

# TORONTO TRANSIT COMMISSION REPORT NO.

**MEETING DATE:** February 17, 2010

**SUBJECT:** EGLINTON CROSTOWN LRT  
TRANSIT PROJECT ASSESSMENT STUDY  
PUBLIC CONSULTATION RESULTS

## **ACTION ITEM**

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### **RECOMMENDATION**

It is recommended that the Commission:

1. Receive this report on the Eglinton Crosstown LRT Transit Project Assessment public consultation meetings held between November 23, 2009 and January 14, 2010;
2. Endorse the staff recommendation to submit the Eglinton Crosstown LRT Environmental Project Report to the Ministry of the Environment, as approved by the Commission on November 17, 2009 and by City Council on November 30, 2009; and
3. Note that, in order to comply with the Transit Projects Regulation (231/08) of the *Environmental Assessment Act*, the Environmental Project Report must be submitted to the Ministry of the Environment no later than March 12, 2010.

### **FUNDING**

Funding for the Eglinton Crosstown Light Rail Transit (LRT) project was included under Transit City Approved priority projects in the TTC 2010-2014 Capital Program as amended by the Commission on October 29, 2009 and adopted by the City of Toronto Council on December 8, 2009. Project commitment approval of \$131.268 million was included for the Eglinton Crosstown LRT line as part of the \$430.719 million approved for Transit City Projects to cover expenditures to the end of 2010, excluding the Scarborough RT.

### **BACKGROUND**

In the spring of 2008, the City of Toronto and Toronto Transit Commission initiated preliminary planning for a Transit Project Assessment Study for the Eglinton Crosstown LRT line. The Transit Project Assessment is conducted in accordance with the Transit Projects Regulation (231/08) of the *Environmental Assessment Act*. Under this Regulation, transit projects, such as the Eglinton Crosstown LRT, are exempt from the requirements under Part II of the *Act*. The new regulation has created a process which allows for an assessment of potential environmental impacts to be completed and approved within 120 days.

During preliminary planning, a comprehensive public consultation program was conducted for the general public to review the proposed project, provide comments and outline any objections. Between June 2008 and September 2009, twelve public open houses were held and were attended by a total of 1,700 persons.

The Notice of Commencement for the 120-day Transit Project Assessment Study was issued on November 13, 2009.

At its meeting of November 17, 2009, the Commission approved the Transit Project Assessment study recommendations for a LRT line from Kennedy Station to Pearson International Airport including the alignment, stops, stations (and related surface facilities), bus terminals and traffic management, as described in the "Eglinton Crosstown Light Rail Transit, Draft Environmental Project Report, Executive Summary". The report also documented:

1. The process followed to develop the project;
2. The rationale for the design elements selected for the Eglinton Crosstown LRT; and,
3. A summary of the environmental impacts of the project and net effects following proposed mitigation measures.

Subsequently, at its meeting of November 30, 2009, Toronto City Council approved a report from the Toronto City Manager which recommended approval of the Transit Project Assessment Study recommendations and authorized staff to submit the Environmental Project Report to the Ministry of the Environment. At its meeting of December 3, 2009, the City of Mississauga General Committee (a Committee of City of Mississauga Council) endorsed the section of the Eglinton Crosstown LRT alignment in the City of Mississauga.

Further public consultation meetings for the Transit Project Assessment were held after the November 17, 2009 Commission Meeting, from November 23, 2009 to January 14, 2010. This report provides a summary of the results of nine public consultation meetings, with a total attendance of 1,100 persons, held for the Transit Project Assessment study between November 23, 2009 and January 14, 2010.

## **DISCUSSION**

The following key public consultation events were held:

1. TTC Advisory Committee on Accessible Transportation – Design Review Sub-Committee (November 18, 2009);

2. Public Consultation Open Houses (November 23, 2009 to December 10, 2009) (seven locations) (860 attendees);
3. Ward 11 Mount Dennis Community Meeting – December 14, 2009 (70 attendees); and,
4. Ward 34 Public Consultation Open House – January 14, 2010 (140 attendees).

During the public consultation meetings, many respondents expressed overall support for the recommended Eglinton Crosstown LRT project. The key issues raised and the follow-up actions by TTC and City staff are summarized below.

#### Surface LRT Alignment through Mount Dennis Community (Keele Street to Jane Street)

Several residents in the Mount Dennis Community raised opposition to the approved surface alignment for the LRT along Eglinton starting from a portal immediately east of Keele Street through Black Creek Drive (see Exhibit 1).

During preliminary planning, five alignment options from Jane Street to Keele Street were analysed. These options ranged from a surface alignment to a full underground alignment (see Exhibit 2). Because each of the alignment options for the Mount Dennis area have variations in the vertical and horizontal alignment, portal locations, special trackwork locations, and LRT platform layouts for the whole alignment section from Keele Station to the Jane Stop, all costs below are measured from Keele Street to Jane Street (approximately 2.4 kilometres) and are in \$2010:

1. Surface Alignment (Exhibit 1) – This option includes an underground LRT station at Keele Street, crossover and storage tracks at Keele Station, and surface LRT stops at Black Creek Drive, Weston Road and Jane Street. The estimated order-of-magnitude cost for the surface alignment option is \$330 million, excluding property costs. Due to the narrow municipal road right-of-way in the vicinity of Weston Road, implementation of the surface alignment will require partial acquisition of 10 properties and full acquisition of 26 properties (total of 36 affected properties).
2. Underground Alignment (Exhibit 2) – The full underground alignment would include underground LRT stations at Keele Street, Black Creek Drive and Weston Road, crossover and storage tracks at Weston Road and a surface LRT stop at Jane Street. The estimated order-of-magnitude costs for the underground alignment would be \$630 million, excluding property costs. The analysis determined that, due to the close proximity of buildings to the open cut construction area, the property impacts of the full underground alignment in the vicinity of Weston Road would be similar to the recommended surface alignment. Further property impacts may arise from the requirements for entrances and ventilation shafts.

3. Other Alignment Options – All of the other three analysed options included an underground station at Keele Street, an elevated stop at Black Creek Drive, an underground station at Weston Road, crossover and storage tracks at Weston Station and a surface LRT stop at Jane Street. The costs of these options ranged from \$540 to \$560 million and would impact a similar total number of properties – in the vicinity of Weston Road and Black Creek Drive.

Alignment options which include an underground station in the vicinity of Weston Road are not recommended for implementation because the property impacts will be similar to the approved surface option. As well, the costs for the underground options are significantly higher than for a surface alignment (cost premium of \$210 to \$300 million).

Final property requirements for the approved surface alignment will be defined during detailed design. Subsequently, the City of Toronto will acquire property by negotiation or expropriation, as required.

#### LRT Stop at Swift Drive/ Credit Union Drive

The Board of the Latvian Centre (located at 4 Credit Union Drive), and many attendees at the January 14, 2010 Open House, have requested that a stop be included at the intersection of Swift Drive/Credit Union Drive and Eglinton Avenue.

During preliminary planning, the study team identified a potential stop at the Swift/Credit Union intersection which was included in presentation materials at Open Houses held in August/September 2008 and June/ July 2009. Forecasts indicate that a stop at this location would be used by approximately 800 passengers per day, which double the current ridership at the stop. The stop would, however, be one of the least used stops on the ECLRT line. During summer of 2009, further analyses were conducted and the stop was not recommended for implementation due to property impacts and costs.

Due to the steep grade of Eglinton Avenue between the Don River Valley and Swift/ Credit Union (see Exhibit 3), to locate an LRT stop platform at Swift/ Credit Union, the intersection would need to be lowered by 6 metres (see Exhibit 4). As well as additional costs (order-of-magnitude cost premium of \$35 million), this treatment would also require the closure or relocation of driveways 3 Swift Drive, 25 Swift Drive and 1681 Eglinton Avenue (Eglinton Avenue driveways only) (see Exhibit 5). Approximately 1,200 metres of retaining walls would be required on Eglinton Avenue, Swift Drive and Credit Union Drive. The nearest LRT stop to Swift Avenue is the Bermondsey Stop, which is located 350 metres to the east. Because of the East Don River Valley, there are very few buildings west of the Swift/ Credit Union intersection that would be served by a stop at this location. The maximum walking distance from the most-westerly building in the Swift/Credit Union area to the Bermondsey Stop is 600 metres (approximately 9 minute

walk).

An LRT stop is not recommended at the Swift/ Credit Union intersection because of the impacts to adjacent driveways and properties and cost.

#### Parallel Bus Service for the Underground LRT Section (Keele to Laird)

Members of the Advisory Committee for Accessible Transportation (ACAT) and some attendees at the public consultation meetings have requested that parallel bus service be provided on Eglinton Avenue, in particular through the underground section of the Eglinton Crosstown LRT. The TTC determines bus routings based on customer needs and observed travel demands which, in some cases, includes operating buses in parallel to a rapid transit line. The average station spacing for the underground section of the Eglinton LRT between Keele Station and Laird Station is approximately 850 metres. This is comparable to the average station spacing on the Bloor-Danforth Subway line (870 metres). Parallel bus service is not provided for the Bloor-Danforth Subway. Parallel bus service is provided on Yonge Street at all times between Davisville and Finch (where some of the stations are 1600 metres apart), and at peak times only south of Davisville where the stations are, on average 650 metres apart.

When the Eglinton Crosstown LRT becomes operational, some bus routes will continue to operate on sections of Eglinton Avenue to facilitate transfers between the bus routes and the LRT service. These bus routes, and the need for parallel bus services, will be determined through the TTC Service Standards process based on observed ridership patterns and specific community needs, relative to the additional cost of providing the service.

#### Rerouted Left-Turns (9 locations)

Some members of the public have raised concerns about the prohibition of left-turns at the Martin Grove, Kipling, Islington, Royal York, Scarlett, Jane, Victoria Park, Pharmacy and Birchmount intersections. Under the proposal, left-turns from Eglinton Avenue will be rerouted to a new signalized U-turn located beyond the intersection. Motorists will travel to the U-turn, negotiate the U-turn and then turn right to complete the turning movement.

Between the June/ July 2009 and November/ December 2009 public consultations, the preferred design for the Martin Grove, Kipling, Islington, Scarlett, Pharmacy and Birchmount intersections was refined to permit north-south left-turns (i.e. left-turn prohibition from Eglinton Avenue only). At the November/ December 2009 public consultation meetings, several members of the public supported the refined proposal.

During the design phase for the LRT project more detailed traffic analyses will be conducted, which will result in further refinements to traffic management at the nine intersections. As well, and in accordance with motions approved by Toronto City Council, a truck operations plan including appropriate highway signage, will be developed.

Next Steps

The Eglinton Crosstown LRT Environmental Project Report will be submitted to the Ministry of the Environment by March 12, 2010. The Environmental Project Report will be placed on the public record for the mandatory 30-day review period in March/April 2010. Following the comment period, the Ministry of the Environment will conduct a 35-day review and decision process (April to mid-May 2010), leading to the issuance of the Transit Project Assessment Statement of Completion (anticipated in mid-May 2010).

The TTC and the City of Toronto will continue to conduct public consultation on the implementation of the project during the design and construction of the Eglinton Crosstown LRT project.

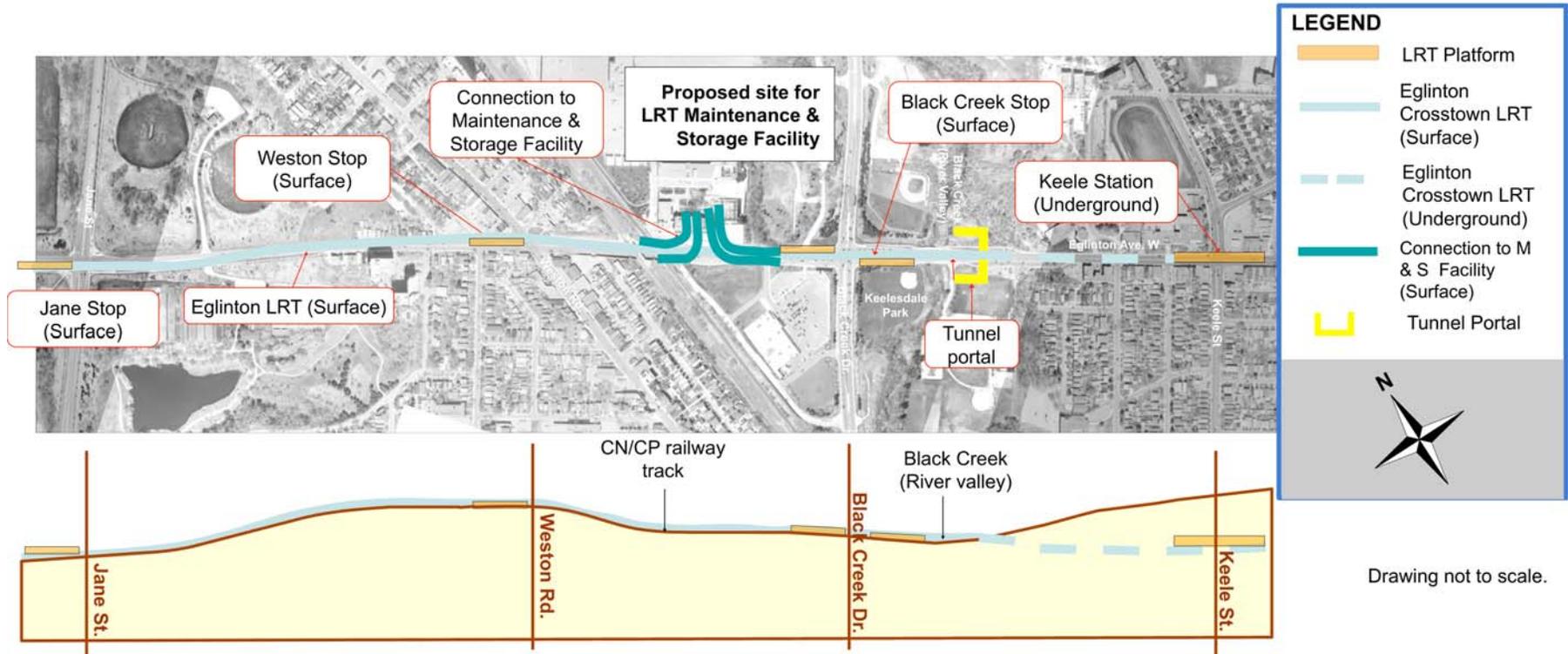
**JUSTIFICATION**

The Eglinton Crosstown Light Rail project is a component of the *Toronto Transit City Light Rail Plan*, the Province's *MoveOntario 2020 Plan* and Metrolinx Regional Transportation Plan. The recommendations of the Eglinton Crosstown LRT Transit Project Assessment Study provide a cost-effective way of providing excellent, reliable, high-capacity, environmentally-sustainable transit service thereby, reducing auto dependency in this corridor and creating a more liveable, attractive, and sustainable city.

January 29, 2010  
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**Exhibit 1**  
**Recommended Surface Alignment – Keele Street to Jane Street**



## Exhibit 2

### Underground Alignment – Keele Street to Jane Street (Not Recommended)

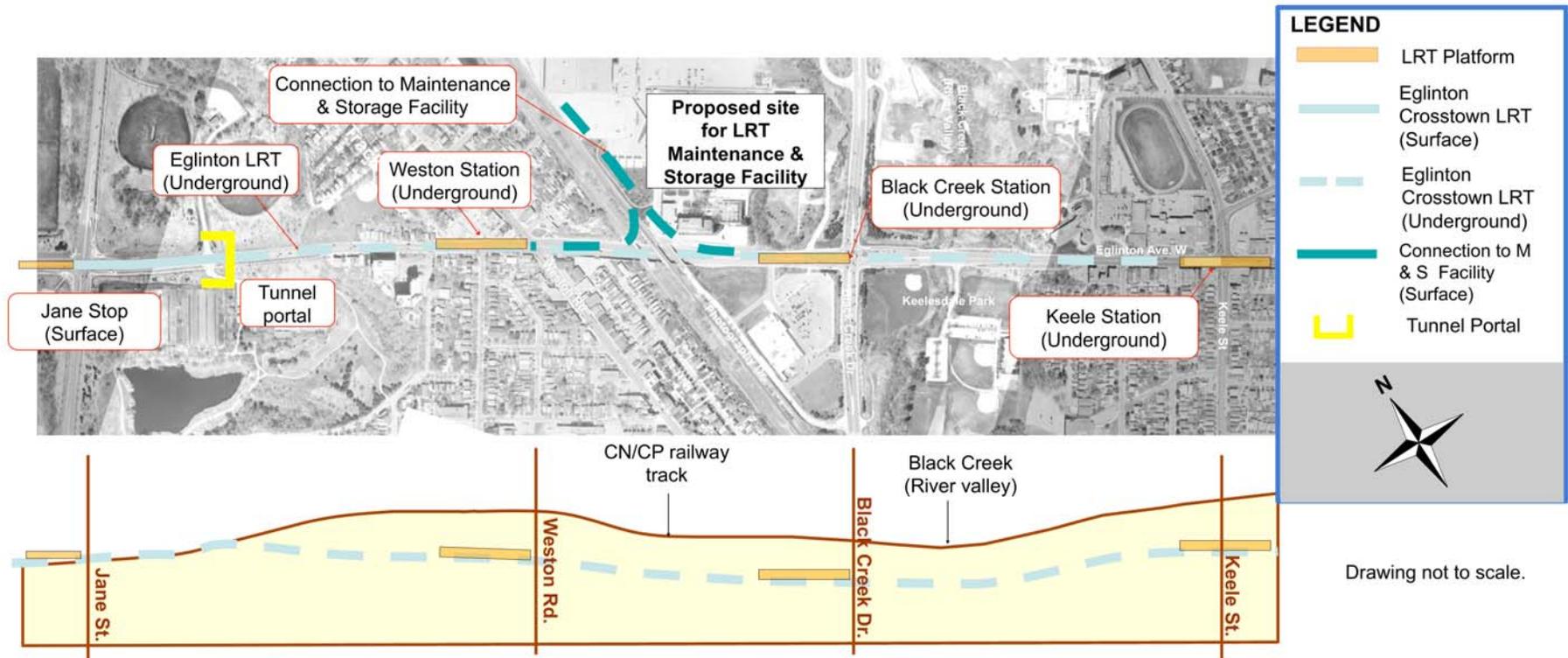
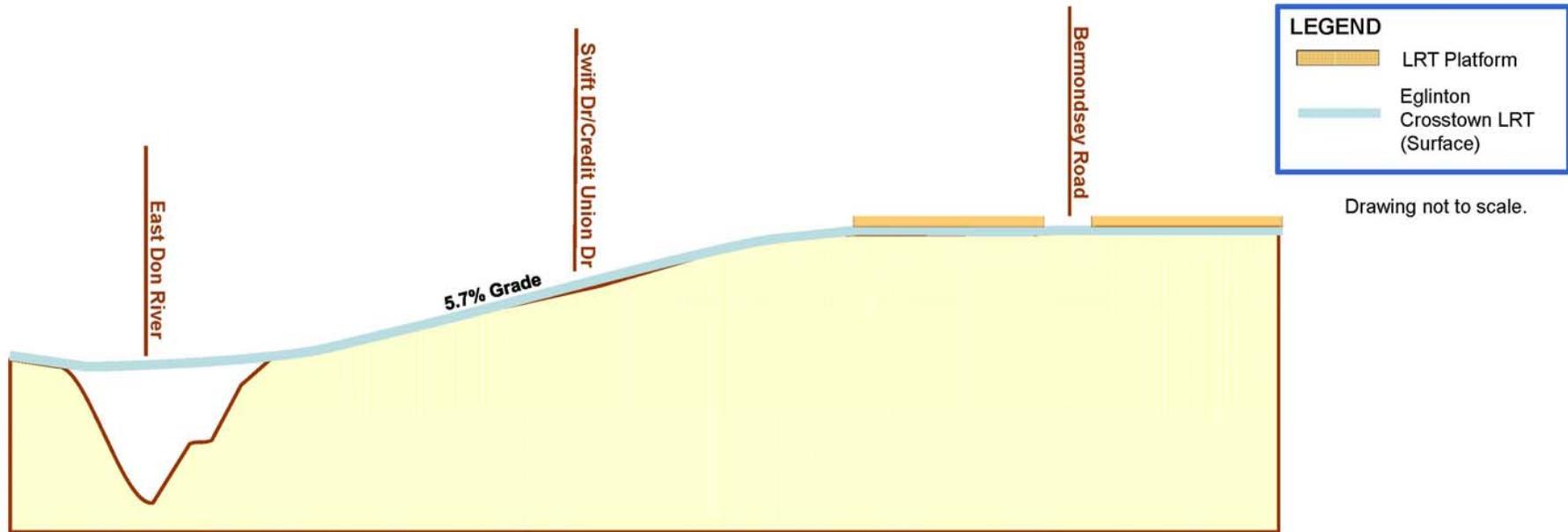
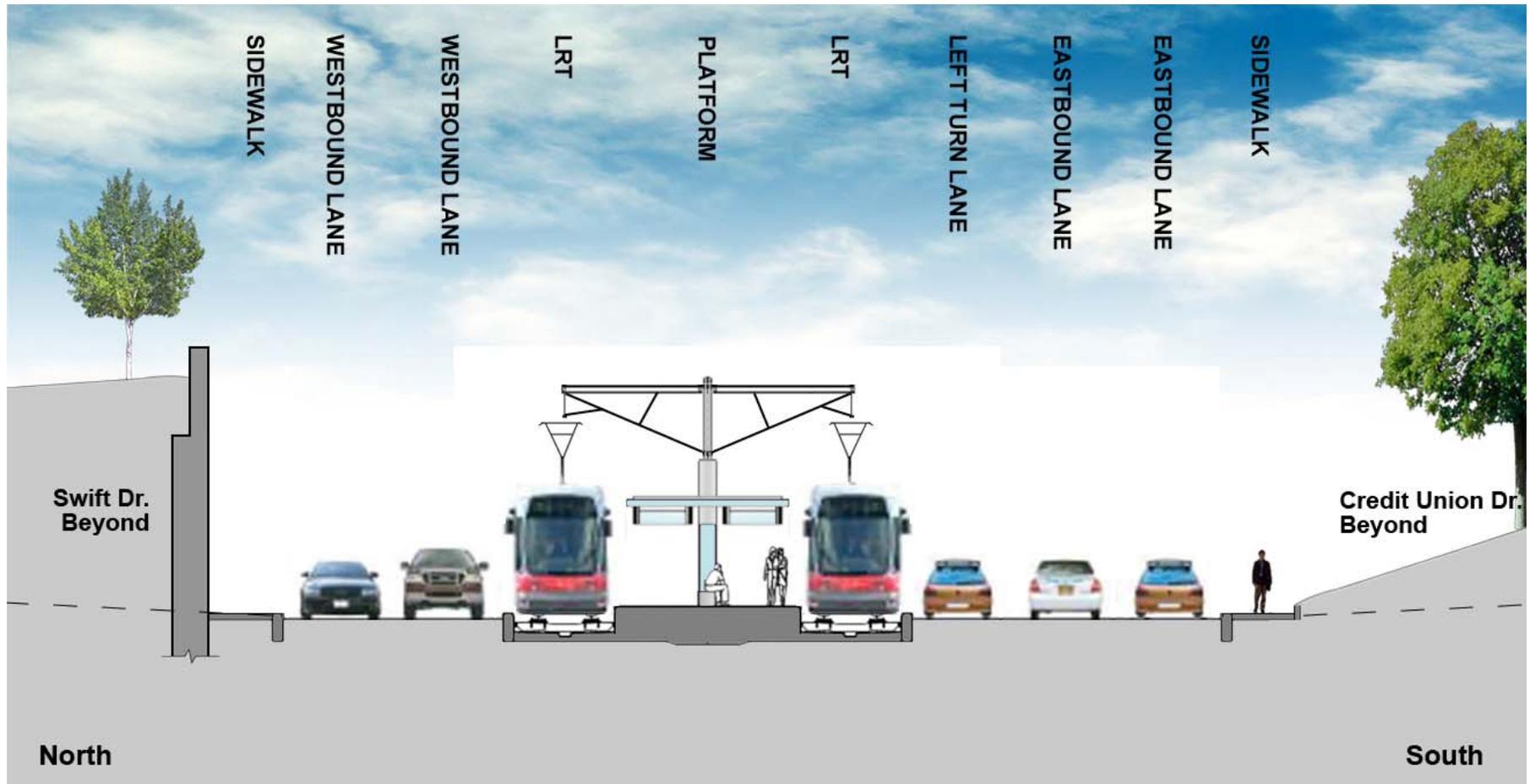


Exhibit 3 – Profile of Eglinton Avenue from Don River Valley to Bermondsey Drive



**Exhibit 4**

**Cross-Section Showing Potential LRT Stop at Swift/ Credit Union (Not Recommended)**



**Exhibit 5**  
**Plan Showing Impacts for LRT Stop at Swift/ Credit Union (Not Recommended)**

