

From: [Notice Review](#)
To: [Adam Saddo](#)
Subject: [External Sender] RE: For Review: Draft Eglinton East LRT EPR Rev01
Date: Thursday, April 04, 2024 13:41:30
Attachments: [image002.png](#)
[image003.png](#)

Thank You,

My comments are as follows.

Infrastructure Ontario ("IO") is a crown agency responsible for the strategic management of the provincial realty portfolio on behalf of the Ministry of Infrastructure ("MOI"). Part of IO's mandate is to protect and optimize the value of the portfolio, while ensuring real estate decisions reflect public policy objectives. We appreciate the opportunity to provide feedback on the draft EELRT Environmental Project Report and at this time have no comments as there are no IO managed lands within the shown proposed alignment.

Thank You,

Rahim Baird

From: Adam Saddo <Adam.Saddo@toronto.ca>
Sent: Wednesday, April 3, 2024 3:45 PM
To: Notice Review <NoticeReview@infrastructureontario.ca>
Cc: David Brutto <David.Brutto@toronto.ca>
Subject: RE: For Review: Draft Eglinton East LRT EPR Rev01

CAUTION: This email originated from outside of Infrastructure Ontario. Do not click links or open attachment(s) unless you recognize the sender and know the content is safe.

Hello,

Access has been provided to the following emails listed below:

- noticereview@infrastructureontario.ca
- rahim.baird@infrastructureontario.ca
- rbaird@infrastructureontario.ca

You can access the documents here: [2024-03-05_EELRT Draft Environmental Project Report & Appendices](#)

Let me know if you run into any issues.

Thanks,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: **(437-218-6157)**



From: Notice Review <NoticeReview@infrastructureontario.ca>
Sent: April 3, 2024 9:05 AM
To: Adam Saddo <Adam.Saddo@toronto.ca>
Subject: [External Sender] RE: For Review: Draft Eglinton East LRT EPR Rev01

Hello,

I am having trouble accessing the documents, can you provide an updated link? Thanks

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: Thursday, March 28, 2024 6:50 PM

Cc: David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: RE: For Review: Draft Eglinton East LRT EPR Rev01

CAUTION: This email originated from outside of Infrastructure Ontario. Do not click links or open attachment(s) unless you recognize the sender and know the content is safe.

Hello,

Kindly note as a friendly reminder, comments on the draft EELRT Environmental Project Report Rev01 are due by **EOD Friday, April 5th, 2024**.

Transit Expansion looks forward to reviewing the comments anticipated for next week's deadline. Please let us know if you have any questions.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: **(437-218-6157)**



From: Adam Saddo

Sent: March 8, 2024 12:00 PM

Cc: David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: For Review: Draft Eglinton East LRT EPR Rev01

Hello ,

This email is a follow up to the recent technical Advisory Committee meeting #4 for the Eglinton East LRT.

As noted in the recent Technical Advisory Committee, we are circulating the Eglinton East LRT Draft Rev01 Environmental Project Report. Kindly note, that the project team has not received comments from your organization or group thus far.

Should your organization or group have any comments on the draft EELRT Rev01 EPR, kindly provide comments in the attached comment log.

Draft appendices breakdown is provided below:

- Appendix A: Eglinton East LRT Alignment Plan and Profile Plates
- Appendix B: Utility Conflict Matrix and Related Annotation Drawings
- Appendix C: Drainage and Stormwater Management Report
- Appendix D: Socio-Economic Report
- Appendix E: Natural Environment Report
- Appendix F: Cultural Environment Report
- Appendix G: Archaeology Report
- Appendix H: Air Quality Report
- Appendix I: Noise and Vibration Report
- Appendix J: Geotechnical Assessment Report
- Appendix K: Contamination / Limited Phase 1 ESA
- Appendix L: Record of Consultation and Public Consultation Report
- Appendix M: Traffic Impact Assessment Report

Appendix N: Architectural Drawings at SSE Interfaces

The current review package is for the draft Rev01 Environmental Project Report for the EELRT. **The report and appendices can be downloaded here:** [2024-03-05_EELRT Draft Environmental Project Report & Appendices](#).

1. Please provide your email in the provided link and a code will be sent to your email.
2. Kindly provide the code on SharePoint to gain access to the report.
3. **The SharePoint link will expire after March 20th.**

Instructions for Commenting

Please provide your comments on the EELRT EPR in the attached comment log under Column E. If you have any questions/issues regarding the SharePoint link or need further clarification on the commenting process please let us know.

I have distributed the draft EPR to the contacts that we have on file. I leave it to you to further disseminate to any relevant staff in your organization or group as appropriate.

Next Steps

Kindly provide any comments to David Brutto, Senior Project Manager and I via email (david.brutto@toronto.ca, and adam.saddo@toronto.ca) by **Friday, April 5th 2024**.

Please let us know if you have any questions.

Thanks,

Adam Saddo

Project Coordinator

City of Toronto - Transit Expansion Division

Cell: **(437-218-6157)**



Nahed, Karim

From: Adam Saddo <Adam.Saddo@toronto.ca>
Sent: Wednesday, May 15, 2024 8:40 PM
To: Michael Robinson (TRA); owen.mcgaughey; Irem Khan; Katie Wittmann; Emily Chang; Murad Khan; Andres Jarrin; Daphne Wee; Mark Berkovitz; Zachary Brown; Khaled Chowdhury; Lukasz Pawlowski; Rebecca (Carmen) Lam; Hao Le; Jawaid Choudhary; Nazli Dehghani; Ihtesham Ahmad; Sheldon Koo; Kabir Kolawole; Roberto Ionescu; Ted Malkos; Daniel Pina; Ted Van Vliet; Sandra Diaz; Susan Andriyani; Manish Rathore; Cai De Ridder; Sin, Adrian; Grant Kauffman; Andus Chen; Meredith Vaga; spenton; Julia Murnaghan; Deepak Shrestha; John Lam; Clement Shim; Eldwin Yau; Saeid Behnia; Joanna Yu; Marco Bertoia; Monirul Islam; Lawrence Shintani; Fatima Movahedinia; James Perttula; Liora Freedman; Greg Tokarz; Riad Rahman; Michael Hain; Monika Nasterska; Christian Ventresca; Samuel Baron; Renrick Ashby; Jeffery Sinclair; Thomas Schwerdtfeger; hans.riekko; Renita D'Souza; Emilia Floro; Kristina Reinders; Corwin Cambray; Michael Seaman; Neil MacKay; Gary Miedema; Tamara Anson-Cartwright; Steve Turco; Eric Beales; Alison Torrie-Lapaire; Mark Ventresca; lisa.carson; Matt Bentley; Vanessa Cipriani; Nick Van Veen; Scott Attwood; Kim Hussey; George Tzavaras; Rob Patton; Sean O'Connell; Tyler Grassi; Matthew Marchand; Zahid Ur Rashid; Michael Salviato; Paul Dhir; Benjamin Miller; Scott Pasternack; Vinette Prescott-Brown; Leila Valenzuela; daniel.gagliotti; Larissa Deneau; Jeffrey (TPA) Dea; Cai De Ridder; Neil Hogan; Robert Singleton; Carlo Bonanni; Pedro Giunti; Mia Baumeister; Mehakdeep Dhillon; Chu, Eric; Yan.He@ttc.ca; Robert.Moffat@ttc.ca; Ho, Dominic; Nathan Seah; Niko Barlas; Jenny Matharu; 'Meghan Meyer'; Michael Tham; Arad Mohaghegh; lindsay.lashley; Margaret Tyszk; 'Joseph.Ehrlich@metrolinx.com'; Adelia Yamasaki; Nasim.Bozorgmehr; Ann Marie Chung; 'Bianca.Whiffen@metrolinx.com'; Sahar Tolami; 'Shelley.Persaud@metrolinx.com'; Tony To; 'Joshua.Paltoo@metrolinx.com'; 'Marco.Quattrociocchi@metrolinx.com'; Ada Maciejewski; Maria Topalovic; Anna Lippa; Brian Matthews; Teik Lim; Nadine Navarro; Meaghan Mendonca; Kerrie Kerenidis; Chirag Shah; Hajjar, Alexander (MTO); Sit, Michael (MTO); Ng, Raymond (MTO); francesca.brown; Singh, Christian (MTO); Ouellet, Jean-Francois (IO); Moon, Nimish (IO); Paul Leithwood; Caroline Mugo; Mark Rapus; Corey Wells; 'wesley.plant@canada.ca'; 'anjala.puvananathan@canada.ca'; 'Raul.Santos@bell.ca'; Derakhshan, Mahmoud; 'lise.chabot@ontario.ca'; 'kate.manson-smith@ontario.ca'; 'maya.harris@ontario.ca'; 'Stewart.Chisholm@ontario.ca'; 'trevor.griffin@ontario.ca'; 'Dan.L.Thompson@ontario.ca'; 'Kate.Gee@ontario.ca'; Pastori, Andrea (TBS); 'elsy.aceves@hydroone.com'; DIMAND Laura; Daniel Petrozziello; 'Mohamad Hamdan'; Kourosh Khosropanah; Sam Hifawi; Tom Odell; Gan, Tyrone; Nahed, Karim; Gong, Hansen; Anhara, Mahia; Barboza, Karla (MTCS); Minkin, Dan (MHSTCI); Hatcher, Laura (MCM); Batista, Cindy (MECP); Cameron, Anne (MECP); solange.desautels; 'Kathleen.Oneill@ontario.ca'; Carla Lipkin; Frank Difei He; Antonella Nicaso; Junaid Farooq; Justin Keke; Faisal Khan; Jackie Tam; Jacqueline Darwood; Kevin Tavares; Hyejin Jung
Cc: David Brutto; Edna Cuvin; Richard Borbridge
Subject: Eglinton East LRT 10% Design and TRPAP Technical Advisory Committee - Notice of Commencement
Attachments: EELRT Notice of Commencement_15May2024_ISSUED.pdf

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

Hello everyone,

The City of Toronto thanks you all for the participation in the Eglinton East LRT Technical Advisory Committee to date.

Kindly find the attached Notice of Commencement for the EELRT Transit Rail Project Assessment Process (TRPAP), which launched today, May 15, 2024.

Should there be any questions regarding the EELRT TRPAP, please reach out to Transit Expansion directly.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



Nahed, Karim

From: Adam Saddo <Adam.Saddo@toronto.ca>
Sent: Wednesday, May 15, 2024 8:40 PM
To: Michael Robinson (TRA); owen.mcgaughey; Irem Khan; Katie Wittmann; Emily Chang; Murad Khan; Andres Jarrin; Daphne Wee; Mark Berkovitz; Zachary Brown; Khaled Chowdhury; Lukasz Pawlowski; Rebecca (Carmen) Lam; Hao Le; Jawaid Choudhary; Nazli Dehghani; Ihtesham Ahmad; Sheldon Koo; Kabir Kolawole; Roberto Ionescu; Ted Malkos; Daniel Pina; Ted Van Vliet; Sandra Diaz; Susan Andriyani; Manish Rathore; Cai De Ridder; Sin, Adrian; Grant Kauffman; Andus Chen; Meredith Vaga; spenton; Julia Murnaghan; Deepak Shrestha; John Lam; Clement Shim; Eldwin Yau; Saeid Behnia; Joanna Yu; Marco Bertoia; Monirul Islam; Lawrence Shintani; Fatima Movahedinia; James Perttula; Liora Freedman; Greg Tokarz; Riad Rahman; Michael Hain; Monika Nasterska; Christian Ventresca; Samuel Baron; Renrick Ashby; Jeffery Sinclair; Thomas Schwerdtfeger; hans.riekko; Renita D'Souza; Emilia Floro; Kristina Reinders; Corwin Cambray; Michael Seaman; Neil MacKay; Gary Miedema; Tamara Anson-Cartwright; Steve Turco; Eric Beales; Alison Torrie-Lapaire; Mark Ventresca; lisa.carson; Matt Bentley; Vanessa Cipriani; Nick Van Veen; Scott Attwood; Kim Hussey; George Tzavaras; Rob Patton; Sean O'Connell; Tyler Grassi; Matthew Marchand; Zahid Ur Rashid; Michael Salviato; Paul Dhir; Benjamin Miller; Scott Pasternack; Vinette Prescott-Brown; Leila Valenzuela; daniel.gagliotti; Larissa Deneau; Jeffrey (TPA) Dea; Cai De Ridder; Neil Hogan; Robert Singleton; Carlo Bonanni; Pedro Giunti; Mia Baumeister; Mehakdeep Dhillon; Chu, Eric; Yan.He@ttc.ca; Robert.Moffat@ttc.ca; Ho, Dominic; Nathan Seah; Niko Barlas; Jenny Matharu; 'Meghan Meyer'; Michael Tham; Arad Mohaghegh; lindsay.lashley; Margaret Tyszk; 'Joseph.Ehrlich@metrolinx.com'; Adelia Yamasaki; Nasim.Bozorgmehr; Ann Marie Chung; 'Bianca.Whiffen@metrolinx.com'; Sahar Tolami; 'Shelley.Persaud@metrolinx.com'; Tony To; 'Joshua.Paltoo@metrolinx.com'; 'Marco.Quattrociocchi@metrolinx.com'; Ada Maciejewski; Maria Topalovic; Anna Lippa; Brian Matthews; Teik Lim; Nadine Navarro; Meaghan Mendonca; Kerrie Kerenidis; Chirag Shah; Hajjar, Alexander (MTO); Sit, Michael (MTO); Ng, Raymond (MTO); francesca.brown; Singh, Christian (MTO); Ouellet, Jean-Francois (IO); Moon, Nimish (IO); Paul Leithwood; Caroline Mugo; Mark Rapus; Corey Wells; 'wesley.plant@canada.ca'; 'anjala.puvananathan@canada.ca'; 'Raul.Santos@bell.ca'; Derakhshan, Mahmoud; 'lise.chabot@ontario.ca'; 'kate.manson-smith@ontario.ca'; 'maya.harris@ontario.ca'; 'Stewart.Chisholm@ontario.ca'; 'trevor.griffin@ontario.ca'; 'Dan.L.Thompson@ontario.ca'; 'Kate.Gee@ontario.ca'; Pastori, Andrea (TBS); 'elsy.aceves@hydroone.com'; DIMAND Laura; Daniel Petrozziello; 'Mohamad Hamdan'; Kourosh Khosropanah; Sam Hifawi; Tom Odell; Gan, Tyrone; Nahed, Karim; Gong, Hansen; Anhara, Mahia; Barboza, Karla (MTCS); Minkin, Dan (MHSTCI); Hatcher, Laura (MCM); Batista, Cindy (MECP); Cameron, Anne (MECP); solange.desautels; 'Kathleen.Oneill@ontario.ca'; Carla Lipkin; Frank Difei He; Antonella Nicaso; Junaid Farooq; Justin Keke; Faisal Khan; Jackie Tam; Jacqueline Darwood; Kevin Tavares; Hyejin Jung
Cc: David Brutto; Edna Cuvin; Richard Borbridge
Subject: Eglinton East LRT 10% Design and TRPAP Technical Advisory Committee - Notice of Commencement
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Hello everyone,

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Should there be any questions regarding the EELRT TRPAP, please reach out to Transit Expansion directly.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



Nahed, Karim

From: David Brutto <David.Brutto@toronto.ca>
Sent: Thursday, May 23, 2024 5:12 PM
To: Hajjar, Alexander (MTO); francesca.brown; peter.deluca; Singh, Christian (MTO)
Cc: Edna Cuvin; Adam Saddo
Subject: RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

Hi Alexander,

Thank you for providing MTO comments on the Eglinton East LRT draft Environmental Project Report.

The City, and our consultant HDR, would like to meet with MTO staff to further discuss responses and path forward to addressing these comments. We propose the agenda as follows below:

1. Status of EELRT TRPAP (subject to up to 120 day regulated period started May 15)
 2. Status of MTO 401 work
 3. Clarification of MTO position on urbanization of Morningside/401 interchange
 4. Clarification of other MTO comments
 5. MTO requirements for MUP design at the Morningside/401 interchange (with no urbanization)
 6. MTO requirements for urbanization study for Morningside/401 interchange
 - a. Options
 - b. Scope of work
 - c. Deliverables
 7. Next steps
-

The EELRT project team is available:

June 4 from 2-3

June 6 from 3:30 to 5

Can you let us know if MTO will be available for a meeting at one these times? Following your reply/confirmation we can go ahead and set up the meeting.

Regards,

David L. Brutto, MCIP, RPP, MBA
Senior Project Manager, Stations and Strategic Initiatives
Transit Expansion Division
City of Toronto
C:437-218-6653

From: Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>
Sent: Thursday, May 16, 2024 10:06 AM
To: Adam Saddo <Adam.Saddo@toronto.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>
Cc: David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>
Subject: [External Sender] RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

Hi Adam,

Following up with **Geotechnical** comments:

Groundwater was encounter approximately 5m below grade. Bore/core holes shall be carried out and reports submitted to MTO.

Best Regards,

Alexander Hajjar CET

Sr. Project Manager | Corridor Management Office - Operations
Ministry of Transportation | Ontario Public Service
437-833-9453 | alexander.hajjar@ontario.ca



Taking pride in strengthening Ontario, its places and its people

From: Hajjar, Alexander (MTO)

Sent: May 16, 2024 8:34 AM

To: Adam Saddo <Adam.Saddo@toronto.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Cc: David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

Good Morning Adam,

After review, the Ministry offers the following comments:

Land Use

- The Ministry does not prefer 'normalizing' the on-ramp terminals with the off-ramp terminal, as it might increase chances of vehicles entering in the wrong direction.
 - Further, depending on traffic volume, normalizing may create operational issues and queueing. Additional alternatives should be reviewed, analyzed, and evaluated form traffic operations and safety point of view.
- Re-alignment of the loop ramps are not designed to MTO standards.
- All geometric design components shall follow MTO standards and specifications within MTO Right-of-Way (ROW). Below are details of Ministry Standards and Regional Policies and Practices for geometric design:
 - Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads
 - MTO Geometric Design Supplement for TAC Geometric Design Guide
 - Ontario Traffic Manuals (OTM) Book Suite
 - Bikeways Design Manual (2014)
 - Roadside Design Manual
 - Roadside Evaluation Manual

- The Bikeway Design Manual (2014) shall be used for the planning, design, application and operation of all new and rehabilitated cycling and active transportation facilities located within Provincial highway Right-of-Ways. Ontario Ministry of Transportation Library (gov.on.ca)
- At interchanges located within Provincial Highway ROW, the Bikeway Design Manual shall be used in conjunction with the Integration of Cyclists and Pedestrians at Interchanges Final Technical Report - March 2010.
- Within Provincial Highway ROW, the Ontario Traffic Manual Book 18 “Cycling Facilities” is applicable only when referenced in the Bikeway Design Manual. In the event of inconsistency or conflict between OTM Book 18 and the Bikeway Design Manual within provincial highway ROW, the Bikeway Design Manual shall take precedence and govern.

Corridor

- As the proposed route passes through Provincial Highway infrastructure (Highway 401 and Morningside Ave. the applicant will be required to obtain permits for the encroachment of the Right-of-Way (ROW).
- Depth of Cover regulations shall be adhered to.
- Analysis of the Environmental, Traffic, Drainage impacts to the MTO ROW will also be analysed.
- Work must coordinate with any MTO projects planned/ongoing in the area (Consider Mega B2 Project Scope)
- Traffic management Plans will be analyzed for any potential impacts along the ROW.
- All work within the MTO Permit Controlled Area will require relevant permits and shall adhere to Ministry standards and procedures.

Property

There are some lands within the study area that are owned by MTO. Should these lands be identified for the project needs, the applicant will be required to follow the requisite land assessment/procurement requirements as identified by the Ministry Property Office.

Site Access

Site Access must follow Access Management Guidelines as per the Highway Corridor Management Manual Chapter 4.

Traffic

The submitted Traffic reports and appendices do not contain any analysis of the Hwy 401 ramp terminal intersections at Morningside. Therefore, we are unable to determine the impacts this project may have on ministry-owned infrastructure.

An analysis (Synchro) of future ramp terminal operations should be provided for ministry review.

Drainage

MTO Drainage Office is satisfied with the submitted documents at this time.

Site Lighting

MTO Electrical Office is satisfied with the submitted documents at this time.

Environmental

- Phase I ESA Report: notes the recommendation of a Phase II ESA. Please advise if a Phase II ESA will be completed.

- Natural Heritage Report: Section 5.3.3.4 Planting Plans – please ensure that any plantings are not within the MTO ROW or 14 m setback. If there are to be plantings within the 14 m setback, MTO environmental will need to approve the plans. Planting if permitted must be native and salt tolerant.
- Noise and Vibration Assessment Draft: Please advise if MTO infrastructure was considered as part of the vibration assessment. Any construction activity causing vibration must be reviewed by MTO prior to the activity taking place as part of the “pre-construction consultation, inspection and monitoring program” and “monitoring of vibrations during construction” to the satisfaction of MTO.
- General comment: please advise if there will be any soil to be stockpiled onsite. MTO does not permit soil stockpiling within the MTO ROW or 14 m setback.

Structural and Foundations Offices are analyzing the proposal and will continue to monitor submissions as they apply to structural elements in the proposed path of the EELRT. Further comments may follow regarding this submission. MTO attempts to avoid piece-meal comments but in this case, I wanted to get the comments to you as it was a late review.

MTO will continue to be engaged in the assessment and review process.

Best Regards,

Alexander Hajjar CET

Sr. Project Manager | Corridor Management Office - Operations

Ministry of Transportation | Ontario Public Service

437-833-9453 | alexander.hajjar@ontario.ca



Taking pride in strengthening Ontario, its places and its people

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: May 1, 2024 3:29 PM

To: Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Cc: David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Alexander,

The City's project team for the Eglinton East LRT have not received any comments from MTO to date. As mentioned in your correspondence below, we were hoping to receive MTO comments by early this week.

Any update on the status of MTO comments?

Please note we are aiming to launch the TRPAP Transit Rail Project Assessment Process (formerly TPAP) by May 15th.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



From: Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>

Sent: Thursday, April 25, 2024 3:38 PM

To: Adam Saddo <Adam.Saddo@toronto.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Cc: David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: [External Sender] RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

Good Afternoon Adam,

Due to the late reception of the files, MTO may require some additional time to review. I have liaised with the review team and reminded them of your timeline. If I can gather all comments by tomorrow, I will send them to you at the earliest opportunity.

We would like to work collaboratively with the City and be able to provide the most robust comments at each phase/submission. Your patience is appreciated as we carry out this initial due diligence.

Best Regards,

Alexander Hajjar CET

Sr. Project Manager | Corridor Management Office - Operations

Ministry of Transportation | Ontario Public Service

437-833-9453 | alexander.hajjar@ontario.ca



Taking pride in strengthening Ontario, its places and its people

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: April 25, 2024 3:23 PM

To: Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Cc: David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

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Hello Alexander,

Just a friendly reminder, the project team is hoping to receive MTO's comments on the Eglinton East LRT Draft Environmental Project Report **by EOD Tomorrow**.

We look forward to reviewing comments from MTO.

Thanks,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



From: Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>

Sent: April 12, 2024 10:45 PM

To: Adam Saddo <Adam.Saddo@toronto.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Cc: Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: [External Sender] RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

Good Morning Adam,

I was able to gain access to the files yesterday from my colleagues so I sent the files out for review yesterday. Thank you for the update, I will aim for the date below to provide comments.

Best Regards,

Alexander Hajjar CET

Sr. Project Manager | Corridor Management Office - Operations

Ministry of Transportation | Ontario Public Service

437-833-9453 | alexander.hajjar@ontario.ca



From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: April 12, 2024 9:49 AM

To: Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Cc: Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

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Good morning Alexander,

Please find the SharePoint link for the draft Eglinton East LRT EPR here:  [2024-03-05 EELRT Draft Environmental Project Report & Appendices](#).

The City would really appreciate having comments from the MTO team by no later than **Friday, April 26th 2024**. Kindly let us know if you have any questions.

Noted, we have removed Raymond Ng from our contact list.

Thanks,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



From: Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>**Sent:** April 11, 2024 1:57 PM**To:** Adam Saddo <Adam.Saddo@toronto.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>**Cc:** Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>**Subject:** [External Sender] RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

Good Afternoon Adam,

MTO will need an extended period to review the documents. I was not included in the circulation from the city, and when I put my email into the dialogue box to get the password I received the following error message:

Sorry, this email address isn't associated with this secure link. Please contact the person who shared it with you.

Please include me in the list of personnel associated with the secure link, let me know when that happens and allow for a minimum of 2 weeks (an expedited timeline) to receive fulsome comments from MTO Corridor Office. Please include myself and [@Deluca, Peter \(MTO\)](#) as well as [@Singh, Christian \(MTO\)](#) and [@Brown, Francesca \(MTO\)](#) on future circulations of this kind.

Lastly, Ray Ng has retired.

Best Regards,

Alexander Hajjar CET

Sr. Project Manager | Corridor Management Office - Operations

Ministry of Transportation | Ontario Public Service

437-833-9453 | alexander.hajjar@ontario.ca*Taking pride in strengthening Ontario, its places and its people*

From: Adam Saddo <Adam.Saddo@toronto.ca>**Sent:** April 11, 2024 10:35 AM**To:** Sit, Michael (MTO) <Michael.Sit@ontario.ca>; Ng, Raymond (MTO) <Raymond.Ng@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Patel, Parshad (MTO) <Parshad.Patel@ontario.ca>**Cc:** Kulathinal, Rina (MTO) <Rina.Kulathinal@ontario.ca>; David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>**Subject:** RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi MTO staff,

Just a reminder that comments on the draft EELRT Environmental Project Report Rev01 were due Friday, April 5th 2024.

The City has not received any comments from the MTO team on the draft EPR to date.

Please let us know if comments are forthcoming on the draft Eglinton East LRT EPR.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



From: Adam Saddo

Sent: March 28, 2024 6:50 PM

To: 'Sit, Michael (MTO)' <Michael.Sit@ontario.ca>; 'Ng, Raymond (MTO)' <Raymond.Ng@ontario.ca>; 'Singh, Christian (MTO)' <Christian.Singh@ontario.ca>; 'Brown, Francesca (MTO)' <Francesca.Brown@ontario.ca>; 'Patel, Parshad (MTO)' <Parshad.Patel@ontario.ca>

Cc: 'rina.kulathinal@ontario.ca' <rina.kulathinal@ontario.ca>; David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

Hello MTO Staff,

Kindly note as a friendly reminder, comments on the draft EELRT Environmental Project Report Rev01 are due by **EOD Friday, April 5th, 2024**.

The City's Transit Expansion Division looks forward to reviewing the comments anticipated for next week's deadline.

Please let us know if you have any questions.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



From: Adam Saddo

Sent: March 8, 2024 10:13 AM

To: Sit, Michael (MTO) <Michael.Sit@ontario.ca>; 'Ng, Raymond (MTO)' <Raymond.Ng@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>; 'Brown, Francesca (MTO)' <Francesca.Brown@ontario.ca>

Cc: 'rina.kulathinal@ontario.ca' <rina.kulathinal@ontario.ca>; David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: For MTO Review: Draft Eglinton East LRT EPR Rev01


Hello MTO Staff,

The City of Toronto is pleased to submit for review the draft Rev01 Environmental Project Report (EPR) and appendices for the Eglinton East LRT. We would like to thank MTO for participation in the EELRT to date.

We are providing this to your team as our main points of contact but please feel free to circulate the EELRT EPR to any other relevant staff within MTO that may be interested in commenting.

Draft appendices breakdown is provided below:

- Appendix A: Eglinton East LRT Alignment Plan and Profile Plates
- Appendix B: Utility Conflict Matrix and Related Annotation Drawings
- Appendix C: Drainage and Stormwater Management Report
- Appendix D: Socio-Economic Report
- Appendix E: Natural Environment Report
- Appendix F: Cultural Environment Report
- Appendix G: Archaeology Report
- Appendix H: Air Quality Report
- Appendix I: Noise and Vibration Report
- Appendix J: Geotechnical Assessment Report
- Appendix K: Contamination / Limited Phase 1 ESA
- Appendix L: Record of Consultation and Public Consultation Report
- Appendix M: Traffic Impact Assessment Report
- Appendix N: Architectural Drawings at SSE Interfaces

The current review package is for the draft Rev01 Environmental Project Report for the EELRT. **The report and appendices can be downloaded here:**  [2024-03-05_EELRT Draft Environmental Project Report & Appendices](#)

1. Please provide your email in the provided link and a code will be sent to your email.
2. Kindly provide the code on SharePoint to gain access to the report.
3. The SharePoint link will expire after March 20th.

Instructions for Commenting

Please provide comments on the draft Rev01 EELRT EPR in the attached comment log. Kindly provide all new comments under Column E.

We've attached as reference the comments received from MTO pursuant to previous Technical Advisory Committee meetings.

If you have any questions/issues regarding the SharePoint link or need further clarification on the commenting process please let me know.

Next Steps

Kindly provide consolidated MTO comments to David Brutto, Senior Project Manager and I via email (david.brutto@toronto.ca, and adam.saddo@toronto.ca) by **Friday, April 5th 2024**. Please let us know if you have any questions.

Thanks,

Adam Saddo

Morningside-401 Interchange MTO Discussion – Meeting Minutes

Project:	Eglinton East LRT 10% Design and TRPAP	
Subject:	Comments on EELRT EPR and Morningside – 401 Interchange Design	
Date & Time:	Tuesday, June 04, 2024. 2 PM – 3 PM	
Location:	Webex	
Project Team in Attendance	City of Toronto <ul style="list-style-type: none"> • Edna Cuvin, Program Director • David Brutto, EELRT PM, Transit Expansion Division (TE) • Adam Saddo, Project Coordinator, TE • Michael Robinson, Senior Project Manager, Transportation Services HDR <ul style="list-style-type: none"> • Tyrone Gan, Project Manager • Karim Nahed, Deputy Project Manager • Hansen Gong, Transportation Engineer 	MTO <ul style="list-style-type: none"> • Alexander Hajjar • Francesca Brown • Margaret Pak • Parshad P • Peter DeLuca • Sandy De Lorenzi

Topic	Action By
1 Introduction and Project Overview <ul style="list-style-type: none"> • Project team (City) kicked off the meeting with a round of introductions. • Project team (City) provided an overview of the project, including project context, key features, and planning history. Project team (City) confirmed that the EELRT is being jointly led with TTC, not Metrolinx. 	
2 Morningside-401 Interchange Design <ul style="list-style-type: none"> • HDR presented the 10% design at the Morningside-401 Bridge, that was previously circulated to MTO. The design incorporates transit and active transportation improvements within the existing bridge deck (LRT guideway and MUPs on both sides) and proposes urbanization of Hwy-401 on-ramps to improve active transportation, subject to further study. The LRT is curb-separated from traffic. • MTO noted that 3.3 m as the absolute minimum vehicular lane width. It was agreed that the current design with 3.0m inside lanes could be modified to provide the required 3.3m wide inside lanes by reducing the inside buffer widths. • MTO preference that there be no LRT stops at the ramp terminals. City confirmed there would be no LRT stops at the interchange. • MTO concern with any proposals for 2-lane on-ramps because of impact on Highway 401. City confirmed no 2-lane on-ramps are being proposed. • MTO confirmed that the latest submission of the EPR and roll plan was circulated to MTO operations. • City to investigate in future phases increasing lane widths from 3.0m to 3.3m across the bridge by using buffer widths adjacent to the LRT guideway. • Project team to note commitments for future work in the EPR to satisfy MTO requirements in the next phase of design. 	<p>City of Toronto</p> <p>HDR</p>

3 Ramp Urbanization

- MTO stated it is not opposed to ramp urbanization in principle. Onus is on the proponent to confirm safety for cyclists, pedestrians, and motorists and to demonstrate that the reconfiguration does not impact queue off-ramp traffic onto Highway 401.
- Synchro traffic analysis is required: City of Toronto
 - Existing and future (10-year) volumes will operate through the ramp terminal intersections without adversely impacting ramp operations.
 - Level of service is maintained after urbanization and for the 10-year time frame.
 - Evaluation of options with and without urbanization
- MTO noted that the City can submit proposed scope of work terms of reference for the traffic analysis for MTO review. City of Toronto
- City inquired if MTO has completed any traffic analysis at this interchange that can help inform future work. MTO to confirm and provide relevant traffic studies, should those be available. MTO
- MTO noted that the City is best positioned to forecast traffic at the Morningside-401 Bridge, given its understanding of existing and future traffic demand based on long-range population and employment forecasts.
- The project team inquired about whether the traffic analysis investigating the ramp reconfiguration can be deferred to next phases. MTO was agreeable that the traffic study can be deferred to future, more advanced phases of design.

Next Steps

- The project team to provide the following to MTO: HDR
 - Presentation and meeting minutes from the meeting on June 4, 2024.
 - Bridge cross-section (shared during the meeting).
 - Previous submission materials (**already provided by City**)
 - Responses to MTO comments on the draft EPR submission. City
- MTO to confirm if comments are incoming from MTO Structural.
- Project team to state future commitments in the EPR for the next phases. MTO
HDR
- City to coordinate with MTO during future phases of the EELRT design regarding approvals for environmental work (Phase II ESA, planting plans, vibration) and geotechnical work (soil stockpiling, boreholes). City of Toronto /
MTO
- City and MTO to confirm the scope of the traffic analysis exercise supporting the ramp urbanization. City of Toronto /
MTO
- Alexander Hajjar (Corridor Management) to be point of contact to move this item along.

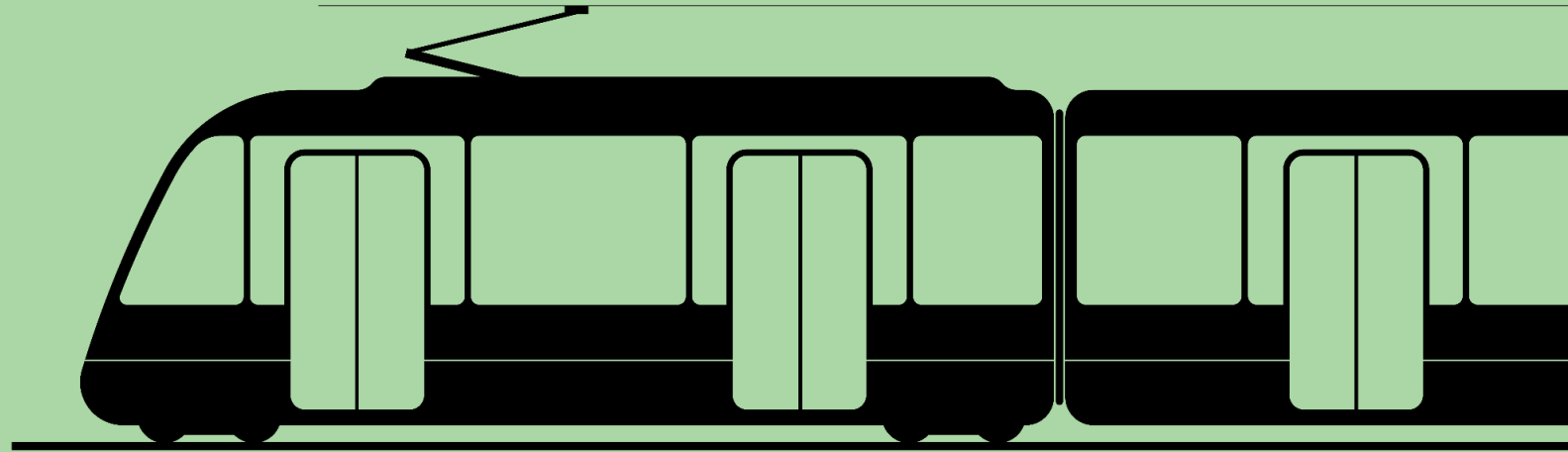
If there are any errors or omissions, please advise David Brutto within ten business days of the issuance of these notes. Minutes prepared by Karim Nahed.



Eglinton East LRT: 10% Design and TPAP

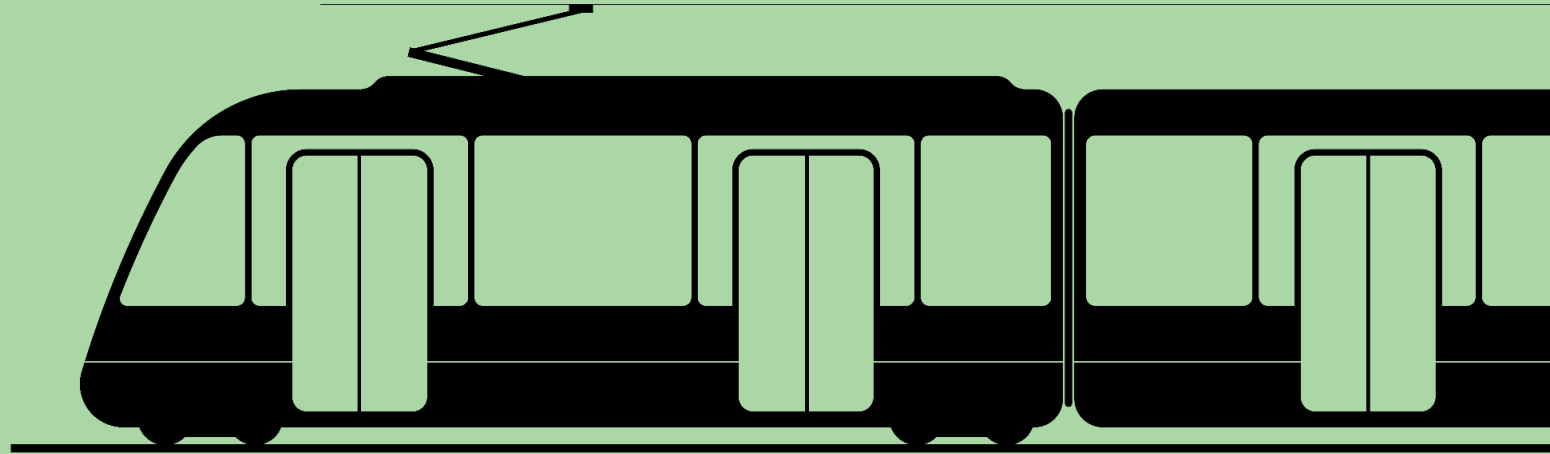
EELRT at Morningside/401

June 4, 2024



Agenda

1. Status of EELRT TRPAP
2. Status of MTO 401 work
3. MTO design requirements
4. Clarification of MTO position on urbanization of Morningside/401 interchange
5. MTO requirements for urbanization study for Morningside/401 interchange
6. Responses to and clarification of other MTO comments
7. Next steps

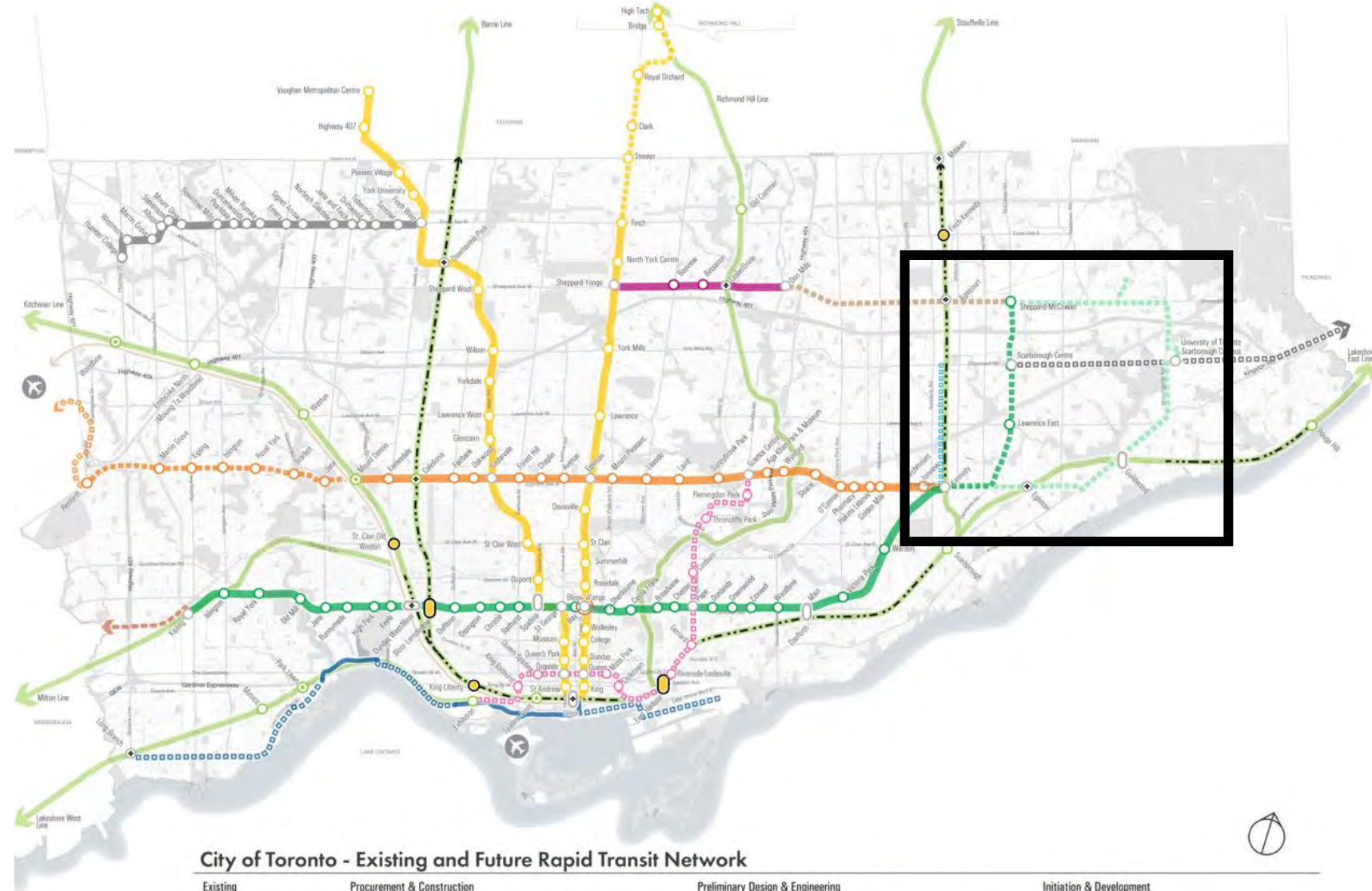


Project Overview

Toronto's Transit Expansion Program

The Eglinton East LRT:

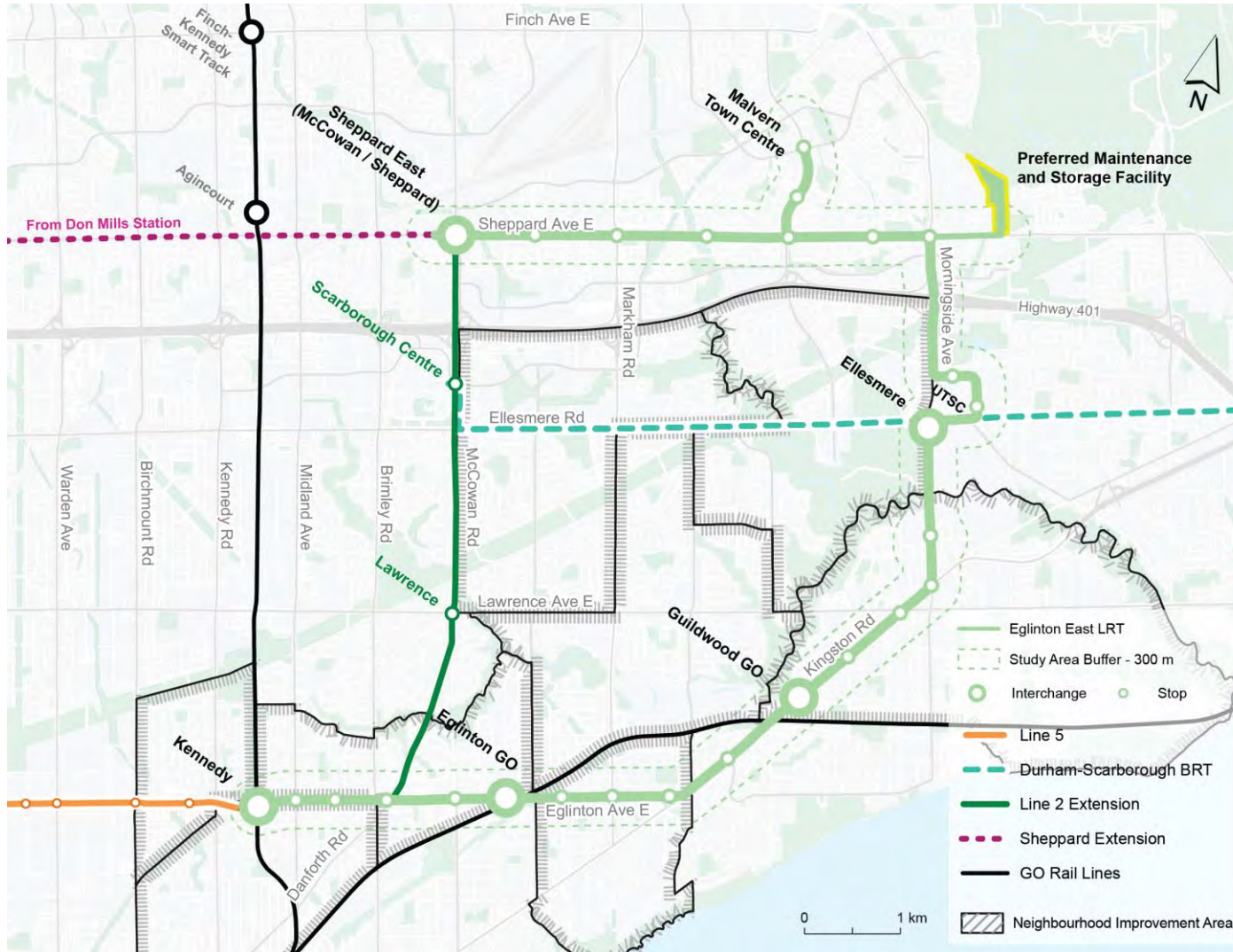
- Is a City of Toronto priority transit expansion project.
- Will bring higher order rapid transit to historically underserved communities in Scarborough; and
- Supports future growth and development of complete communities.



City of Toronto - Existing and Future Rapid Transit Network



Council Approved EELRT



EELRT

- 18.6 km long
- 27 stops
- 5 rapid transit interchanges:
- **Local:** Line 2, Line 5, Potential Sheppard Extension
- **Regional:** Stouffville GO, Lakeshore East GO, Durham-Scarborough BRT
- Expands rapid transit service to 7 Neighbourhood Improvement Areas
- Improved connections to the University of Toronto Scarborough Campus (UTSC), Centennial College, Malvern Town Centre
- Preferred MSF at Conlins Yard
- Creates an integrated rapid transit network in Scarborough

Public Realm Improvements | Complete Streets

EELRT is more than a transit project.

It is a once-in-a-generation opportunity to bring significant public realm improvements throughout the corridor, primarily by implementing **Complete Streets** design principles.

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



Project History Timeline

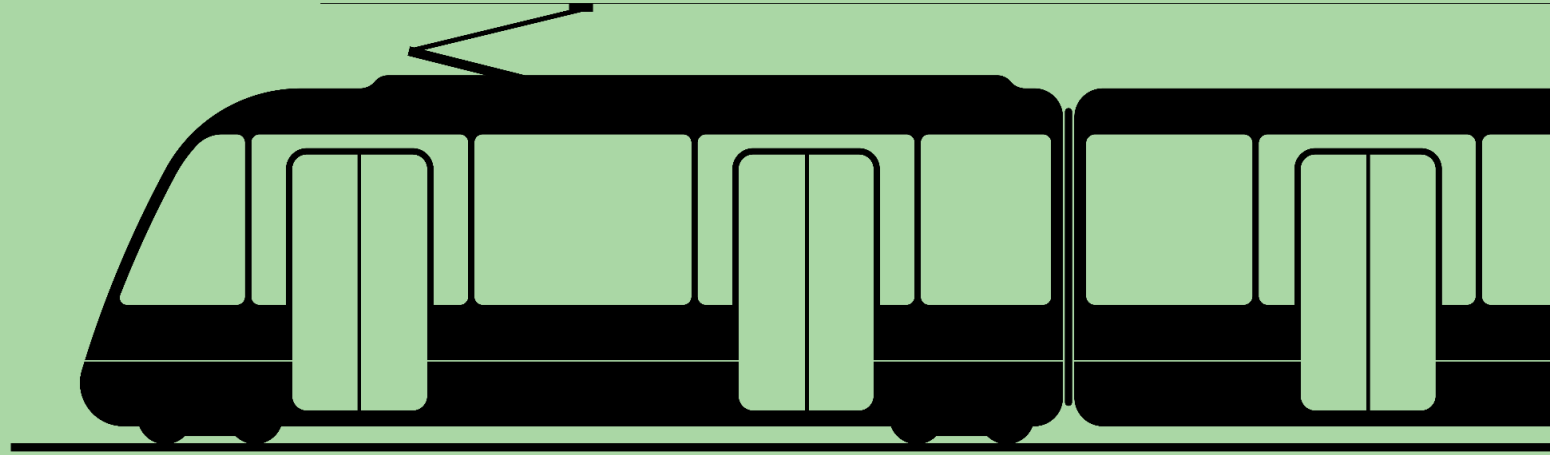


EELRT 10% design at Morningside / 401

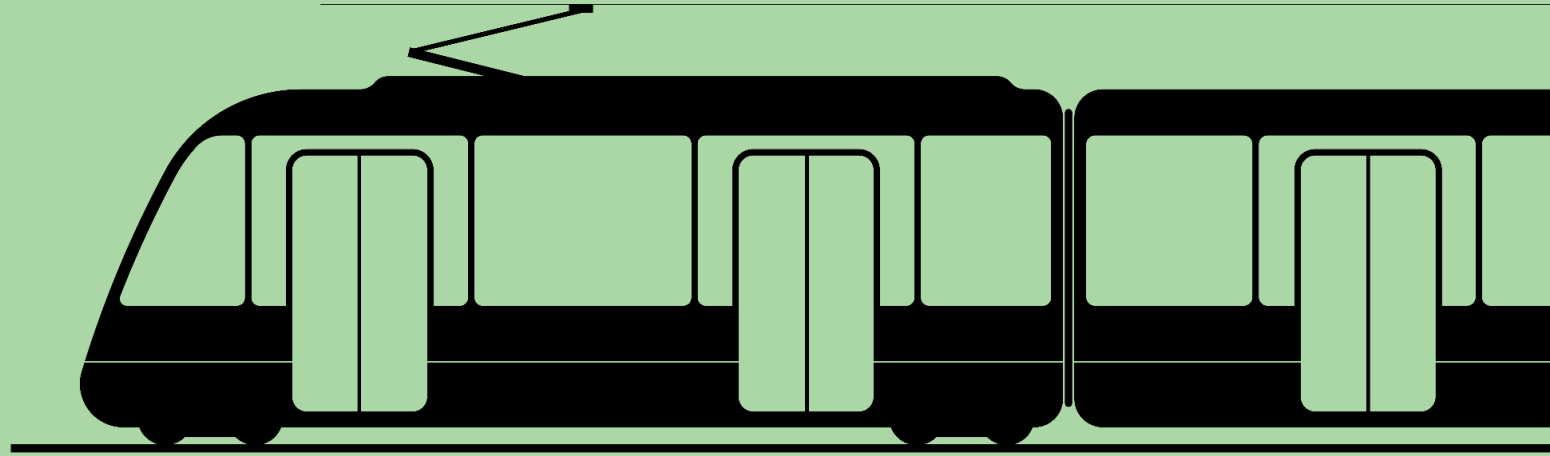


EGLINTON EAST





Status of MTO 401 Work

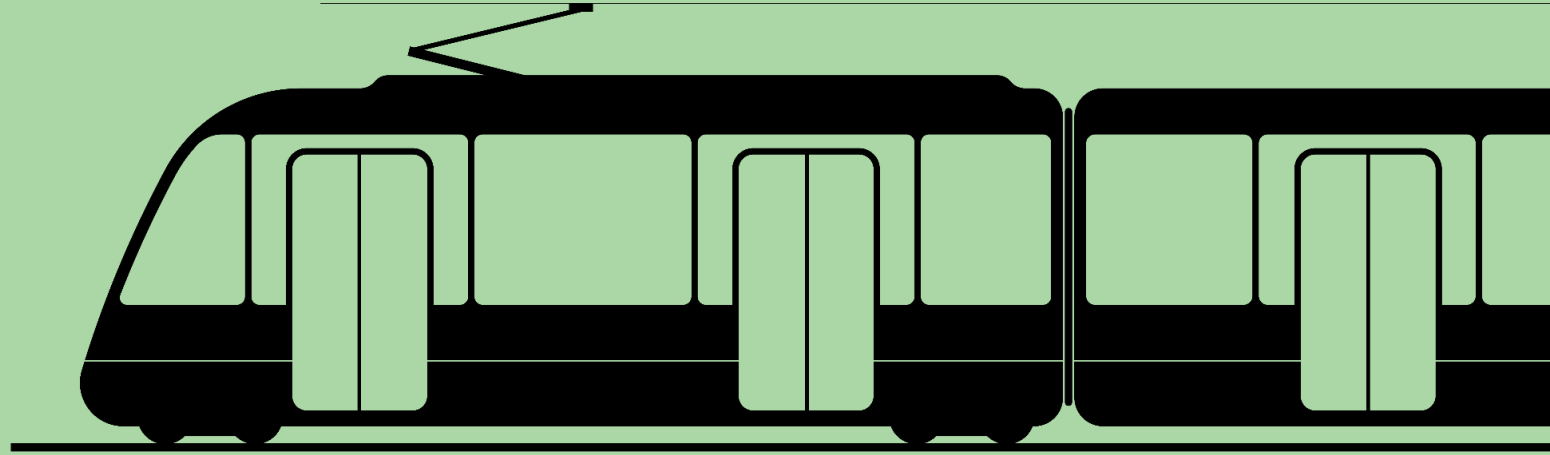


MTO design requirements

MTO design requirements

- ***All geometric design components shall follow MTO standards and specifications within MTO Right-of-Way (ROW). Below are details of Ministry Standards and Regional Policies and Practices for geometric design:***
 - ***Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads***
 - ***MTO Geometric Design Supplement for TAC Geometric Design Guide***
 - ***Ontario Traffic Manuals (OTM) Book Suite***
 - ***Bikeways Design Manual (2014)***
 - ***Roadside Design Manual***
 - ***Roadside Evaluation Manual***
- ***The Bikeway Design Manual (2014) shall be used for the planning, design, application and operation of all new and rehabilitated cycling and active transportation facilities located within Provincial highway Right-of-Ways. Ontario Ministry of Transportation Library (gov.on.ca)***
- ***At interchanges located within Provincial Highway ROW, the Bikeway Design Manual shall be used in conjunction with the Integration of Cyclists and Pedestrians at Interchanges Final Technical Report - March 2010.***
- ***Within Provincial Highway ROW, the Ontario Traffic Manual Book 18 “Cycling Facilities” is applicable only when referenced in the Bikeway Design Manual. In the event of inconsistency or conflict between OTM Book 18 and the Bikeway Design Manual within provincial highway ROW, the Bikeway Design Manual shall take precedence and govern.***

City response: Noted. City will meet with MTO to clarify comments and coordinate with MTO in future stages of design



Clarification of MTO position on urbanization of Morningside /401 interchange

Re: Normalizing the ramps

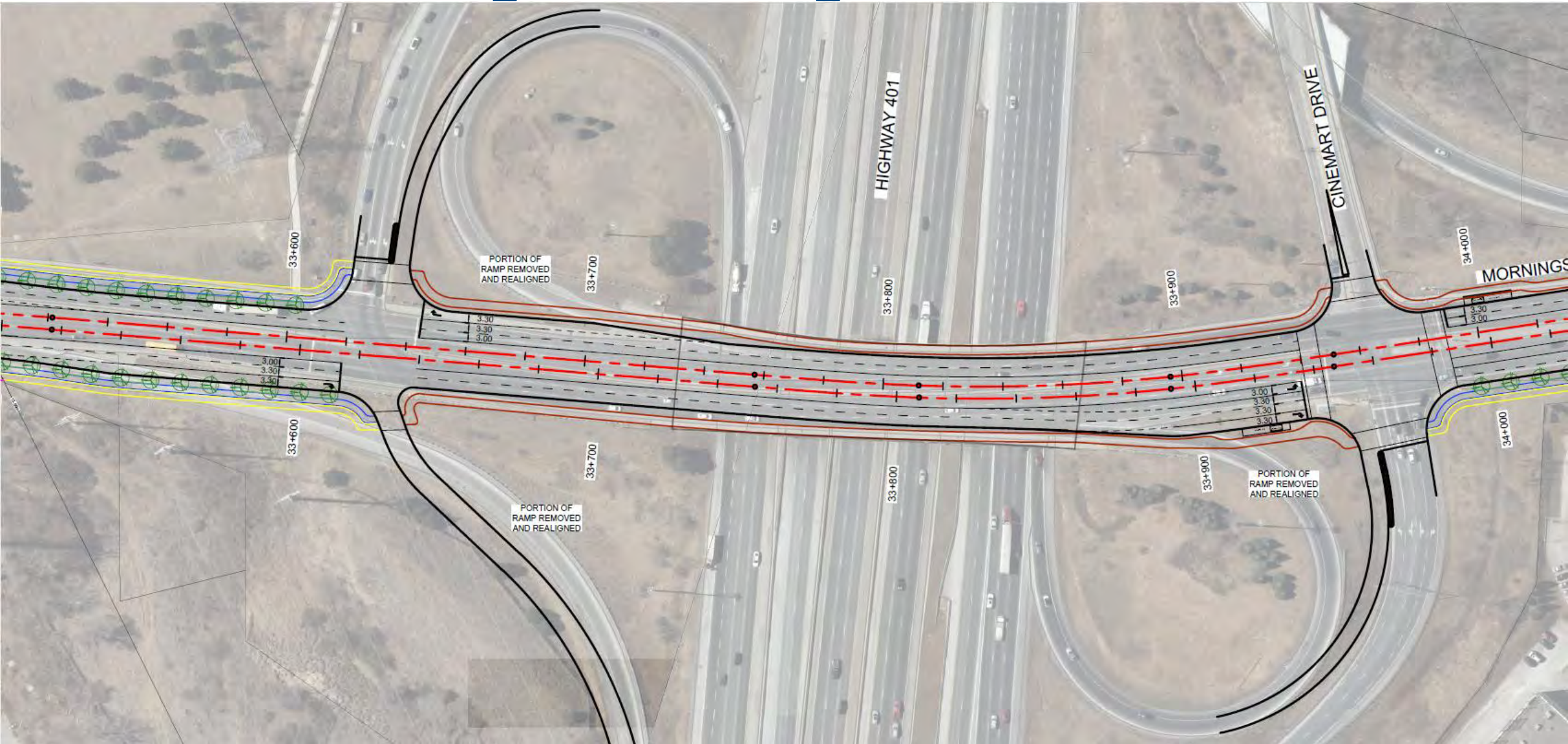
The Ministry does not prefer ‘normalizing’ the on-ramp terminals with the off-ramp terminal, as it might increase chances of vehicles entering in the wrong direction.

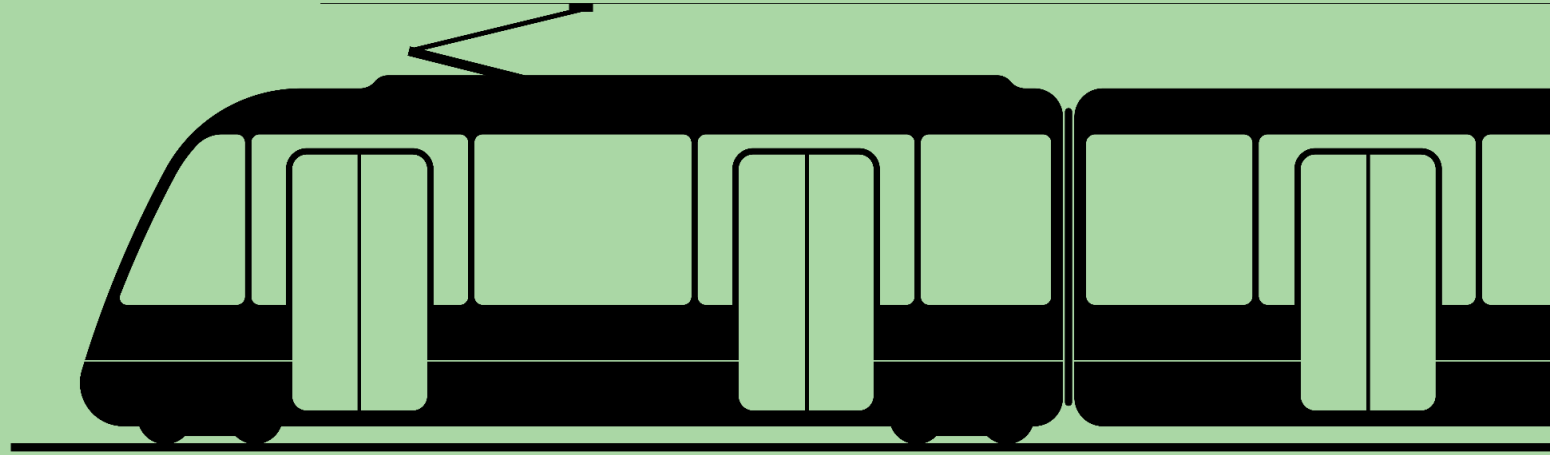
- ***Further, depending on traffic volume, normalizing may create operational issues and queueing. Additional alternatives should be reviewed, analyzed, and evaluated from traffic operations and safety point of view.***

Questions:

1. Which ramps would the Ministry be open to consider normalizing?
2. Please explain the issue of “vehicles entering in the wrong direction”.
3. What specific operational issues would the Ministry be concerned with?

EELRT 10% design at Morningside / 401



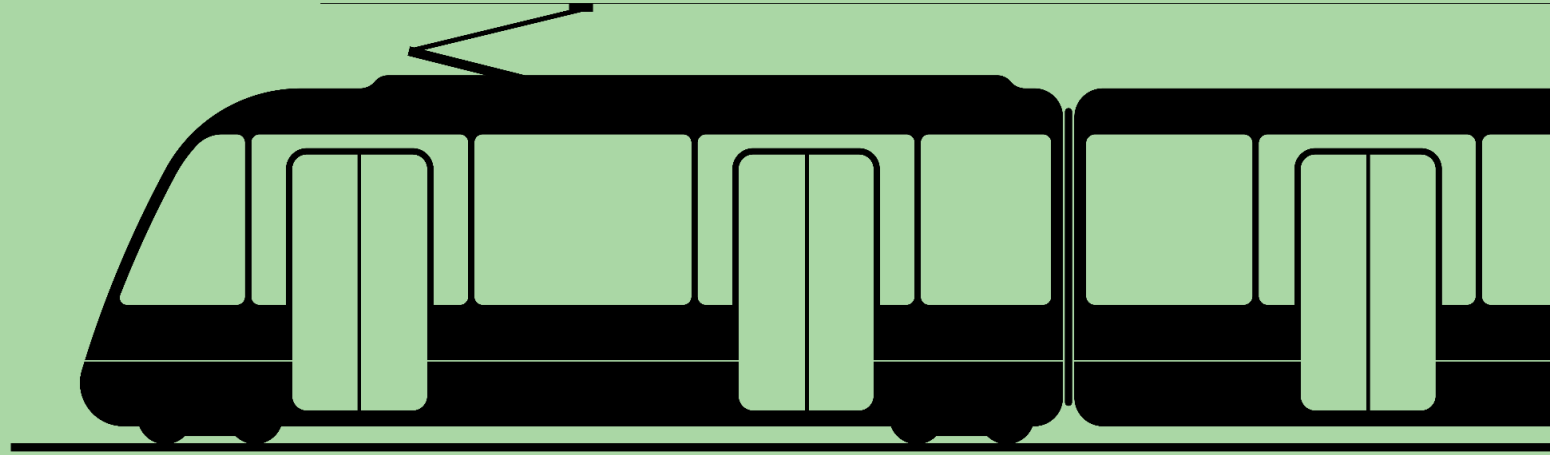


MTO requirements for urbanization study for Morningside / 401 interchange

Urbanization (normalization) study scope

What studies will the City have to submit to MTO regarding normalization of the Morningside/401 interchange:

- Options
- Scope of Work
- Deliverables



Responses to and clarification of other MTO comments

MTO comments – Corridor

- *As the proposed route passes through Provincial Highway infrastructure (Highway 401 and Morningside Ave. the applicant will be required to obtain permits for the encroachment of the Right-of-Way (ROW).*
- *Depth of Cover regulations shall be adhered to.*
- *Analysis of the Environmental, Traffic, Drainage impacts to the MTO ROW will also be analysed.*
- *Work must coordinate with any MTO projects planned/ongoing in the area (Consider Mega B2 Project Scope)*
- *Traffic management Plans will be analyzed for any potential impacts along the ROW.*
- *All work within the MTO Permit Controlled Area will require relevant permits and shall adhere to Ministry standards and procedures.*

City response: These requirements have been noted as a future commitment in the EPR.

MTO comments – Traffic

Traffic

The submitted Traffic reports and appendices do not contain any analysis of the Hwy 401 ramp terminal intersections at Morningside. Therefore, we are unable to determine the impacts this project may have on ministry-owned infrastructure.

An analysis (Synchro) of future ramp terminal operations should be provided for ministry review.

City response: City will confirm with MTO the scope of the traffic analysis required for the EELRT in the interchange area.

Can the traffic report be deferred to the next phase of design for the EELRT, after the design is refined and more up to date traffic counts and forecasts are available?

Other MTO comments

Property

There are some lands within the study area that are owned by MTO. Should these lands be identified for the project needs, the applicant will be required to follow the requisite land assessment/procurement requirements as identified by the Ministry Property Office.

City response: This has been noted as a future commitment in the EPR

Site Access

Site Access must follow Access Management Guidelines as per the Highway Corridor Management Manual Chapter 4.

City response: This has been noted as a future commitment in the EPR

Drainage

MTO Drainage Office is satisfied with the submitted documents at this time.

Site Lighting

MTO Electrical Office is satisfied with the submitted documents at this time.

Site Lighting

MTO Electrical Office is satisfied with the submitted documents at this time.

MTO comments – Environmental

- ***Phase I ESA Report: notes the recommendation of a Phase II ESA. Please advise if a Phase II ESA will be completed.***

City response: A Phase 2 ESA has been recommended to be completed in future phases of the project. MTO will be notified at that time.

- ***Natural Heritage Report: Section 5.3.3.4 Planting Plans – please ensure that any plantings are not within the MTO ROW or 14 m setback. If there are to be plantings within the 14 m setback, MTO environmental will need to approve the plans. Planting if permitted must be native and salt tolerant.***

City response: City will coordinate with MTO in future design phases.

MTO comments – Environmental

- ***Noise and Vibration Assessment Draft: Please advise if MTO infrastructure was considered as part of the vibration assessment. Any construction activity causing vibration must be reviewed by MTO prior to the activity taking place as part of the “pre-construction consultation, inspection and monitoring program” and “monitoring of vibrations during construction” to the satisfaction of MTO.***

City response: MTO infrastructure has not been included in the vibration assessment at the 10% design stage. To be included in future design phases.

- ***General comment: please advise if there will be any soil to be stockpiled onsite. MTO does not permit soil stockpiling within the MTO ROW or 14 m setback.***

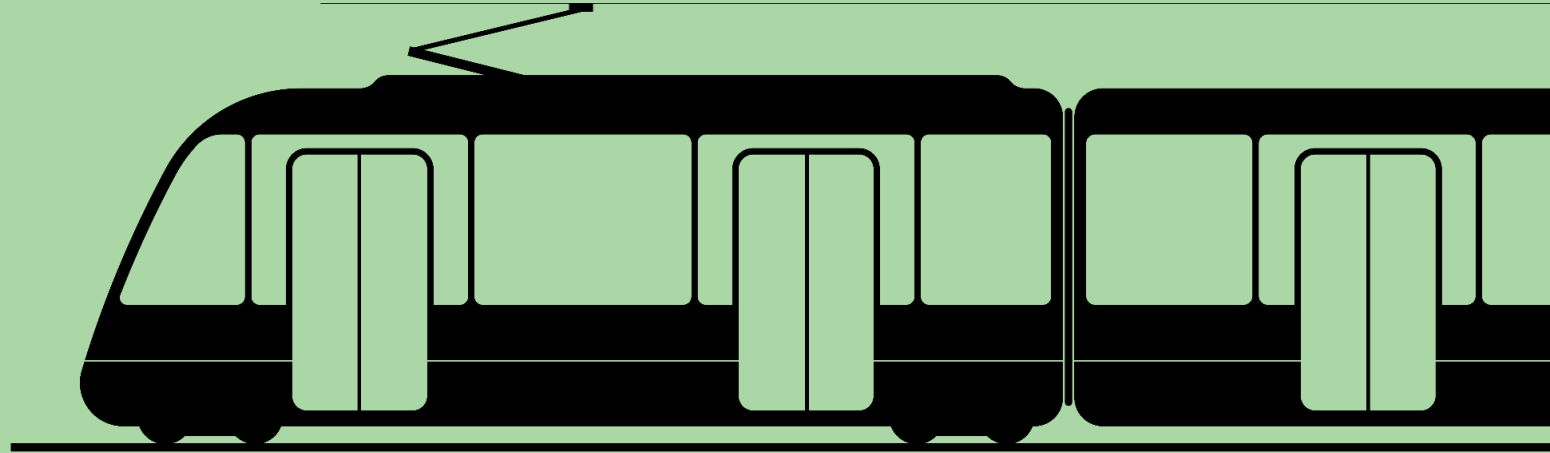
City response: Required MTO approvals will be sought in future design phases.

MTO comments - Geotechnical

Groundwater was encounter approximately 5m below grade. Bore/core holes shall be carried out and reports submitted to MTO.

City response: Noted. In future phases of the project, borehole investigations will be undertaken as part of the geotechnical field assessment and resulting reports will be submitted to MTO. Bore hole requirements have been noted as a future commitment in the EPR.

Structural and Foundations Offices are analyzing the proposal and will continue to monitor submissions as they apply to structural elements in the proposed path of the EELRT. Further comments may follow regarding this submission.



Next Steps

Nahed, Karim

From: Adam Saddo <Adam.Saddo@toronto.ca>
Sent: Monday, June 17, 2024 12:04 PM
To: Michael Robinson (TRA); Gan, Tyrone; Nahed, Karim; Gong, Hansen; Sin, Adrian; Hajjar, Alexander (MTO); francesca.brown; peter.deluca; Singh, Christian (MTO)
Cc: David Brutto; Edna Cuvin
Subject: RE: EELRT - MTO Morningside Interchange Meeting
Attachments: 2024-06-04 EELRT - MTO Morningside 401 Meeting Minutes .pdf; 2024-06-04 EELRT Morningside 401 Presentation.pdf

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

Hello folks,

Thank you to the MTO team for meeting with members of the EELRT project team.

Please find the meeting minutes and presentation from our discussion on June 4th 2024.

Kindly let Transit Expansion know if there are any edits or comments to the meeting minutes by June 28th 2024.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



-----Original Appointment-----

From: Adam Saddo

Sent: Thursday, May 30, 2024 11:52 AM

To: Adam Saddo; David Brutto; Edna Cuvin; Michael Robinson (TRA); Gan, Tyrone; Nahed, Karim; Gong, Hansen; Sin, Adrian; Hajjar, Alexander (MTO); Brown, Francesca (MTO); Deluca, Peter (MTO); Singh, Christian (MTO)

Subject: EELRT - MTO Morningside Interchange Meeting

When: June 4, 2024 2:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Virtual

Hi all,

Please find the agenda below for our discussion on Tuesday June 4th 2024.

1. Status of EELRT TRPAP (subject to up to 120 day regulated period started May 15)
2. Status of MTO 401 work
3. Clarification of MTO position on urbanization of Morningside/401 interchange
4. Clarification of other MTO comments
5. MTO requirements for MUP design at the Morningside/401 interchange (with no urbanization)
6. MTO requirements for urbanization study for Morningside/401 interchange
 - a. Options
 - b. Scope of work

c. Deliverables

7. Next steps

Kindly forward the invitation to additional MTO representatives. We look forward to the discussion and a path forward to addressing MTO's comments.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



Adam Saddo invites you to an online meeting using WebEx.

Meeting Number: 2633 811 3700

Meeting Password: FJqNRMUv634

To join this meeting (Now from mobile devices!)

-
1. Go to <https://toronto.webex.com/toronto/j.php?MTID=m91f53097894dffbd2628d06e4b336a8f>
 2. If requested, enter your name and email address.
 3. If a password is required, enter the meeting password: FJqNRMUv634
 4. Click "Join".
 5. Follow the instructions that appear on your screen.

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To receive a call back, provide your phone number when you join the meeting, or call the number below and enter the access code.

Canada Toll: +1-416-915-6530

Canada Toll (Ottawa): +1-613-714-9906

Having trouble dialing in? Try these backup numbers:

Canada Toll: +1-416-915-6530

Access code: 2633 811 3700

Global call-in numbers:

<https://toronto.webex.com/toronto/globalcallin.php?MTID=mce5a84e0949df881b5fa313fceec1fc3>

For further support or inquiries contact Web Conferencing Support via e-mail at webconfsupport@bell.ca or by calling 1-866-861-2121 or 905-602-3973.

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Nahed, Karim

From: David Brutto <David.Brutto@toronto.ca>
Sent: Thursday, August 1, 2024 12:00 PM
To: Hajjar, Alexander (MTO); Adam Saddo; francesca.brown; peter.deluca; Singh, Christian (MTO)
Cc: Edna Cuvin; Nahed, Karim; Sin, Adrian; Gan, Tyrone; Gong, Hansen; Adam Saddo
Subject: RE: For MTO Review: Draft Eglinton East LRT EPR Rev01
Attachments: ISSUED 2024-08-01_EELRT EPR - MTO Responses.pdf; RE EELRT - MTO Morningisde Interchange Meeting

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

Hi Alexander,

The City thanks MTO for ongoing participation and coordination through the EELRT 10% Design Technical Advisory Committee, and more recently for the comments submitted on the draft Environmental Project Report.

Further to our clarification meeting of June 4 (minutes and presentation re-attached for ease of reference), attached are the project team's responses to MTO on submitted comments on the draft EPR.

The City look forward to further coordination with MTO in succeeding stages of the project.

Regards,

David L Brutto, MCIP, RPP, MBA
Senior Project Manager, Stations and Strategic Initiatives
Transit Expansion Division
City of Toronto
C: 437-218-6653
david.brutto@toronto.ca

From: Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>
Sent: Thursday, May 16, 2024 10:06 AM
To: Adam Saddo <Adam.Saddo@toronto.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>
Cc: David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>
Subject: [External Sender] RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

Hi Adam,

Following up with **Geotechnical** comments:

Groundwater was encounter approximately 5m below grade. Bore/core holes shall be carried out and reports submitted to MTO.

Best Regards,

Alexander Hajjar CET



Taking pride in strengthening Ontario, its places and its people

From: Hajjar, Alexander (MTO)

Sent: May 16, 2024 8:34 AM

To: Adam Saddo <Adam.Saddo@toronto.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Cc: David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

Good Morning Adam,

After review, the Ministry offers the following comments:

Land Use

- The Ministry does not prefer 'normalizing' the on-ramp terminals with the off-ramp terminal, as it might increase chances of vehicles entering in the wrong direction.
 - Further, depending on traffic volume, normalizing may create operational issues and queueing. Additional alternatives should be reviewed, analyzed, and evaluated from traffic operations and safety point of view.
- Re-alignment of the loop ramps are not designed to MTO standards.
- All geometric design components shall follow MTO standards and specifications within MTO Right-of-Way (ROW). Below are details of Ministry Standards and Regional Policies and Practices for geometric design:
 - Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads
 - MTO Geometric Design Supplement for TAC Geometric Design Guide
 - Ontario Traffic Manuals (OTM) Book Suite
 - Bikeways Design Manual (2014)
 - Roadside Design Manual
 - Roadside Evaluation Manual
- The Bikeway Design Manual (2014) shall be used for the planning, design, application and operation of all new and rehabilitated cycling and active transportation facilities located within Provincial highway Right-of-Ways. Ontario Ministry of Transportation Library (gov.on.ca)
- At interchanges located within Provincial Highway ROW, the Bikeway Design Manual shall be used in conjunction with the Integration of Cyclists and Pedestrians at Interchanges Final Technical Report - March 2010.
- Within Provincial Highway ROW, the Ontario Traffic Manual Book 18 "Cycling Facilities" is applicable only when referenced in the Bikeway Design Manual. In the event of inconsistency or conflict between OTM Book 18 and the Bikeway Design Manual within provincial highway ROW, the Bikeway Design Manual shall take precedence and govern.

Corridor

- As the proposed route passes through Provincial Highway infrastructure (Highway 401 and Morningside Ave. the applicant will be required to obtain permits for the encroachment of the Right-of-Way (ROW).
- Depth of Cover regulations shall be adhered to.
- Analysis of the Environmental, Traffic, Drainage impacts to the MTO ROW will also be analysed.
- Work must coordinate with any MTO projects planned/ongoing in the area (Consider Mega B2 Project Scope)
- Traffic management Plans will be analyzed for any potential impacts along the ROW.
- All work within the MTO Permit Controlled Area will require relevant permits and shall adhere to Ministry standards and procedures.

Property

There are some lands within the study area that are owned by MTO. Should these lands be identified for the project needs, the applicant will be required to follow the requisite land assessment/procurement requirements as identified by the Ministry Property Office.

Site Access

Site Access must follow Access Management Guidelines as per the Highway Corridor Management Manual Chapter 4.

Traffic

The submitted Traffic reports and appendices do not contain any analysis of the Hwy 401 ramp terminal intersections at Morningside. Therefore, we are unable to determine the impacts this project may have on ministry-owned infrastructure.

An analysis (Synchro) of future ramp terminal operations should be provided for ministry review.

Drainage

MTO Drainage Office is satisfied with the submitted documents at this time.

Site Lighting

MTO Electrical Office is satisfied with the submitted documents at this time.

Environmental

- Phase I ESA Report: notes the recommendation of a Phase II ESA. Please advise if a Phase II ESA will be completed.
- Natural Heritage Report: Section 5.3.3.4 Planting Plans – please ensure that any plantings are not within the MTO ROW or 14 m setback. If there are to be plantings within the 14 m setback, MTO environmental will need to approve the plans. Planting if permitted must be native and salt tolerant.
- Noise and Vibration Assessment Draft: Please advise if MTO infrastructure was considered as part of the vibration assessment. Any construction activity causing vibration must be reviewed by MTO prior to the activity taking place as part of the “pre-construction consultation, inspection and monitoring program” and “monitoring of vibrations during construction” to the satisfaction of MTO.
- General comment: please advise if there will be any soil to be stockpiled onsite. MTO does not permit soil stockpiling within the MTO ROW or 14 m setback.

Structural and Foundations Offices are analyzing the proposal and will continue to monitor submissions as they apply to structural elements in the proposed path of the EELRT. Further comments may follow regarding this submission. MTO attempts to avoid piece-meal comments but in this case, I wanted to get the comments to you as it was a late review.

MTO will continue to be engaged in the assessment and review process.

Best Regards,

Alexander Hajjar CET

Sr. Project Manager | Corridor Management Office - Operations
Ministry of Transportation | Ontario Public Service
437-833-9453 | alexander.hajjar@ontario.ca



Taking pride in strengthening Ontario, its places and its people

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: May 1, 2024 3:29 PM

To: Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Cc: David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Alexander,

The City's project team for the Eglinton East LRT have not received any comments from MTO to date. As mentioned in your correspondence below, we were hoping to receive MTO comments by early this week.

Any update on the status of MTO comments?

Please note we are aiming to launch the TRPAP Transit Rail Project Assessment Process (formerly TPAP) by May 15th.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



From: Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>

Sent: Thursday, April 25, 2024 3:38 PM

To: Adam Saddo <Adam.Saddo@toronto.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Cc: David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: [External Sender] RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

Good Afternoon Adam,

Due to the late reception of the files, MTO may require some additional time to review. I have liaised with the review team and reminded them of your timeline. If I can gather all comments by tomorrow, I will send them to you at the earliest opportunity.

We would like to work collaboratively with the City and be able to provide the most robust comments at each phase/submission. Your patience is appreciated as we carry out this initial due diligence.

Best Regards,

Alexander Hajjar CET

Sr. Project Manager | Corridor Management Office - Operations
Ministry of Transportation | Ontario Public Service
437-833-9453 | alexander.hajjar@ontario.ca



Taking pride in strengthening Ontario, its places and its people

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: April 25, 2024 3:23 PM

To: Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Cc: David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello Alexander,

Just a friendly reminder, the project team is hoping to receive MTO's comments on the Eglinton East LRT Draft Environmental Project Report **by EOD Tomorrow**.

We look forward to reviewing comments from MTO.

Thanks,

Adam Saddo

Project Coordinator
City of Toronto
Transit Expansion – Stations & Strategic Initiatives
Cell: (437-218-6157)



From: Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>

Sent: April 12, 2024 10:45 PM

To: Adam Saddo <Adam.Saddo@toronto.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Cc: Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: [External Sender] RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

Good Morning Adam,

I was able to gain access to the files yesterday from my colleagues so I sent the files out for review yesterday. Thank you for the update, I will aim for the date below to provide comments.

Best Regards,

Alexander Hajjar CET

Sr. Project Manager | Corridor Management Office - Operations

Ministry of Transportation | Ontario Public Service

437-833-9453 | alexander.hajjar@ontario.ca



From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: April 12, 2024 9:49 AM

To: Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Cc: Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good morning Alexander,

Please find the SharePoint link for the draft Eglinton East LRT EPR here:  [2024-03-05 EELRT Draft Environmental Project Report & Appendices](#).

The City would really appreciate having comments from the MTO team by no later than **Friday, April 26th 2024**. Kindly let us know if you have any questions.

Noted, we have removed Raymond Ng from our contact list.

Thanks,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



From: Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>

Sent: April 11, 2024 1:57 PM

To: Adam Saddo <Adam.Saddo@toronto.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Deluca, Peter (MTO) <Peter.Deluca@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>

Cc: Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>

Subject: [External Sender] RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

Good Afternoon Adam,

MTO will need an extended period to review the documents. I was not included in the circulation from the city, and when I put my email into the dialogue box to get the password I received the following error message:

Sorry, this email address isn't associated with this secure link. Please contact the person who shared it with you.

Please include me in the list of personnel associated with the secure link, let me know when that happens and allow for a minimum of 2 weeks (an expedited timeline) to receive fulsome comments from MTO Corridor Office. Please include myself and [@Deluca, Peter \(MTO\)](#) as well as [@Singh, Christian \(MTO\)](#) and [@Brown, Francesca \(MTO\)](#) on future circulations of this kind.

Lastly, Ray Ng has retired.

Best Regards,

Alexander Hajjar CET

Sr. Project Manager | Corridor Management Office - Operations
Ministry of Transportation | Ontario Public Service
437-833-9453 | alexander.hajjar@ontario.ca



Taking pride in strengthening Ontario, its places and its people

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: April 11, 2024 10:35 AM

To: Sit, Michael (MTO) <Michael.Sit@ontario.ca>; Ng, Raymond (MTO) <Raymond.Ng@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>; Brown, Francesca (MTO) <Francesca.Brown@ontario.ca>; Patel, Parshad (MTO) <Parshad.Patel@ontario.ca>

Cc: Kulathinal, Rina (MTO) <Rina.Kulathinal@ontario.ca>; David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi MTO staff,

Just a reminder that comments on the draft EELRT Environmental Project Report Rev01 were due Friday, April 5th 2024.

The City has not received any comments from the MTO team on the draft EPR to date.

Please let us know if comments are forthcoming on the draft Eglinton East LRT EPR.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



From: Adam Saddo

Sent: March 28, 2024 6:50 PM

To: 'Sit, Michael (MTO)' <Michael.Sit@ontario.ca>; 'Ng, Raymond (MTO)' <Raymond.Ng@ontario.ca>; 'Singh, Christian (MTO)' <Christian.Singh@ontario.ca>; 'Brown, Francesca (MTO)' <Francesca.Brown@ontario.ca>; Patel, Parshad (MTO) <Parshad.Patel@ontario.ca>

Cc: 'rina.kulathinal@ontario.ca' <rina.kulathinal@ontario.ca>; David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: RE: For MTO Review: Draft Eglinton East LRT EPR Rev01

Hello MTO Staff,

Kindly note as a friendly reminder, comments on the draft EELRT Environmental Project Report Rev01 are due by **EOD Friday, April 5th, 2024**.

The City's Transit Expansion Division looks forward to reviewing the comments anticipated for next week's deadline.

Please let us know if you have any questions.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



From: Adam Saddo

Sent: March 8, 2024 10:13 AM

To: Sit, Michael (MTO) <Michael.Sit@ontario.ca>; 'Ng, Raymond (MTO)' <Raymond.Ng@ontario.ca>; Singh, Christian (MTO) <Christian.Singh@ontario.ca>; 'Brown, Francesca (MTO)' <Francesca.Brown@ontario.ca>

Cc: 'rina.kulathinal@ontario.ca' <rina.kulathinal@ontario.ca>; David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: For MTO Review: Draft Eglinton East LRT EPR Rev01

Hello MTO Staff,


The City of Toronto is pleased to submit for review the draft Rev01 Environmental Project Report (EPR) and appendices for the Eglinton East LRT. We would like to thank MTO for participation in the EELRT to date.

We are providing this to your team as our main points of contact but please feel free to circulate the EELRT EPR to any other relevant staff within MTO that may be interested in commenting.

Draft appendices breakdown is provided below:

- Appendix A: Eglinton East LRT Alignment Plan and Profile Plates

- Appendix B: Utility Conflict Matrix and Related Annotation Drawings
- Appendix C: Drainage and Stormwater Management Report
- Appendix D: Socio-Economic Report
- Appendix E: Natural Environment Report
- Appendix F: Cultural Environment Report
- Appendix G: Archaeology Report
- Appendix H: Air Quality Report
- Appendix I: Noise and Vibration Report
- Appendix J: Geotechnical Assessment Report
- Appendix K: Contamination / Limited Phase 1 ESA
- Appendix L: Record of Consultation and Public Consultation Report
- Appendix M: Traffic Impact Assessment Report
- Appendix N: Architectural Drawings at SSE Interfaces

The current review package is for the draft Rev01 Environmental Project Report for the EELRT. **The report and appendices can be downloaded here:**  [2024-03-05 EELRT Draft Environmental Project Report & Appendices](#)

1. Please provide your email in the provided link and a code will be sent to your email.
2. Kindly provide the code on SharePoint to gain access to the report.
3. The SharePoint link will expire after March 20th.

Instructions for Commenting

Please provide comments on the draft Rev01 EELRT EPR in the attached comment log. Kindly provide all new comments under Column E.

We've attached as reference the comments received from MTO pursuant to previous Technical Advisory Committee meetings.

If you have any questions/issues regarding the SharePoint link or need further clarification on the commenting process please let me know.

Next Steps

Kindly provide consolidated MTO comments to David Brutto, Senior Project Manager and I via email (david.brutto@toronto.ca, and adam.saddo@toronto.ca) by **Friday, April 5th 2024**. Please let us know if you have any questions.

Thanks,

Adam Saddo

Project Coordinator

City of Toronto - Transit Expansion Division

Cell: (437-218-6157)



TORONTO

EELRT Comment Tracker - MTO

Contract Name: EELRT 10% Design and TPAP

Transmittal Ref: T018

Meeting Ref: EPR Rev01

Document Name: EELRT - Draft Environmental Project Report Rev01

Distribution Date: (05-16-24)

Contract Name: EELRT 10% Design and TPAP

Item No.

Reviewer

Description

Part, Chapter, Sec, Subsec, page, DWG#

Comment

HDR Response & Details

Action
1 / 2 / 3*

Follow-up Comment

Status
O / P / C**

Follow-up Response

Status
O / P / C**

1

Land Use

• The Ministry does not prefer 'normalizing' the on-ramp terminals with the off-ramp terminal, as it might increase chances of vehicles entering in the wrong direction.

o Further, depending on traffic volume, normalizing may create operational issues and queueing. Additional alternatives should be reviewed, analyzed, and evaluated form traffic operations and safety point of view.

• Re-alignment of the loop ramps are not designed to MTO standards.

• All geometric design components shall follow MTO standards and specifications within MTO Right-of-Way (ROW). Below are details of Ministry Standards and Regional Policies and Practices for geometric design:

oTransportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads

oMTO Geometric Design Supplement for TAC Geometric Design Guide

oOntario Traffic Manuals (OTM) Book Suite

oBikeways Design Manual (2014)

oRoadside Design Manual

oRoadside Evaluation Manual

•The Bikeway Design Manual (2014) shall be used for the planning, design, application and operation of all new and rehabilitated cycling and active transportation facilities located within Provincial highway Right-of-Ways. Ontario Ministry of Transportation Library (gov.on.ca)

•At interchanges located within Provincial Highway ROW, the Bikeway Design Manual shall be used in conjunction with the Integration of Cyclists and Pedestrians at Interchanges Final Technical Report - March 2010.

•Within Provincial Highway ROW, the Ontario Traffic Manual Book 18 "Cycling Facilities" is applicable only when referenced in the Bikeway Design Manual. In the event of inconsistency or conflict between OTM Book 18 and the Bikeway Design Manual within provincial highway ROW, the Bikeway Design Manual shall take precedence and govern.

Noted.

City will meet with MTO to clarify comments and coordinate with MTO in future stages of design.

Post-Meeting Note: City will need to conduct analysis to support ramp urbanization, confirm safety for cyclists, pedestrians, and motorists and demonstrate that the reconfiguration does not impact queue off-ramp traffic onto Highway 401. The exercise will be undertaken in future phases of the project, once it is appropriately scoped.

Next steps are outlined in the minutes from the meeting held with MTO on June 4, 2024.

1

C

The meeting was held on June 4, 2024 and additional details regarding requirements for MTO to consider ramp urbanization were discussed. These requirements have been added in more detail in the EPR future commitments.

C

2

Corridor

•As the proposed route passes through Provincial Highway infrastructure (Highway 401 and Morningside Ave. the applicant will be required to obtain permits for the encroachment of the Right-of-Way (ROW).

•Depth of Cover regulations shall be adhered to.

•Analysis of the Environmental, Traffic, Drainage impacts to the MTO ROW will also be analyzed.

•Work must coordinate with any MTO projects planned/ongoing in the area (Consider Mega B2 Project Scope)

•Traffic management Plans will be analyzed for any potential impacts along the ROW.

•All work within the MTO Permit Controlled Area will require relevant permits and shall adhere to Ministry standards and procedures.

This has been noted as a future commitment in the EPR.

1

C

3

Property

There are some lands within the study area that are owned by MTO. Should these lands be identified for the project needs, the applicant will be required to follow the requisite land assessment/procurement requirements as identified by the Ministry Property Office.

This has been added to Chapter 7, Permits (Provincial).

1

C

4

Site Access

Site Access must follow Access Management Guidelines as per the Highway Corridor Management Manual Chapter 4.

This has been noted as a future commitment in the EPR.

1

C

5

Traffic

The submitted Traffic reports and appendices do not contain any analysis of the Hwy 401 ramp terminal intersections at Morningside. Therefore, we are unable to determine the impacts this project may have on ministry-owned infrastructure.

An analysis (Synchro) of future ramp terminal operations should be provided for ministry review.

City will confirm with MTO the scope of the traffic analysis required near the interchange which will be undertaken during future phases of the EELRT.

1

C

6

Drainage

MTO Drainage Office is satisfied with the submitted documents at this time.

Noted.

3

C

7

Site Lighting

MTO Electrical Office is satisfied with the submitted documents at this time.

Noted.

3

C

* Actions:

1 = Will comply

2 = Discuss, clarification required

3 = No new action

** Status:

O = Open, not resolved

P = Pending, to be confirmed

C = Closed, confirmed complete

<div><div><div><div></div><div>Toronto</div></div></div><div>EELRT Comment Tracker - MTO</div></div>					* Actions: 1 = Will comply 2 = Discuss, clarification required 3 = No new action		** Status: O = Open, not resolved P = Pending, to be confirmed C = Closed, confirmed complete				
<div><div>Contract Name: EELRT 10% Design and TPAP</div><div>Transmittal Ref: T018</div><div>Meeting Ref: EPR Rev01</div></div> <div><div>Document Name: EELRT - Draft Environmental Project Report Rev01</div><div>Distribution Date: (05-16-24)</div><div>Contract Name: EELRT 10% Design and TPAP</div></div>											
Item No.	Reviewer	Description	Part, Chapter, Sec, Subsec, page, DWG#	Comment	HDR Response & Details	Action 1 / 2 / 3*	Follow-up Comment	Status O / P / C**	Follow-up Response	Status O / P / C**	
8		Environmental		<div>•Phase I ESA Report: notes the recommendation of a Phase II ESA. Please advise if a Phase II ESA will be completed.</div> <div>•Natural Heritage Report: Section 5.3.3.4 Planting Plans – please ensure that any plantings are not within the MTO ROW or 14 m setback. If there are to be plantings within the 14 m setback, MTO environmental will need to approve the plans. Planting if permitted must be native and salt tolerant.</div> <div>•Noise and Vibration Assessment Draft: Please advise if MTO infrastructure was considered as part of the vibration assessment. Any construction activity causing vibration must be reviewed by MTO prior to the activity taking place as part of the "pre-construction consultation, inspection and monitoring program" and "monitoring of vibrations during construction" to the satisfaction of MTO.</div> <div>•General comment: please advise if there will be any soil to be stockpiled onsite. MTO does not permit soil stockpiling within the MTO ROW or 14 m setback.</div>	<div>Noted. A Phase 2 ESA has been recommended to be completed in future phases of the project. Once a Phase 2 ESA is completed, MTO will be notified.</div> <div>Further coordination with MTO will be required for planting, and construction noise and vibration impacts in future design stages.</div> <div>MTO infrastructure has not been considered as part of the vibration assessment at the 10% design stage. It has been noted to include considerations in future design phases.</div> <div>Necessary MTO approvals will be sought. This has been added as a future commitment in the EPR.</div>	1		C			
9		Geotechnical		<div>Groundwater was encounter approximately 5m below grade. Bore/core holes shall be carried out and reports submitted to MTO.</div> <div>Structural and Foundations Offices are analyzing the proposal and will continue to monitor submissions as they apply to structural elements in the proposed path of the EELRT. Further comments may follow regarding this submission.</div>	<div>Noted. In future phases of the project, borehole investigations will be undertaken as part of the geotechnical field assessment and resulting reports will be submitted to MTO. Bore hole requirements have been noted as a future commitment in the EPR.</div>	1		C			

Nahed, Karim

From: Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>
Sent: Friday, September 15, 2023 2:13 PM
To: David Brutto
Cc: Margaret Parkhill; Edna Cuvin; Michael Robinson (TRA); Andres Jarrin; Champa Maduranayagam; Allan Abrogena; Stella Gustavson; Riad Rahman; Steve Turco; Monika Nasterska; Michael Hain; Ho, Dominic; Robert.Moffat@ttc.ca; Anhara, Mahia; Nahed, Karim; Gong, Hansen; Gan, Tyrone; Ann Marie Chung; Sahar Tolami; Bianca Whiffen; Nasim Bozorgmehr; Wilson Taveira; Matthew Coelho; Jack Phelan; David Dunn; Adam Saddo; Andrea Mikkila
Subject: RE: DSBRT/EELRT Coordination Meeting #2
Attachments: 2023-09-15_EELRT-DSBRT Workshop 2_MXcomments.xlsx

Follow Up Flag: Follow up
Flag Status: Flagged

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

Hi David and team,

Thanks for the presentation on the advancement of the EELRT design around UTSC. Please find attached the comments from Metrolinx.

You will notice some comments are suggestions or questions that require confirmation from DRT / Durham Region, so we kindly ask you to coordinate directly with them for their comments (if you haven't already done so), since the attached reflects only Metrolinx.

Thank you and we look forward to continue collaborating on this file.

Have a great weekend!
Adélia

-----Original Appointment-----

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: August 15, 2023 5:47 PM

To: Adam Saddo; David Brutto; Edna Cuvin; Michael Robinson (TRA); Andres Jarrin; Champa Maduranayagam; Allan Abrogena; Stella Gustavson; Riad Rahman; Steve Turco; Monika Nasterska; Michael Hain; Ho, Dominic; Robert.Moffat@ttc.ca; Anhara, Mahia; Nahed, Karim; Gong, Hansen; Tyrone Gan; Adelia Yamasaki; Ann Marie Chung; Sahar Tolami; Bianca Whiffen; Nasim Bozorgmehr; Wilson Taveira; Matthew Coelho; Jack Phelan; David Dunn

Cc: Margaret Parkhill

Subject: DSBRT/EELRT Coordination Meeting #2

When: August 31, 2023 3:00 PM-4:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: WebEx

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi All,

Please find the meeting invitation to continue the discussion around the DSBRT/EELRT Coordination along Ellesmere Rd. I have attached the minutes and presentation from our last meeting on June 9th 2023.

Kindly note that materials for this meeting will be provided in advance of the discussion.

Thanks,

Adam Saddo

Project Coordinator

City of Toronto - Transit Expansion Division

Cell: (437-218-6157)



Adam Saddo invites you to an online meeting using WebEx.

Meeting Number: 2633 866 2626

Meeting Password: zdTnPSgw268

To join this meeting (Now from mobile devices!)

1. Go to <https://toronto.webex.com/toronto/j.php?MTID=md5641398f1044c4b55363d6c7f05323e>
2. If requested, enter your name and email address.
3. If a password is required, enter the meeting password: zdTnPSgw268
4. Click "Join".
5. Follow the instructions that appear on your screen.

Audio conference information

To receive a call back, provide your phone number when you join the meeting, or call the number below and enter the access code.

Canada Toll: +1-416-915-6530

Canada Toll (Ottawa): +1-613-714-9906

Having trouble dialing in? Try these backup numbers:

Canada Toll: +1-416-915-6530

Access code: 2633 866 2626

Global call-in numbers:

<https://toronto.webex.com/toronto/globalcallin.php?MTID=m0e6f00b20db11fb5670d1baba7b11534>

For further support or inquiries contact Web Conferencing Support via e-mail at webconfsupport@bell.ca or by calling 1-866-861-2121 or 905-602-3973.

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EELRT Comment Tracker					* Actions: 1 = Will comply 2 = Discuss, clarification required 3 = No new action	** Status: O = Open, not resolved P = Pending, to be confirmed C = Closed, confirmed complete			
Contract Name: EELRT 10% Design and TPAP Transmittal Ref: N/A August 31, 2023 - EELRT - Meeting Ref: DSBRT Ellesmere Shared Segment Workshop #2			Document Nam 2023-08-31_EELRT -DSBRT Ellesmere Shared Segment Workshop 2_Presentation Distribution Date: Contract Name: EELRT 10% Design and TPAP			Comment Date In: 15-Sep-23 Response Date Out: 15-Nov-23	Follow-up Comment Date In: <date> Follow-up Response Date Out: <date>		
Item No.	Reviewer	Description	Part, Chapter, Sec, Subsec, page, DWG#	Comment	Response	Action 1 / 2 / 3*	Follow-up Comment	Follow-up Response	Status O / P / C**
Workshop #1									
1	Ann Marie Chung	Stakeholder engagement	All	The interface between EELRT and DSBRT impacts DRT and Durham Region. Both project partners should be included in this discussion. Please share the materials with DRT and Durham Region, and include them as stakeholders for these works moving forward.	DT and Durham Region to be included in next meeting and coordination. Please confirm relevant staff we should be inviting.	2	Metrolinx provided contact for David Dunn (Durham Region) and Jack Phelan (DRT)		C
2	Margaret Parkhill	Option 1 and Option 2	All	The DSBRT 30% Preliminary Design allocates a 4m multi-use path on the south side. With the ROW needs for the EELRT, the MUP would likely result in property requirements. How would the MUP (or active transportation infrastructure) be allocated in the EELRT 10% design?	The public realm configuration and property requirements on the south side of Ellesmere is being determined through the 10% design. The goal is to have separated sidewalk and cycle tracks along this stretch.	1	See comment 27 from Workshop #2	Noted. See responses to related Workshop 2 comments.	
3	Margaret Parkhill	LRT Speeds Around Turns/Curves	All	Has the EELRT team considered the LRT operations around the various curves of this alignment through campus?	Yes, LRT operations have been analyzed around the curves. At Morningside and Ellesmere, NMT and Ellesmere, Morningside and NMT, turns are signalized and LRVs will get their dedicated running phase. The minimum LRT curve radius is 30 m to help the LRVs to make the turns efficiently.	1			
4	Adelia Yamasaki / IBI (Margaret Parkhill)	Option 2 - Morningside intersection	8	The 30% preliminary design for DSBRT allocates the stop on far-side configuration with DRT and TTC buses using a dedicated centre-median guideway. This design was informed by the following: - The intersection between Morningside and Ellesmere has high traffic and pedestrian movement, therefore, dedicated centre-median lane would improve safety for pedestrians and average speeds for DSBRT - Complexity on turning movements would be better accommodated with DSBRT buses running on the centre-median - Far-side stop configuration would also improve customer experience (service reliability and DSBRT travel time) - With the current draft service plan, it is expected that DRT will run 21 buses/hour, and TTC would run a minimum of 22 buses/hour at Morningside. A dedicated lane would provide better conditions to improve speeds of bus services Comments: 1. Can you please share the traffic modelling findings for this intersection? 2. According to the ridership forecast for EELRT, there are significant transfer volumes between DSBRT and EELRT - this would likely impact traffic signal timing to account for all the pedestrian movements at this intersection (transfer between transit services, and pedestrians coming from/going to Centennial college). In addition to that, there are implications on traffic signal due to EELRT turning. Can you please share any findings on travel time impacts (or average speeds impacts) for the DSBRT and EELRT service? We would also be interested if this analysis was performed during the options development for the EELRT alignment in the UTSC area. 3. What's TTC's position for this proposal? Would TTC service plan be reviewed to account for a mixed-traffic condition at Morningside? 4. Further analysis is required to assess if there is sufficient space to accommodate pedestrian circulation and customers waiting for buses. There could be property	1. A transportation and traffic analysis report will be completed to document impacts to traffic operations and proposed mitigations. It is currently under development and will be included in the Environmental Project Report, to be shared with project stakeholders such as DSBRT. 2. Noted. The transportation and traffic analysis is currently in progress and will be included in the Environmental Project Report for circulation with project stakeholders. 3. One of the guiding principles for this shared corridor is the prioritization of the LRT due to its capacity. TTC is in support of prioritizing the LRT. 4. Noted. The EELRT project will accommodate DSBRT platforms and sidewalks to facilitate pedestrian circulation. Property requirements will be confirmed as part of 10% design.	1			
5	Margaret Parkhill	Morningside	8	At Morningside: - Will there be a dedicated westbound and/or eastbound right-turn lane? - What do the north and south legs of the intersection look like? - How will crosswalks be accommodated?	1. No WB right turn lane is proposed on Ellesmere/Morningside. EB RT lane is also not assumed at this intersection. 2. South leg will have a centre-median LRT platform, with 1 travel lane per direction and a NB LT lane. North leg will have a median LRT guideway shadow, 2 travel lanes per direction, and SB LT lane. 3. There will be crosswalks and crossrides on all legs of the intersection.	1			
6	Margaret Parkhill	Morningside and New Military Trail	8 & 12	Has the EELRT team updated the traffic analysis for the signalized intersections of Ellesmere/Morningside and Ellesmere/New Military Trail? The previous LRT EA completed Vissim modelling of one or perhaps both intersections. The DSBRT project did not update the analysis as the EELRT design was in flux and we based the analysis on the previous EELRT FPR	The EELRT microsimulation analysis will be updated, especially to reflect the alignment, configuration, and operational changes for the LRT and BRT along Ellesmere.	3			
7	Margaret Parkhill	Morningside and Conlins	8 & 13	The DSBRT preliminary design assumed a centre-median stop at Ellesmere/Morningside and at Ellesmere/Conlins, with BRT operating with all buses in the curb lane. It sounds like more work is needed by the City: 0- The transition for westbound buses from a nearside curb stop to a centre-median lane, and if bus operators can safely complete this manoeuvre between Morningside and Mornelle. Not just DSBRT (DRT PULSE) and TTC routes - The transition for eastbound buses from the curb lane to centre-median lanes would start at the Conlins signal. What happens to the BRT stop at Conlins? Why can't the centre-median bus lanes be developed west of Conlins as identified for DSBRT? - Is the EELRT team aware of the road diet proposed through the DSBRT project east of Conlins?	1. Per the meeting on June 9, TTC noted that, based on DSBRT design near Scarborough Golf Club, a 200 m transition has shown to be sufficient. Mornelle Ct being signalized would help with the transition. WB buses many need a longer taper. Distance between Morningside and Mornelle is about 160 m. If needed, transit signal priority measures can be applied at the Mornelle Ct intersection to facilitate the transition, as per example in York VIVA Hwy 7 and Courtyard Ln. 2. We don't have any objections to using DSBRT's proposed concept design at Ellesmere/Conlins. Our recommendation to locate the DSBRT stop east of Conlins was based on reducing property requirements along Ellesmere and that BRT transition can be accommodated at the intersection. Please note that east of NMT, there will be a shadow of the median LRT guideway. The shadow will be partly used to accomodate EB LT lane. 3. The project team is aware that east of Conlins, lane reductions are planned, resulting in one vehicle travel lane in each direction	1	See comments 2 and 31 from Workshop #2	See responses to related Workshop 2 comments.	

8	Adelia Yamasaki / Wilson Taveira	Option 2 - Military Trail intersection	10	<p>The lane configuration and stop location developed in the 30% preliminary design of DSBRT proposes the following:</p> <ul style="list-style-type: none"> - Bus circulation on mixed-traffic near the Military Trail due to limited right-of-way width and other physical constraints in this area (property, watermain, slopes, grades) - Stops were allocated to account for current location of Military Trail, should the realignment of the Military Trail happens after the DSBRT project is implemented (or not happen). Stops are not overlapping with existing watermain. <p>Comments:</p> <ol style="list-style-type: none"> 1. The proposed EELRT design requires further widening (sidewalk-to-sidewalk), the DSBRT eastbound stop need to be relocated to not overlap with watermain. If relocation of watermain is not feasible, and any construction above the watermain is not allowed, the DSBRT stop should meet those requirements. 2. The EELRT EB/NB stop is allocated on Military Trail. What are the transfer volumes between DSBRT (westbound) and EELRT (northbound)? How are customer experience factors being accounted for the volumes forecasted? 3. What are the measures being considered to address the high volume of people crossing in this area? Would a wider sidewalk be recommended for Military Trail as well? 	<ol style="list-style-type: none"> 1. Noted. The DSBRT stop should be located so as to avoid impacts to the watermain and other constraints in the immediate area. 2. Please note that the EELRT EB/NB stop has been relocated (along with the WB/SB stop) to New Military Trail to better integrate with the UTSC campus and limit traffic impacts on Ellesmere. Transfer volumes were derived from the City's macromodel and are 845 (DSBRT WB to EELRT NB). Further investigations of the customer experience to be completed in future phases of the project. 3. Wider sidewalks are being proposed for NMT whereas UTSC has plans to pedestrianize Military Trail. 			
9	Adelia Yamasaki	DSBRT PDBC	15	The DSBRT has a 30% preliminary design already approved by a TPAP. That design will be used for the PDBC, therefore, will not change for this phase of the project. The PDBC will note that the next phase of the project requires coordination with the City of Toronto, should the EELRT project advance.	Comment noted. The EELRT project team looks forward to continue discussions and coordination with DSBRT in future phases as both project advance.	3		
10	Nasim Bozorgmehr / Adelia Yamasaki	EELRT Ridership Demand	17	What is the rationale behind suggesting that the LRT should be prioritized?	LRT can provide higher capacities to serve growth and demand and serve more transit users in the future. The City's model has indicated that 7 in 10 transit riders are projected to access the UTSC campus via LRT. This is why the TTC and the City recommend prioritizing the LRT in this area.	3	Note both the EELRT and DSBRT services are integral components of the same network. It's essential for them to operate in harmony and complement each other effectively. We are hoping that the transportation and traffic analysis report will provide valuable insights into the impacts on DSBRT service levels, travel time, and operational feasibility. These findings will be instrumental in making informed decisions to ensure the effective functioning of both services.	Noted. We agree with you.
11	Nasim Bozorgmehr / Bianca Whiffen	Guiding Principles	26	It is important that all transit - and in particular rapid transit, including the DSBRT - is prioritized in this segment. Both the EELRT and DSBRT services are part of the same network and will need to work in tandem with one another. What design solution best serves the transit customer travelling to UTSC but also travelling east and west on Ellesmere? The EELRT design should not unduly impact the DSBRT service levels or travel time and should demonstrate operational feasibility. The design of the EELRT should be outcome-oriented with solutions that prioritize all forms of transit and that ensures reliable and frequent service.	<p>Comment noted. As mentioned above, the City's model has indicated that 7 in 10 transit riders are projected to access the UTSC campus via LRT. This is another reason why the TTC and the City are prioritizing the LRT in this area.</p> <p>The transportation and traffic analysis report, currently under development, will document impacts to traffic and proposed mitigations to ensure operations of both transit systems are optimized.</p>	1	Looking forward to the transportation and traffic analysis report. Please share which options are considered to be evaluated in advance of the model runs.	Will do.
12	Joseph Ehrlich	Option 1 - DSBRT and EELRT sharing dedicated centre-median	29	CBTC is technology usually applied to subway systems for minimizing headways or applied to automated systems. Can CoT and TTC confirm the EELRT will be using this technology?	The specific communications technology has yet to be determined. At this stage in design, the EELRT is not precluding CBTC. The communications technology will be confirmed in future phases of design.	3	See comment 15 from Workshop #2	See response to related Workshop 2 comment.
13	Kristin Olson	Operational feasibility		Further exploration of the operational feasibility of DSBRT and EELRT sharing the same lane should be explored, with due diligence undertaken to ensure the EELRT proposed design accommodates and prioritizes transit.	There are fatal flaws associated with buses sharing the same lane as EELRT, as indicated in the previous meeting and we are happy to further elaborate at the next discussion for greater clarity. The proposed EELRT design/cross section for Ellesmere will accommodate and attempt to optimize all forms of transit with priority given to the highest order of transit.	2		
Workshop #2								
14	Adelia Yamasaki	Operational impacts	All	Please elaborate on what would be the impacts for passengers due to the interface between DSBRT and EELRT in this segment (travel time savings / average speeds). Please be mindful that the PDBC service plan is anticipating 21 buses/h for DSBRT on the peak hour and, in addition to that, there are several TTC buses running along this segment.	In terms of DSBRT general purpose lane, based on the expected travel time difference for the 300m segment between Military Trail and Morningside, the impact will be minor. In contrast, the requirement to allow all buses to operate on the centre ROW at the MT/Ellesmere intersection was a major feasibility issue for TTC.	3		
15	Wilson Taveira	Buses are not compatible with LRT CBTC system	5	How does a CBTC (communications-based train control) interface with whatever communications systems DRT/TTC buses would be using? Would need HDR to elaborate further on this for our understanding. Is this suggesting that the trains and buses can't communicate to each other so spacing headways can't be coordinated - if so, then why can't it be overcome with technology? Please check with DRT on their thoughts about it	Communications based train control would not interfere with bus signalling. The fatal flaw is related to the requirement for CBTC on any bus operating in the ROW (therefore every bus in TTC garages operating these routes) so not to conflict with LRV operations. This is a major expense for bus operators when the alternate is a curbside operations with low impact to travel time.	3		
16	Wilson Taveira	Bidirectional LRT operations limited to a shared guideway (reverse-traffic LRVs would conflict with right-hand running buses)	5	Is the EELRT proposing bi-directional LRT travel through this stretch? Are South-West-South LRVs along NMT, Ellesmere, and Morningside respectively, planning on travelling on the right-hand side of the road? This is the only scenario where conflict with the BRT business would occur. Further explanation on this required.	Bi-directional LRT travel maybe necessary during emergency situations.	3		

17	Wilson Taveira	Conflicts with LRV left turn and buses at Ellesmere/NMT and Ellesmere/Morningside	5	What exactly is conflicting? Buses in a shared guideway would follow the transit signals the same way an LRT would and would not prohibit left turning movements. Is this suggesting that a bus sitting in a shared guideway at these intersections ahead of an LRV would prohibit that LRV from utilizing the left turn transit priority phase? Ahead, further clarification would be useful here as the comment isn't clear.	The conflict was raised by TTC because any buses that operate in the centre ROW would require Communications-based train control (CBTC) in order for the centre ROW signals to work, which was TTC identified as a fatal flaw for buses run in the centre. Therefore the City and TTC's position is to segregate the ROW of buses and LRT trains to avoid conflicts at NMT-Morningside segment. Other types of constraints include EW buses blocking turning LRT during transit phase, or insufficient storage space for LRT when buses are stopped between MT and Morningside.	3			
18	Nasim Bozorgmehr and Adelia Yamasaki	Guiding Principles	7	Agreed with number 1, if it refers to local buses, not BRT. Please add a principle to protect DSBRT's service level, travel time and operational feasibility. Please include an overall principle that speaks for "providing the high and best use design proposal that will optimize movement of people in this segment", which also means "best use of space by moving the highest volume of people", but also means "beneficial for both EELRT and DSBRT". We understand there will be compromises but EELRT and DSBRT impacts should be distributed as equally as possible.	It is noted that based on the expected travel time difference for a 300 metre segment, impacts to bus operations will be minor. Recognizing shared goals in promoting and ensuring transit becomes as fast and reliable as possible, the City will work with Metrolinx through the EELRT TPAP and beyond to further explore cost effective and efficient measures to improve curbside bus operations through this segment. UTSC and the community will need to be consulted on the potential measures.	3			
19	Nasim Bozorgmehr	Policy Support for Prioritizing the Highest Order Transit	8	Agreed with the policies listed. None would suggest prioritization of LRT over BRT as they are both considered rapid/higher order transit.	Noted.	3			
20	Joseph Ehrlich	DSBRT-EELRT Shared Segment	11	Has the City considered running the EELRT along the northern curb? Besides the EELRT running in the centre-median, have any other options been considered?	It was considered but the option was dropped because of geometric constraints and conflicts with right turning vehicles.	3			
21	Adelia Yamasaki	Proposed design concept	11 to 19	Please provide rationale on key drivers for the proposed design (constraints, opportunities - not only for the LRT guideway, but for accommodating the DSBRT)	The corridor is constrained by the existing Instructional Centre building at the NW corner of Military Trail/Ellesmere and an existing transmission watermain beneath the sidewalk on the south side of the ROW. Limited widening is possible beyond what is provided for the LRT guideway. DSBRT will be curb side running in mixed traffic. Additional measures could be explored to improve the performance of DSBRT through this segment such as dedicated bus bay or queue jump lanes.	3			
22	Adelia Yamasaki	Proposed design concept	11 to 19	The proposed design should optimize operations for both transit corridors (i.e. avoid penalizing one over the other). Solutions such as far-side bus stops, queue jumps or other intersection design solutions should be explored, alongside with transit signal priority.	Noted, further optimization will be investigated in future phases of design.	3			
23	Margaret Parkhill	DSBRT-EELRT Shared Segment	11	The EELRT ROW extents are wider than shown in DSBRT TPAP. Since this change is being driven by the EELRT project, confirm that the EELRT will assess the impacts of this change, document the appropriate mitigation measures. The goal should be to ensure DSBRT can proceed to detail design without an EPR addendum for this change, as the EELRT project will provide the necessary analysis and documentation.	EELRT will document appropriate mitigation measures and future commitments in its EPR including the ROW required as a result of the LRT, its associated enhanced public realm, and accommodating curbside stops as shown on slides 11 and 13 for BRT. Further optimization can be investigated in future phases of design for both projects, subject to community and UTSC feedback. MX to advise City of timing for next steps for DSBRT design at which point further collaboration can occur.	3			
				The impact to BRT is not expected to be significant as a result of the noted accommodations.					
24	Andrea Mikkila and Tommy Wong	Proposed transition design - Mornelle to Morningside	12	We think considerations need to be taken to ensure that the transition segment has adequate setup to allow for buses to safely and effectively weave between the curb and median lanes. Please check with DR/DRT to confirm that the 200m lane change through the intersection is a safe maneuver and is sufficient distance to make this lane changes from curb-lane to centre-median lane.	The transition point was shown in the proposed location to minimize the amount of change from the original proposed design. This is just one of the proposed concepts and there are other options that can be further studied in future such as moving the transition further west to provide a greater distance.	3			
25	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	The signal at Mornelle Court is out of EELRT scope. However, in a scenario where the EELRT is constructed prior to DSBRT on Ellesmere, the EELRT should signalize this intersection to facilitate pedestrian and vehicle access to the Mornelle Court residents.	Noted. The City will consider this as a future commitment based on the impact assessment and public consultation to occur during the EELRT TPAP.	2			
26	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	Does this design account for the active development application at the North-East corner of Mornelle and Ellesmere?	The conceptual design did not consider the proposed development. However, the design is intended to follow the original DSBRT curb lines closely by transitioning from the EELRT curb lines to the DSBRT proposed curb lines between Morningside and Mornelle. Future studies are required.	3			
27	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	The length of mixed traffic operation is less concerning than the number of intersections through which buses will be stuck in mixed traffic. These numbers are interesting but do not quantify the delay that will be experienced by DSBRT and TTC local routes operating in the curb lane. We look forward to the traffic analysis including delay and queue length information.	Noted.	3			
28	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	DSBRT proposed a MUP on the south side. Note indicates MUP on the north side?	EELRT is providing MUP on the north side and separated cycle track and sidewalk on the south side.	3			
29	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	Has the EELRT considered safety and operational considerations of nearside bus stops in a shared thru/right travel lane and heavy right-turning volumes?	Due to the anticipated closely spaced stops at both Morningside and Mornelle, it only makes sense to use near side or far side stop at both locations. In terms of WBR auto traffic blocking DSBRT buses, the 2041 forecast WBR volumes is expected to remain less than 40 vph (similarly low in existing data), indicate low level of expected delays. In terms of safety, the City is expected to put in Leading Pedestrian Intervals throughout all City signals where feasible, which aims to address safety concerns for right-turn and pedestrian conflicts.	3			
30	Margaret Parkhill	DSBRT - proposed design at New Military Trail	14	Point of clarification - the DSBRT design was based on the previous EELRT preliminary design.	Noted.	3			

31	Andrea Mikkila and Tommy Wong	Proposed transition design - NMT to Conlins	16	Same comment as 24 (aka row 3)	Noted.	3			
32	Margaret Parkhill	Proposed transition design - NMT to Conlins	16 to 19	These slides present two options for the design at Conlins. Which option is recommended by the EELRT team? How and where will this change to DSBRT be documented?	Both transition options are outside the project limits for EELRT and so the two options presented are high level feasibility concepts. There are potentially additional factors and considerations that may not be known to the EELRT team to make a recommendation. The ultimate preference should be further evaluated by other stakeholders and involved parties.	3			
33	Tommy Wong	Traffic Analysis - BAU Scenario	13 to 19	Do you have a future business-as-usual scenario in your traffic analysis? Will you be including the DSBRT (as currently proposed by MX) in the business-as-usual scenario? If not, how will the team assess the interactions and mutual impacts between EELRT and DSBRT? For the purpose of this traffic analysis, we think there should be a base case that includes the DSBRT as currently proposed by MX, with no EELRT proposed on Ellesmere.	The latest DSBRT configuration has not been included in the traffic modelling analysis. Existing bus routes were simulated (DRT Pulse and 295 York Mills Express end at UTSC) in the model created in 2018. The updated DSBRT configuration is expected to be analyzed in the next design phase.	3			
34	Tommy Wong	Traffic Analysis - Scenarios for Evaluation	14 to 19	It would be beneficial to conduct traffic analyses for different possible combination and configuration options of both projects along the shared segment to see how the BRT and LRT will interact along the segment. Please share your proposed scenarios for evaluation before the City initiate this analysis, to make sure City and MX are on the same page.	Additional traffic analysis of multiple scenarios is beyond the scope of the EELRT 10% design and TPAP and will be carried out as needed in future phases of design for both projects. The City/HDR will circulate the EPR chapter that outlines the results of the TIA, an opinion on the impact to the DSBRT (expected to be minor), and potential next steps/future commitments. Note that the EPR and current EELRT project scope entails an update to the existing traffic analysis previously established in 2019. The traffic work includes a geometric update to the EELRT corridor based on design changes on the alignment. However, elements that were not considered in the previous phase such as City-wide speed limit reductions, leading pedestrian intervals, and DSBRT designs on Ellesmere are deferred until the next phase of analysis.	2			

Nahed, Karim

From: Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>
Sent: Friday, June 30, 2023 3:22 PM
To: David Brutto; Anhara, Mahia; Gan, Tyrone; Nahed, Karim; Gong, Hansen
Cc: Kristin Olson; Ann Marie Chung; Sahar Tolami; Wilson Taveira; Bianca Whiffen; Margaret Parkhill
Subject: RE: DSBRT/EELRT Coordination Meeting
Attachments: 2023-06-09_EELRT - Comment Tracker_EELRT-DSBRT Shared Corridor Workshop 1-MX.xlsx

Follow Up Flag: Follow up
Flag Status: Flagged

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Hi David,

Please find attached our comments. We look forward to learn about the next steps on this workstream.

Have a great long weekend!

Adélia

From: David Brutto <David.Brutto@toronto.ca>
Sent: June 29, 2023 1:53 PM
To: Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>
Subject: RE: DSBRT/EELRT Coordination Meeting

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Hi Adelia,

Just following up - when you think you can provide us comments on behalf of MX?

David

From: Anhara, Mahia <Mahia.Anhara@hdrinc.com>
Sent: June 27, 2023 9:43 AM
To: Adam Saddo <Adam.Saddo@toronto.ca>; 'Adelia Yamasaki' <Adelia.Yamasaki@metrolinx.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; Sahar Tolami <Sahar.Tolami@metrolinx.com>; Wilson Taveira <Wilson.Taveira@metrolinx.com>; Stella Gustavson <Stella.Gustavson@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Monika Nasterska <Monika.Nasterska@toronto.ca>; Michael Hain <Michael.Hain@toronto.ca>; Andres Jarrin <Andres.Jarrin@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Matthew Davis <Matthew.Davis@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Allan Abrogena <Allan.Abrogena@toronto.ca>; David Brutto <David.Brutto@toronto.ca>; Dominic.Ho@ttc.ca; Robert.Moffat@ttc.ca; jordan.hart-bishop@ttc.ca; Marc.Tan@ttc.ca; Chu, Eric <eric.chu@ttc.ca>; Nahed, Karim <Karim.Nahed@hdrinc.com>; Gong, Hansen <Hansen.Gong@hdrinc.com>; Gan, Tyrone <tyrone.gan@hdrinc.com>
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Subject: [External Sender] RE: DSBRT/EELRT Coordination Meeting

Hi all,

Please find attached the minutes for the EELRT-DSBRT workshop 1. The presentation has also been re-attached.

Thanks,

Mahia Anhara

D 647.777.1688

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-----Original Appointment-----

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: Wednesday, May 31, 2023 4:27 PM

To: Adam Saddo; 'Adelia Yamasaki'; Ann Marie Chung; Sahar Tolami; Wilson Taveira; Stella Gustavson; Michael Robinson (TRA); Monika Nasterska; Michael Hain; Andres Jarrin; Riad Rahman; Matthew Davis; Steve Turco; Allan Abrogena; David Brutto; Dominic.Ho@ttc.ca; Robert.Moffat@ttc.ca; jordan.hart-bishop@ttc.ca; Marc.Tan@ttc.ca; Chu, Eric; Anhara, Mahia; Nahed, Karim; Gong, Hansen; Gan, Tyrone

Cc: 'margaret.parkhill@ibigroup.com'; Kristin Olson; 'Emily.Byford-Vicari@metrolinx.com'; 'Bianca.Whiffen@metrolinx.com'; Edna Cuvin; Wong, Carl; Lu, Dan; Champa Maduranayagam

Subject: DSBRT/EELRT Coordination Meeting

When: Friday, June 9, 2023 3:30 PM-5:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: WebEx link provided below

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

Hi All,

Please find the invitation for a DSBRT/EELRT coordination meeting.

In addition, a draft agenda is provided in advance of our discussion below:

Agenda

- Purpose of the meeting
- Updates for the EELRT and DSBRT
- Current ridership forecasts for EELRT and DSBRT
- Concept of operations for EELRT and DSBRT along Ellesmere
- Guiding Principles
- Options Considered
- Next Steps

The EELRT project team is looking forward to this discussion.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion Division

Cell: (437-218-6157)



Adam Saddo invites you to an online meeting using WebEx.

Meeting Number: 2631 529 3890

Meeting Password: XeMnmQMm523

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Meeting Minutes

Project: EELRT 10% Design and TPAP

Subject: EELRT - DSBRT Shared Ellesmere Corridor Meeting #2

Date: Thursday, August 31, 2023

Attendees: **David Brutto**, Senior Project Manager, Transit Expansion Division (TE) (EELRT PM)
Adam Saddo, Project Coordinator, TE
Stella Gustavson, City Planning
Steve Turco, Senior Planner, Transportation Planning, City Planning
Monika Nasterska, Transportation Planner, City Planning
Champa Maduranyagam, City Planning
Michael Robinson, Senior Project Manager, Transportation Services (TS)
Andres Jarrin, Senior Project Manager, TS
Gino Dela Cruz, Senior Project Manager, TS

Dominic Ho, Manager - Project development and Coordination, TTC
Aaron Shantz, Transit Planner, TTC
Rob Moffat, Divisional Assistant Manager LRT Operations TTC

Adelia Yamasaki, Metrolinx
Wilson Taveira, Metrolinx
Bianca Whiffen, Metrolinx
Emily Vicari, Metrolinx
Nasim Bozorgmehr, Metrolinx
Andrea Mikkila, Metrolinx
Matthew Coelho, Metrolinx
Margaret Parkhill, DSBRT PM, Arcadis IBI

Jack Phelan, Durham Region Transit (DRT)
David Dunn, Durham Region Transit (DRT)

Tyrone Gan, EELRT PM, HDR
Karim Nahed, EELRT Deputy PM, HDR
Mahia Anhara, EELRT Project Coordinator, HDR
Hansen Gong, Transportation Engineer, HDR

Copies to: **Edna Cuvin, TE**
Eric Chu, TTC
Yan He, TTC

	Topic	Action By
1	Introduction and overview <ul style="list-style-type: none"> City is completing the 10% design of EELRT and moving forward with the Ellesmere median option for the LRT, with the assumption that DSBRT will not be sharing the LRT guideway. HDR highlighted key themes of the MX comments received after workshop 1. <ul style="list-style-type: none"> Operational conflicts between the LRT and buses were highlighted as reasons for why the City will not be revisiting the shared guideway concept. 	
2	City update on EELRT <ul style="list-style-type: none"> Updated 10% designs of the EELRT as well as proof-of-concept designs for DSBRT transitions were presented. The proposed transition on the west occurs between Mornelle and Morningside. WB buses transition at Ellesmere/Morningside, while EB buses transition at Ellesmere/Mornelle using transit priority signal phase. On the east, DSBRT transition is proposed to occur between New Military Trail and Conlins. 	



- An alternative transition design removes the guideway up to Conlins and transit only phases are implemented for the bus movements transition in and out of the median guideway. This option reduces ROW widening.

3 Discussion

- DRT asked whether the option for dedicated curbside bus lanes in this segment has been considered?
 - City/HDR have not evaluated this option yet, but City are open to exploring alternatives that are operationally feasible.
 - Only the option of a shared LRT/BRT guideway has been ruled out.
- MX and DRT did not object to the City and TTC position of buses not being able to share the LRT guideway but noted that they would strongly prefer alternative options that improve transit priority for the BRT.
- City noted they will commit to and support exploring options to improve transit priority for the BRT in this area in future given shared goals of improving transit accessibility, but cautioned certain ideas will be difficult to achieve.
- TS noted that reducing the capacity of the road by half (i.e., through dedicated bus lanes) could have significant traffic impacts.
 - TS recommended exploring queue jump lanes and bus bays, noting the available ROW.
 - TS prefers completing modelling the scenario with mixed traffic/BRT operation before exploring dedicated curbside bus lanes.
 - TS also noted that the traffic impact assessment should be done against the DSBRT TPAP base case which also assumed mix-traffic operations (albeit in a shorter stretch) along this segment of the corridor. Therefore, the impacts to DSBRT operations (travel times) are not anticipated to be significant but would have to be confirmed through the traffic modelling assessment.
- DRT asked for more information about the intersection operations.
 - Traffic impact analysis will be completed as a part of the EELRT EPR, which will include more details regarding intersection and traffic operations as well as a qualitative discussion of the impact of the proposed PXO/MPS at Ellesmere near New Military Trail. Further assessment of the PXO/MPS will be investigated in the next phase of the EELRT. **HDR**
- HDR to share details on the highest transfer location between DSBRT and EELRT **HDR**
- HDR to share information about constraints related to UTSC.

4 Metrolinx updates on DSBRT

- DSBRT-PDBC technical work is in progress.

6 Next Steps

- MX to provide comments to EELRT team **MX**

If there are any errors or omissions, please advise David Brutto within ten business days of the issuance of these notes. Minutes prepared by Mahia Anhara.

EELRT-Metrolinx-DSBRT Meeting Minutes

Project:	EELRT 10% Design and TPAP	
Subject:	DSBRT/EELRT Coordination meeting	
Date:	Wednesday, October 26, 2022	
Location:	Remote	
Attendees:	David Brutto (City Transit Expansion Office) Edna Cuvin (City Transit Expansion Office) Adam Saddo (City Transit Expansion Office) Stella Gustavson (City Planning) Riad Rahman (City Planning) Dominic Ho (TTC)	Kristin Demasi (Metrolinx-DSBRT) Sahar Tolami (Metrolinx) Tyrone Gan (HDR) Nick Shaw (HDR) Hansen Gong (HDR) Mahia Anhara (HDR)
Copies to:	Michael Robinson (City Transportation Services) Matthew Davis (City Transportation Services), Yan He (TTC), Eric Chu (TTC)	

	Topic	Action By
1	Update from MX-DSBRT <ul style="list-style-type: none"> Kristin (MX-DSBRT) informed that they are advancing the preliminary design and PDBC, and next steps for the project to follow in 2023. At Ellesmere between Morningside and Military Trail, the DSBRT team's assumption has been that EELRT is aligned along the south curb side, which allows both projects to advance independently. Opportunities to combine the two can be considered. 	
2	City updates on EELRT – overview of Council direction <ul style="list-style-type: none"> David (TEO) provided an update on City council direction for EELRT from June 2022. Noteworthy: <ul style="list-style-type: none"> EELRT is being designed as a distinct-service, de-coupled from Eglinton Crosstown The distinct service concept allows for new opportunities such as shorter trains and ability to procure vehicles that can navigate steeper grade along Morningside and Ellesmere. The plan is to complete 10% design by Q1 of 2023. 	
3	EELRT 5% design option <ul style="list-style-type: none"> HDR presented the 5% design for the EELRT, where the LRT was located to the south of Ellesmere. There is a conflict with a ~3m wide major transmission watermain in the south boulevard that is close to the surface. Widening the ROW at Ellesmere to add the platform to the south may expose the watermain. As a result, the EELRT team is looking at ways to avoid the watermain conflict. <ul style="list-style-type: none"> Kristin said the watermain south of Ellesmere has not been an issue for DSBRT. 	



- The effective ROW at Ellesmere/ New Military Trail would be approximately 42 m. With additional grading, the ROW maybe wider. This would mean a bigger impact to the valley and pedestrian crossing distance/UTSC campus.

4 Ellesmere median option

- This option would move the LRT alignment to the median, potentially sharing the guideway with DSBRT.
- Dominic (TTC) raised a concern about buses in the median having to turn right on Military Trail (south) towards the UTSC bus terminal
 - EB to SB and NB to WB movements are critical
 - Dedicated turn lanes for buses may be required. TTC may have other options to make this turn, but it would be much further west on Ellesmere.
 - Tyrone (HDR) mentioned that the buses can still operate in the curb lane have curb side bus stops
 - Dominic noted that TTC is planning a mid-transition at Markham Rd, so most buses won't be able to use the dedicated guideway.
- *Post meeting note: At Ellesmere/Morningside, the DSBRT stop locations may have to revert to the far side stops as originally proposed in the study to reduce the width of the ROW on Ellesmere and potential watermain conflict*
- At Ellesmere/existing Military Trail, far side stop remains for DSBRT, and east side stop could be integrated with EELRT.
- Kristin informed that headways for DSBRT is 2 to 5 mins during the peak, 7 to 10 min in off-peak
 - **MX to share DSBRT service concept** Metrolinx-DSBRT
- Tyrone mentioned Calgary 7th Ave transit mall as an instance of shared guideway use of buses and LRT.

5 Morningside Direct

- This option was ruled out during the 5% design due to steep grades. Due to distinct service, new vehicle can navigate up to 6% grades.
- EELRT platforms would be located south of Ellesmere.

6 Discussion

- Riad (CP) asked about the timeline of the EELRT alignment options evaluation for the UTSC area
 - HDR said that the aim is to reach conclusion before the end of the year.
- Kristin asked about EELRT headways
 - Nick (HDR) mentioned the current assumption for EELRT is to have a lifecycle headway of 4 mins or higher at peak period.
 - He also noted seeing a significant drop of DSBRT alighting at Morningside/Ellesmere, perhaps due to far side EB platform not being convenient for transfers.
- David noted that the City is starting to move away from the south of Ellesmere alignment due to the major transmission watermain conflict, and is primarily looking at the two options: Median on



Ellesmere or direct on Morningside. HDR will be evaluating these options with feedback from MX-DSBRT and UTSC.

- HDR to provide MX-DSBRT LRT headway assumptions as well as approximation of boardings and alighting at Ellesmere. Refer to post meeting supplemental package including hybrid/revised option. HDR
- MX to provide comments on the options. *Post Meeting Note: City requests comments by EOB Nov 4 and will be happy to follow up with a discussion as required.* Metrolinx-DSBRT

If there are any errors or omissions, please advise David Brutto within ten business days of the issuance of these notes. Notes prepared by Mahia Anhara



Meeting Minutes

Project: EELRT 10% Design and TPAP

Subject: EELRT - DSBRT Shared Ellesmere Corridor Meeting #1

Date: Friday, June 09, 2023

Attendees: **David Brutto**, Senior Project Manager, Transit Expansion Division (TE) (EELRT PM)
Adam Saddo, Project Coordinator, TE
Stella Gustavson, City Planning
Steve Turco, Senior Planner, Transportation Planning, City Planning
Michael Hain, City Planning
Monika Nasterska, Transportation Planner, City Planning
Champa Maduranyagam, City Planning
Michael Robinson, Senior Project Manager, Transportation Services (TS)
Dominic Ho, Senior Planner, Service Planning TTC
Marc Tan, Manager, Transportation Engineering TTC

Ann Marie Chung, Metrolinx
Adelia Yamasaki, Metrolinx
Wilson Taveira, Metrolinx
Bianca Whiffen, Metrolinx
Emily Vicari, Metrolinx
Margaret Parkhill, DSBRT PM, Arcadis IBI

Tyrone Gan, EELRT PM, HDR
Karim Nahed, EELRT Deputy PM, HDR
Mahia Anhara, EELRT Project Coordinator, HDR
Hansen Gong, Transportation Engineer, HDR
Carl Wong, EELRT Traffic Study lead, HDR
Dan Lu, Traffic Engineer, HDR

Copies to: **Edna Cuvin, TE**
Eric Chu, TTC
Yan He, TTC

	Topic	Action By
1	City Updates on EELRT <ul style="list-style-type: none"> City is completing 10% design of EELRT and moving forward with the Ellesmere median option for the LRT. City is looking for comments from MX regarding the approach to allocate transit services within the common Ellesmere segment The City and TTC's preference is for DSBRT to be in the curb side between Morningside and New Military Trail (NMT), to avoid conflicts between the LRT and buses. <ul style="list-style-type: none"> Traffic modelling work has not been conducted by EELRT yet. Transition for BRT median to curb would need to take place 100 – 200 m on before Morningside and NMT. On the west, Mornelle Court signalized intersection could be a candidate location for a BRT transition. Distance between Morningside and Mornelle is about 160 m. <ul style="list-style-type: none"> TTC noted that based on DSBRT design near Scarborough Golf Club, 200 m transition distance has been shown to be sufficient. Mornelle Ct being signalized would help with the transition. WB buses many need a longer taper. CP noted that there is an active development application at 3070 Ellesmere. 	



- Design west of Morningside will not be carried out by the City and would be a part of the BRT project.
- On the east, BRT transition is proposed at the next signalized intersection after NMT at Conlins.
- Between Morningside and NMT, Ellesmere is constrained on the south side by a major watermain, which is not relocatable, and retaining walls to the north.
 - DSBRT platform cannot be on the watermain.

2 Metrolinx updates on DSBRT

- 30% design and TPAP complete for DSBRT. MX is aiming to finalize the PDBC in the fall.
- MX is not intending to change the design for the PDBC stage. Changes can be considered in the next phase of design.

3 Current ridership forecasts for EELRT and DSBRT

- EELRT team shared ridership modelling results for transit access to UTSC, which revealed that about 70% of trips to UTSC is expected to come from LRT and 30% from buses.
- There is a large number of transfers expected between DSBRT and EELRT.
- MX asked clarification about what is considered DSBRT and TTC buses in the transfer matrix, and cautioned against double-counting
 - City and TTC confirmed that TTC buses are the buses that are running curbside, while DSBRT is considered to be the 3 min service.

4 Guiding Principles

- The key guiding principle according to the City and TTC is that the LRT would take priority over buses in this corridor since it is the highest capacity service.
 - Implication of this principle is that the LRT and BRT will not be able to share the median guideway. This is not feasible as buses are incompatible with CBTC system and sharing the guideway by buses may pose safety and operational risks.
- Anticipated headways for LRT are about 4-5 mins.
- **MX to provide comments on guiding principles.**

MX

5 Discussion about the design

- Ellesmere/NMT
 - Current design includes wide crosswalk, based on feedback from UTSC
 - No EB left turn lane provided due to constraints north and south of Ellesmere. Different phasing plans will be explored for the intersection.
- Ellesmere/Morningside
 - LRT platforms at this intersection are only viable on Morningside, south of Ellesmere due to the steep grades along Ellesmere.
- MX commented whether design and traffic operation considerations include pedestrian volume analysis.
 - EELRT team is open to out-of-the-box solutions.



- Projected pedestrian activity would be analyzed in more detail at Ellesmere/NMT, but not likely for Ellesmere/Morningside.
- Pedestrian scramble may not be feasible at Ellesmere/NMT.
- How will transfers be coordinated?
 - Both services will be frequent, therefore there is no need to coordinate transfers. Wayfinding will be explored at a later phase.
- Has the City engaged Durham region?
 - Not yet, but the City is willing to discuss with MX on how to get Durham region involved.

6 Next Steps

- MX to provide comments to EELRT team
 - There will be a follow-up workshop with MX-DSBRT to further discuss the design progress of this common segment.
-

**MX
City**

If there are any errors or omissions, please advise David Brutto within ten business days of the issuance of these notes. Minutes prepared by Mahia Anhara.

Nahed, Karim

From: Anhara, Mahia
Sent: Tuesday, June 27, 2023 9:43 AM
To: Adam Saddo; 'Adelia Yamasaki'; Ann Marie Chung; Sahar Tolami; Wilson Taveira; Stella Gustavson; Michael Robinson (TRA); Monika Nasterska; Michael Hain; Andres Jarrin; Riad Rahman; Matthew Davis; Steve Turco; Allan Abrogena; David Brutto; Dominic.Ho@ttc.ca; Robert.Moffat@ttc.ca; jordan.hart-bishop@ttc.ca; Marc.Tan@ttc.ca; Chu, Eric; Nahed, Karim; Gong, Hansen; Gan, Tyrone
Cc: 'margaret.parkhill@ibigroup.com'; Kristin Olson; 'Emily.Byford-Vicari@metrolinx.com'; 'Bianca.Whiffen@metrolinx.com'; Edna Cuvin; Wong, Carl; Lu, Dan; Champa Maduranayagam
Subject: RE: DSBRT/EELRT Coordination Meeting
Attachments: 2023-06-09_EELRT_DSBRT Shared Corridor Workshop #1 Minutes.pdf; 2023-06-09_EELRT -DSBRT Ellesmere Shared Corridor Workshop 1_Presentation.pdf

Hi all,

Please find attached the minutes for the EELRT-DSBRT workshop 1. The presentation has also been re-attached.

Thanks,

Mahia Anhara

D 647.777.1688

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-----Original Appointment-----

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: Wednesday, May 31, 2023 4:27 PM

To: Adam Saddo; 'Adelia Yamasaki'; Ann Marie Chung; Sahar Tolami; Wilson Taveira; Stella Gustavson; Michael Robinson (TRA); Monika Nasterska; Michael Hain; Andres Jarrin; Riad Rahman; Matthew Davis; Steve Turco; Allan Abrogena; David Brutto; Dominic.Ho@ttc.ca; Robert.Moffat@ttc.ca; jordan.hart-bishop@ttc.ca; Marc.Tan@ttc.ca; Chu, Eric; Anhara, Mahia; Nahed, Karim; Gong, Hansen; Gan, Tyrone

Cc: 'margaret.parkhill@ibigroup.com'; Kristin Olson; 'Emily.Byford-Vicari@metrolinx.com'; 'Bianca.Whiffen@metrolinx.com'; Edna Cuvin; Wong, Carl; Lu, Dan; Champa Maduranayagam

Subject: DSBRT/EELRT Coordination Meeting

When: Friday, June 9, 2023 3:30 PM-5:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: WebEx link provided below

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Hi All,

Please find the invitation for a DSBRT/EELRT coordination meeting.

In addition, a draft agenda is provided in advance of our discussion below:

Agenda

- Purpose of the meeting
- Updates for the EELRT and DSBRT
- Current ridership forecasts for EELRT and DSBRT
- Concept of operations for EELRT and DSBRT along Ellesmere

- Guiding Principles
- Options Considered
- Next Steps

The EELRT project team is looking forward to this discussion.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion Division

Cell: (437-218-6157)



Adam Saddo invites you to an online meeting using WebEx.

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EELRT Comment Tracker

Contract Name: EELRT 10% Design and TPAP	Document Name: 2023-06-09_EELRT -DSBRT Ellesmere Shared Corridor Workshop 1_Presentation
Transmittal Ref: N/A	Distribution Date: 9-Jun-23
Meeting Ref:	Contract Name: EELRT 10% Design and TPAP

Item No.	Description	Part, Chapter, Sec, Subsec, page, DWG#	Comment
1	Stakeholder engagement	All	The interface between EELRT and DSBRT impacts DRT and Durham Region. Both project partners should be included in this discussion. Please share the materials with DRT and Durham Region, and include them as stakeholders for these works moving forward.
2	Option 1 and Option 2	All	The DSBRT 30% Preliminary Design allocates a 4m multi-use path on the south side. With the ROW needs for the EELRT, the MUP would likely result in property requirements. How would the MUP (or active transportation infrastructure) be allocated in the EELRT 10% design?
3	LRT Speeds Around Turns/Curves	All	Has the EELRT team considered the LRT operations around the various curves of this alignment through campus?
4	Option 2 - Morningside intersection	8	<p>The 30% preliminary design for DSBRT allocates the stop on far-side configuration with DRT and TTC buses using a dedicated centre-median guideway. This design was informed by the following:</p> <ul style="list-style-type: none">- The intersection between Morningside and Ellesmere has high traffic and pedestrian movement, therefore, dedicated centre-median lane would improve safety for pedestrians and average speeds for DSBRT- Complexity on turning movements would be better accommodated with DSBRT buses running on the centre-median- Far-side stop configuration would also improve customer experience (service reliability and DSBRT travel time)- With the current draft service plan, it is expected that DRT will run 21 buses/hour, and TTC would run a minimum of 22 buses/hour at Morningside. A dedicated lane would provide better conditions to improve speeds of bus services <p>Comments:</p> <p>1. Can you please share the traffic modelling findings for this intersection?</p> <p>2. According to the ridership forecast for EELRT, there are significant transfer volumes between DSBRT and EELRT - this would likely impact traffic signal timing to account for all the pedestrian movements at this intersection (transfer between transit services, and pedestrians coming from/going to Centennial college). In addition to that, there are implications on traffic signal due to EELRT turning. Can you please share any findings on travel time impacts (or average speeds impacts) for the DSBRT and EELRT service? We would also be interested if this analysis was performed during the options development for the EELRT alignment in the UTSC area.</p> <p>3. What's TTC's position for this proposal? Would TTC service plan be reviewed to account for a mixed-traffic condition at Morningside?</p> <p>4. Further analysis is required to assess if there is sufficient space to accommodate pedestrian circulation and customers waiting for buses. There could be property requirement to accommodate DSBRT services</p>
5	Morningside	8	<p>At Morningside:</p> <ul style="list-style-type: none">- Will there be a dedicated westbound and/or eastbound right-turn lane?- What do the north and south legs of the intersection look like?- How will crosswalks be accomodated?
6	Morningside and New Military Trail	8 & 12	Has the EELRT team updated the traffic analysis for the signalized intersections of Ellesmere/Morningside and Ellesmere/New Military Trail? The previous LRT EA completed Vissim modelling of one or perhaps both intersections. The DSBRT project did not update the analysis as the EELRT design was in flux and we based the analysis on the previous EELRT EPR.
7	Morningside and Conlins	8 & 13	<p>The DSBRT preliminary design assumed a centre-median stop at Ellesmere/Morningside and at Ellesmere/Conlins, with BRT operating with all buses in the curb lane. It sounds like more work is needed by the City:</p> <ul style="list-style-type: none">- The transition for westbound buses from a nearside curb stop to a centre-median lane, and if bus operators can safely complete this manoeuvre between Morningside and Mornelle. Not just DSBRT (DRT PULSE) and TTC routes- The transition for eastbound buses from the curb lane to centre-median lanes would start at the Conlins signal. What happens to the BRT stop at Conlins? Why can't the centre-median bus lanes be developed west of Conlins as idenitified for DSBRT?- Is the EELRT team aware of the road diet proposed throguh the DSBRT project east of Conlins?
8	Option 2 - Military Trail intersection	10	<p>The lane configuration and stop location developed in the 30% preliminary design of DSBRT proposes the following:</p> <ul style="list-style-type: none">- Bus circulation on mixed-traffic near the Military Trail due to limited right-of-way width and other physical constraints in this area (property, watermain, slopes, grades)- Stops were allocated to account for current location of Military Trail, should the realignment of the Military Trail happens after the DSBRT project is implemented (or not happen). Stops are not overlapping with existing watermain. <p>Comments:</p> <p>1. The proposed EELRT design requires further widening (sidewalk-to-sidewalk), the DSBRT eastbound stop need to be relocated to not overlap with watermain. If relocation of watermain is not feasible, and any construcion above the watermain is not allowed, the DSBRT stop should meet those requirements.</p> <p>2. The EELRT EB/NB stop is allocated on Military Trail. What are the transfer volumes between DSBRT (westbound) and EELRT (northbound)? How are customer experience factors being accounted for the volumes forecasted?</p> <p>3. What are the measures being considered to address the high volume of people crossing in this area? Would a wider sidewalk be recommended for Military Trail as well?</p>
9	DSBRT PDBC	15	The DSBRT has a 30% preliminary design already approved by a TPAP. That design will be used for the PDBC, therefore, will not change for this phase of the project. The PDBC will note that the next phase of the project requires coordination with the City of Toronto, should the EELRT project advance.
10	EELRT Ridership Demand	17	What is the rationale behind suggesting that the LRT should be prioritized?
11	Guiding Principles	26	It is important that all transit - and in particular rapid transit, including the DSBRT - is prioritized in this segment. Both the EELRT and DSBRT services are part of the same network and will need to work in tandem with one another. What design solution best serves the transit customer travelling to UTSC but also travelling east and west on Ellesmere? The EELRT deisgn should not unduly impact the DSBRT service levels or travel time and should demonstrate opertional feasibility. The design of the EELRT should be outcome-oriented with solutions that prioritize all forms of transit and that ensures reliable and frequent service.
12	Option 1 - DSBRT and EELRT sharing dedicated centre-median	29	CBTC is technology usually applied to subway systems for minimizing headways or applied to automated systems. Can CoT and TTC confirm the EELRT will be using this technology?
13	Operational feasibility		Further exploration of the operational feasibility of DSBRT and EELRT sharing the same lane should be explored, with due diligence undertaken to ensure the EELRT proposed design accommodates and prioritizes transit.

Nahed, Karim

From: Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>
Sent: Tuesday, August 22, 2023 3:30 PM
To: David Brutto; Nahed, Karim
Cc: Adam Saddo; Edna Cuvin; Gan, Tyrone; Anhara, Mahia; Ann Marie Chung; Bianca Whiffen; Sahar Tolami; Nasim Bozorgmehr
Subject: RE: DSBRT/EELRT Coordination Meeting #2

Follow Up Flag: Follow up
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Thanks, David

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Best,
Adélia

From: David Brutto <David.Brutto@toronto.ca>
Sent: August 22, 2023 3:23 PM
To: Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>; Nahed, Karim <Karim.Nahed@hdrinc.com>
Cc: Adam Saddo <Adam.Saddo@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>; Tyrone Gan <Tyrone.Gan@hdrinc.com>; Anhara, Mahia <Mahia.Anhara@hdrinc.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; Bianca Whiffen <Bianca.Whiffen@metrolinx.com>; Sahar Tolami <Sahar.Tolami@metrolinx.com>; Nasim Bozorgmehr <Nasim.Bozorgmehr@metrolinx.com>
Subject: Re: DSBRT/EELRT Coordination Meeting #2

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Hi Adelia,

The City accepts and agrees to adhere to the terms of confidentiality of use as you describe.

David

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From: Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>
Sent: Tuesday, August 22, 2023 1:48 PM
To: Nahed, Karim <Karim.Nahed@hdrinc.com>
Cc: Adam Saddo <Adam.Saddo@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>; Tyrone Gan <Tyrone.Gan@hdrinc.com>; Anhara, Mahia <Mahia.Anhara@hdrinc.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; David Brutto <David.Brutto@toronto.ca>; Bianca Whiffen <Bianca.Whiffen@metrolinx.com>; Sahar Tolami <Sahar.Tolami@metrolinx.com>; Nasim Bozorgmehr

<Nasim.Bozorgmehr@metrolinx.com>

Subject: [External Sender] RE: DSBRT/EELRT Coordination Meeting #2

Thanks, Karim – just waiting for the City to confirm as well, then I will let you know once files are fully uploaded to the folder

Best,
Adélia

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

Sent: August 22, 2023 12:29 PM


To: Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>

Cc: Adam Saddo <Adam.Saddo@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>; Tyrone Gan <Tyrone.Gan@hdrinc.com>; Anhara, Mahia <Mahia.Anhara@hdrinc.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; David Brutto <David.Brutto@toronto.ca>; Bianca Whiffen <Bianca.Whiffen@metrolinx.com>; Sahar Tolami <Sahar.Tolami@metrolinx.com>; Nasim Bozorgmehr <Nasim.Bozorgmehr@metrolinx.com>

Subject: RE: DSBRT/EELRT Coordination Meeting #2

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Hi Adelia,

Thank you for providing us the requested CAD files. Kindly upload them at the following Sharepoint link:  2023-08-22_DSBRT Design Files. Let us know if you experience any technical issues.

We accept and agree to adhere to the confidentiality and terms of use.

Best,

Karim

Karim Nahed (He/Him) P.Eng
Assistant Project Manager

HDR

1500 W Georgia St Suite 500
Vancouver, Canada

M 514 654 7172
karim.nahed@hdrinc.com

hdrinc.com/follow-us

From: Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>

Sent: Tuesday, August 22, 2023 12:08 PM

To: David Brutto <David.Brutto@toronto.ca>

Cc: Adam Saddo <Adam.Saddo@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>; Gan, Tyrone <Tyrone.Gan@hdrinc.com>; Anhara, Mahia <Mahia.Anhara@hdrinc.com>; Nahed, Karim <Karim.Nahed@hdrinc.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; Bianca Whiffen <Bianca.Whiffen@metrolinx.com>; Sahar Tolami <Sahar.Tolami@metrolinx.com>; Nasim Bozorgmehr <Nasim.Bozorgmehr@metrolinx.com>

Subject: RE: DSBRT/EELRT Coordination Meeting #2

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Hi David,

In response to your CAD files request concerning the EELRT design approach, we can provide you with the requested for the 30% preliminary design CAD Files as of August 2021, consistent with the TPAP-approved materials publicly available.

Please note that, by accepting the provided files, you acknowledge and agree to adhere to the following confidentiality and use terms:

- Authorized Use: The shared CAD Files are intended solely for the advancement of the EELRT design approach and associated EELRT Team. Any usage beyond this scope is strictly prohibited.
- Confidentiality: The files and any information derived from them must not be disclosed, shared publicly, or made accessible to any third parties without our prior written consent.
- Ownership and Additional Use: The ownership of these files remains with Metrolinx. If you intend to use them for purposes beyond those outlined in this email, kindly contact Nasim Bozorgmehr (Nasim.Bozorgmehr@metrolinx.com) and/or myself (Adelia.Yamasaki@metrolinx.com) for further instructions.

We appreciate your commitment to upholding the confidentiality of these materials. Please confirm the above and we will share the files.

Also, can HDR please provide a share drive folder where I can upload the files? They are large and I am unable to attach in the email.

Should you require any further assistance or have questions, feel free to reach out.

Best,
Adélia

From: David Brutto <David.Brutto@toronto.ca>

Sent: August 18, 2023 1:37 PM

To: Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>

Cc: Adam Saddo <Adam.Saddo@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>; Tyrone Gan <Tyrone.Gan@hdrinc.com>; Anhara, Mahia <Mahia.Anhara@hdrinc.com>; Nahed, Karim <Karim.Nahed@hdrinc.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; Bianca Whiffen <Bianca.Whiffen@metrolinx.com>; Sahar Tolami <Sahar.Tolami@metrolinx.com>; Nasim Bozorgmehr <Nasim.Bozorgmehr@metrolinx.com>; Wilson Taveira <Wilson.Taveira@metrolinx.com>; Matthew Coelho <Matthew.Coelho@metrolinx.com>

Subject: RE: DSBRT/EELRT Coordination Meeting #2

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Thanks Adelia, see below in green.

David

From: Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>

Sent: August 18, 2023 1:23 PM

To: David Brutto <David.Brutto@toronto.ca>

Cc: Adam Saddo <Adam.Saddo@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>; Tyrone Gan <Tyrone.Gan@hdrinc.com>; Anhara, Mahia <Mahia.Anhara@hdrinc.com>; Nahed, Karim <Karim.Nahed@hdrinc.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; Bianca Whiffen <Bianca.Whiffen@metrolinx.com>; Sahar Tolami

<Sahar.Tolami@metrolinx.com>; Nasim Bozorgmehr <Nasim.Bozorgmehr@metrolinx.com>; Wilson Taveira <Wilson.Taveira@metrolinx.com>; Matthew Coelho <Matthew.Coelho@metrolinx.com>

Subject: [External Sender] RE: DSBRT/EELRT Coordination Meeting #2

Thanks, David! Three immediate follow-ups:

- Kristin Olson has moved into another team; please remove her from any DSBRT-related correspondence. The new manager in this file is Nasim Bozorgmehr *Will do, thanks for the update. Nasim, looking forward to working with you as well on this file.*
- Can the comments log be shared with Durham Region / DRT? *Yes*
- As for the CAD file, I will check whether there is any requirement for sharing it with your consultant – I will sort this out as soon as I can *Ok, thanks*

Best,
Adélia

From: David Brutto <David.Brutto@toronto.ca>

Sent: August 18, 2023 1:15 PM

To: Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>

Cc: Adam Saddo <Adam.Saddo@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>; Kristin Olson <Kristin.Olson@metrolinx.com>; Tyrone Gan <Tyrone.Gan@hdrinc.com>; Anhara, Mahia <Mahia.Anhara@hdrinc.com>; Nahed, Karim <Karim.Nahed@hdrinc.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; Bianca Whiffen <Bianca.Whiffen@metrolinx.com>; Sahar Tolami <Sahar.Tolami@metrolinx.com>; Nasim Bozorgmehr <Nasim.Bozorgmehr@metrolinx.com>; Wilson Taveira <Wilson.Taveira@metrolinx.com>; Matthew Coelho <Matthew.Coelho@metrolinx.com>

Subject: RE: DSBRT/EELRT Coordination Meeting #2

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Hi Adelia,

The EELRT Project Team look forward to our coordination meeting upcoming August 31. Please see the attached comment log including EELRT project team responses to DSBRT comments following our previous workshop. We will suggest/leave it to MX to further disseminate to IBI and Durham Region/DRT.

As an aside, can Metrolinx please confirm the CAD design included in the second attached 2021 email correspondence is the latest for the DSBRT? If not, we kindly request MX provide the latest CAD design for the DSBRT in this segment asap, preferably by EOB Tuesday Aug 22.

If any NDA is required for updated CAD files please advise and our consultant HDR copied on this chain can followup promptly. We want to ensure our team is working with the most relevant current DSBRT information in the latest proposed design approach which we intend to update and discuss at our meeting.

Kindly,

David

-----Original Appointment-----

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: August 15, 2023 5:46 PM

To: Adam Saddo; David Brutto; Edna Cuvin; Michael Robinson (TRA); Andres Jarrin; Champa Maduranayagam; Allan Abrogena; Stella Gustavson; Riad Rahman; Steve Turco; Monika Nasterska; Michael Hain; Dominic.Ho@ttc.ca; Robert.Moffat@ttc.ca; Anhara, Mahia; Nahed, Karim; Gong, Hansen; Gan, Tyrone; 'Adelia Yamasaki'; Ann Marie Chung; Sahar Tolami; 'Bianca.Whiffen@metrolinx.com'; Nasim Bozorgmehr; Wilson Taveira; Matthew Coelho; Jack Phelan; David Dunn
Cc: margaret.parkhill@ibigroup.com
Subject: DSBRT/EELRT Coordination Meeting #2
When: August 31, 2023 3:00 PM-4:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: WebEx

Hi All,

Please find the meeting invitation to continue the discussion around the DSBRT/EELRT Coordination along Ellesmere Rd. I have attached the minutes and presentation from our last meeting on June 9th 2023.

Kindly note that materials for this meeting will be provided in advance of the discussion.

Thanks,

Adam Saddo

Project Coordinator

City of Toronto - Transit Expansion Division

Cell: (437-218-6157)



Adam Saddo invites you to an online meeting using WebEx.

Meeting Number: 2633 866 2626

Meeting Password: zdTnPSgw268

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Access code: 2633 866 2626

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<https://toronto.webex.com/toronto/globalcallin.php?MTID=m0e6f00b20db11fb5670d1baba7b11534>

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Nahed, Karim

From: David Brutto <David.Brutto@toronto.ca>
Sent: Friday, October 20, 2023 10:48 AM
To: Adam Saddo; Edna Cuvin; Michael Robinson (TRA); Andres Jarrin; Champa Maduranayagam; Allan Abrogena; Stella Gustavson; Riad Rahman; Steve Turco; Monika Nasterska; Michael Hain; Dominic.Ho@ttc.ca; Robert.Moffat@ttc.ca; Anhara, Mahia; Nahed, Karim; Gong, Hansen; Gan, Tyrone; 'Adelia Yamasaki'; Ann Marie Chung; Sahar Tolami; 'Bianca.Whiffen@metrolinx.com'; Nasim Bozorgmehr; Wilson Taveira; Matthew Coelho; Jack Phelan; David Dunn
Cc: margaret.parkhill@ibigroup.com; Parkhill, Margaret; Andrea Mikkila; Gino Dela Cruz; Jordan.Hart-Bishop@ttc.ca
Subject: RE: DSBRT/EELRT Coordination Meeting #2
Attachments: 2023-08-31_EELRT_DSBRT Shared Corridor Workshop #2 Minutes.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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Hello All,

Attached are the minutes of our meeting from August 31. The City is in receipt of the followup comments and will be in touch with responses and proposed next steps.

Thank you

David

-----Original Appointment-----

From: Adam Saddo <Adam.Saddo@toronto.ca>
Sent: August 15, 2023 5:46 PM
To: Adam Saddo; David Brutto; Edna Cuvin; Michael Robinson (TRA); Andres Jarrin; Champa Maduranayagam; Allan Abrogena; Stella Gustavson; Riad Rahman; Steve Turco; Monika Nasterska; Michael Hain; Dominic.Ho@ttc.ca; Robert.Moffat@ttc.ca; Anhara, Mahia; Nahed, Karim; Gong, Hansen; Gan, Tyrone; 'Adelia Yamasaki'; Ann Marie Chung; Sahar Tolami; 'Bianca.Whiffen@metrolinx.com'; Nasim Bozorgmehr; Wilson Taveira; Matthew Coelho; Jack Phelan; David Dunn
Cc: margaret.parkhill@ibigroup.com; Parkhill, Margaret; Andrea Mikkila; Gino Dela Cruz; Jordan.Hart-Bishop@ttc.ca
Subject: DSBRT/EELRT Coordination Meeting #2
When: August 31, 2023 3:00 PM-4:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: WebEx

Hi All,

Please find the meeting invitation to continue the discussion around the DSBRT/EELRT Coordination along Ellesmere Rd. I have attached the minutes and presentation from our last meeting on June 9th 2023.

Kindly note that materials for this meeting will be provided in advance of the discussion.

Thanks,

Adam Saddo

Project Coordinator

City of Toronto - Transit Expansion Division

Cell: (437-218-6157)



Adam Saddo invites you to an online meeting using WebEx.

Meeting Number: 2633 866 2626

Meeting Password: zdTnPSgw268

To join this meeting (Now from mobile devices!)

1. Go to <https://toronto.webex.com/toronto/j.php?MTID=md5641398f1044c4b55363d6c7f05323e>
2. If requested, enter your name and email address.
3. If a password is required, enter the meeting password: zdTnPSgw268
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Access code: 2633 866 2626

Global call-in numbers:

<https://toronto.webex.com/toronto/globalcallin.php?MTID=m0e6f00b20db11fb5670d1baba7b11534>

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EELRT Comment Tracker					* Actions: 1 = Will comply 2 = Discuss, clarification required 3 = No new action		** Status: O = Open, not resolved P = Pending, to be confirmed C = Closed, confirmed complete		
Contract Name: EELRT 10% Design and TPAP Transmittal Ref: N/A August 31, 2023 - EELRT - Meeting Ref: DSBRT Ellesmere Shared Segment Workshop #2					Document Name: 2023-08-31_EELRT -DSBRT Ellesmere Shared Segment Workshop 2_Presentation Distribution Date:		Comment Date In: 15-Sep-23 Follow-up Comment Date In:		<date>
					Contract Name: EELRT 10% Design and TPAP		Response Date Out: 15-Aug-23 Follow-up Response Date Out:		<date>
Item No.	Reviewer	Description	Part, Chapter, Sec, Subsec, page, DWG#	Comment	Response	Action 1 / 2 / 3*	Follow-up Comment	Follow-up Response	Status O / P / C**
Workshop #1									
1	Ann Marie Chung	Stakeholder engagement	All	The interface between EELRT and DSBRT impacts DRT and Durham Region. Both project partners should be included in this discussion. Please share the materials with DRT and Durham Region, and include them as stakeholders for these works moving forward.	DT and Durham Region to be included in next meeting and coordination. Please confirm relevant staff we should be inviting.	2	Metrolinx provided contact for David Dunn (Durham Region) and Jack Phelan (DRT)		C
2	Margaret Parkhill	Option 1 and Option 2	All	The DSBRT 30% Preliminary Design allocates a 4m multi-use path on the south side. With the ROW needs for the EELRT, the MUP would likely result in property requirements. How would the MUP (or active transportation infrastructure) be allocated in the EELRT 10% design?	The public realm configuration and property requirements on the south side of Ellesmere is being determined through the 10% design. The goal is to have separated sidewalk and cycle tracks along this stretch.	1	See comment 27 from Workshop #2		
3	Margaret Parkhill	LRT Speeds Around Turns/Curves	All	Has the EELRT team considered the LRT operations around the various curves of this alignment through campus?	Yes, LRT operations have been analyzed around the curves. At Morningside and Ellesmere, NMT and Ellesmere, Morningside and NMT, turns are signalized and LRVs will get their dedicated running phase. The minimum LRT curve radius is 30 m to help the LRVs to make the turns efficiently.	1			

4	Adelia Yamasaki / IBI (Margaret Parkhill)	Option 2 - Morningside intersection	8	<p>The 30% preliminary design for DSBRT allocates the stop on far-side configuration with DRT and TTC buses using a dedicated centre-median guideway. This design was informed by the following:</p> <ul style="list-style-type: none"> - The intersection between Morningside and Ellesmere has high traffic and pedestrian movement, therefore, dedicated centre-median lane would improve safety for pedestrians and average speeds for DSBRT - Complexity on turning movements would be better accommodated with DSBRT buses running on the centre-median - Far-side stop configuration would also improve customer experience (service reliability and DSBRT travel time) - With the current draft service plan, it is expected that DRT will run 21 buses/hour, and TTC would run a minimum of 22 buses/hour at Morningside. A dedicated lane would provide better conditions to improve speeds of bus services <p>Comments:</p> <ol style="list-style-type: none"> 1. Can you please share the traffic modelling findings for this intersection? 2. According to the ridership forecast for EELRT, there are significant transfer volumes between DSBRT and EELRT - this would likely impact traffic signal timing to account for all the pedestrian movements at this intersection (transfer between transit services, and pedestrians coming from/going to Centennial college). In addition to that, there are implications on traffic signal due to EELRT turning. Can you please share any findings on travel time impacts (or average speeds impacts) for the DSBRT and EELRT service? We would also be interested if this analysis was performed during the options development for the EELRT alignment in the UTSC area. 3. What's TTC's position for this proposal? Would TTC service plan be reviewed to account for a mixed-traffic condition at Morningside? 4. Further analysis is required to assess if there is sufficient space to accommodate pedestrian circulation and customers waiting for buses. There could be property 	<ol style="list-style-type: none"> 1. A transportation and traffic analysis report will be completed to document impacts to traffic operations and proposed mitigations. It is currently under development and will be included in the Environmental Project Report, to be shared with project stakeholders such as DSBRT. 2. Noted. The transportation and traffic analysis is currently in progress and will be included in the Environmental Project Report for circulation with project stakeholders. 3. One of the guiding principles for this shared corridor is the prioritization of the LRT due to its capacity. TTC is in support of prioritizing the LRT. 4. Noted. The EELRT project will accommodate DSBRT platforms and sidewalks to facilitate pedestrian circulation. Property requirements will be confirmed as part of 10% design. 	1			
5	Margaret Parkhill	Morningside	8	<p>At Morningside:</p> <ul style="list-style-type: none"> - Will there be a dedicated westbound and/or eastbound right-turn lane? - What do the north and south legs of the intersection look like? - How will crosswalks be accommodated? 	<ol style="list-style-type: none"> 1. No WB right turn lane is proposed on Ellesmere/Morningside. EB RT lane is also not assumed at this intersection. 2. South leg will have a centre-median LRT platform, with 1 travel lane per direction and a NB LT lane. North leg will have a median LRT guideway shadow, 2 travel lanes per direction, and SB LT lane. 3. There will be crosswalks and crossrides on all legs of the intersection. 	1			
6	Margaret Parkhill	Morningside and New Military Trail	8 & 12	Has the EELRT team updated the traffic analysis for the signalized intersections of Ellesmere/Morningside and Ellesmere/New Military Trail? The previous LRT EA completed Vissim modelling of one or perhaps both intersections. The DSBRT project did not update the analysis as the EELRT design was in flux and we based the analysis on the previous EELRT EPR.	The EELRT microsimulation analysis will be updated, especially to reflect the alignment, configuration, and operational changes for the LRT and BRT along	3			

7	Margaret Parkhill	Morningside and Conlins	8 & 13	<p>The DSBRT preliminary design assumed a centre-median stop at Ellesmere/Morningside and at Ellesmere/Conlins, with BRT operating with all buses in the curb lane. It sounds like more work is needed by the City:</p> <p>0- The transition for westbound buses from a nearside curb stop to a centre-median lane, and if bus operators can safely complete this manoeuvre between Morningside and Mornelle. Not just DSBRT (DRT PULSE) and TTC routes</p> <p>- The transition for eastbound buses from the curb lane to centre-median lanes would start at the Conlins signal. What happens to the BRT stop at Conlins? Why can't the centre-median bus lanes be developed west of Conlins as idenitifed for DSBRT?</p> <p>- Is the EELRT team aware of the road diet proposed through the DSBRT project east of Conlins?</p>	<p>1. Per the meeting on June 9, TTC noted that, based on DSBRT design near Scarborough Golf Club, a 200 m transition has shown to be sufficient. Mornelle Ct being signalized would help with the transition. WB buses many need a longer taper. Distance between Morningside and Mornelle is about 160 m. If needed, transit signal priority measures can be applied at the Mornelle Ct intersection to facilitate the transition, as per example in York VIVA Hwy 7 and Courtyard Ln.</p> <p>2. We don't have any objections to using DSBRT's proposed concept design at Ellesmere/Conlins. Our recommendation to locate the DSBRT stop east of Conlins was based on reducing property requirements along Ellesmere and that BRT transition can be accomodated at the intersection. Please note that east of NMT, there will be a shadow of the median LRT guideway. The</p>	1	See comments 2 and 31 from Workshop #2		
8	Adelia Yamasaki / Wilson Taveira	Option 2 - Military Trail intersection	10	<p>The lane configuration and stop location developed in the 30% preliminary design of DSBRT proposes the following:</p> <p>- Bus circulation on mixed-traffic near the Military Trail due to limited right-of-way width and other physical constraints in this area (property, watermain, slopes, grades)</p> <p>- Stops were allocated to account for current location of Military Trail, should the realignment of the Military Trail happens after the DSBRT project is implemented (or not happen). Stops are not overlapping with existing watermain.</p> <p>Comments:</p> <p>1. The proposed EELRT design requires further widening (sidewalk-to-sidewalk), the DSBRT eastbound stop need to be relocated to not overlap with watermain. If relocation of watermain is not feasible, and any construcion above the watermain is not allowed, the DSBRT stop should meet those requirements.</p> <p>2. The EELRT EB/NB stop is allocated on Military Trail. What are the transfer volumes between DSBRT (westbound) and EELRT (northbound)? How are customer experience factors being accounted for the volumes forecasted?</p> <p>3. What are the measures being considered to address the high volume of people crossing in this area? Would a wider sidewalk be recommended for Military Trail as well?</p>	<p>1. Noted. The DSBRT stop should be located so as to avoid impacts to the watermain and other constraints in the immediate area.</p> <p>2. Please note that the EELRT EB/NB stop has been relocated (along with the WB/SB stop) to New Military Trail to better integrate with the UTSC campus and limit traffic impacts on Ellesmere. Transfer volumes were derived from the City's macromodel and are 845 (DSBRT WB to EELRT NB). Further investigations of the customer experience to be completed in future phases of the project.</p> <p>3. Wider sidewalks are being proposed for NMT whereas UTSC has plans to pedestrianize Miltiary Trail.</p>				
9	Adelia Yamasaki	DSBRT PDBC	15	<p>The DSBRT has a 30% preliminary design already approved by a TPAP. That design will be used for the PDBC, therefore, will not change for this phase of the project. The PDBC will note that the next phase of the project requires coordination with the City of Toronto, should the EELRT project advance.</p>	<p>Comment noted. The EELRT project team looks forward to continue discussions and coordination with DSBRT in future phases as both project advance.</p>	3			

10	Nasim Bozorgmehr / Adelia Yamasaki	EELRT Ridership Demand	17	What is the rationale behind suggesting that the LRT should be prioritized?	LRT can provide higher capacities to serve growth and demand and serve more transit users in the future. The City's model has indicated that 7 in 10 transit riders are projected to access the UTSC campus via LRT. This is why the TTC and the City recommend prioritizing the LRT in this area.	3	Note both the EELRT and DSBRT services are integral components of the same network. It's essential for them to operate in harmony and complement each other effectively. We are hoping that the transportation and traffic analysis report will provide valuable insights into the impacts on DSBRT service levels, travel time, and operational feasibility. These findings will be instrumental in making informed decisions to ensure the effective functioning of both services.		
11	Nasim Bozorgmehr / Bianca Whiffen	Guiding Principles	26	It is important that all transit - and in particular rapid transit, including the DSBRT - is prioritized in this segment. Both the EELRT and DSBRT services are part of the same network and will need to work in tandem with one another. What design solution best serves the transit customer travelling to UTSC but also travelling east and west on Ellesmere? The EELRT design should not unduly impact the DSBRT service levels or travel time and should demonstrate operational feasibility. The design of the EELRT should be outcome-oriented with solutions that prioritize all forms of transit and that ensures reliable and frequent service.	Comment noted. As mentioned above, the City's model has indicated that 7 in 10 transit riders are projected to access the UTSC campus via LRT. This is another reason why the TTC and the City are prioritizing the LRT in this area. The transportation and traffic analysis report, currently under development, will document impacts to traffic and proposed mitigations to ensure operations of both transit systems are optimized.	1	Looking forward to the transportation and traffic analysis report. Please share which options are considered to be evaluated in advance of the model runs.		
12	Joseph Ehrlich	Option 1 - DSBRT and EELRT sharing dedicated centre-median	29	CBTC is technology usually applied to subway systems for minimizing headways or applied to automated systems. Can CoT and TTC confirm the EELRT will be using this technology?	The specific communications technology has yet to be determined. At this stage in design, the EELRT is not precluding CBTC. The communications technology will be confirmed in future phases of design.	3	See comment 15 from Workshop #2		
13	Kristin Olson	Operational feasibility		Further exploration of the operational feasibility of DSBRT and EELRT sharing the same lane should be explored, with due diligence undertaken to ensure the EELRT proposed design accommodates and prioritizes transit.	There are fatal flaws associated with buses sharing the same lane as EELRT, as indicated in the previous meeting and we are happy to further elaborate at the next discussion for greater clarity. The proposed EELRT design/cross section for Ellesmere will accommodate and attempt to optimize all forms of transit with priority given to the highest order of transit.	2			

14	Adelia Yamasaki	Operational impacts	All	Please elaborate on what would be the impacts for passengers due to the interface between DSBRT and EELRT in this segment (travel time savings / average speeds). Please be mindful that the PDBC service plan is anticipating 21 buses/h for DSBRT on the peak hour and, in addition to that, there are several TTC buses running along this segment.					
15	Wilson Taveira	Buses are not compatible with LRT CBTC system	5	How does a CBTC (communications-based train control) interface with whatever communications systems DRT/TTC buses would be using? Would need HDR to elaborate further on this for our understanding. Is this suggesting that the trains and buses can't communicate to each other so spacing headways can't be coordinated - if so, then why can't it be overcome with technology? Please check with DRT on their thoughts about it					
16	Wilson Taveira	Bidirectional LRT operations limited to a shared guideway (reverse-traffic LRVs would conflict with right-hand running buses)	5	Is the EELRT proposing bi-directional LRT travel through this stretch? Are South-West-South LRVs along NMT, Ellesmere, and Morningside respectively, planning on travelling on the right-hand side of the road? This is the only scenario where conflict with the BRT business would occur. Further explanation on this required.					
17	Wilson Taveira	Conflicts with LRV left turn and buses at Ellesmere/NMT and Ellesmere/Morningside	5	What exactly is conflicting? Buses in a shared guideway would follow the transit signals the same way an LRT would and would not prohibit left turning movements. Is this suggesting that a bus sitting in a shared guideway at these intersections ahead of an LRV would prohibit that LRV from utilizing the left turn transit priority phase? Ahead, further clarification would be useful here as the comment isn't clear.					
18	Nasim Bozorgmehr and Adelia Yamasaki	Guiding Principles	7	Agreed with number 1, if it refers to local buses, not BRT. Please add a principle to protect DSBRT's service level, travel time and operational feasibility. Please include an overall principle that speaks for "providing the high and best use design proposal that will optimize movement of people in this segment", which also means "best use of space by moving the highest volume of people", but also means "beneficial for both EELRT and DSBRT". We understand there will be compromises but EELRT and DSBRT impacts should be distributed as equally as possible.					
19	Nasim Bozorgmehr	Policy Support for Prioritizing the Highest Order Transit	8	Agreed with the policies listed. None would suggest prioritization of LRT over BRT as they are both considered rapid/higher order transit.					
20	Joseph Ehrlich	DSBRT-EELRT Shared Segment	11	Has the City considered running the EELRT along the northern curb? Besides the EELRT running in the centre-median, have any other options been considered?					
21	Adelia Yamasaki	Proposed design concept	11 to 19	Please provide rationale on key drivers for the proposed design (constraints, opportunities - not only for the LRT guideway, but for accommodating the DSBRT)					
22	Adelia Yamasaki	Proposed design concept	11 to 19	The proposed design should optimize operations for both transit corridors (i.e. avoid penalizing one over the other). Solutions such as far-side bus stops, queue jumps or other intersection design solutions should be explored, alongside with transit signal priority.					
23	Margaret Parkhill	DSBRT-EELRT Shared Segment	11	The EELRT ROW extents are wider than shown in DSBRT TPAP. Since this change is being driven by the EELRT project, confirm that the EELRT will assess the impacts of this change, document the appropriate mitigation measures. The goal should be to ensure DSBRT can proceed to detail design without an EPR addendum for this change, as the EELRT project will provide the necessary analysis and documentation.					
24	Andrea Mikkila and Tommy Wong	Proposed transition design - Mornelle to Morningside	12	We think considerations need to be taken to ensure that the transition segment has adequate setup to allow for buses to safely and effectively weave between the curb and median lanes. Please check with DR/DRT to confirm that the 200m lane change through the intersection is a safe maneuver and is sufficient distance to make this lane changes from curb-lane to centre-median lane.					
25	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	The signal at Mornelle Court is out of EELRT scope. However, in a scenario where the EELRT is constructed prior to DSBRT on Ellesmere, the EELRT should signalize this intersection to facilitate pedestrian and vehicle access to the Mornelle Court residents.					
26	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	Does this design account for the active development application at the North-East corner of Mornelle and Ellesmere?					

27	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	The length of mixed traffic operation is less concerning than the number of intersections through which buses will be stuck in mixed traffic. These numbers are interesting but do not quantify the delay that will be experienced by DSBRT and TTC local routes operating in the curb lane. We look forward to the traffic analysis including delay and queue length information.					
28	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	DSBRT proposed a MUP on the south side. Note indicates MUP on the north side?					
29	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	Has the EELRT considered safety and operational considerations of nearside bus stops in a shared thru/right travel lane and heavy right-turning volumes?					
30	Margaret Parkhill	DSBRT - proposed design at New Military Trail	14	Point of clarification - the DSBRT design was based on the previous EELRT preliminary design.					
31	Andrea Mikkila and Tommy Wong	Proposed transition design - NMT to Conlins	16	Same comment as 24 (aka row 3)					
32	Margaret Parkhill	Proposed transition design - NMT to Conlins	16 to 19	These slides present two options for the design at Conlins. Which option is recommended by the EELRT team? How and where will this change to DSBRT be documented?					
33	Tommy Wong	Traffic Analysis - BAU Scenario	13 to 19	Do you have a future business-as-usual scenario in your traffic analysis? Will you be including the DSBRT (as currently proposed by MX) in the business-as-usual scenario? If not, how will the team assess the interactions and mutual impacts between EELRT and DSBRT? For the purpose of this traffic analysis, we think there should be a base case that includes the DSBRT as currently proposed by MX, with no EELRT proposed on Ellesmere.					
34	Tommy Wong	Traffic Analysis - Scenarios for Evaluation	14 to 19	It would be beneficial to conduct traffic analyses for different possible combination and configuration options of both projects along the shared segment to see how the BRT and LRT will interact along the segment. Please share your proposed scenarios for evaluation before the City initiate this analysis, to make sure City and MX are on the same page.					

Meeting Minutes

Project:	EELRT 10% Design and TPAP	
Subject:	DSBRT Coordination Meeting #2	
Date:	Tuesday, February 07, 2023	
Attendees:	David Brutto, TE (EELRT PM) Adam Saddo, TE Stella Gustavson, City Planning Michael Robinson, Transportation Services Eric Chu, TTC Dominic Ho, TTC Aaron Shantz, TTC	Kristin Olsen, Metrolinx Adelia Yamasaki, Metrolinx Tyrone Gan, HDR Nick Shaw, HDR
Copies to:	Edna Cuvin, TE Rob Moffat, TTC	Paul Kulig, Perkins & Will

	Topic	Action By
1	Introductions and Project Schedule <ul style="list-style-type: none"> No actions 	
2	City updates on EELRT <ul style="list-style-type: none"> HDR provides an overview of the UTSC evaluation, emerging preferred option 2, and considerations for the next 10% design phase Notably significant finding projected 7/10 transit passengers using EELRT to access the University The EELRT is intending to initiate TPAP second half of 2023 and public meeting anticipated in April The bus terminal design has not been advanced as part of the EELRT 10% Design and TPAP; it is out of scope EELRT project team is currently focused to ROW public realm design 	
3	Metrolinx updates on DSBRT <ul style="list-style-type: none"> PDBC is in progress, aiming to confirm investment options over the next four weeks PDBC intended to evaluate phasing alternatives and not alter the ultimate design approved through TPAP MX to share PDBC investment/phasing options with EELRT project team (target week of March 6) Agreement that synergies between the two projects may be able to reduce net costs, improve the business case for each MX would like to confirm the operational and safety implications of sharing the guideway. TE and HDR noted this will be looked at within the limitations of the TPAP impact assessment but requires further clarity on DSBRT assumptions from MX. MX noted a safety audit of the DSBRT median design alternatives is intended to be pursued in the DSBRT detail design phase 	<p>MX</p> <p>COT /MX</p>



4 Next Steps

- TE and MX agreed to explore discussions on cost sharing for the common Ellesmere segment in future
- TE to submit RFI to MX with list of DSBRT assumptions requiring MX confirmation COT
- CP/TE to share transfer volume projections and background network forecast assumptions, including for model run not assuming Line 4 extension COT
- COT/TTC to confirm status of UTSC bus terminal design and implementation COT/TTC
- TE to share assumptions and inputs to planned traffic and operations impacts assessment for TPAP EPR COT

Nahed, Karim

From: Jack Phelan <Jack.Phelan@durham.ca>
Sent: Tuesday, September 19, 2023 8:02 AM
To: Adelia Yamasaki; David Brutto
Cc: Margaret Parkhill; Edna Cuvin; Michael Robinson (TRA); Andres Jarrin; Champa Maduranayagam; Allan Abrogena; Stella Gustavson; Riad Rahman; Steve Turco; Monika Nasterska; Michael Hain; Ho, Dominic; Robert.Moffat@ttc.ca; Anhara, Mahia; Nahed, Karim; Gong, Hansen; Gan, Tyrone; Ann Marie Chung; Sahar Tolami; Bianca Whiffen; Nasim Bozorgmehr; Wilson Taveira; Matthew Coelho; David Dunn; Adam Saddo; Andrea Mikkila
Subject: RE: DSBRT/EELRT Coordination Meeting #2

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Hi David

Sorry for the delay. First, thanks, it was an informative session. I just wanted to put some of our comments down on "paper" though they're largely the same comments we made in the meeting.

- Along the shared corridor in general, but at intersections most importantly, transit priority worthy of a BRT corridor is important. As I understand it, it was not the intention of the DSBRT designs to say that no DSBRT priority was desired through this area; the gap in the DSBRT dedicated lanes only reflected the need to coordinate with EELRT design.
- In principle the transitions proposed for median-to-curbside are fine but will need to be evaluated at a higher level of design to ensure sufficient distance is available to safely make the transitions and to minimize delay.

From: Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>
Sent: September 15, 2023 2:13 PM
To: David Brutto <David.Brutto@toronto.ca>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Andres Jarrin <Andres.Jarrin@toronto.ca>; Champa Maduranayagam <Champa.Maduranayagam@toronto.ca>; Allan Abrogena <Allan.Abrogena@toronto.ca>; Stella Gustavson <Stella.Gustavson@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Monika Nasterska <Monika.Nasterska@toronto.ca>; Michael Hain <Michael.Hain@toronto.ca>; Ho, Dominic <Dominic.Ho@ttc.ca>; Robert.Moffat@ttc.ca; Anhara, Mahia <Mahia.Anhara@hdrinc.com>; Nahed, Karim <Karim.Nahed@hdrinc.com>; Gong, Hansen <Hansen.Gong@hdrinc.com>; Tyrone Gan <Tyrone.Gan@hdrinc.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; Sahar Tolami <Sahar.Tolami@metrolinx.com>; Bianca Whiffen <Bianca.Whiffen@metrolinx.com>; Nasim Bozorgmehr <Nasim.Bozorgmehr@metrolinx.com>; Wilson Taveira <Wilson.Taveira@metrolinx.com>; Matthew Coelho <Matthew.Coelho@metrolinx.com>; Jack Phelan <Jack.Phelan@durham.ca>; David Dunn <David.Dunn@Durham.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Andrea Mikkila <Andrea.Mikkila@metrolinx.com>
Subject: RE: DSBRT/EELRT Coordination Meeting #2

Hi David and team,

Thanks for the presentation on the advancement of the EELRT design around UTSC. Please find attached the comments from Metrolinx.

You will notice some comments are suggestions or questions that require confirmation from DRT / Durham Region, so we kindly ask you to coordinate directly with them for their comments (if you haven't already done so), since the attached reflects only Metrolinx.

Thank you and we look forward to continue collaborating on this file.

Have a great weekend!

Adélia

-----Original Appointment-----

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: August 15, 2023 5:47 PM

To: Adam Saddo; David Brutto; Edna Cuvin; Michael Robinson (TRA); Andres Jarrin; Champa Maduranayagam; Allan Abrogena; Stella Gustavson; Riad Rahman; Steve Turco; Monika Nasterska; Michael Hain; Ho, Dominic; Robert.Moffat@ttc.ca; Anhara, Mahia; Nahed, Karim; Gong, Hansen; Tyrone Gan; Adelia Yamasaki; Ann Marie Chung; Sahar Tolami; Bianca Whiffen; Nasim Bozorgmehr; Wilson Taveira; Matthew Coelho; Jack Phelan; David Dunn

Cc: Margaret Parkhill

Subject: DSBRT/EELRT Coordination Meeting #2

When: August 31, 2023 3:00 PM-4:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: WebEx

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Hi All,

Please find the meeting invitation to continue the discussion around the DSBRT/EELRT Coordination along Ellesmere Rd. I have attached the minutes and presentation from our last meeting on June 9th 2023.

Kindly note that materials for this meeting will be provided in advance of the discussion.

Thanks,

Adam Saddo

Project Coordinator

City of Toronto - Transit Expansion Division

Cell: (437-218-6157)



Adam Saddo invites you to an online meeting using WebEx.

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EELRT Comment Tracker					* Actions: 1 = Will comply 2 = Discuss, clarification required 3 = No new action		** Status: O = Open, not resolved P = Pending, to be confirmed C = Closed, confirmed complete		
Contract Name: EELRT 10% Design and TPAP Transmittal Ref: N/A August 31, 2023 - EELRT - Meeting Ref: DSBRT Ellesmere Shared Segment Workshop #2					Document Name 2023-08-31_EELRT -DSBRT Ellesmere Shared Segment Workshop 2_Presentation Distribution Date: Contract Name: EELRT 10% Design and TPAP		Comment Date In: 15-Sep-23 Response Date Out: 15-Nov-23		Follow-up Comment Date In: Follow-up Response Date Out: <date> <date>
Item No.	Reviewer	Description	Part, Chapter, Sec, Subsec, page, DWG#	Comment	Response	Action 1 / 2 / 3*	Follow-up Comment	Follow-up Response	Status O / P / C**
Workshop #1									
1	Ann Marie Chung	Stakeholder engagement	All	The interface between EELRT and DSBRT impacts DRT and Durham Region. Both project partners should be included in this discussion. Please share the materials with DRT and Durham Region, and include them as stakeholders for these works moving forward.	DT and Durham Region to be included in next meeting and coordination. Please confirm relevant staff we should be inviting.	2	Metrolinx provided contact for David Dunn (Durham Region) and Jack Phelan (DRT)		C
2	Margaret Parkhill	Option 1 and Option 2	All	The DSBRT 30% Preliminary Design allocates a 4m multi-use path on the south side. With the ROW needs for the EELRT, the MUP would likely result in property requirements. How would the MUP (or active transportation infrastructure) be allocated in the EELRT 10% design?	The public realm configuration and property requirements on the south side of Ellesmere is being determined through the 10% design. The goal is to have separated sidewalk and cycle tracks along this stretch.	1	See comment 27 from Workshop #2	Noted. See responses to related Workshop 2 comments.	
3	Margaret Parkhill	LRT Speeds Around Turns/Curves	All	Has the EELRT team considered the LRT operations around the various curves of this alignment through campus?	Yes, LRT operations have been analyzed around the curves. At Morningside and Ellesmere, NMT and Ellesmere, Morningside and NMT, turns are signalized and LRVs will get their dedicated running phase. The minimum LRT curve radius is 30 m to help the LRVs to make the turns efficiently.	1			
4	Adelia Yamasaki / IBI (Margaret Parkhill)	Option 2 - Morningside intersection	8	<p>The 30% preliminary design for DSBRT allocates the stop on far-side configuration with DRT and TTC buses using a dedicated centre-median guideway. This design was informed by the following:</p> <ul style="list-style-type: none">- The intersection between Morningside and Ellesmere has high traffic and pedestrian movement, therefore, dedicated centre-median lane would improve safety for pedestrians and average speeds for DSBRT- Complexity on turning movements would be better accommodated with DSBRT buses running on the centre-median- Far-side stop configuration would also improve customer experience (service reliability and DSBRT travel time)- With the current draft service plan, it is expected that DRT will run 21 buses/hour, and TTC would run a minimum of 22 buses/hour at Morningside. A dedicated lane would provide better conditions to improve speeds of bus services <p>Comments:</p> <ol style="list-style-type: none">1. Can you please share the traffic modelling findings for this intersection?2. According to the ridership forecast for EELRT, there are significant transfer volumes between DSBRT and EELRT - this would likely impact traffic signal timing to account for all the pedestrian movements at this intersection (transfer between transit services, and pedestrians coming from/going to Centennial college). In addition to that, there are implications on traffic signal due to EELRT turning. Can you please share any findings on travel time impacts (or average speeds impacts) for the DSBRT and EELRT service? We would also be interested if this analysis was performed during the options development for the EELRT alignment in the UTSC area.3. What's TTC's position for this proposal? Would TTC service plan be reviewed to account for a mixed-traffic condition at Morningside?4. Further analysis is required to assess if there is sufficient space to accommodate pedestrian circulation and customers waiting for buses. There could be property	<ol style="list-style-type: none">1. A transportation and traffic analysis report will be completed to document impacts to traffic operations and proposed mitigations. It is currently under development and will be included in the Environmental Project Report, to be shared with project stakeholders such as DSBRT.2. Noted. The transportation and traffic analysis is currently in progress and will be included in the Environmental Project Report for circulation with project stakeholders.3. One of the guiding principles for this shared corridor is the prioritization of the LRT due to its capacity. TTC is in support of prioritizing the LRT.4. Noted. The EELRT project will accommodate DSBRT platforms and sidewalks to facilitate pedestrian circulation. Property requirements will be confirmed as part of 10% design.	1			
5	Margaret Parkhill	Morningside	8	<p>At Morningside:</p> <ul style="list-style-type: none">- Will there be a dedicated westbound and/or eastbound right-turn lane?- What do the north and south legs of the intersection look like?- How will crosswalks be accommodated?	<ol style="list-style-type: none">1. No WB right turn lane is proposed on Ellesmere/Morningside. EB RT lane is also not assumed at this intersection.2. South leg will have a centre-median LRT platform, with 1 travel lane per direction and a NB LT lane. North leg will have a median LRT guideway shadow, 2 travel lanes per direction, and SB LT lane.3. There will be crosswalks and crossrides on all legs of the intersection.	1			

EELRT Comment Tracker				* Actions: 1 = Will comply 2 = Discuss, clarification required 3 = No new action		** Status: O = Open, not resolved P = Pending, to be confirmed C = Closed, confirmed complete			
Contract Name: EELRT 10% Design and TPAP Transmittal Ref: N/A August 31, 2023 - EELRT - Meeting Ref: DSBRT Ellesmere Shared Segment Workshop #2				Document Name: 2023-08-31_EELRT -DSBRT Ellesmere Shared Segment Workshop 2_Presentation Distribution Date: Contract Name: EELRT 10% Design and TPAP		Comment Date In: 15-Sep-23 Response Date Out: 15-Nov-23		Follow-up Comment Date In: <date> Follow-up Response Date Out: <date>	
Item No.	Reviewer	Description	Part, Chapter, Sec, Subsec, page, DWG#	Comment	Response	Action 1 / 2 / 3*	Follow-up Comment	Follow-up Response	Status O / P / C**
6	Margaret Parkhill	Morningside and New Military Trail	8 & 12	Has the EELRT team updated the traffic analysis for the signalized intersections of Ellesmere/Morningside and Ellesmere/New Military Trail? The previous LRT EA completed Vissim modelling of one or perhaps both intersections. The DSBRT project did not update the analysis as the EELRT design was in flux and we based the analysis on the previous EELRT DPR	The EELRT microsimulation analysis will be updated, especially to reflect the alignment, configuration, and operational changes for the LRT and BRT along Ellesmere.	3			
7	Margaret Parkhill	Morningside and Conlins	8 & 13	The DSBRT preliminary design assumed a centre-median stop at Ellesmere/Morningside and at Ellesmere/Conlins, with BRT operating with all buses in the curb lane. It sounds like more work is needed by the City: 0- The transition for westbound buses from a nearside curb stop to a centre-median lane, and if bus operators can safely complete this manoeuvre between Morningside and Mornelle. Not just DSBRT (DRT PULSE) and TTC routes - The transition for eastbound buses from the curb lane to centre-median lanes would start at the Conlins signal. What happens to the BRT stop at Conlins? Why can't the centre-median bus lanes be developed west of Conlins as identified for DSBRT? - Is the EELRT team aware of the road diet proposed through the DSBRT project east of Conlins?	1. Per the meeting on June 9, TTC noted that, based on DSBRT design near Scarborough Golf Club, a 200 m transition has shown to be sufficient. Mornelle Ct being signalized would help with the transition. WB buses many need a longer taper. Distance between Morningside and Mornelle is about 160 m. If needed, transit signal priority measures can be applied at the Mornelle Ct intersection to facilitate the transition, as per example in York VIVA Hwy 7 and Courtyard Ln. 2. We don't have any objections to using DSBRT's proposed concept design at Ellesmere/Conlins. Our recommendation to locate the DSBRT stop east of Conlins was based on reducing property requirements along Ellesmere and that BRT transition can be accommodated at the intersection. Please note that east of NMT, there will be a shadow of the median LRT guideway. The shadow will be partly used to accommodate EB LT lane. 3. The project team is aware that east of Conlins, lane reductions are planned, resulting in one vehicle travel lane in each direction.	1	See comments 2 and 31 from Workshop #2	See responses to related Workshop 2 comments.	
8	Adelia Yamasaki / Wilson Taveira	Option 2 - Military Trail intersection	10	The lane configuration and stop location developed in the 30% preliminary design of DSBRT proposes the following: - Bus circulation on mixed-traffic near the Military Trail due to limited right-of-way width and other physical constraints in this area (property, watermain, slopes, grades) - Stops were allocated to account for current location of Military Trail, should the realignment of the Military Trail happens after the DSBRT project is implemented (or not happen). Stops are not overlapping with existing watermain. Comments: 1. The proposed EELRT design requires further widening (sidewalk-to-sidewalk), the DSBRT eastbound stop need to be relocated to not overlap with watermain. If relocation of watermain is not feasible, and any construction above the watermain is not allowed, the DSBRT stop should meet those requirements. 2. The EELRT EB/NB stop is allocated on Military Trail. What are the transfer volumes between DSBRT (westbound) and EELRT (northbound)? How are customer experience factors being accounted for the volumes forecasted? 3. What are the measures being considered to address the high volume of people crossing in this area? Would a wider sidewalk be recommended for Military Trail as well?	1. Noted. The DSBRT stop should be located so as to avoid impacts to the watermain and other constraints in the immediate area. 2. Please note that the EELRT EB/NB stop has been relocated (along with the WB/SB stop) to New Military Trail to better integrate with the UTSC campus and limit traffic impacts on Ellesmere. Transfer volumes were derived from the City's macromodel and are 845 (DSBRT WB to EELRT NB). Further investigations of the customer experience to be completed in future phases of the project. 3. Wider sidewalks are being proposed for NMT whereas UTSC has plans to pedestrianize Military Trail.				
9	Adelia Yamasaki	DSBRT PDBC	15	The DSBRT has a 30% preliminary design already approved by a TPAP. That design will be used for the PDBC, therefore, will not change for this phase of the project. The PDBC will note that the next phase of the project requires coordination with the City of Toronto, should the EELRT project advance.	Comment noted. The EELRT project team looks forward to continue discussions and coordination with DSBRT in future phases as both project advance.	3			

EELRT Comment Tracker				* Actions: 1 = Will comply 2 = Discuss, clarification required 3 = No new action		** Status: O = Open, not resolved P = Pending, to be confirmed C = Closed, confirmed complete			
Contract Name: EELRT 10% Design and TPAP Transmittal Ref: N/A August 31, 2023 - EELRT - Meeting Ref: DSBRT Ellesmere Shared Segment Workshop #2				Document Name 2023-08-31_EELRT -DSBRT Ellesmere Shared Segment Workshop 2_Presentation Distribution Date: Contract Name: EELRT 10% Design and TPAP		Comment Date In: 15-Sep-23 Response Date Out: 15-Nov-23		Follow-up Comment Date In: Follow-up Response Date Out: <date> <date>	
Item No.	Reviewer	Description	Part, Chapter, Sec, Subsec, page, DWG#	Comment	Response	Action 1 / 2 / 3*	Follow-up Comment	Follow-up Response	Status O / P / C**
10	Nasim Bozorgmehr / Adelia Yamasaki	EELRT Ridership Demand	17	What is the rationale behind suggesting that the LRT should be prioritized?	LRT can provide higher capacities to serve growth and demand and serve more transit users in the future. The City's model has indicated that 7 in 10 transit riders are projected to access the UTSC campus via LRT. This is why the TTC and the City recommend prioritizing the LRT in this area.	3	Note both the EELRT and DSBRT services are integral components of the same network. It's essential for them to operate in harmony and complement each other effectively. We are hoping that the transportation and traffic analysis report will provide valuable insights into the impacts on DSBRT service levels, travel time, and operational feasibility. These findings will be instrumental in making informed decisions to ensure the effective functioning of both services.	Noted. We agree with you.	
11	Nasim Bozorgmehr / Bianca Whiffen	Guiding Principles	26	It is important that all transit - and in particular rapid transit, including the DSBRT - is prioritized in this segment. Both the EELRT and DSBRT services are part of the same network and will need to work in tandem with one another. What design solution best serves the transit customer travelling to UTSC but also travelling east and west on Ellesmere? The EELRT design should not unduly impact the DSBRT service levels or travel time and should demonstrate operational feasibility. The design of the EELRT should be outcome-oriented with solutions that prioritize all forms of transit and that ensures reliable and frequent service.	Comment noted. As mentioned above, the City's model has indicated that 7 in 10 transit riders are projected to access the UTSC campus via LRT. This is another reason why the TTC and the City are prioritizing the LRT in this area. The transportation and traffic analysis report, currently under development, will document impacts to traffic and proposed mitigations to ensure operations of both transit systems are optimized.	1	Looking forward to the transportation and traffic analysis report. Please share which options are considered to be evaluated in advance of the model runs.	Will do.	
12	Joseph Ehrlich	Option 1 - DSBRT and EELRT sharing dedicated centre-median	29	CBTC is technology usually applied to subway systems for minimizing headways or applied to automated systems. Can CoT and TTC confirm the EELRT will be using this technology?	The specific communications technology has yet to be determined. At this stage in design, the EELRT is not precluding CBTC. The communications technology will be confirmed in future phases of design.	3	See comment 15 from Workshop #2	See response to related Workshop 2 comment.	
13	Kristin Olson	Operational feasibility		Further exploration of the operational feasibility of DSBRT and EELRT sharing the same lane should be explored, with due diligence undertaken to ensure the EELRT proposed design accommodates and prioritizes transit.	There are fatal flaws associated with buses sharing the same lane as EELRT, as indicated in the previous meeting and we are happy to further elaborate at the next discussion for greater clarity. The proposed EELRT design/cross section for Ellesmere will accommodate and attempt to optimize all forms of transit with priority given to the highest order of transit.	2			
Workshop #2									
14	Adelia Yamasaki	Operational impacts	All	Please elaborate on what would be the impacts for passengers due to the interface between DSBRT and EELRT in this segment (travel time savings / average speeds). Please be mindful that the PDBC service plan is anticipating 21 buses/h for DSBRT on the peak hour and, in addition to that, there are several TTC buses running along this segment.	In terms of DSBRT general purpose lane, based on the expected travel time difference for the 300m segment between Military Trail and Morningside, the impact will be minor. In contrast, the requirement to allow all buses to operate on the centre ROW at the MT/Ellesmere intersection was a major feasibility issue for TTC.	3			
15	Wilson Taveira	Buses are not compatible with LRT CBTC system	5	How does a CBTC (communications-based train control) interface with whatever communications systems DRT/TTC buses would be using? Would need HDR to elaborate further on this for our understanding. Is this suggesting that the trains and buses can't communicate to each other so spacing headways can't be coordinated - if so, then why can't it be overcome with technology? Please check with DRT on their thoughts about it	Communications based train control would not interfere with bus signalling. The fatal flaw is related to the requirement for CBTC on any bus operating in the ROW (therefore every bus in TTC garages operating these routes) so not to conflict with LRV operations. This is a major expense for bus operators when the alternate is a curbside operations with low impact to travel time.	3			

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Item No.	Reviewer	Description	Part, Chapter, Sec, Subsec, page, DWG#	Comment	Response	Action 1 / 2 / 3*	Follow-up Comment	Follow-up Response	Status O / P / C**	
16	Wilson Taveira	Bidirectional LRT operations limited to a shared guideway (reverse-traffic LRVs would conflict with right-hand running buses)	5	Is the EELRT proposing bi-directional LRT travel through this stretch? Are South-West-South LRVs along NMT, Ellesmere, and Morningside respectively, planning on travelling on the right-hand side of the road? This is the only scenario where conflict with the BRT business would occur. Further explanation on this required.	Bi-directional LRT travel maybe necessary during emergency situations.	3				
17	Wilson Taveira	Conflicts with LRV left turn and buses at Ellesmere/NMT and Ellesmere/Morningside	5	What exactly is conflicting? Buses in a shared guideway would follow the transit signals the same way an LRT would and would not prohibit left turning movements. Is this suggesting that a bus sitting in a shared guideway at these intersections ahead of an LRV would prohibit that LRV from utilizing the left turn transit priority phase? Ahead, further clarification would be useful here as the comment isn't clear.	The conflict was raised by TTC because any buses that operate in the centre ROW would require Communications-based train control (CBTC) in order for the centre ROW signals to work, which was TTC identified as a fatal flaw for buses run in the centre. Therefore the City and TTC's position is to segregate the ROW of buses and LRT trains to avoid conflicts at NMT-Morningside segment. Other types of constraints include EW buses blocking turning LRT duirng transit phase, or insufficient storage space for LRT when buses are stopped between MT and Morningside.	3				
18	Nasim Bozorgmehr and Adelia Yamasaki	Guiding Principles	7	Agreed with number 1, if it refers to local buses, not BRT. Please add a principle to protect DSBRT's service level, travel time and opertional feasibility. Please include an overall principle that speaks for "providing the high and best use design proposal that will optimize movement of people in this segment", which also means "best use of space by moving the highest volume of people", but also means "beneficial for both EELRT and DSBRT". We understand there will be compromises but EELRT and DSBRT impacts should be distributed as equally as possible.	It is noted that based on the expected travel time difference for a 300 metre segment, impacts to bus operations will be minor. Recognizing shared goals in promoting and ensuring transit becomes as fast and reliable as possible, the City will work with Metrolinx through the EELRT TPAP and beyond to further explore cost effective and efficient measures to improve curbside bus operations through this segment. UTSC and the community will need to be consulted on the potential measures.	3				
19	Nasim Bozorgmehr	Policy Support for Prioritizing the Highest Order Transit	8	Agreed with the policies listed. None would suggest prioritization of LRT over BRT as they are both considered rapid/higher order transit.	Noted.	3				
20	Joseph Ehrlich	DSBRT-EELRT Shared Segment	11	Has the City considered running the EELRT along the northern curb? Besides the EELRT running in the centre-median, have any other options been considered?	It was considered but the option was dropped because of geometric constraints and conflicts with right turning vehicles.	3				
21	Adelia Yamasaki	Proposed design concept	11 to 19	Please provide rationale on key drivers for the proposed design (constraints, opportunities not only for the LRT guideway, but for accommodating the DSBRT)	The corridor is constrained by the existing Instructional Centre building at the NW corner of Military Trail/Ellesmere and an existing transmission watermain beneath the sidewalk on the south side of the ROW. Limited widening is possible beyond what is provided for the LRT guideway. DSBRT will be curb side running in mixed traffic. Additional measures could be explored to improve the performance of DSBRT through this segment such as dedicated bus bay or queue jump lanes.	3				
22	Adelia Yamasaki	Proposed design concept	11 to 19	The proposed design should optimize operations for both transit corridors (i.e. avoid penalizing one over the other). Solutions such as far-side bus stops, queue jumps or other intersection design solutions should be explored, alongside with transit signal priority.	Noted, further optimization will be investigated in future phases of design.	3				

EELRT Comment Tracker					* Actions: 1 = Will comply 2 = Discuss, clarification required 3 = No new action	** Status: O = Open, not resolved P = Pending, to be confirmed C = Closed, confirmed complete			
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			Contract Name: EELRT 10% Design and TPAP		Response Date Out: 15-Nov-23	Follow-up Response Date Out:	<date>		
Item No.	Reviewer	Description	Part, Chapter, Sec, Subsec, page, DWG#	Comment	Response	Action 1 / 2 / 3*	Follow-up Comment	Follow-up Response	Status O / P / C**
23	Margaret Parkhill	DSBRT-EELRT Shared Segment	11	The EELRT ROW extents are wider than shown in DSBRT TPAP. Since this change is being driven by the EELRT project, confirm that the EELRT will assess the impacts of this change, document the appropriate mitigation measures. The goal should be to ensure DSBRT can proceed to detail design without an EPR addendum for this change, as the EELRT project will provide the necessary analysis and documentation.	EELRT will document appropriate mitigation measures and future commitments in its EPR including the ROW required as a result of the LRT, its associated enhanced public realm, and accommodating curbside stops as shown on slides 11 and 13 for BRT. Further optimization can be investigated in future phases of design for both projects, subject to community and UTSC feedback. MX to advise City of timing for next steps for DSBRT design at which point further collaboration can occur. The impact to BRT is not expected to be significant as a result of the noted accommodations.	3			
24	Andrea Mikkila and Tommy Wong	Proposed transition design - Mornelle to Morningside	12	We think considerations need to be taken to ensure that the transition segment has adequate setup to allow for buses to safely and effectively weave between the curb and median lanes. Please check with DR/DRT to confirm that the 200m lane change through the intesection is a safe maneuver and is sufficient distance to make this lane changes from curb-lane to centre-median lane.	The transition point was shown in the proposed location to minimize the amount of change from the original proposed design. This is just one of the proposed concepts and there are other options that can be further studied in future such as moving the transition further west to provide a greater distance.	3			
25	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	The signal at Mornelle Court is out of EELRT scope. However, in a scenario where the EELRT is constructed prior to DSBRT on Ellesmere, the EELRT should signalize this intersection to facilitate pedestrian and vehicle access to the Mornelle Court residents.	Noted. The City will consider this as a future commitment based on the impact assessment and public consultation to occur during the EELRT TPAP.	2			
26	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	Does this design account for the active development application at the North-East corner of Mornelle and Ellesmere?	The conceptual design did not consider the proposed development. However, the design is intended to follow the original DSBRT curb lines closely by transitioning from the EELRT curb lines to the DSBRT proposed curb lines between Morningside and Mornelle. Future studies are required.	3			
27	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	The length of mixed traffic operation is less concerning than the number of intersections through which buses will be stuck in mixed traffic. These numbers are interesting but do not quantify the delay that will be experienced by DSBRT and TTC local routes operating in the curb lane. We look forward to the traffic analysis including delay and queue length information.	Noted.	3			
28	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	DSBRT proposed a MUP on the south side. Note indicates MUP on the north side?	EELRT is providing MUP on the north side and separated cycle track and sidewalk on the osuth side.	3			
29	Margaret Parkhill	Proposed transition design - Mornelle to Morningside	13	Has the EELRT considered safety and operational considerations of nearside bus stops in a shared thru/right travel lane and heavy right-turning volumes?	Due to the anticipated closely spaced stops at both Morningside and Mornelle, it only makes sense to use near side or far side stop at both locations. In terms of WBR auto traffic blocking DSBRT buses, the 2041 forecast WBR volumes is expected to remain less than 40 vph (similarly low in existing data), indicate low level of expected delays. In terms of safety, the City is expected to put in Leading Pedestrian Intervals throughout all City signals where feasible, which aims to address safety concerns for right-turn and pedestrian conflicts.	3			
30	Margaret Parkhill	DSBRT - proposed design at New Military Trail	14	Point of clarification - the DSBRT design was based on the previous EELRT preliminary design.	Noted.	3			
31	Andrea Mikkila and Tommy Wong	Proposed transition design - NMT to Conlins	16	Same comment as 24 (aka row 3)	Noted.	3			

EELRT Comment Tracker					* Actions: 1 = Will comply 2 = Discuss, clarification required 3 = No new action	** Status: O = Open, not resolved P = Pending, to be confirmed C = Closed, confirmed complete				
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Item No.	Reviewer	Description	Part, Chapter, Sec, Subsec, page, DWG#	Comment	Response	Action 1 / 2 / 3*	Follow-up Comment	Follow-up Response	Status O / P / C**	
32	Margaret Parkhill	Proposed transition design - NMT to Conlins	16 to 19	These slides present two options for the design at Conlins. Which option is recommended by the EELRT team? How and where will this change to DSBRT be documented?	Both transition options are outside the project limits for EELRT and so the two options presented are high level feasibility concepts. There are potentially additional factors and considerations that may not be known to the EELRT team to make a recommendation. The ultimate preference should be further evaluated by other stakeholders and involved parties.	3				
33	Tommy Wong	Traffic Analysis - BAU Scenario	13 to 19	Do you have a future business-as-usual scenario in your traffic analysis? Will you be including the DSBRT (as currently proposed by MX) in the business-as-usual scenario? If not, how will the team assess the interactions and mutual impacts between EELRT and DSBRT? For the purpose of this traffic analysis, we think thre should be a base case that includes the DSBRT as currently proposed by MX, with no EELRT proposed on Ellesmere.	The latest DSBRT configuration has not been included in the traffic modelling analysis. Existing bus routes were simulated (DRT Pulse and 295 York Mills Express end at UTSC) in the model created in 2018. The updated DSBRT configuration is expected to be analyzed in the next design phase.	3				
34	Tommy Wong	Traffic Analysis - Scenarios for Evaluation	14 to 19	It would be beneficial to conduct traffic analyses for different possible combination and configuration options of both projects along the shared segment to see how the BRT and LRT will interact along the segment. Please share your proposed scenarios for evaluation before the City initiate this analysis, to make sure City and MX are on the same page.	Additional traffic analysis of multiple scenarios is beyond the scope of the EELRT 10% design and TPAP and will be carried out as needed in future phases of design for both projects. The City/HDR will circulate the EPR chapter that outlines the results of the TIA, an opinion on the impact to the DSBRT (expected to be minor), and potential next steps/future commitments. Note that the EPR and current EELRT project scope entails an update to the existing traffic analysis previously established in 2019. The traffic work includes a geometric update to the EELRT corridor based on design changes on the alignment. However, elements that were not considered in the previous phase such as City-wide speed limit reductions, leading pedestrian intervals, and DSBRT designs on Ellesmere are deferred until the next phase of analysis.	2				

Nahed, Karim

From: David Brutto <David.Brutto@toronto.ca>
Sent: Thursday, November 16, 2023 4:44 PM
To: Adelia Yamasaki; 'Jack Phelan'; 'David Dunn'; Niko Barlas; 'Nathan Seah'
Cc: 'Margaret Parkhill'; Edna Cuvin; Michael Robinson (TRA); Andres Jarrin; Champa Maduranayagam; Allan Abrogena; Stella Gustavson; Riad Rahman; Steve Turco; Monika Nasterska; Michael Hain; 'Ho, Dominic'; 'Robert.Moffat@ttc.ca'; Anhara, Mahia; Nahed, Karim; Gong, Hansen; Gan, Tyrone; 'Ann Marie Chung'; 'Sahar Tolami'; 'Bianca Whiffen'; 'Nasim Bozorgmehr'; 'Wilson Taveira'; 'Matthew Coelho'; Adam Saddo; Andrea Mikkila
Subject: RE: DSBRT/EELRT Coordination Meeting #2
Attachments: 2023-09-15_EELRT-DSBRT Workshop 2_MXcomments_EELRT Response issued_11162023.xlsx

Follow Up Flag: Follow up
Flag Status: Flagged

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Hi Adelia, Jack, David,

Thank you for providing comments, and we appreciate your patience and understanding with the City's process for EELRT. Kindly find the EELRT project team responses to the previous DSBRT team comments in the attached.

10% Design for the EELRT is shortly to be completed and we anticipate circulating the Draft EPR including the traffic impact assessment based on 10% design for external agency review as one of the next steps.

To help define additional future technical coordination efforts that may be necessary beyond the current EELRT design phase, the City would appreciate an update and discussion with MX/DRT/Durham regarding the potential/anticipated next steps for DSBRT, which, while we understand PDBC work has been ongoing for some time now, are currently unclear.

Kindly,

David

From: Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>
Sent: September 15, 2023 2:13 PM
To: David Brutto <David.Brutto@toronto.ca>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Edna Cuvin <Edna.Cuvin@toronto.ca>; Michael Robinson (TRA) <Michael.Robinson9@toronto.ca>; Andres Jarrin <Andres.Jarrin@toronto.ca>; Champa Maduranayagam <Champa.Maduranayagam@toronto.ca>; Allan Abrogena <Allan.Abrogena@toronto.ca>; Stella Gustavson <Stella.Gustavson@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Steve Turco <Steve.Turco@toronto.ca>; Monika Nasterska <Monika.Nasterska@toronto.ca>; Michael Hain <Michael.Hain@toronto.ca>; Ho, Dominic <Dominic.Ho@ttc.ca>; Robert.Moffat@ttc.ca; Anhara, Mahia <Mahia.Anhara@hdrinc.com>; Nahed, Karim <Karim.Nahed@hdrinc.com>; Gong, Hansen <Hansen.Gong@hdrinc.com>; Tyrone Gan <Tyrone.Gan@hdrinc.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; Sahar Tolami <Sahar.Tolami@metrolinx.com>; Bianca Whiffen <Bianca.Whiffen@metrolinx.com>; Nasim Bozorgmehr <Nasim.Bozorgmehr@metrolinx.com>; Wilson Taveira <Wilson.Taveira@metrolinx.com>; Matthew Coelho <Matthew.Coelho@metrolinx.com>; Jack Phelan <Jack.Phelan@durham.ca>; David Dunn <David.Dunn@Durham.ca>; Adam Saddo <Adam.Saddo@toronto.ca>; Andrea

Mikkila <Andrea.Mikkila@metrolinx.com>

Subject: [External Sender] RE: DSBRT/EELRT Coordination Meeting #2

Hi David and team,

Thanks for the presentation on the advancement of the EELRT design around UTSC. Please find attached the comments from Metrolinx.

You will notice some comments are suggestions or questions that require confirmation from DRT / Durham Region, so we kindly ask you to coordinate directly with them for their comments (if you haven't already done so), since the attached reflects only Metrolinx.

Thank you and we look forward to continue collaborating on this file.

Have a great weekend!

Adélia

-----Original Appointment-----

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: August 15, 2023 5:47 PM

To: Adam Saddo; David Brutto; Edna Cuvin; Michael Robinson (TRA); Andres Jarrin; Champa Maduranayagam; Allan Abrogena; Stella Gustavson; Riad Rahman; Steve Turco; Monika Nasterska; Michael Hain; Ho, Dominic; Robert.Moffat@ttc.ca; Anhara, Mahia; Nahed, Karim; Gong, Hansen; Tyrone Gan; Adelia Yamasaki; Ann Marie Chung; Sahar Tolami; Bianca Whiffen; Nasim Bozorgmehr; Wilson Taveira; Matthew Coelho; Jack Phelan; David Dunn

Cc: Margaret Parkhill

Subject: DSBRT/EELRT Coordination Meeting #2

When: August 31, 2023 3:00 PM-4:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: WebEx

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Hi All,

Please find the meeting invitation to continue the discussion around the DSBRT/EELRT Coordination along Ellesmere Rd. I have attached the minutes and presentation from our last meeting on June 9th 2023.

Kindly note that materials for this meeting will be provided in advance of the discussion.

Thanks,

Adam Saddo

Project Coordinator

City of Toronto - Transit Expansion Division

Cell: (437-218-6157)



Adam Saddo invites you to an online meeting using WebEx.

Meeting Number: 2633 866 2626

Meeting Password: zdTnPSgw268

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3. If a password is required, enter the meeting password: zdTnPSgw268
4. Click "Join".
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Nahed, Karim

From: Adam Saddo <Adam.Saddo@toronto.ca>
Sent: Thursday, May 30, 2024 11:45 AM
To: Nathan Seah; Niko Barlas
Cc: Jenny Matharu; 'Meghan Meyer'; Adelia Yamasaki; 'Ann Marie Chung'; 'Third Party Projects'; Pam Foster; David Brutto; Edna Cuvin
Subject: RE: For Metrolinx Review: Draft Eglinton East LRT EPR Rev01
Attachments: EELRT - EPR Metrolinx Comment Tracker HDR Response_ISSUED30052024.xlsx

Hi Nathan,

Thanks for providing comments from the Mx team.

Transit Expansion is pleased to inform you that the Eglinton East LRT Environmental Project Report has been made publicly available.

Please find the attached comment log with responses from the draft EPR for your information.

Kindly see the link here to the EELRT EPR: [Eglinton East LRT: Environmental Project Report – City of Toronto](#). The Appendices will be made available in the coming days.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



From: Nathan Seah <Nathan.Seah@metrolinx.com>

Sent: Friday, April 5, 2024 10:13 AM

To: Adam Saddo <Adam.Saddo@toronto.ca>; Niko Barlas <Niko.Barlas@metrolinx.com>

Cc: Jenny Matharu <Jenny.Matharu@metrolinx.com>; Meghan Meyer <Meghan.Meyer@metrolinx.com>; Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; Third Party Projects <ThirdPartyProjects@metrolinx.com>; Pam Foster <Pam.Foster@metrolinx.com>; David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: [External Sender] RE: For Metrolinx Review: Draft Eglinton East LRT EPR Rev01

Hey Adam,

We've circulated the Draft EELRT EPR V01 for comments. Kindly see attached for the updated comment review sheet.

Thanks

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: Thursday, March 28, 2024 6:52 PM

To: Nathan Seah <Nathan.Seah@metrolinx.com>; Niko Barlas <Niko.Barlas@metrolinx.com>

Cc: Jenny Matharu <Jenny.Matharu@metrolinx.com>; Meghan Meyer <Meghan.Meyer@metrolinx.com>; Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; Third Party Projects <ThirdPartyProjects@metrolinx.com>; Pam Foster <Pam.Foster@metrolinx.com>; David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>
Subject: RE: For Metrolinx Review: Draft Eglinton East LRT EPR Rev01

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello Nathan,

Thank you for confirming.

Please note as a friendly reminder, comments on the draft EELRT Environmental Project Report Rev01 are due by **EOD Friday, April 5th, 2024**.

The City's Transit Expansion Division looks forward to reviewing the anticipated comments.

Please let us know if you have any questions.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



From: Nathan Seah <Nathan.Seah@metrolinx.com>

Sent: March 8, 2024 10:07 AM

To: Adam Saddo <Adam.Saddo@toronto.ca>; Niko Barlas <Niko.Barlas@metrolinx.com>

Cc: Jenny Matharu <Jenny.Matharu@metrolinx.com>; Meghan Meyer <Meghan.Meyer@metrolinx.com>; Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; Third Party Projects <ThirdPartyProjects@metrolinx.com>; Pam Foster <Pam.Foster@metrolinx.com>; David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: [External Sender] RE: For Metrolinx Review: Draft Eglinton East LRT EPR Rev01

Hey Adam,

Thanks for providing! Confirming Receipt, will distribute for comments for the April deadline.

Thanks

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: March 8, 2024 10:04 AM

To: Niko Barlas <Niko.Barlas@metrolinx.com>; Nathan Seah <Nathan.Seah@metrolinx.com>

Cc: Jenny Matharu <Jenny.Matharu@metrolinx.com>; Meghan Meyer <Meghan.Meyer@metrolinx.com>; Adelia Yamasaki <Adelia.Yamasaki@metrolinx.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; Third Party Projects <ThirdPartyProjects@metrolinx.com>; Pam Foster <Pam.Foster@metrolinx.com>; David Brutto <David.Brutto@toronto.ca>; Edna Cuvin <Edna.Cuvin@toronto.ca>

Subject: For Metrolinx Review: Draft Eglinton East LRT EPR Rev01

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Hello Niko and Nathan,


The City of Toronto is pleased to submit for review the draft Rev01 Environmental Project Report (EPR) and appendices for the Eglinton East LRT. We would like to thank the various teams at Metrolinx for their participation in the EELRT to date.

We understand your group is the one window for communication into Metrolinx for the EELRT. We will leave it to you to distribute to the EPR and comment log to any relevant Metrolinx staff that should review the EELRT EPR.

As a courtesy, we've also copied on this email our primary contacts from the Durham-Scarborough BRT and the Subway Program as well as contacts recently advised by MECP being part of government review teams for environmental assessments.

Draft appendices breakdown is provided below:

- Appendix A: Eglinton East LRT Alignment Plan and Profile Plates
- Appendix B: Utility Conflict Matrix and Related Annotation Drawings
- Appendix C: Drainage and Stormwater Management Report
- Appendix D: Socio-Economic Report
- Appendix E: Natural Environment Report
- Appendix F: Cultural Environment Report
- Appendix G: Archaeology Report
- Appendix H: Air Quality Report
- Appendix I: Noise and Vibration Report
- Appendix J: Geotechnical Assessment Report
- Appendix K: Contamination / Limited Phase 1 ESA
- Appendix L: Record of Consultation and Public Consultation Report
- Appendix M: Traffic Impact Assessment Report
- Appendix N: Architectural Drawings at SSE Interfaces

The current review package is for the draft Rev01 Environmental Project Report for the EELRT. **The report and appendices can be downloaded here:**  [2024-03-05 EELRT Draft Environmental Project Report & Appendices](#)

1. Please provide your email in the provided link and a code will be sent to your email.
2. Kindly provide the code on SharePoint to gain access to the report.
3. The SharePoint link will expire after March 20th.

Instructions for Commenting

Please provide comments on the draft Rev01 EELRT EPR in the attached comment log.

We've attached as reference the comments received from the various Metrolinx groups pursuant to previous Technical Advisory Committee meetings.

If you have any questions/issues regarding the SharePoint link or need further clarification on the commenting process please let me know.

Next Steps

1. Please confirm receipt of this email and the EPR content **by EOD Monday, March 11th 2024**.
2. Please provide consolidated comments from Metrolinx to David Brutto, Senior Project Manager and I via email (david.brutto@toronto.ca, and adam.saddo@toronto.ca) by **Friday, April 5th 2024**. Please let us know if you have any questions.

Thanks,

Adam Saddo

Project Coordinator

City of Toronto - Transit Expansion Division

Cell: (437-218-6157)



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EELRT Comment Tracker - Environmental Project

* Actions:
1 = Will comply
2 = Discuss, clarification required
3 = No new action

** Status:
O = Open, not resolved
P = Pending, to be confirmed
C = Closed, confirmed complete

Contract Name: EELRT 10% Design and TPAP			Document Name: 2022-12-01_EELRT_TAC#1_presentation_FINAL.pdf			Comment Date In: <date>		Follow-up Comment Date In: <date>		<date>
Transmittal Ref: T018			Distribution Date: 12/2/2022			Response Date Out: 2/17/2023		Follow-up Response Date Out:		<date>
Meeting Ref: 2022-12-01 TAC meeting #1			Contract Name: EELRT 10% Design and TPAP							
Item No.	Reviewer	Description	Part, Chapter, Sec, Subsec, page, DWG#	Comment	HDR Response & Details	Action 1 / 2 / 3*	Follow-up Comment (if applicable)	Follow-up Response	Status O / P / C**	
None received										
Contract Name: EELRT 10% Design and TPAP			Document Name: EELRT TAC #2 Presentation (2 Parts)							
Transmittal Ref: T018			Distribution Date: (03-01-23 & 03-07-23)							
Meeting Ref: TAC Meeting #2 (02-28-23 & 03-06-23)			Contract Name: EELRT 10% Design and TPAP							
Item No.	Reviewer	Description	Part, Chapter, Sec, Subsec, page, DWG#	Comment	HDR Response & Details	Action 1 / 2 / 3*	Follow-up Comment (if applicable)	Follow-up Response	Status O / P / C**	
1	Metrolinx	EELRT at UTSC, in the context of DSBRT	Slides 25, 26, 29, 31	Durham-Scarborough BRT 30% preliminary design has been approved through the TPAP. The Preliminary Design and Business Case will proceed with that design as basis for the analysis, which assumes centre-median stop at the intersection with Morningside, transitioning into curbside near Military Trail.	Noted.	3			C	
2	Metrolinx	EELRT at UTSC, in the context of DSBRT	Slides 25, 26, 29, 31	The DSBRT project could consider options to share the guideway with Eglinton East LRT between Morningside and Military Trail in future phases of the project, provided that: 1.Safety of pedestrians and vehicles is assessed, given the shared use of buses in through movement and LRT turning from/to Morningside and Military Trail 2.Operations are not compromised; the DSBRT is expected to have ~3min headways in that area and this is a complex and traffic-heavy intersection – we suggest looking carefully along with traffic modelling The points above should be noted when presenting the EELRT project to stakeholders and the public, to avoid confusion about the integration between both projects. In other words, we recommend the UTSC design is presented as conceptual, and requires further technical analyses to evaluate the feasibility (safety, operations) for both DSBRT and EELRT	Noted. Work scope is being reviewed to address these points. Can MX advise if the expected ~3 minute headway is inclusive of all buses operating within this segment, including TTC buses? What is the anticipated headway of non-TTC buses expected to operate within this segment? Coordination will continue as the two projects progress.	2			P	
3	Metrolinx	EELRT at UTSC, in the context of DSBRT	Slides 25, 26, 29, 31	For the DSBRT PDBC, the reporting will note the need to continue coordination with TTC and the City of Toronto in future phases of the project, as the EELRT project advances.	Noted, much appreciated.	3			C	
Contract Name: EELRT 10% Design and TPAP			Document Name: EELRT TAC #3 Presentation							
Transmittal Ref: T018			Distribution Date: (04-28-23)							
Meeting Ref: TAC Meeting #3 (04-27-23)			Contract Name: EELRT 10% Design and TPAP							
Item No.	Reviewer	Description	Part, Chapter, Sec, Subsec, page, DWG#	Comment	HDR Response & Details	Action 1 / 2 / 3*	Follow-up Comment (if applicable)	Follow-up Response	Status O / P / C**	
None received										
Contract Name: EELRT 10% Design and TPAP			Document Name: EELRT - Draft Environmental Project Report Rev01							
Transmittal Ref: T018			Distribution Date: (03-08-24)							
Meeting Ref: EPR Comments			Contract Name: EELRT 10% Design and TPAP							
Item No.	Reviewer	Description	Part, Chapter, Sec, Subsec, page, DWG#	Comment	HDR Response & Details	Action 1 / 2 / 3*	Follow-up Comment	Follow-up Response	Status O / P / C**	
No Comments										

Nahed, Karim

From: Adam Saddo <Adam.Saddo@toronto.ca>
Sent: Tuesday, March 5, 2024 2:18 PM
To: Michael Robinson (TRA); Owen McGaughey; Irem Khan; Katie Wittmann; Emily Chang; Murad Khan; Andres Jarrin; Daphne Wee; Mark Berkovitz; Zachary Brown; Khaled Chowdhury; Lukasz Pawlowski; Rebecca (Carmen) Lam; Hao Le; Jawaid Choudhary; Nazli Dehghani; Ihtesham Ahmad; Sheldon Koo; Kabir Kolawole; Roberto Ionescu; Ted Malkos; Daniel Pina; Ted Van Vliet; Sandra Diaz; Susan Andriyani; Manish Rathore; Cai De Ridder; Grant Kauffman; Andus Chen; Meredith Vaga; Scott Penton; Julia Murnaghan; Deepak Shrestha; John Lam; Clement Shim; Eldwin Yau; Saeid Behnia; Joanna Yu; Marco Bertoia; Monirul Islam; Lawrence Shintani; Fatima Movahedinia; James Perttula; Riad Rahman; Michael Hain; Monika Nasterska; Christian Ventresca; Samuel Baron; Renrick Ashby; Jeffery Sinclair; Thomas Schwerdtfeger; Hans Riekkö; Renita D'Souza; Emilia Floro; Kristina Reinders; Corwin Cambray; Michael Seaman; Neil MacKay; Gary Miedema; Tamara Anson-Cartwright; Steve Turco; Eric Beales; Alison Torrie-Lapaire; Mark Ventresca; Lisa Carson; Matt Bentley; Vanessa Cipriani; Nick Van Veen; Scott Attwood; Kim Hussey; George Tzavaras; Rob Patton; Sean O'Connell; Tyler Grassi; Matthew Marchand; Zahid Ur Rashid; Michael Salviato; Paul Dhir; Benjamin Miller; Scott Pasternack; Vinette Prescott-Brown; Leila Valenzuela; Daniel Gagliotti; Larissa Deneau; Jeffrey (TPA) Dea; Cai De Ridder; Neil Hogan; Robert Singleton; Carlo Bonanni; Pedro Giunti; Mbaumeister@createto.ca; Mehakdeep Dhillon; Chu, Eric; Yan.He@ttc.ca; Robert.Moffat@ttc.ca; Dominic.Ho@ttc.ca; Nathan Seah; Niko Barlas; Jenny Matharu; 'Meghan Meyer'; Michael Tham; Arad Mohaghegh; 'Lindsay.Lashley@metrolinx.com'; Margaret Tyszka; 'Joseph.Ehrlich@metrolinx.com'; 'Adelia Yamasaki'; Nasim Bozorgmehr; Ann Marie Chung; 'Bianca.Whiffen@metrolinx.com'; Sahar Tolami; 'Shelley.Persaud@metrolinx.com'; Tony To; 'Joshua.Paltoo@metrolinx.com'; 'Marco.Quattrociocchi@metrolinx.com'; Ada Maciejewski; Maria Topalovic; Anna Lipka; Brian Matthews; Teik Lim; Nadine Navarro; Meaghan Mendonca; Kerrie Kerenidis; Chirag Shah; 'Chan, Stanley (MTO)'; Sit, Michael (MTO); Ng, Raymond (MTO); Singh, Christian (MTO); Ouellet, Jean-Francois (IO); Moon, Nimish (IO); Paul Leithwood; Caroline Mugo; Mark Rapus; Corey Wells; 'wesley.plant@canada.ca'; 'anjala.puvananathan@canada.ca'; 'Raul.Santos@bell.ca'; Derakhshan, Mahmoud; 'lise.chabot@ontario.ca'; 'kate.manson-smith@ontario.ca'; 'maya.harris@ontario.ca'; 'Stewart.Chisholm@ontario.ca'; 'trevor.griffin@ontario.ca'; 'Dan.L.Thompson@ontario.ca'; 'Kate.Gee@ontario.ca'; 'andrea.pastori@ontario.ca'; 'elsy.aceves@hydroone.com'; 'Laura.Dimand@HydroOne.com'; Daniel Petrozziello; 'Mohamad Hamdan'; Kourosh Khosropanah; Sam Hifawi; Tom Odell; Barboza, Karla (MTCS); Minkin, Dan (MHSTCI); Hatcher, Laura (MCM); 'Batista, Cindy (MECP)'; Cameron, Anne (MECP); Desautels, Solange (MECP); 'Kathleen.Oneill@ontario.ca'; Alan Law; Brown, Francesca (MTO); Daniella Lettieri-Crognale; Andy Xiong; Sophia Chang; Carla Lipkin; Tara Coley; Frank Difei He; Antonella Nicaso; Junaid Farooq; Justin Keke; Faisal Khan; Jackie Tam; Jacqueline Darwood; Kevin Tavares; Hyejin Jung; Michael Paolucci
Cc: Gan, Tyrone; Nahed, Karim; Gong, Hansen; Sin, Adrian; Anhara, Mahia; David Brutto; Edna Cuvin; Richard Borbridge
Subject: RE: Eglinton East LRT 10% Design and TPAP Technical Advisory Committee (TAC) Meeting #4
Attachments: 2024-02-22_EELRT - TAC #4 Meeting Minutes .pdf; 2024-02-22_EELRT_TAC#4_Presentation_.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

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

Hi all,

Thanks for the participation in the recent Technical Advisory Committee Meeting #4.
Please find the attached EELRT Technical Advisory Committee #4 Presentation and Meeting Minutes.

Thanks,

Adam Saddo

Project Coordinator

City of Toronto - Transit Expansion Division

Cell: (437-218-6157)



-----Original Appointment-----

From: Adam Saddo

Sent: January 25, 2024 8:22 PM

To: Adam Saddo; Michael Robinson (TRA); Owen McGaughey; Irem Khan; Katie Wittmann; Emily Chang; Murad Khan; Andres Jarrin; Daphne Wee; Mark Berkovitz; Zachary Brown; Khaled Chowdhury; Lukasz Pawlowski; Rebecca (Carmen) Lam; Hao Le; Jawaid Choudhary; Nazli Dehghani; Ihtesham Ahmad; Sheldon Koo; Kabir Kolawole; Roberto Ionescu; Ted Malkos; Daniel Pina; Ted Van Vliet; Sandra Diaz; Susan Andriyani; Manish Rathore; Cai De Ridder; Sin, Adrian; Grant Kauffman; Andus Chen; Meredith Vaga; Scott Penton; Julia Murnaghan; Deepak Shrestha; John Lam; Clement Shim; Eldwin Yau; Saeid Behnia; Joanna Yu; Marco Bertoia; Monirul Islam; Lawrence Shintani; Fatima Movahedinia; James Perttula; Riad Rahman; Michael Hain; Monika Nasterska; Christian Ventresca; Samuel Baron; Renrick Ashby; Jeffery Sinclair; Thomas Schwerdtfeger; Hans Riecko; Renita D'Souza; Emilia Floro; Kristina Reinders; Corwin Cambray; Michael Seaman; Neil MacKay; Gary Miedema; Tamara Anson-Cartwright; Steve Turco; Eric Beales; Alison Torrie-Lapaire; Mark Ventresca; Lisa Carson; Matt Bentley; Vanessa Cipriani; Nick Van Veen; Scott Attwood; Kim Hussey; George Tzavaras; Rob Patton; Sean O'Connell; Tyler Grassi; Matthew Marchand; Zahid Ur Rashid; Michael Salviato; Paul Dhir; Benjamin Miller; Scott Pasternack; Vinette Prescott-Brown; Leila Valenzuela; Daniel Gagliotti; Larissa Deneau; Jeffrey (TPA) Dea; Cai De Ridder; Neil Hogan; Robert Singleton; Carlo Bonanni; Pedro Giunti; MBAumeister@createto.ca; Mehakdeep Dhillon; Chu, Eric; Yan.He@ttc.ca; Robert.Moffat@ttc.ca; Dominic.Ho@ttc.ca; Nathan Seah; Niko Barlas; Jenny Matharu; 'Meghan Meyer'; 'Michael.Tham@metrolinx.com'; Arad Mohaghegh; 'Lindsay.Lashley@metrolinx.com'; Margaret Tyszka; 'Joseph.Ehrlich@metrolinx.com'; 'Adelia Yamasaki'; Nasim Bozorgmehr; Ann Marie Chung; 'Bianca.Whiffen@metrolinx.com'; Sahar Tolami; 'Shelley.Persaud@metrolinx.com'; 'Tony To'; 'Joshua.Paltoo@metrolinx.com'; 'Marco.Quattrociochi@metrolinx.com'; Ada Maciejewski; Maria Topalovic; Anna Lippa; Brian Matthews; Teik Lim; Nadine Navarro; Meaghan Mendonca; Kerrie Kerenidis; Chirag Shah; 'Chan, Stanley (MTO)'; Sit, Michael (MTO); 'Ng, Raymond (MTO)'; Singh, Christian (MTO); Ouellet, Jean-Francois (IO); Moon, Nimish (IO); Paul Leithwood; Caroline Mugo; Mark Rapus; Corey Wells; 'wesley.plant@canada.ca'; 'anjala.puvananathan@canada.ca'; 'Raul.Santos@bell.ca'; Derakhshan, Mahmoud; 'lise.chabot@ontario.ca'; 'kate.manson-smith@ontario.ca'; 'maya.harris@ontario.ca'; 'Stewart.Chisholm@ontario.ca'; 'trevor.griffin@ontario.ca'; 'Dan.L.Thompson@ontario.ca'; 'Kate.Gee@ontario.ca'; 'andrea.pastori@ontario.ca'; 'elsy.aceves@hydroone.com'; 'Laura.Dimand@HydroOne.com'; Daniel Petrozziello; 'Mohamad Hamdan'; Kourosh Khosropanah; Sam Hifawi; Tom Odell; Gan, Tyrone; Nahed, Karim; Gong, Hansen; Anhara, Mahia; 'Barboza, Karla (MCM)'; Minkin, Dan (MCM); Hatcher, Laura (MCM); 'Batista, Cindy (MECP)'; Cameron, Anne (MECP); Desautels, Solange (MECP); 'Kathleen.Oneill@ontario.ca'; Antonella Nicaso; Junaid Farooq; Justin Keke; Faisal Khan; Jackie Tam; Jacqueline Darwood; Kevin Tavares; Hyejin Jung; David Brutto; Edna Cuvin; Richard Borbridge

Cc: Alan Law; Brown, Francesca (MTO); Daniella Lettieri-Crognale; Andy Xiong; Sophia Chang; Carla Lipkin; Tara Coley; Frank Difei He

Subject: Eglinton East LRT 10% Design and TPAP Technical Advisory Committee (TAC) Meeting #4

When: February 22, 2024 3:00 PM-5:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Virtual (WebEx link provided)

Eglinton East LRT 10% Design and TPAP Technical Advisory Committee (TAC) Meeting #4

Purpose

The Technical Advisory Committee for the Eglinton East LRT (EELRT) 10% Design and TPAP project is being re-convened. At this meeting, we will provide an overview of any refinements that occurred to the design since TAC #3 in April 2023 and review the draft impact assessment key findings including mitigation measures and commitments for future work.

Following the meeting, the EELRT project team will be distributing the Eglinton East LRT Draft Environmental Project Report to the members of the EELRT's Technical Advisory Committee. More details on timelines, review and commenting process will be provided with the distribution of the Environmental Project Report.

What you should do before the meeting

Review [EELRT project background](#), TAC #3 Meeting Minutes & Presentation (attached).

Review previously provided responses by the project team to specific formal departmental/organization comments received following TAC #3.

If you would like to revise membership for your organization or department in TAC, please email:

David Brutto David.Brutto@toronto.ca, Senior Project Manager, Transit Expansion Division, City of Toronto
Adam Saddo Adam.Saddo@toronto.ca, Project Coordinator, Transit Expansion Division, City of Toronto

Agenda

1. Welcome and Introductions
2. Project Update
3. 10% Design — Overview of Refinements
4. MX-SSE Integrated Terminals Coordination
5. Impact Assessment Key Findings
6. Next Steps

Following the meeting

- TAC members will have an opportunity to submit formal comments on the Draft EELRT Environmental Project Report. Details on timelines and the review process will be provided with the distribution of the EPR.

Meeting Link

Adam Saddo invites you to an online meeting using WebEx.

Meeting Number: 2630 544 5379

Meeting Password: qbHh2Tp bh39

To join this meeting (Now from mobile devices!)

1. Go to <https://toronto.webex.com/toronto/j.php?MTID=m082d51c8b4227b2bdbd49e72e7adf9>
2. If requested, enter your name and email address.
3. If a password is required, enter the meeting password: qbHh2Tp bh39
4. Click "Join".
5. Follow the instructions that appear on your screen.

Audio conference information

To receive a call back, provide your phone number when you join the meeting, or call the number below and enter the access code.

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Canada Toll (Ottawa): +1-613-714-9906

Having trouble dialing in? Try these backup numbers:

Canada Toll: +1-416-915-6530

Access code: 2630 544 5379

Global call-in numbers:

<https://toronto.webex.com/toronto/globalcallin.php?MTID=m7c1433117b1f9f13a7ad4387316e4c8e>

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IMPORTANT NOTICE: This Webex service includes a feature that allows audio and any documents and other materials exchanged or viewed during the session to be recorded. By joining this session, you automatically consent to such recordings. If you do not consent to the recording, discuss your concerns with the meeting host prior to the start of the recording or do not join the session. Please note that any such recordings may be subject to discovery in the event of litigation.

Nahed, Karim

From: Adam Saddo <Adam.Saddo@toronto.ca>
Sent: Wednesday, May 15, 2024 8:40 PM
To: Michael Robinson (TRA); owen.mcgaughey; Irem Khan; Katie Wittmann; Emily Chang; Murad Khan; Andres Jarrin; Daphne Wee; Mark Berkovitz; Zachary Brown; Khaled Chowdhury; Lukasz Pawlowski; Rebecca (Carmen) Lam; Hao Le; Jawaid Choudhary; Nazli Dehghani; Ihtesham Ahmad; Sheldon Koo; Kabir Kolawole; Roberto Ionescu; Ted Malkos; Daniel Pina; Ted Van Vliet; Sandra Diaz; Susan Andriyani; Manish Rathore; Cai De Ridder; Sin, Adrian; Grant Kauffman; Andus Chen; Meredith Vaga; spenton; Julia Murnaghan; Deepak Shrestha; John Lam; Clement Shim; Eldwin Yau; Saeid Behnia; Joanna Yu; Marco Bertoia; Monirul Islam; Lawrence Shintani; Fatima Movahedinia; James Perttula; Liora Freedman; Greg Tokarz; Riad Rahman; Michael Hain; Monika Nasterska; Christian Ventresca; Samuel Baron; Renrick Ashby; Jeffery Sinclair; Thomas Schwerdtfeger; hans.riekko; Renita D'Souza; Emilia Floro; Kristina Reinders; Corwin Cambray; Michael Seaman; Neil MacKay; Gary Miedema; Tamara Anson-Cartwright; Steve Turco; Eric Beales; Alison Torrie-Lapaire; Mark Ventresca; lisa.carson; Matt Bentley; Vanessa Cipriani; Nick Van Veen; Scott Attwood; Kim Hussey; George Tzavaras; Rob Patton; Sean O'Connell; Tyler Grassi; Matthew Marchand; Zahid Ur Rashid; Michael Salviato; Paul Dhir; Benjamin Miller; Scott Pasternack; Vinette Prescott-Brown; Leila Valenzuela; daniel.gagliotti; Larissa Deneau; Jeffrey (TPA) Dea; Cai De Ridder; Neil Hogan; Robert Singleton; Carlo Bonanni; Pedro Giunti; Mia Baumeister; Mehakdeep Dhillon; Chu, Eric; Yan.He@ttc.ca; Robert.Moffat@ttc.ca; Ho, Dominic; Nathan Seah; Niko Barlas; Jenny Matharu; 'Meghan Meyer'; Michael Tham; Arad Mohaghegh; lindsay.lashley; Margaret Tyszk; 'Joseph.Ehrlich@metrolinx.com'; Adelia Yamasaki; Nasim.Bozorgmehr; Ann Marie Chung; 'Bianca.Whiffen@metrolinx.com'; Sahar Tolami; 'Shelley.Persaud@metrolinx.com'; Tony To; 'Joshua.Paltoo@metrolinx.com'; 'Marco.Quattrociocchi@metrolinx.com'; Ada Maciejewski; Maria Topalovic; Anna Lippa; Brian Matthews; Teik Lim; Nadine Navarro; Meaghan Mendonca; Kerrie Kerenidis; Chirag Shah; Hajjar, Alexander (MTO); Sit, Michael (MTO); Ng, Raymond (MTO); francesca.brown; Singh, Christian (MTO); Ouellet, Jean-Francois (IO); Moon, Nimish (IO); Paul Leithwood; Caroline Mugo; Mark Rapus; Corey Wells; 'wesley.plant@canada.ca'; 'anjala.puvananathan@canada.ca'; 'Raul.Santos@bell.ca'; Derakhshan, Mahmoud; 'lise.chabot@ontario.ca'; 'kate.manson-smith@ontario.ca'; 'maya.harris@ontario.ca'; 'Stewart.Chisholm@ontario.ca'; 'trevor.griffin@ontario.ca'; 'Dan.L.Thompson@ontario.ca'; 'Kate.Gee@ontario.ca'; Pastori, Andrea (TBS); 'elsy.aceves@hydroone.com'; DIMAND Laura; Daniel Petrozziello; 'Mohamad Hamdan'; Kourosh Khosropanah; Sam Hifawi; Tom Odell; Gan, Tyrone; Nahed, Karim; Gong, Hansen; Anhara, Mahia; Barboza, Karla (MTCS); Minkin, Dan (MHSTCI); Hatcher, Laura (MCM); Batista, Cindy (MECP); Cameron, Anne (MECP); solange.desautels; 'Kathleen.Oneill@ontario.ca'; Carla Lipkin; Frank Difei He; Antonella Nicaso; Junaid Farooq; Justin Keke; Faisal Khan; Jackie Tam; Jacqueline Darwood; Kevin Tavares; Hyejin Jung
Cc: David Brutto; Edna Cuvin; Richard Borbridge
Subject: Eglinton East LRT 10% Design and TRPAP Technical Advisory Committee - Notice of Commencement
Attachments: EELRT Notice of Commencement_15May2024_ISSUED.pdf

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Hello everyone,

The City of Toronto thanks you all for the participation in the Eglinton East LRT Technical Advisory Committee to date.

Kindly find the attached Notice of Commencement for the EELRT Transit Rail Project Assessment Process (TRPAP), which launched today, May 15, 2024.

Should there be any questions regarding the EELRT TRPAP, please reach out to Transit Expansion directly.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: (437-218-6157)



From: [Anhara, Mahia](#)
To: [Adam Saddo](#); "[Adelia Yamasaki](#)"; [Ann Marie Chung](#); [Sahar Tolami](#); [Wilson Taveira](#); [Stella Gustavson](#); [Michael Robinson \(TRA\)](#); [Monika Nasterska](#); [Michael Hain](#); [Andres Jarrin](#); [Riad Rahman](#); [Matthew Davis](#); [Steve Turco](#); [Allan Abrogena](#); [David Brutto](#); [Dominic.Ho@ttc.ca](#); [Robert.Moffat@ttc.ca](#); [jordan.hart-bishop@ttc.ca](#); [Marc.Tan@ttc.ca](#); [Chu, Eric](#); [Nahed, Karim](#); [Gong, Hansen](#); [Gan, Tyrone](#)
Cc: "[margaret.parkhill@ibigroup.com](#)"; [Kristin Olson](#); "[Emily.Byford-Vicari@metrolinx.com](#)"; "[Bianca.Whiffen@metrolinx.com](#)"; [Edna Cuvin](#); [Wong, Carl](#); [Lu, Dan](#); [Champa Maduranayagam](#)
Subject: RE: DSBRT/EELRT Coordination Meeting
Date: Tuesday, June 27, 2023 09:43:45
Attachments: [2023-06-09 EELRT DSBRT Shared Corridor Workshop #1 Minutes.pdf](#)
[2023-06-09 EELRT DSBRT Ellesmere Shared Corridor Workshop 1 Presentation.pdf](#)
[image001.png](#)

Hi all,

Please find attached the minutes for the EELRT-DSBRT workshop 1. The presentation has also been re-attached.

Thanks,

[Mahia Anhara](#)

D 647.777.1688

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-----Original Appointment-----

From: Adam Saddo <Adam.Saddo@toronto.ca>

Sent: Wednesday, May 31, 2023 4:27 PM

To: Adam Saddo; 'Adelia Yamasaki'; Ann Marie Chung; Sahar Tolami; Wilson Taveira; Stella Gustavson; Michael Robinson (TRA); Monika Nasterska; Michael Hain; Andres Jarrin; Riad Rahman; Matthew Davis; Steve Turco; Allan Abrogena; David Brutto; Dominic.Ho@ttc.ca; Robert.Moffat@ttc.ca; jordan.hart-bishop@ttc.ca; Marc.Tan@ttc.ca; Chu, Eric; Anhara, Mahia; Nahed, Karim; Gong, Hansen; Gan, Tyrone

Cc: 'margaret.parkhill@ibigroup.com'; Kristin Olson; 'Emily.Byford-Vicari@metrolinx.com'; 'Bianca.Whiffen@metrolinx.com'; Edna Cuvin; Wong, Carl; Lu, Dan; Champa Maduranayagam

Subject: DSBRT/EELRT Coordination Meeting

When: Friday, June 9, 2023 3:30 PM-5:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: WebEx link provided below

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Hi All,

Please find the invitation for a DSBRT/EELRT coordination meeting.
In addition, a draft agenda is provided in advance of our discussion below:

Agenda

- Purpose of the meeting
- Updates for the EELRT and DSBRT

- Current ridership forecasts for EELRT and DSBRT
- Concept of operations for EELRT and DSBRT along Ellesmere
- Guiding Principles
- Options Considered
- Next Steps

The EELRT project team is looking forward to this discussion.

Regards,

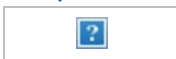
Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion Division

Cell: **(437-218-6157)**



Adam Saddo invites you to an online meeting using WebEx.

Meeting Number: 2631 529 3890

Meeting Password: XeMnmQMm523

To join this meeting (Now from mobile devices!)

-
1. Go to <https://toronto.webex.com/toronto/j.php?MTID=m725e639d769392a804d37768b6472b6b>
 2. If requested, enter your name and email address.
 3. If a password is required, enter the meeting password: XeMnmQMm523
 4. Click "Join".
 5. Follow the instructions that appear on your screen.

Audio conference information

To receive a call back, provide your phone number when you join the meeting, or call the number below and enter the access code.

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Canada Toll (Ottawa): +1-613-714-9906

Having trouble dialing in? Try these backup numbers:

Canada Toll: +1-416-915-6530

Access code: 2631 529 3890

Global call-in numbers: <https://toronto.webex.com/toronto/globalcallin.php?>

[MTID=m4d05cfef18cbf6094118acc125c0ac52](#)

For further support or inquiries contact Web Conferencing Support via e-mail at webconfsupport@bell.ca or by calling 1-866-861-2121 or 905-602-3973.

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From: [Adam Saddo](#)
To: [Michael Robinson \(TRA\)](#); [owen.mcgaughey](#); [Irem Khan](#); [Katie Wittmann](#); [Emily Chang](#); [Murad Khan](#); [Andres Jarrin](#); [Daphne Wee](#); [Mark Berkovitz](#); [Zachary Brown](#); [Khaled Chowdhury](#); [Lukasz Pawlowski](#); [Rebecca \(Carmen\) Lam](#); [Hao Le](#); [Jawaid Choudhary](#); [Nazli Dehghani](#); [Ihtesham Ahmad](#); [Sheldon Koo](#); [Kabir Kolawole](#); [Roberto Ionescu](#); [Ted Malkos](#); [Daniel Pina](#); [Ted Van Vliet](#); [Sandra Diaz](#); [Susan Andriyani](#); [Manish Rathore](#); [Cai De Ridder](#); [Sin, Adrian](#); [Grant Kauffman](#); [Andus Chen](#); [Meredith Vaga](#); [spenton](#); [Julia Murnaghan](#); [Deepak Shrestha](#); [John Lam](#); [Clement Shim](#); [Eldwin Yau](#); [Saeid Behnia](#); [Joanna Yu](#); [Marco Bertoia](#); [Monirul Islam](#); [Lawrence Shintani](#); [Fatima Movahedinia](#); [James Perttula](#); [Liora Freedman](#); [Greg Tokarz](#); [Riad Rahman](#); [Michael Hain](#); [Monika Nasterska](#); [Christian Ventresca](#); [Samuel Baron](#); [Renrick Ashby](#); [Jeffery Sinclair](#); [Thomas Schwerdtfeger](#); [hans.riekko](#); [Renita D'Souza](#); [Emilia Floro](#); [Kristina Reinders](#); [Corwin Cambray](#); [Michael Seaman](#); [Neil MacKay](#); [Gary Miedema](#); [Tamara Anson-Cartwright](#); [Steve Turco](#); [Eric Beales](#); [Alison Torrie-Lapaire](#); [Mark Ventresca](#); [Lisa carson](#); [Matt Bentley](#); [Vanessa Cipriani](#); [Nick Van Veen](#); [Scott Attwood](#); [Kim Hussey](#); [George Tzavaras](#); [Rob Patton](#); [Sean O'Connell](#); [Tyler Grassi](#); [Matthew Marchand](#); [Zahid Ur Rashid](#); [Michael Salvati](#); [Paul Dhir](#); [Benjamin Miller](#); [Scott Pasternack](#); [Vnette Prescott-Brown](#); [Leila Valenzuela](#); [daniel.gagliotti](#); [Larissa Deneau](#); [Jeffrey \(TPA\) Dea](#); [Cai De Ridder](#); [Neil Hogan](#); [Robert Singleton](#); [Carlo Bonanni](#); [Pedro Giunti](#); [Mia Baumeister](#); [Mehakdeep Dhillon](#); [Chu, Eric](#); [Yan.He@ttc.ca](#); [Robert.Moffat@ttc.ca](#); [Ho, Dominic](#); [Nathan Seah](#); [Niko Barlas](#); [Jenny Matharu](#); ["Meghan Meyer"](#); [Michael Tham](#); [Arad Mohaghegh](#); [lindsay.lashley](#); [Margaret Tyska](#); ["Joseph.Ehrlich@metrolinx.com"](#); [Adelia Yamasaki](#); [Nasim.Bozorgmehr](#); [Ann Marie Chung](#); ["Bianca.Whiffen@metrolinx.com"](#); [Sahar Tolami](#); ["Shelley.Persaud@metrolinx.com"](#); [Tony To](#); ["Joshua.Paltoo@metrolinx.com"](#); ["Marco.Quattrociocchi@metrolinx.com"](#); [Ada Maciejewski](#); [Maria Topalovic](#); [Anna Lippa](#); [Brian Matthews](#); [Teik Lim](#); [Nadine Navarro](#); [Meaghan Mendonca](#); [Kerrie Kerenidis](#); [Chirag Shah](#); [Hajjar, Alexander \(MTO\)](#); [Sit, Michael \(MTO\)](#); [Ng, Raymond \(MTO\)](#); [francesca.brown](#); [Singh, Christian \(MTO\)](#); [Ouellet, Jean-Francois \(IO\)](#); [Moon, Nimish \(IO\)](#); [Paul Leithwood](#); [Caroline Mugo](#); [Mark Rapus](#); [Corey Wells](#); ["wesley.plant@canada.ca"](#); ["anjala.puvananathan@canada.ca"](#); ["Raul.Santos@bell.ca"](#); [Derakhshan, Mahmoud](#); ["lise.chabot@ontario.ca"](#); ["kate.manson-smith@ontario.ca"](#); ["maya.harris@ontario.ca"](#); ["Stewart.Chisholm@ontario.ca"](#); ["trevor.griffin@ontario.ca"](#); ["Dan.L.Thompson@ontario.ca"](#); ["Kate.Gee@ontario.ca"](#); [Pastori, Andrea \(TBS\)](#); ["elsy.aceves@hydroone.com"](#); [DIMAND Laura](#); [Daniel Petrozziello](#); ["Mohamad Hamdan"](#); [Kourosh Khosropanah](#); [Sam Hifawi](#); [Tom Odell](#); [Gan, Tyrone](#); [Nahed, Karim](#); [Gong, Hansen](#); [Anhara, Mahia](#); [Barboza, Karla \(MTCS\)](#); [Minkin, Dan \(MHSTCI\)](#); [Hatcher, Laura \(MCM\)](#); [Batista, Cindy \(MECP\)](#); [Cameron, Anne \(MECP\)](#); [solange.desautels](#); ["Kathleen.Oneill@ontario.ca"](#); [Carla Lipkin](#); [Frank Difei He](#); [Antonella Nicaso](#); [Junaïd Farooq](#); [Justin Keke](#); [Faisal Khan](#); [Jackie Tam](#); [Jacqueline Darwood](#); [Kevin Tavares](#); [Hyejin Jung](#)
Cc: [David Brutto](#); [Edna Cuvin](#); [Richard Borbridge](#)
Subject: Eglinton East LRT 10% Design and TRPAP Technical Advisory Committee - Notice of Commencement
Date: Wednesday, May 15, 2024 20:40:36
Attachments: [image001.png](#)
[EELRT Notice of Commencement_15May2024_ISSUED.pdf](#)

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

Hello everyone,

The City of Toronto thanks you all for the participation in the Eglinton East LRT Technical Advisory Committee to date.

Kindly find the attached Notice of Commencement for the EELRT Transit Rail Project Assessment Process (TRPAP), which launched today, May 15, 2024.

Should there be any questions regarding the EELRT TRPAP, please reach out to Transit Expansion directly.

Regards,

Adam Saddo

Project Coordinator

City of Toronto

Transit Expansion – Stations & Strategic Initiatives

Cell: **(437-218-6157)**



Meeting Minutes

Project:	EELRT 10% Design and TPAP		
Subject:	First Capital Realty Meeting		
Date:	Friday, May 03, 2024		
Location:	Remote		
Attendees:	<div> <div> <u>City of Toronto</u> <ul style="list-style-type: none"> David Brutto Edna Cuvin Adam Saddo Greg Tokarz Steve Turco Rosanna Punit Kathryn Moore </div> <div> <u>FCR</u> <ul style="list-style-type: none"> Chris Atkins Kara Green </div> <div> <u>HDR</u> <ul style="list-style-type: none"> Tyrone Gan Karim Nahed Hansen Gong </div> </div>		

Topic	Action By
1 Meeting Purpose <ul style="list-style-type: none"> The project team (City) outlined the purpose of the meeting: to update First Capital Realty (FCR) on the EELRT project and to hear from FCR regarding their future plans for properties at Kingston-Lawrence-Morningside (KLM). 	
2 Background Context <ul style="list-style-type: none"> The project team (City) introduced the project context, the Council approved EELRT and the many benefits the project will bring to the underserved communities in Eastern Scarborough. 	
3 First Capital Realty Update <ul style="list-style-type: none"> FCR (Chris Atkins) shared an updated on their portfolio at KLM. <ul style="list-style-type: none"> At Morningside Crossing, there is an active development application for 245 Morningside (for the portion of the site on the east side of Morningside north of Lawrence Avenue. The rest of the Morningside Crossing shopping plaza has long-term lease encumbrances, with no development plans in near future. <p>There are no current active developments for Kingston Square and Kingston Square West but these properties were noted as future opportunities for development.</p> 	
4 Design History <ul style="list-style-type: none"> The project team (City) continued with a high-level overview of the project history. The project team (HDR) recapped the design history at KLM: <ul style="list-style-type: none"> The design from the approved 2009 Scarborough-Malvern LRT; For the 2018 5% design, the EELRT was to be an extension of the ECLRT. This required longer 100m trains, creating bigger impacts to traffic operations at Kingston-Morningside. To mitigate the traffic impacts, a tunnel was proposed, requiring an underground portal along Kingston Road west of Lawrence Avenue and along Morningside Avenue north of Kingston Road. 	



5 10% Design Update

- The project team (HDR) then highlighted the current 10% design updates:
 - The EELRT is now a distinct service from the ECLRT, using shorter trains and platforms that allow the alignment to return to the surface at KLM, reducing disruption, cost, and complexity.
 - As in the 2018 5% design, a storage track has been retained to facilitate temporary train storage and to allow trains coming from McCowan-Sheppard and Kennedy to turn back at KLM.
 - Two surface stops are proposed along Kingston at Lawrence Avenue and west of Morningside Avenue.
 - To accommodate the new design along Kingston between Lawrence and Morningside Avenues, an approximately 7-8m widening of the Kingston Road right-of-way into the First Capital property is required at midblock, increasing to approximately 9m at the platforms towards Morningside Avenue.
 - East of Morningside Avenue, a widening of 4.3m on the south side into the First Capital property is required to tie in at the intersection and decreases to 1.8m further east.
 - The right-of-way widening accommodates a 7.3m wide public realm on both sides of Kingston Road for sidewalks, landscaping, cycle tracks, and buffers.
 - It was noted that property requirements are preliminary at this stage and may be refined in future phases of design, with the engagement of FCR and the appropriate City departments and contacts (City Planning, Real Estate...).

6 Questions and Discussion

- FCR asked about the timelines for the project construction and mechanism for delivery and further inquired as to the intent of the meeting.
 - The project team (City) confirmed that there are no construction timelines at the moment but reaffirmed that the EELRT is a City priority project and that the City has made funding requests to senior levels of government to help it advance to construction.
 - The project team (City) highlighted the intent of the meeting was to inform FCR of the status of the design and its localized impacts to FCR assets, ahead of the Transit and Rail Project Assessment Process (TRPAP) launch.
- FCR noted their support for the City-wide transit initiatives that ultimately improve access to FCR assets. FCR highlighted customer parking as an important consideration for retail property management, and that potential parking impacts to customers may compromise FCR leaseholder obligations. Impacts to parking are to be assessed by FCR at a later date when the design is more advanced.
 - The project team (City) committed to maintaining channels of communications with FCR as the project progresses.

7 Next Steps

- It was noted that the 245 Morningside Avenue application will be going to Community Council in summer 2024.
 - The project team will confirm any impacts at 245 Morningside Avenue based on the 10% design.
 - **Post-meeting note:** No impacts at 245 Morningside Avenue are expected.
- The City intends to launch the Notice of Commencement for the TRPAP process on May 15, 2024, with public meetings scheduled for the end of the month.
- The project team (City) to circulate the presentation with First Capital Realty.

EELRT Project Team (City and HDR)

If there are any errors or omissions, please advise David Brutto within ten business days of the issuance of these notes. Minutes prepared by Karim Nahed.