tracks within the widened ROW for the typical designs?	In Zone A, what we are showing is the cycle track as closer up against the roadway, protected by an enhanced buffer, which is about 1 metre wide. This would typically be along Eglinton and Kingston Road. In the second version, along Morningside and Sheppard, we would flip the planters/landscaping and the bike lanes.
	Can protected intersections for cyclists and pedestrians be included in this project's design?	The City of Toronto is undertaking a pilot program at six intersections throughout the city that include 'islands' protecting cyclists from turning traffic at the intersection. The City will look to learn from pilot programs such as this and can incorporate them into the design of this project if they are demonstrated to be successful.
	Will bike lanes be wide enough to allow cyclists to easily pass each other?	Based on the projected volume of cyclists along the corridor, the project team has determined that a 2.1-metre-wide cycle track would sufficiently keep riders moving.

Eglinton East LRT Public Meeting #2 Summary

Topic	Questions & Comments	Project Team Answer
Business Case	Given that this area is very car-centric and most of the area has access to the GO train, how do you justify the investment into a new LRT system rather improving and enhancing the existing bus services in Scarborough?	City Council has given staff direction to continue planning for an LRT. The LRT will provide accessibility to a number of underserved communities; some individuals within may not have the privilege to access a private vehicle. There are other benefits as well, such as economic development opportunities that are introduced with the implementation of a LRT.
Complete Streets	The Zone A cross section diagram has a portion labeled "enhanced buffer" drawn in as concrete blocks. It would be beneficial to have more greenery between vehicular traffic and cycle tracks instead.	Smaller greenery (grass, planters, bushes, etc.) can be incorporated in the 'buffer zone', and further refinement of these designs will take place as the project progresses.
Connections	Why is EELRT not connected to Eglinton Crosstown?	City staff reported to City Council on the topic in June 2022 and received direction from City Council to move ahead with 10% design of a separate service. The full report is available on the City webpage Agenda Item History – 2022.EX33.2 (toronto.ca) along with the constructability assessment at Kennedy Station which is included as Attachment 2 . While the separate service does not provide the opportunity for light rail trains to move through Kennedy station along Eglinton, the City continues to work with Metrolinx to make the transfer to all future transit services at Kennedy as seamless and convenient as possible.
	Will there be a direct connection between the EELRT and the GO Stations?	Riders will be able to transfer between the EELRT and GO at Kennedy GO, Eglinton GO, and Guildwood GO Stations. The City will work with Metrolinx to provide safe and convenient transfers between the LRT and GO.
Construction	How will you install rail line where there is no track currently?	Installing LRT rail lines requires careful planning, engineering, and execution to ensure successful construction and integration into the existing infrastructure. After planning and design, utilities must be identified and relocated, earthworks and grading must be completed, substructure must be stabilized, and proper drainage needs to be ensured. Then, track components such as rails, sleepers (ties), and fasteners can be installed

Eglinton East LRT Public Meeting #2 Summary

Topic	Questions & Comments	Project Team Answer
		according to design specifications. At the end, overhead wires (or other electrification systems) are added along with signaling, and then communication systems are installed prior to testing and commissioning.
	If approved to proceed, when would construction on the project begin?	<p>The project is currently funded to the completion of a 10% functional design and Transit Project Assessment Process (TPAP) phase. More advanced engineering design and analysis is required to better refine potential construction timelines for this project. That being said, we can provide a general estimate.</p> <p>The current phase of the project is anticipated to conclude in the first half of 2024. Should the project continue to receive direction by Council to advance, we can roughly anticipate at least two more years of advanced engineering and design work, and then a construction period that could last between five and ten years. So roughly speaking, the LRT could be operational in the early to mid 2030s, assuming relevant approvals and funding continue to advance the project.</p>
Coordination with Other Projects	To what extent are you coordinating with UTSC?	<p>UTSC is very key stakeholder and a key destination for EELRT. The project team is in regular contact with UTSC representatives and has held several meetings with UTSC leading up to this round of public engagement.</p> <p>The City is working to integrate EELRT into the University's master plans – by taking into account the University's pedestrian plans on both the south and new north campus, by interfacing with the new bus terminal, etc.</p>
	Durham-Scarborough BRT is considering transit signal prioritization (TSP) along Ellesmere. Will that interfere with potential TSP for EELRT, since one project is being designed by Metrolinx and the other by the City of Toronto?	Both projects are important. The City is working closely with Metrolinx to maximize coordination between the two projects to ensure there is sufficient priority for both the LRT and BRT vehicles running along Ellesmere. The details of TSP are still being worked out, and both project teams will continue to work together to find a viable priority solution for both.

Eglinton East LRT Public Meeting #2 Summary

Topic	Questions & Comments	Project Team Answer
	How will the EELRT impact the DSBRT along Ellesmere? Would the City and Metrolinx consider a cross-platform transfer between the two routes to provide a seamless transfer?	The design and operations of the EELRT and DSBRT are being coordinated to ensure the smooth operation of LRT and buses on Ellesmere. Cross-platform transfers are not planned, as the UTSC EELRT stop has been relocated from Ellesmere Road to New Military Trail.
	The UTSC Master Plan includes a concept for an underground pedestrian tunnel through Ellesmere connecting the two sides. Since EELRT would be in the middle of Ellesmere, would the stop design include stairs and/or elevator down to the tunnel?	The UTSC EELRT stop has been relocated from Ellesmere Road to New Military Trail. As such, there is no need for an underground pedestrian tunnel under Ellesmere.
Funding	Who is funding this project, the Province or the City?	The project is funded up until the functional (10%) design, and the project team anticipate reporting on the functional design and potential next steps to Council later this year. The City of Toronto is leading the project in partnership with TTC. Future funding and constructing authority will be addressed in future phases of the project.
Property Impacts	Previous designs for this project back would have required multiple expropriations of residential properties along Morningside Avenue north of Kingston Road. Are those properties still expected to be acquired for the project?	Potential property impacts will be evaluated during the environmental review period, and more information (including initial contact with impacted property owners) is anticipated to be ready later this year.
Public Consultation	Has the Transit Expansion Division begun any discussions yet about how this important transit infrastructure project can provide important social benefits through a Community Benefits Agreement?	A Community Benefits Agreement is something the City will be developing in detail in future phases of work. It will include lessons learned from other transit projects in the area and will involve regular coordination with the community. We look forward to getting feedback from the community on what they would like to see.

Eglinton East LRT Public Meeting #2 Summary

Topic	Questions & Comments	Project Team Answer
Ridership	The proposed design indicates that the bridges over Highway 401 and Morningside Park would not need to be expanded or altered, as the design calls for shorter, 50-metre-long vehicles. Using shorter vehicles puts capacity constraints on the system. Could modifications be made to the existing bridges longer trains, increasing capacity for this line?	Assessments to date have shown that 50-metre trains operating every 4-5 minutes at the busiest times can accommodate the projected ridership in 2041. If needed, the infrastructure would be able to support more frequent service to accommodate growth for the foreseeable future. The bridge design is independent of the length of the trains – the key factor is to use the existing bridges and maximize opportunities for cyclists and pedestrians on both sides of the bridges without any structural work.
	With the shorter vehicles being implemented on EELRT versus the Eglinton Crosstown, maximum ridership appears to be around 50% less on EELRT. How is the functional design building in affordances for the future introduction of longer vehicles?	The functional design protects for future platform extensions from 50 to 60 metres.
	I am concerned with the use of 2041 for some of the population estimates and ridership projections. Is that the target or expected date for a project completion?	2041 is the future year of the City's model for ridership forecasting. It is not the target or expected date of project completion. The City is regularly updating projected ridership numbers to ensure its ongoing projects can meet future demand.
Route Design	The current plan shows the project stopping just short of Agincourt GO, likely because the SSE project will incorporate it into its design. If SSE gets canceled, would EELRT extend that last little bit to Agincourt?	Any extension to Agincourt GO is out of scope for this project. Per Council direction, the terminus of this project is at McCowan/Sheppard.
	Why doesn't EELRT include a stop at Morningside Park?	The main reason there is not a stop at Morningside Park is because the grade is too steep to accommodate an LRT stop. The Ellesmere stop is about 400-500m north of the existing park entrance.

Eglinton East LRT Public Meeting #2 Summary

Topic	Questions & Comments	Project Team Answer
	In reference to the stop right across Old Military Trail and Ellesmere Road, does this mean Old Military Trail will be closed to through traffic?	The roadways will be reconfigured in this area, rerouting Old Military Trail to join New Military Trail at a new intersection just east of the current Ellesmere/Military Trail intersection. It will still be a four-way intersection.
	How was the route decided on?	The route – or what we’re starting to call a system – dates back to the early days of the project, when it was still the SMLRT. Over the years, a number of analyses have altered the original route – to New Military Trail in UTSC, to Malvern Town Centre, and most recently along Sheppard Ave East to McCowan.
	Why is EELRT not going to the Toronto Zoo?	Revenue service (stops) east of Morningside on Sheppard is not in the Council approved EELRT plan. However, the project team will not preclude the potential for eastward extension or expansion. Any potential future expansion toward the Toronto Zoo or elsewhere would need to go undergo background studies and additional business cases for justification.
	Why was the underground station at Kingston-Lawrence-Morningside removed?	The underground station at Lawrence-Morningside was previously required when longer LRT vehicles were envisaged for the EELRT, which would have had impacts on traffic operations at the adjoining intersections. Now, with shorter vehicles, the LRT can cross the adjoining intersections at grade.
Service	How will bus routes be impacted? Will the buses along the Eglinton/Kingston corridor be cut?	<p>In general, TTC does not want to overlap LRT and bus services. Where possible, the preference is to allow LRT to provide the bulk of the service, with buses feeding and connecting to the LRT lines. However, this is not always possible due to stop spacing standards.</p> <p>An example is the 986 line. The initial thinking is that the 986 will be restructured as part of the Lawrence corridor rather than the Eglinton-Kingston corridor, connected to the 54.</p>
Stops & Shelters	How will the new design at Kennedy Station take crowd control into account – i.e.,	Service from Kennedy will be running more frequently on EELRT than on the current 905 bus. EELRT vehicles will also have higher capacity than

Eglinton East LRT Public Meeting #2 Summary

Topic	Questions & Comments	Project Team Answer
	large crowds waiting for the EELRT?	the buses, so crowding at the station should be diminished compared to current conditions.
	Will improvements to stop and shelter designs be considered?	The project is still early in the design phase, so there is opportunity for stop design to prioritize the community's needs and wishes such as comfort, weather protection, convenience and more. It was also suggested that we model the stops similar to the VIVA rapid transit stops in terms of weather protection, and this is something we will consider within this context. Based on public feedback, the design of the LRT stops can continue to be revised as the project advances.
Traffic Impacts	Can you speak to the plans to how key existing bus routes, such as the 905, will navigate the area during the construction?	<p>During construction, the City and TTC will look to preserve the existing bus service as much as possible during construction. While alterations to the route may not be implemented, service delays should be expected, as with any other major construction projects.</p> <p>After construction, there will be major changes to the bus services throughout Scarborough. EELRT will replace most of the bus service along the Eglinton/Kingston/Morningside corridor. The stop spacing is such that it would be sufficient for a balance between accessibility and speed for the corridor. Connecting bus services will still continue to operate, connecting to EELRT rather than other bus routes.</p> <p>(RapidTO was implemented as a precursor to LRT, as EELRT was identified as a priority project for the City.)</p>
	How will the LRT impact vehicle traffic, both during construction and operation?	The Impact Assessment phase is the next phase of work in this stage of the project. A traffic impact study is included as part of that work and will be reported on during the next round of public consultation.
Transit Signal Prioritization	How quickly will the LRT move in terms of speed, and is there transit signal priority included as part of this project?	Transit Signal Priority (TSP) is certainly on the project team's mind, and it could improve the speed of the project, but there are a number of factors that go into its design and implementation. A minimum goal with TSP would be to ensure that the LRT

Eglinton East LRT Public Meeting #2 Summary

Topic	Questions & Comments	Project Team Answer
	There are 16 proposed stops between Kennedy Centre and UTSC, while the 905 has only 11. Without TSP, then, wouldn't this be slower despite being called rapid transit?	would run more reliably and faster than the existing bus service.
	Will the EELRT have signal priority at all intersections and especially where there are left turn signals?	
	Will the LRT be given priority signals at intersections?	

Eglinton East LRT Public Meeting # 3

Focus on Sheppard Avenue East from Morningside Avenue to McCowan Road

Date: Wednesday, June 7, 2023

Meeting Type: Virtual

Start time: 6:00 p.m. **End Time:** 8:00 p.m.

Total Participants: 37

Project Team

City of Toronto – Public Consultation Unit

City of Toronto – Transit Expansion

City of Toronto – Transportation Services

City of Toronto – City Planning

Toronto Transit Commission

Project Consultants: HDR, Perkins & Will

Meeting Summary

The following questions and answers were provided during the meeting. All questions have been categorized by topic and do not reflect the order in which they were asked.

Topic	Questions & Comments	Project Team Answer
Bike/Ped Considerations	Instead of unidirectional cycle tracks, has the project team considered implementing bidirectional multi-use trails on either side of the road to allow residents in these largely residential areas better access to both directions?	The proposal we have come up with balances the needs of pedestrians, cyclists and also vegetation. At the same time, we are trying to provide dedicated facilities to pedestrians and cyclists. Multi-use paths would not allow for dedicated facilities. There is no space constraint with either approach, so as we proceed with design, there is room to change approaches, if deemed necessary.
Complete Streets	What will the transition on Neilson Road from two traffic lanes to one lane look like, and vice versa?	Neilson Road will have one traffic lane in each direction north of the Sheppard Avenue intersection. There will still be left turn lanes at the signalized intersections on Neilson Road.
	I applaud a huge effort to retrofit Complete Streets.	Thank you. Comment noted.
Coordination with Other Projects	The McCowan-Sheppard Station has already begun construction as part of the SSE project. What level of coordination has the EELRT	The EELRT project team is engaged with Metrolinx on the design and progress of McCowan/Sheppard station. We are having regular coordination meetings to discuss integration with the

Eglinton East LRT Public Meeting #3 Summary

Topic	Questions & Comments	Project Team Answer
	project team undergone with Metrolinx to ensure an efficient transfer between SSE and EELRT?	Scarborough subway station while protecting space for the EELRT.
LRT Vehicle Functionality	Will the LRT vehicles be able to handle steep grades? There was an LRT project in Ottawa that failed because the vehicles toppled over on steep grades.	The project team is familiar with the Ottawa LRT project and can apply lessons learned from that project to prevent similar situations on EELRT. The advantage this project has is that because it is now a distinct-service route, the team can identify and select the LRT vehicles that best meet the needs and demands of Scarborough's geography.
Operations	Will this LRT be constructed and maintained by TTC?	It is too early in project development to say. It is assumed that the TTC will operate the LRT when in service.
Planning	Why was this project's ownership changed from Metrolinx to the TTC?	An agreement was made between the Province of Ontario and the City of Toronto to transfer responsibility for this project to the City.
	Has this project been approved by council yet, and if not, what can we do to help get that process going?	EELRT has been funded by Council through the functional 10% design phase, with a council report planned for later this year to help inform the next steps. In addition to participating in public consultation events such as this, the public can depute at City Committee or contact their local councillor. A show of support at the Council meeting can help show Council that there is strong public support for that project. Everyone that signed up to receive follow up communication regarding this project, either through our mailing list or when registering for one of the virtual public meetings, will receive a notification once this item is on the agenda for Committee and for Council.
Property Impacts	Will land need to be expropriated between McCowan and Markham along Sheppard to accommodate the width of the stop and the Complete Streets?	Potential property impacts will be evaluated during the environmental review period, and more information (including initial contact with impacted property owners) is anticipated to be ready later this year.
Public Consultation	Can the project be renamed to "Scarborough LRT" or	Comment noted. There is a process that the City and the TTC must go through in order to change a

Eglinton East LRT Public Meeting #3 Summary

Topic	Questions & Comments	Project Team Answer
	something similar that more closely aligns with the project's new route and configuration?	project's name, but it is true only about one third of the corridor is on Eglinton.
Ridership	The Conlins site for the Maintenance and Storage Facility (MSF) is limited in size and very narrow, which restricts the length and number of trains that are able to run on the line. This may impose capacity limitations, especially in the future. Are there additional MSF sites that can be added later in the future if demand requires more trains?	The Conlins site meets the needs of the project and some amount of expansion thereafter. No other sites are under consideration, as City Council has directed the project team to assume the Conlins site.
Route Design	The tracks at the Sheppard/McCowan stop continue west beyond the intersection. Are these pocket tracks or crossover turnback tracks? How does this impact turnback operations considering it crosses over the busy McCowan Rd?	These are tail tracks that allow westbound LRT vehicles to turn around and begin the eastbound route. Some refinement to their design is still ongoing.
	What are the challenges surrounding extending the EELRT terminus north of Malvern Town Centre to Morningside Heights? A number of bus routes all currently use Morningside Heights as their terminus.	Malvern Centre is the Council-directed terminus. The project team will not preclude potential future expansion northward. Bus services will be retained in the Morningside Heights area after EELRT goes into operation.
	What measures will be taken to ensure the LRT is not slower than the existing bus service? Would there be tracks that allow for the Malvern Town Centre segment to be bypassed, either in case of emergency/service disruption	There appears to be a misunderstanding that the distinct LRT service will be slower than existing bus service. The previous business case that suggested this was based on a longer train and pandemic-era RapidTO assumptions. Also, there will be a degree of transit signal prioritization on this line, but we are too early in the planning phase to determine how much exactly.

Eglinton East LRT Public Meeting #3 Summary

Topic	Questions & Comments	Project Team Answer
	or as a regular service pattern?	The designs of each intersection will be looked at holistically and will depend on the needs of all users (pedestrians, cyclists, motorists, etc.). Maintaining safety and convenience for all users remains a priority for us. The Sheppard-Neilson intersection tracks are being designed to allow maximum flexibility for trains to come from multiple directions.
	What were the deciding factors in deciding to design the EELRT as an at-grade mode of transit as opposed to an elevated LRT like the Vancouver Skytrain or underground such as certain parts of the Eglinton Crosstown?	<p>There are many advantages and factors that favour the implementation of an at-grade LRT compared to an elevated or underground system.</p> <p>Generally speaking, having an at-grade alignment (rather than an elevated alignment) minimizes the construction and long-term maintenance cost of the system, as well as construction impacts of the project.</p> <p>The visual impacts of an elevated guideway to the local community would be significant and present challenges to mitigate. Having the LRT at street level not only improves overall aesthetics (or the “look of the street”), but also helps “bring more eyes” to the street, contributing to overall community safety objectives and raising the potential for transit user patronage to businesses along the route. An elevated guideway and its supporting columns can also limit opportunity for “greening” the street by increasing shade cover within the right-of-way. Elevated infrastructure can be more difficult to access for the local community due to the grade changes involved, especially for those with mobility restrictions.</p> <p>Having an at-grade LRT rather than an underground LRT, generally speaking, has a large advantage of reduced cost and construction impacts. Underground construction can be particularly impactful to adjacent residences and businesses during construction due to its complexity and generally longer required length, and there is further risk for unanticipated delays due to soil conditions and underground utilities that may not be fully understood until shovels are in the ground. Underground infrastructure is usually more</p>

Eglinton East LRT Public Meeting #3 Summary

Topic	Questions & Comments	Project Team Answer
		<p>expensive to maintain over time, and like elevated infrastructure, can limit the potential for bringing more eyes to the street and increasing patronage to local business and be more difficult to access for the local community, especially those with mobility restrictions.</p> <p>Ultimately, proceeding with an at-grade alignment provides a reliable rapid transit solution that is effectively tailored to the projected ridership, maximizing potential economic benefits and placemaking opportunities for residents, businesses and other community stakeholders along the route.</p>
Service	Will dedicated bus lanes be removed?	Dedicated bus lanes would be removed from Eglinton, Kingston and Morningside to accommodate the new LRT route. There would be two traffic lanes in each direction on Eglinton and Kingston Road. On Morningside, there would be one lane in each direction between Ellesmere and Kingston, and two lanes in each direction north of Ellesmere. It is also important to note that EELRT will not remove traffic lanes from Kingston Road.
	Considering the line 3 closure, the construction of stations (Sheppard/McCowan) and the lane narrowing at Neilson/Malvern, would TTC alter bus routes if necessary to allow for ease of transit?	The short answer is yes. EELRT, along with the SSE and the DSBRT, will bring major changes to the bus network in Scarborough.
Stops & Shelters	Given that McCowan/Sheppard is at the end of the EELRT line, will there be a wide platform that includes elevators?	<p>Elevators, escalators and stairs can all be accommodated to connect to an underground concourse that provides a weather-protected connection to the future Scarborough subway station.</p> <p>We are engaged with Metrolinx on this design and are having regular coordination meetings to discuss integration with the Scarborough subway station while protecting space for the EELRT.</p>
Traffic Impacts	How many lanes of vehicular traffic will Sheppard	Sheppard Avenue East is anticipated to maintain two lanes of vehicular traffic in each direction upon completion of EELRT.

Eglinton East LRT Public Meeting #3 Summary

Topic	Questions & Comments	Project Team Answer
	accommodate once EELRT is operational?	
	Kingston Road is currently a 6-lane road that has seen an increase in traffic congestion since the introduction of dedicated bus lanes. Much of this traffic comes to and from Durham along Kingston Road. What assurances can you make that EELRT will not bring further congestion to Kingston Road?	The Durham Scarborough BRT, if approved and advanced, may help alleviate some of the roadway traffic from Durham by offering commuters an alternative. Paired with EELRT, the hope is that fewer cars will travel along the currently congested roadways in east Scarborough. It is important to note that we are maintaining the same number of traffic lanes on Kingston Road; we are just replacing the reserve bus lanes with LRT. We are also looking at the design of the intersection to optimize LRT and traffic movements. A Traffic Impact Assessment will be completed as part of the environmental studies in this phase of the project. The details of that Assessment will be shared in the project's next round of engagement later this year.
	How will this project impact vehicular traffic?	A Traffic Impact Assessment will be completed as part of the environmental studies in this phase of the project. The details of that Assessment will be shared in the project's next round of engagement later this year.

Appendix B:

Online Public Survey Results

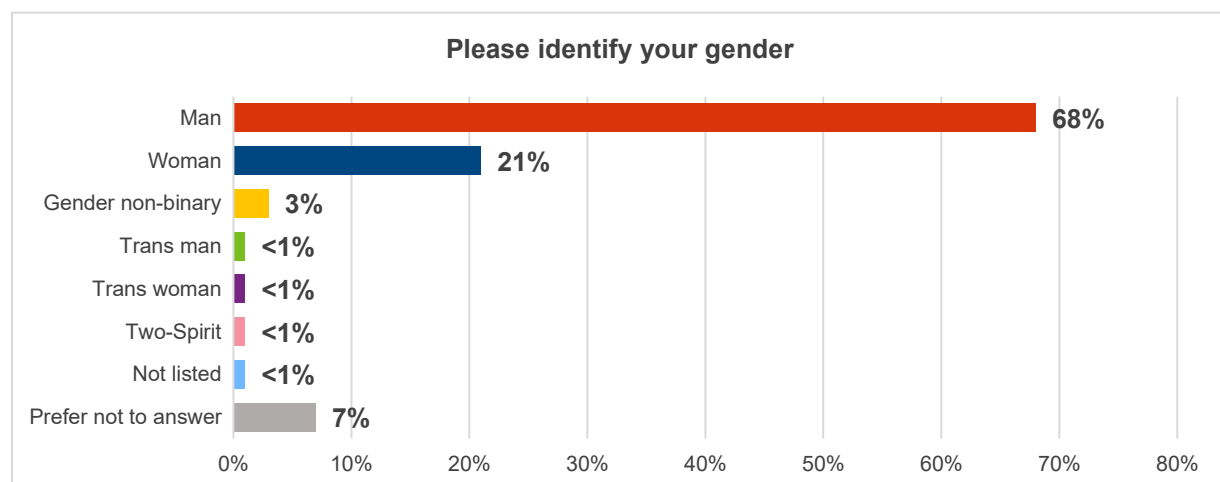
Demographic Questions

Responses to demographic questions in the 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. Results can also be filtered to get a better understanding of project needs. The survey results are presented in the order the questions appeared on the survey.

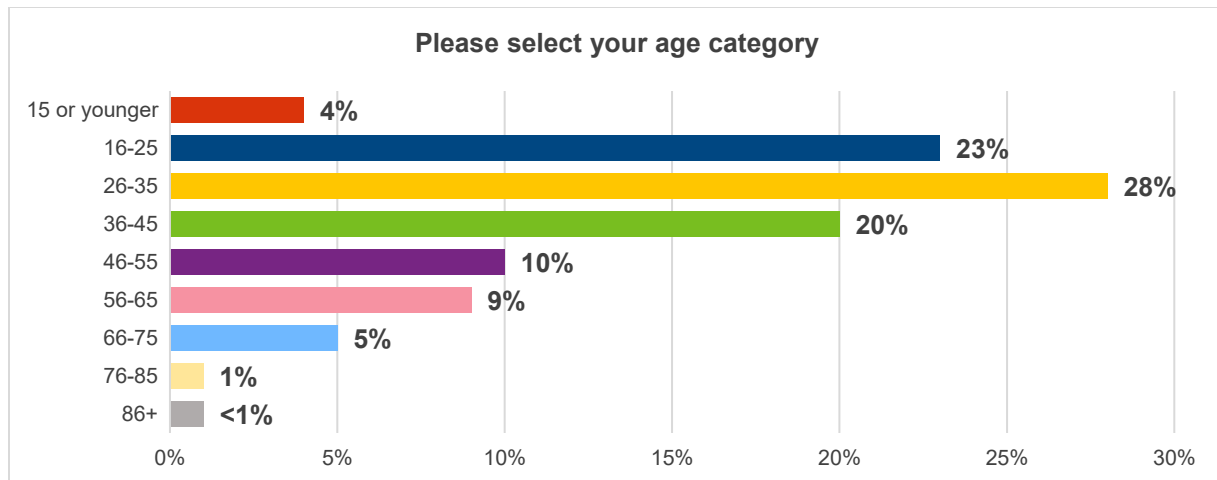
Postal code of residence. Survey respondents were asked to provide the first three digits of their postal code (e.g., A0A). Of the 687 people who took the survey, 577 provided their postal code. More than 62% of total respondents reported that they have a Scarborough-area postal code. Another 32% of respondents represented either Toronto or North York. Respondent postal codes are listed in the table below.

Location of survey respondents by city, identified through postal code			
Location	Postal Code(s)	Number of Respondents	Percent of Total
Scarborough	M1A - M1X	360	62%
Toronto	M4C - M4E, M4J - M4Y, M5A - M5V, M6B - M6S	125	22%
North York	M2A - M2R, M3A - M3N, M4A, M6A	55	10%
East York	M4B, M4G, M4H	14	2%
Others		14	2%
Etobicoke	M8W, M8Y, M9A, M9B	9	2%

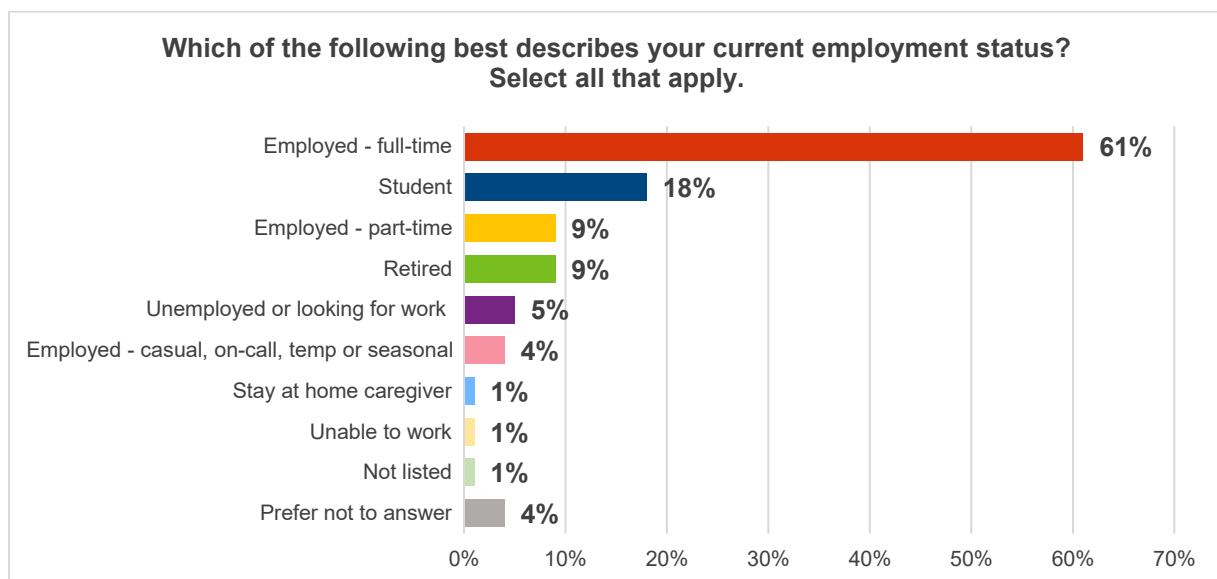
Gender. A large majority of participants in the online survey identify as men, making up 68% of total respondents. 21% of respondents identify as women, while 3% identify as non-binary. The full results are found in the chart below.



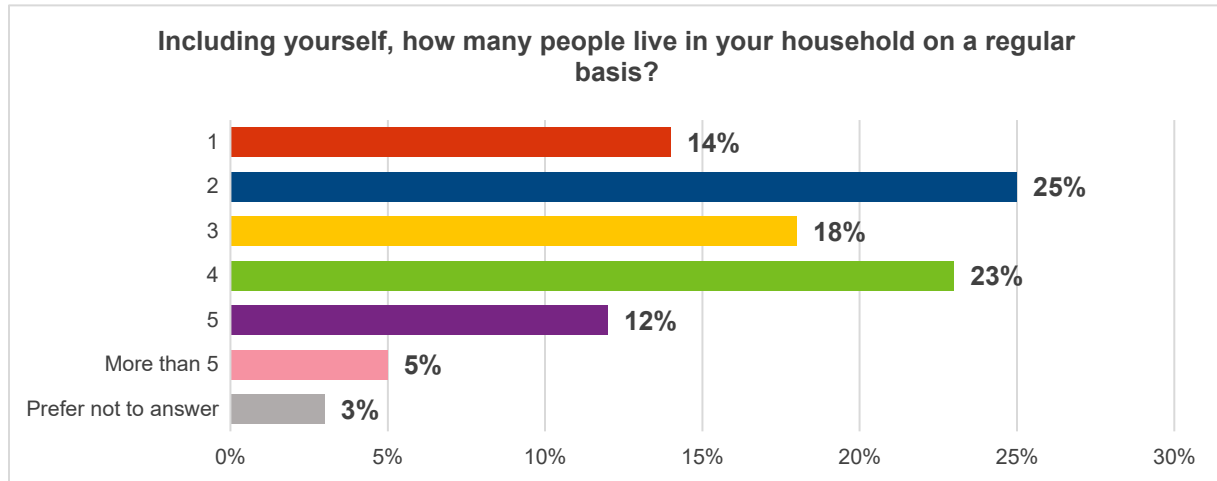
Age. Young adults and people under the age of 45 made up three-quarters of the survey participants. Specifically, individuals aged 16 to 45 comprised 71% of all respondents. A more detailed breakdown of age is found in the chart below.



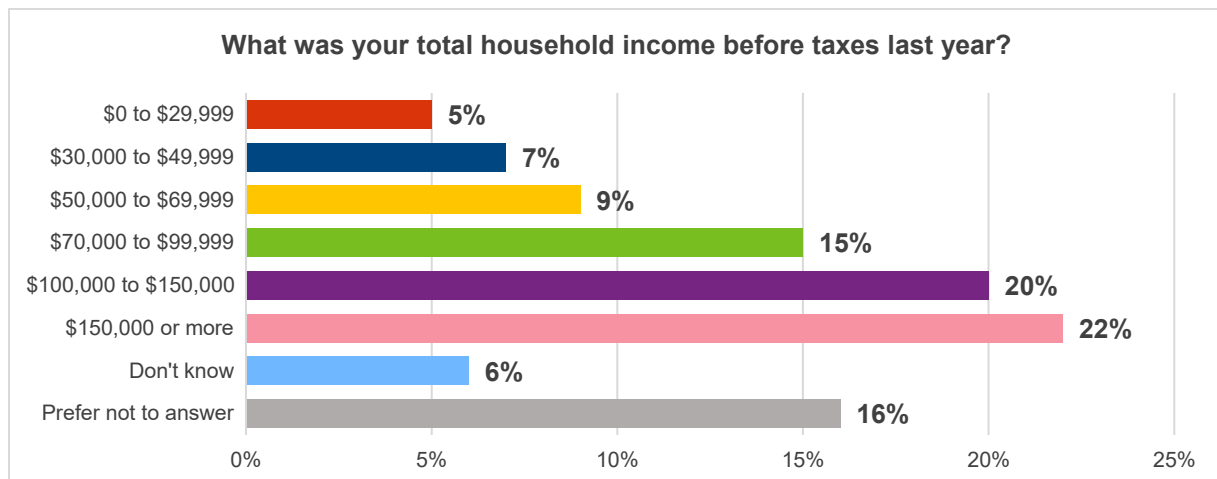
Employment status. In total, 74% of respondents reported that they are employed in some way, whether full-time (61%), part-time (9%) or on a temporary basis (4%). Students comprised 18% of survey respondents, while retirees made up another 9%. Individuals who are unemployed or otherwise unable to work made up 5% of respondents. The full results are found in the chart below.



Household size. 39% of respondents reported that they live alone or with one other person. 41% reported that they live in a household of 3 or 4 people, while 17% reported that five or more people live in their household. Full results are shown in the chart below.

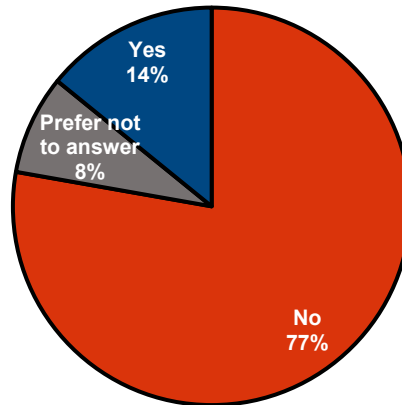


Income. Most respondents (42%) reported earning a six-figure income, before taxes. About a third of respondents (31%) reported making between \$30,000 and \$100,000 per year, while around 5% reported less than \$30,000 in annual income. Nearly a quarter of respondents (22%) either couldn't or preferred not to answer the question. A detailed breakdown of participants' income data is in the chart below.



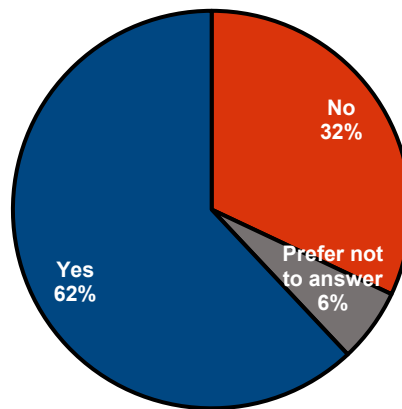
Disability. Around 14% of respondents identified themselves as having a disability. For the purposes of this survey, the City defines “disability” as any physical, mental, developmental, cognitive, learning, communication, sight, hearing or functional limitation that, in interaction with a barrier, hinders 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.

Do you identify as a person with a disability?

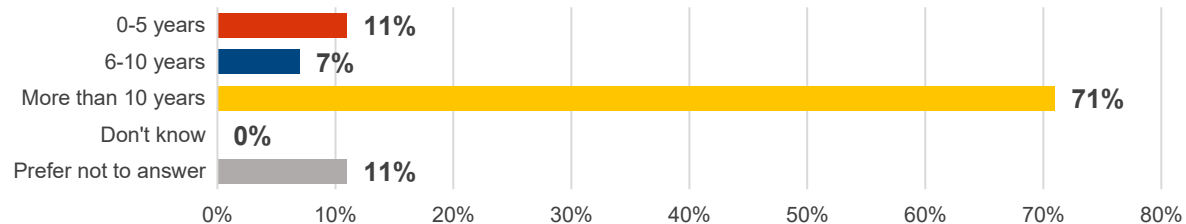


Canadian nationality. Almost two-thirds of respondents indicated they were born in Canada. Of those who weren't, a strong majority (71%) responded that they have lived in Canada for more than 10 years. Results of both of these questions are captured in the two charts below.

Were you born in Canada?



If no, how long have you lived in Canada?



Race. Most respondents identify as having White (35%) or South, East or Southeast Asian (41% combined) descent. A detailed breakdown of participants' self-reported race category is found in the chart below.

