APPENDIX I - CONSULTATION

PUBLIC CONSULTATION

TORONTO Building a great city – *together*

The City of Toronto holds public consultation as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

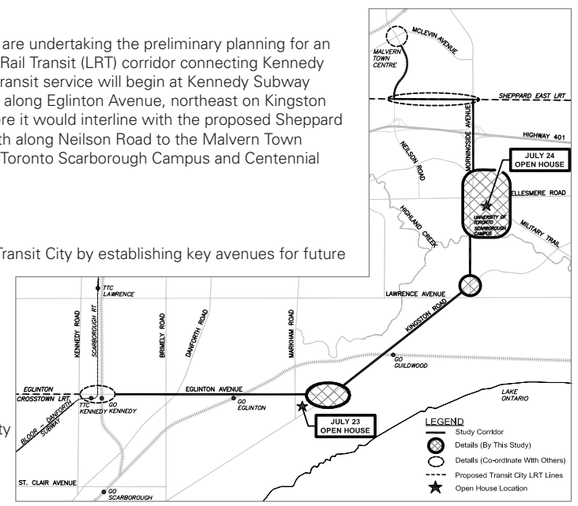
Scarborough-Malvern Light Rail Transit (LRT)

Preliminary Planning for the Environmental Assessment – Notice of First Open House

Background

The Toronto Transit Commission (TTC) and the City of Toronto are undertaking the preliminary planning for an Environmental Assessment Study to identify a potential Light Rail Transit (LRT) corridor connecting Kennedy Subway Station with northern Scarborough. This high quality transit service will begin at Kennedy Subway Station. The preliminary preferred alignment would travel east along Eglinton Avenue, northeast on Kingston Road, north on Morningside Avenue to Sheppard Avenue where it would interline with the proposed Sheppard East LRT. It would proceed westerly to Neilson Road, and north along Neilson Road to the Malvern Town Centre. The LRT route would provide service to University of Toronto Scarborough Campus and Centennial College Ellesmere Campus.

The study corridor is illustrated on the following map:



The study corridor is illustrated on the following map:

Toronto's Official Plan focuses on city-building and creating a Transit City by establishing key avenues for future growth. The Official Plan and the TTC's Ridership Growth Strategy also stress the importance of making high-quality transit a more attractive option for travel.

Official Plan Amendment

Implementation of this proposed LRT line will require that the Toronto Official Plan be amended to designate Morningside Avenue, from Kingston Road to Sheppard Avenue East, and Neilson Road north of Sheppard Avenue East, as Transit Priority Segments on Map 5

The City is now working with consultants on the preliminary planning stages of the Scarborough-Malvern Light Rail Transit EA by examining the study corridor in detail. A round of public Open Houses will be held in July to provide an update on this study, and to seek your input on this work completed to date, including:

Study background and Process	Light Rail Transit Vehicle Technology
Existing Conditions in the Study Area	Transit Improvement Routes and Stations
Needs Assessment / Improvement Rationale	Prelimiary Conclusions
Problem / Opportunity Statement	Next Steps
Consultation Plan	

We would like to hear from you:

To get involved in this process and share your input, please join us in the following open house sessions:

Wednesday, July 23
Scarborough Village Recreation Centre
3600 Kingston Road (Eglinton Ave. and Kingston Rd.)
6:30 to 9:00 p.m.

Thursday, July 24
University of Toronto Scarborough
Science Wing Meeting Place,1265 Military Trail
6:30 to 9:00 p.m.

Your input is valuable to us!

Anyone who wishes to participate in the study is welcome to do so. You can also get involved in different ways:

- Attend an Open House
- Visit the project website at www.toronto.ca/involved/projects/transit_city/index.htm to get information and updates on the study progress. It provides an easy way for you to send comments and to review the latest study information.
- Have your name added to the project mailing list to receive study updates
- Watch for information in local newspapers
- Contact the project team at:

Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto Ontario M5V 3C6

Tel: 416-392-6900
Fax: 416-392-2974
TTY: 416-397-0831
Email: malverntransit@toronto.ca
Web: www.toronto.ca/involved

ISSUE 01 NEIGHBOURHOOD update
TORONTO
SCARBOROUGH/MALVERN LIGHT RAIL TRANSIT (LRT) ENVIRONMENTAL ASSESSMENT
JULY·2008

Scarborough/Malvern

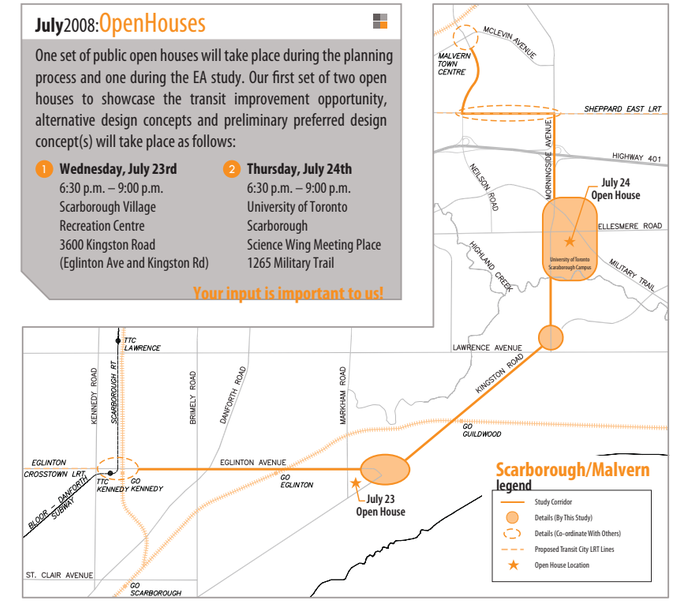
The Toronto Transit Commission (TTC) and the City of Toronto are undertaking the preliminary planning for an Environmental Assessment Study to identify a potential Light Rail Transit (LRT) corridor connecting Kennedy Subway Station with northern Scarborough. This high quality transit service will begin at Kennedy Subway Station. The preliminary preferred alignment will travel east along Eglinton Avenue, northeast on Kingston Road, north on Morningside Avenue to Sheppard Avenue where it would interline with the proposed Sheppard East LRT. It would proceed westerly to Neilson Road, and north along Neilson Road to the Malvern Town Centre. The LRT route would provide service to University of Toronto Scarborough Campus and Centennial College Ellesmere Campus.

July2008:OpenHouses

One set of public open houses will take place during the planning process and one during the EA study. Our first set of two open houses to showcase the transit improvement opportunity, alternative design concepts and preliminary preferred design concept(s) will take place as follows:

1. **Wednesday, July 23rd**
   6:30 p.m. – 9:00 p.m.
   Scarborough Village
   Recreation Centre
   3600 Kingston Road
   (Eglinton Ave and Kingston Rd)
2. **Thursday, July 24th**
   6:30 p.m. – 9:00 p.m.
   University of Toronto
   Scarborough
   Science Wing Meeting Place
   1265 Military Trail

Your input is important to us!



As part of this study, a series of transfer connection options will be examined. Some key connections to be evaluated are at the Eglinton Avenue / Kingston Road intersection with the proposed Kingston Road transit improvements, at Eglinton and Guildwood GO Stations, at Kingston Road / Lawrence Avenue / Morningside Avenue intersections with existing busy bus routes, and with the University of Toronto Scarborough Campus. The connection details at Kennedy Subway Station, including connections to the future Eglinton Crosstown LRT, and the Scarborough Rapid Transit (SRT) Line, and connection details at Malvern Town Centre with the Scarborough Rapid Transit (SRT) Line and corridor details along the proposed Sheppard East LRT are being developed by other studies. This study corridor is shown on the map above. In addition to the Scarborough-Malvern LRT, the City and the TTC are currently involved in a number of transit-related studies throughout Toronto. The studies are presented on the map on the following page.

Official Plan Amendment

Implementation of this proposed LRT line will require that the Toronto Official Plan be amended to designate Morningside Avenue, from Kingston Road to Sheppard Avenue East, and Neilson Road north of Sheppard Avenue East, as Transit Priority Segments on Map 5.

Toronto'sTransitCity:LightRailPlan

The TTC's new Transit City Plan, unveiled in March 2007 establishes a network of rapid transit expansion in Toronto. Transit City will provide fast and reliable public transit service, increase the mobility of Toronto residents, and provide system-wide connections to existing and future rapid transit services. Scarborough-Malvern LRT corridor is included among the corridors identified in the Plan. More information on the Transit City Plan is available at: www.transitcity.ca.

The Transit City Plan proposes to introduce low floor, fully accessible Light Rail Vehicle service for the Scarborough-Malvern corridor. Light rail transit is defined as a form of public transit that uses rail technology for vehicles operating in an exclusive right-of-way both on and off the road.

Conceptual Vehicle Type

(Sample representation of vehicle technology. Vehicles not restricted to specific manufacturer)

Amsterdam, Netherlands

Strasbourg, France

Stockholm, Sweden

StudyProcess:Common Questions

Q Why has the Scarborough-Malvern LRT Corridor been selected as part of the Transit City Plan?

A In 2007, TTC announced the Transit City Plan to develop a rapid transit network in order to provide seamless interconnections to existing and future transit services. The Scarborough-Malvern LRT line would be able to provide an important linkage between Kennedy Subway Station and the northeastern part of Scarborough. The LRT line would also provide a new high-quality transit service along several busy existing transit routes and would provide service to the University of Toronto Scarborough Campus and Centennial College's Ellesmere Campus.

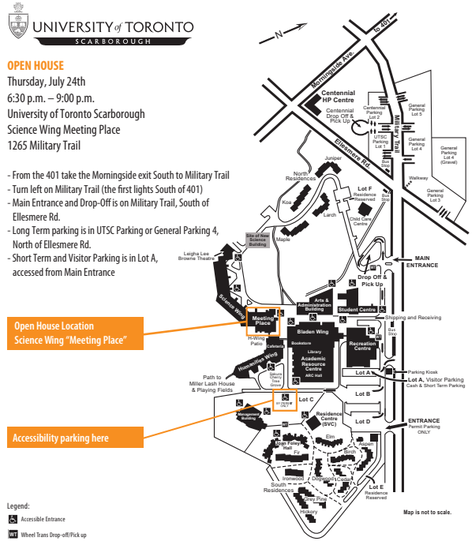
Q Why get involved?

A
- To learn more about the project and ask questions of the project team
- To represent the needs of your community
- To have a say in what happens in your community

UNIVERSITY of TORONTO SCARBOROUGH

OPEN HOUSE
Thursday, July 24th
6:30 p.m. – 9:00 p.m.
University of Toronto Scarborough
Science Wing Meeting Place
1265 Military Trail

- From the 401 take the Morningside exit South to Military Trail
- Turn left on Military Trail (the first lights South of 401)
- Main Entrance and Drop-Off is on Military Trail, South of Ellesmere Rd.
- Long Term parking is in UTSC Parking or General Parking 4, North of Ellesmere Rd.
- Short Term and Visitor Parking is in Lot A, accessed from Main Entrance



HowTo:ContactUs

Anyone who wishes to participate in the study is welcome to do so. Your input is valuable to us! You can also get involved in different ways:

- Attend an **Open House**
- Visit the **project website** at www.toronto.ca/involved/projects/transit_city/index.htm to get information and updates on the study progress. It provides an easy way for you to send comments and to review the latest study information.
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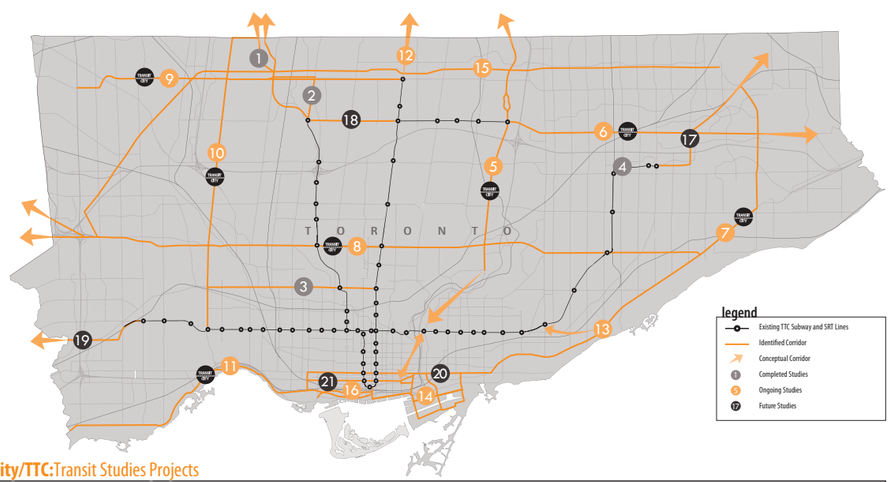

City/TTC:Transit Studies Projects

1. Spadina Subway Extension EA
2. Spadina Bus Only Lanes Transit Improvements Class EA
3. St. Clair Avenue West Transit Improvements Class EA
4. Strategic Plan for the Future of the Scarborough RT
5. Don Mills Road LRT EA
6. Sheppard East LRT EA
7. Scarborough Malvern LRT EA
8. Eglinton Crosstown LRT EA
9. Etobicoke-Finch West LRT EA
10. Jane LRT EA
11. Waterfront West Transit EA
12. Yonge Street Surface Transit Improvements Class EA
13. Kingston Road Transit Improvements EA
14. Waterfront East Transit EAs
15. Transit Opportunities in Hydro Corridors
16. Bremner Boulevard Transit EA
17. Scarborough RT Extension Future Study
18. Sheppard Avenue West Transit Improvements
19. Dundas West Transit Improvements
20. Queen Street Transit Priority
21. King Street Transit Priority

Toronto Transit Commission
Transit City
Scarborough-Malvern LRT
Series 1

July 23 and 24th Open Houses
Summary Results Report

Prepared by Lura Consulting
August 2008

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Toronto, Ontario M2J 4Z2, Canada

This summary report was prepared by LURA Consulting. LURA is providing third-party open house hosting services as part of the Toronto Transit Commission (TTC) and the City of Toronto Transit City projects. This summary captures the key comments submitted during the noted open houses. It is not intended as a verbatim transcript. If you have any questions or comments regarding the summary, please contact:

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Table of Contents

1. Introduction 1

2. Notification 1

2.1. Canada Post Drops and Newspaper Ads (led by the City of Toronto) 1

3. Comment Summary 2

4. Appendix A – Aggregated Comments **2**

4.1. General Support 2

4.2. Concerns 2

4.3. Suggestions 3

4.4. Other Comments 4

4.5. Questions 4

4.6. Other Transit Issues 5

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1. Introduction

The Toronto Transit Commission (TTC) and the City of Toronto are undertaking the preliminary planning for an Environmental Assessment Study to identify a potential Light Rail Transit (LRT) corridor connecting Kennedy Subway Station with northern Scarborough.

Two public open houses were held in July 2008 as part of the first series of Transit City LRT open houses. The purpose of the open house was to share information about the project with the community and to gather feedback on preliminary project plans. The dates and locations of the open houses were:

Wednesday, July 23rd	Thursday, July 24th
6:30 p.m. – 9:00 p.m.	6:30 p.m. – 9:00 p.m.
Scarborough Village	University of Toronto Scarborough
Recreation Centre	Science Wing Meeting Place
3600 Kingston Road	1265 Military Trail
Scarborough, ON	Scarborough, ON

Eighty-six participants signed in at the July 23rd open house, and 35 participants signed in on July 24th. The open house included 36 detailed display boards, a Frequently Asked Questions handout (both available for download on the project web page at toronto.ca/involved/projects/malvern_lrt), a continuous loop slide show with voice over, and an open invitation to ask questions and discuss the plan with the many project team members present.

Participants were invited to write down their ideas and opinions on comment forms and submit them at the registration table. Thirteen comment forms were received on the 23rd and 10 on the 24th.

In addition to the comment forms, project team members and Lura staff also recorded participant comments on clip boards. Three comments were recorded in this manner on the 23rd and approximately 40 on the 24th. Up to July 31st the TTC also received 23 comments via email and telephone, many of which were questions and/or requests to be added to the mailing list. This report summarizes the comments received.

2. Notification

The following section lists the methods used to notify stakeholders and the public about the Scarborough Malvern LRT project.

2.1. Canada Post Drops and Newspaper Ads (led by the City of Toronto)

Notices

- July 9, 2008: 80, 741 notices to all properties within approximately 1.5 kilometers of the Scarborough Malvern LRT route.

Newspaper Ads

- Scarborough Mirror (July 11th and July 18th, 2008).

3. Comment Summary

A summary of the key issues and comments raised are presented below, with more detailed comments provided in the Appendix.

- A mix of concern and support over the number of stops and the distances between them.
- Routing concerns and alternative routing suggestions.
- Concern over potential increased traffic delays along major roads used by the LRT.
- Concern over left-turn restrictions.
- Support for bike lanes.
- The need for additional commuter parking.
- Suggestions for consistent types of vehicles between LRT, SRT and street car lines.
- General support and encouragement for the project.
- Assorted questions and comments relating to other transit issues.

4. Appendix A – Aggregated Comments

A summary of the all aggregated comments are presented below. They are grouped by topic and type of comment. A number in brackets is used to count duplicate comments received.

4.1. General Support

- General approval of the plan and a desire to see it happen.
- Expedite the project to help reduce the heavy traffic on Kingston Rd.
- Speed up the implementation before "Peak Oil" crisis hits in 2010.
- Support the decision to use LRT rather than bus or subway.
- Main stop at Ellesmere and Morningside is very advantageous for us.

4.2. Concerns

Traffic Issues

- Traffic is already bad along Eglinton Ave and Kingston Rd. Any lane reductions will make it worse.
- Congestion caused by commuters from Durham, Ajax, etc will need to be addressed.
- Concerns over the raised curb which restricts left turns.
- Concerned about proposed Neilson Rd. route: LRT would add more traffic, would eliminate the aesthetics of the existing tree lined medium, and is narrower than Morningside. (2)

Routing

- Concern that the proposed LRT does not connect the U of T St. George campus to the Scarborough campus very well.
- Revised alignment by-passes east Malvern, the Sewells/Old Finch subdivision, Morningside Heights subdivision and Neilson Park. This is worse for thousands of residents.

Other

- Concern that the timing is so far out into the future and that a change in administration could derail these projects to bring everyone back to the drawing board.
- View that the project is a waste of money.

4.3. Suggestions

Stop Placement

- Rational behind using option 2 (400m stops) is great. It's appropriate.
- Prefer more stops with shorter distance.
- Need a stop on Torrance Rd. or else I will likely drive to work.
- Suggestion to extend a stop to Morningside & Finch, because there are thousands of homes here.
- "University" stop should be as close as possible to classroom buildings of UTSC. The future hotel/conference centre would be business use and therefore not generate much transit use. Long walks to classes for students should be minimized.

Alignment/ Routing

- Alternative alignment along Kingston Road and Meadowvale should be explored.
- A loop in to U of T would be better than a stop at Morningside & Ellesmere, or both stops if possible.
- The Morningside/Sewells alignment to connect with Malvern Town Centre would, in conjunction with other TTC routes, benefit most people in Malvern as a whole, especially Tempringham.
- Morningside is a wider road than Neilson Rd. – why not go up to Finch & then down Neilson to meet the other LRT?
- Going up to Finch would enable the new residents in the development north of Finch better access to the LRT.
- Delete the section of LRT from Malvern Town Centre to Sheppard Ave East. This 1km section of LRT will be duplicated with the proposed extension of the SRT to Malvern Town Centre.
- Build Phase 1 of Sheppard Ave East LRT to turn South at Morningside Ave with terminal at UTSC. Phase 2 can continue from Sheppard Ave to Meadowvale Road and to Durham Region. Riders to/from UTSC can use the Sheppard LRT without transfer. Riders to/from Malvern Town Centre can use the SRT and transfer from/to the LRT at the Sheppard Ave Stop. The deletion of rail track T-junctions at Morningside Ave and Nielson Road will reduce the LRT operation and maintenance work, and will provide a smooth ride.
- Extend the study corridor to Steeles Ave E and Staines.
- Create multiple routes to reduce transfers.

Vehicles

- Aim to use the same types of vehicles for all street cars and LRT, thus reduce expense of training and maintenance and allow for combinations of routes.
- Replace Scarborough RT with new LRT so cars will be interchangeable and less expensive to maintain.

Bicycles

- Bike lanes are needed.
- Raised bike lanes would be safer.
- Include option to bring bikes on LRT, e.g. with a rack like on the bus.

Other

- Put the transfer hub at Eglinton and Kingston underground, with access similar to Queens Quay (reduce traffic congestion and winter problems). Buses at ground level.
- We will need more parking for commuters.
- Address Scarborough RT problems and ensure an appropriate design.
- Make road access at road grade, like in European cities.
- Make accessibility a focus in the project.
- Parkland should remain as is and not negatively impact wildlife. Toronto should not reduce any green spaces.

4.4. Other Comments

- Ridership will likely increase as GO transit riders or drivers from out of the city may use the LRT.
- Eliminate or reduce congestion on existing bus routes & LRT.
- Excellent slide show.
- This LRT is unnecessary, although I like it.
- Appreciation of being able to talk with the experts.
- LRT does not attract riders like a subway does.
- U-turns at signals are quicker than waiting for traffic gaps.
- Please continue to inform residents through flyers & email.

4.5. Questions

- Do you have the money to do implement?
- If you have an existing right of way (Malvern from McCowan), why are you not using this route?
- What about left turn lanes?
- Will the GO bus go to Malvern?
- What would be the cost of electricity to run this?
- What will happen to TTC access to Guildwood?
- How frequently will the LRT pass?
- Why not consider Sewells Rd more?
- Will the Scarborough technology change?
- How will the bus routes be reorganized?
- How will the Malvern LRT relate to the Kingston Road Transit Improvements?
- How will it relate to the Eglinton LRT at Kennedy Station?
- Why does the Eglinton LRT and Malvern LRT doesn't terminate at Guildwood GO Station instead of Kennedy?
- Do you accept private investment to help make it happen (faster)?

4.6. Other Transit Issues

- Subways are better.
- Need to finish the Sheppard subway from Highway 27 to Meadovale.
- It would be wonderful to see the subway extended to Eglinton and Islington and then LRT there after.
- Fix Kennedy Station.
- We need more parking at the GO train stops. (2)
- We need more GO trains.
- We need more transit from Toronto to Ajax.
- Toll roads should be used to deter commuters.
- Clear snow from bike lanes.
- What happened to the express bus to the U of T St. George Campus?
- There is no bus service along Kingston after 8 pm. The TTC does not look after the needs of residents.
- It is rumoured that the Town of Markham is interested in an SRT expansion to Markham. Is this true?

WELCOME TO OUR PUBLIC OPEN HOUSE

SCARBOROUGH-MALVERN LIGHT RAIL TRANSIT (LRT)

Preliminary Planning for a Transit Project Assessment Study

July 23, 2008, 6:30 to 9:00 – Scarborough Village Recreation Centre

and

July 24, 2008, 6:30 to 9:00 – University of Toronto Scarborough Campus

PLEASE SIGN IN

Members of the Project Team are available to discuss the project with you.
Please feel free to ask questions and fill out a comment sheet.

Visit us at: www.toronto.ca/involved

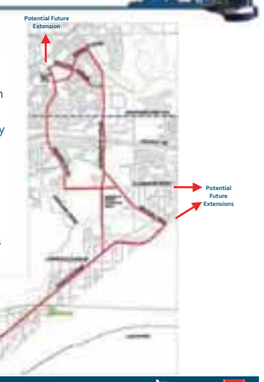
Purpose of Today's Open House

- Present the study area
- Introduce the study objectives and the new Transit Project Assessment Study process
- Present the study background and supporting planning policies
- Provide the existing conditions in the study area
- Provide the assessment of alternative corridors between Kingston Road and the Malvern Community
- Present the alternative and recommended transit solution
- Outline the next steps and activities of the study
- **Obtain your input on issues, problems and areas of concern**

Study Area

The study area for the Scarborough-Malvern LRT, as shown on the map, includes:

- Eglinton Avenue from Kennedy Subway Station to Kingston Road
- Kingston Road from Eglinton Avenue to Military Trail
- Morningside Avenue and Military Trail from Kingston Road to University of Toronto Scarborough Campus (UTSC)
- various corridors in northern Scarborough from UTSC to the Malvern Community, including Morningside Avenue, McLevin Avenue, Sewells Road, Sheppard Avenue, Neilson Road, and Ellesmere Road



Study Objectives

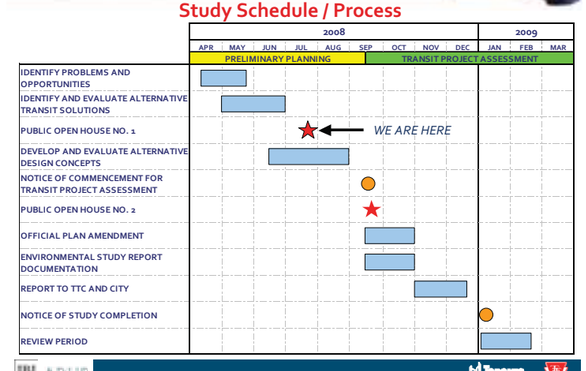
To conduct a Transit Project Assessment Study that will identify, analyze and recommend a preferred design for a high quality transit service between Kennedy Subway Station and northern Scarborough, in a manner that:

- **is affordable**
- **makes transit a more attractive travel option relative to the private auto**
- **supports other City objectives such as good urban design, and creating a more attractive walking and cycling environment**

and that:

- **respects other road users, adjacent properties, and the natural environment**
- **supports the City's growth objectives of providing a better variety and density of transit-oriented developments**

Study Schedule / Process



City Planning Policies

The study will be consistent with the policies and the objectives of the City of Toronto:

City of Toronto's Official Plan

The City's Official Plan supports continued growth in Toronto, but places greater emphasis on using available road space more efficiently to move people, rather than vehicles. Transit, walking and bicycle lanes in conjunction with providing a better variety and density of transit-oriented development are major cornerstones of the Official Plan.

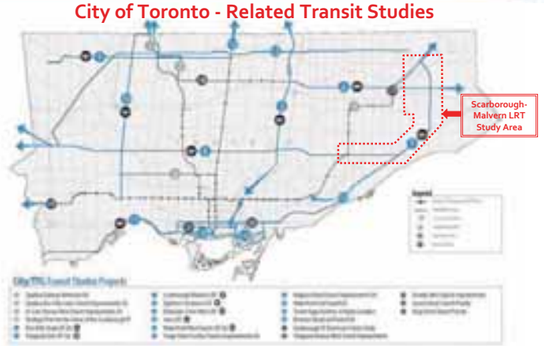
The Official Plan's Map 4 - Higher Order Transit Corridors, and Map 5 – Surface Transit Priority Network, identifies Eglinton Avenue and Kingston Road in our study area as part of the future transit network.

The City's transportation network will be developed to support increased transit priority over vehicles on selected corridors, including those identified on Map 5. Transit priority measures may include: reserved or dedicated lanes for transit; and, limiting or removing on-street parking during part or all of the day (Policy – 2.2 3h).

City of Toronto's Bike Plan

The City of Toronto's Bike Plan is a 10 year strategy that includes the implementation of infrastructure to create a bicycle friendly environment that encourages the future use of bicycles for everyday transportation and enjoyment. An excerpt from the bike plan map (left) indicates Kingston Road, Morningside Road, Sheppard Avenue and Neilson Road in our study area as part of the overall bike network.

City of Toronto - Related Transit Studies



TTC Planning Policies

The study will be consistent with the policies and the objectives of the Toronto Transit Commission (TTC):

Ridership Growth Strategy

In support of the City's Official Plan, the TTC prepared a strategy, that focuses on increasing service and improving the speed and reliability of the TTC, and identifies corridors for transit infrastructure investment. A key element of this strategy is transit in dedicated rights-of-way, separated from traffic.

Toronto Transit City LRT Plan ("Building a Transit City")

In 2007, the TTC developed a plan which built upon the transit concepts from previous studies, including the Ridership Growth Strategy and the City's Official Plan. The plan recommends a widely-spaced network of electric light rail lines, each on its own right-of-way throughout the City, including the Scarborough-Malvern LRT, extending from the Kennedy Subway Station to northern Scarborough.

The LRT lines reach all across Toronto, all connecting with the City's existing and planned rapid transit routes. The intent is that no one should be disadvantaged getting around Toronto if they don't own a car.

The plan focuses on linking land use and transportation planning policies to create an effective strategy for accommodating the City's future trip growth.

Future Population / Employment and Transit Demand

Source: City of Toronto Planning Division

Based on the growth in population and employment projected for this corridor, and the future forecast travel patterns in this area, the peak hour demand is estimated to be 4,600 – 5,000 people at the busiest point along the route.

City's Official Plan – Land Use and Urban Structure

Toronto Transit City LRT Plan

"The Toronto Transit City LRT Plan is a bold vision for public transit. It will allow us to tackle climate change and reduce congestion while improving service in all parts of the City"

- Mayor David Miller

In June of 2007, the Province announced, "Move Ontario 2020", a plan to fund 52 transit projects in Ontario, including funding for the TTC's Transit City LRT Plan.

- Premier Dalton McGuinty

The plan is premised on developing a widely-spaced network of electric light-rail lines, each on its own right-of-way. The lines reach all across Toronto, all connecting with the City's existing and planned rapid transit routes.

In total, 120 km of service will be added over the entire city. Ultimately, the new lines could carry 175 million riders per year.

Provincial Planning Policies

The study will be consistent with the policies and the objectives of the Province of Ontario:

Provincial Policy Statement

- Transportation, transit and infrastructure facilities are to be planned to meet current and projected needs, providing for an efficient, cost-efficient, reliable multi-modal transportation system that supports long-term economic prosperity.
- Public transit and other alternative modes of transportation are to be supported to improve energy efficiency and air quality.

Policies – 1.6.6.1, 1.7.1 d), and 1.8.1 b)

Growth Plan for the Greater Golden Horseshoe

- Public transit will be the first priority for transportation and major transportation investments.
- Major transit station areas and intensification corridors will be designated in official plans.
- Major transit station area and intensification corridors will be planned to ensure the viability of existing and planned transit service levels.
- Major transit stations will be planned and design to provide access from various transportation modes including pedestrians, bicycles and passenger drop-off.

Policies – 2.2.5, 3.2.3

Alternative Transit Solutions

Subway / Rapid Transit Technology (SRT)

- Electric powered rail vehicles
- Fully exclusive right-of-way
- No influence from any other traffic
- Carries very high volumes of people

Light Rapid Transit (LRT)

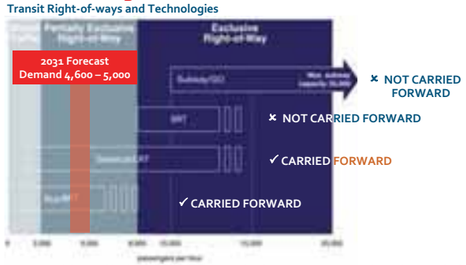
- Electric powered rail vehicles
- Partially exclusive right-of-way (dedicated lanes)
- Traffic crossings at signalized intersections
- Carries medium to high volumes of people

Bus Rapid Transit (BRT)

- Diesel or hybrid powered buses
- Partially exclusive right-of-way (dedicated lanes)
- Traffic crossings at signalized intersections
- Carries medium volumes of people

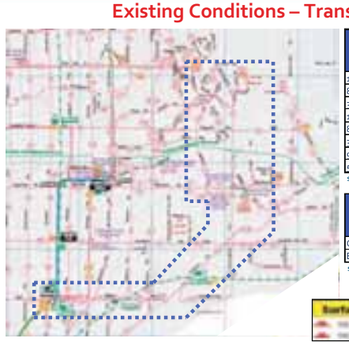
Screening of Alternative Transit Solutions

Transit Right-of-ways and Technologies



- **The forecast travel demand in this corridor is estimated to be 4,600 – 5,000 people per hour at the busiest point along the route. Subway / Rapid Transit Technology (SRT) does not cost-effectively address the forecast demand.**
- **As such, Subway and SRT technologies were not carried forwarded as an alternative transit solution.**
- **BRT and LRT were carried forward for further evaluation.**

Existing Conditions – Transit Services



TTC Bus Route	Typical Weekday Ridership (Passengers / Day)
116 Morningside	*20,200*
86 Scarborough	*17,100*
34 Eglinton East	*26,300*
133 Neilson Road	*9,700*
85 Sheppard East	*28,400*
38 Highland Creek	*8,900*
95 York Mills	*23,600*
54 Lawrence East	*33,900*

Source: TTC Service Planning

GO Station	Typical AM Peak Period / Peak Direction Boardings (Number of Passengers)
Guildwood	*900*
Eglinton	*900*

Source: GO Transit Planning

Existing Environmental Conditions

Natural Environment

- a natural heritage existing conditions report has been prepared for the study area, identifying major features, including their sensitivity and significance
- major features are located in the Highland Creek valley, including the Highland Forest ESA (extensive mature mixed forest and wetlands), which is located on both sides of Morningside Avenue, and Highland Creek

Archaeological Resources

- a Stage 1 archaeological assessment has been prepared, and no registered sites within the study area have been identified

Built Heritage and Cultural Landscape

- a cultural heritage assessment was conducted for the corridors in the study area
- major preliminary findings include 12 built heritage resources (listed on the City's Inventory of Heritage Properties), 8 cultural heritage landscapes (3 are listed on the City's Inventory of Heritage Properties), 2 cemeteries, 3 waterscapes, 2 railscapes, and 8 cultural heritage resources located in close proximity to the proposed route

Potential Environmental Contamination

- preliminary screening information on properties within 200m of the route that have potential to contribute to environmental contamination has been completed

Noise Assessment

- noise sensitive receivers have been identified in the corridor

BRT vs. LRT Evaluation

BUS RAPID TRANSIT (BRT)

Advantages

Cost: BRT facilities and vehicles cost much less than LRT.

Flexibility: Separate branches of a bus route can enter and exit the BRT right-of-way at various locations.

Disadvantages

Comfort: BRT is less comfortable than LRT because the vehicle is not 'fixed'.

Air Quality: BRT results in emissions, though reductions possible with hybrid electric technology.

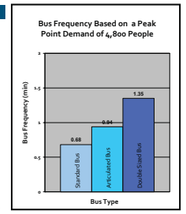
Capacity: BRT vehicles are smaller than rail vehicles and have less carrying capacity than LRT.

BRT has reduced carrying capacity in congested right-of-ways such as Eglinton Avenue and Kingston Road.

Higher BRT capacities would only be feasible with the addition of by-pass lanes to allow buses to pass one another at stops.

Operations: The forecast demand would require over 40 buses per hour (approximately 1 bus every 80 seconds, assuming double articulated buses), which may result in buses catching up and 'bunching'.

Design: There is not sufficient space for a 3.5 m by-pass lane in the Scarborough-Malvern transit right-of-way while providing a "comfortable" walking environment, bicycle lanes, four through lanes and left turn lanes for traffic.



Transit services are designed using "load standards" – the average number of people per vehicle on a route, for e.g. 54 on a standard bus. These standards recognize that loads will be uneven, and allow room on the vehicle for circulation.

- **BRT would not adequately accommodate the forecast peak hour demand of 4,600 – 5,000 people and address other City objectives (i.e. attractive walking and cycling environment). BRT is not the preferred Transit Solution.**

BRT vs. LRT Evaluation

LIGHT RAPID TRANSIT (LRT)

Advantages

Comfort: Quiet ride.

Air Quality: No emissions on the street.

Capacity: LRT has a much higher carrying capacity than BRT.

The new Light Rail Vehicles that will be designed for the TTC will comfortably carry an average of 130 people. A peak point demand of 4,800 people per hour would require a vehicle about every 1 minute, 40 seconds. This frequency would be difficult to operate and avoid vehicle 'bunching'. Therefore, when approaching this demand, the Light Rail Vehicles would be 'coupled' together and operated in pairs, so that the time between vehicles would be about 3 minutes 15 seconds, which makes for a more-manageable operation.

Land Use: Preferred with respect to ability to create transit-oriented development in the corridor.

Disadvantages

Cost: Higher initial capital cost compared to BRT.

Based on a review of BRT and LRT experience in the U.S. a recent study by the Region of Waterloo concluded:

"Rail transit … is recognized to be a planning tool that can support and encourage the development of more sustainable land use patterns LRT, like subways, has been shown to influence land development in part because, being tied to tracks, it is both distinct and perceived to be permanent".

- **LRT is the recommended Transit Solution as it would accommodate the forecast demand, including providing flexibility for future growth, and be more effective than BRT in supporting the City's vision of creating vibrant mixed-use communities and neighbourhoods.**

Recommended Transit Vehicle

Typical Modern LRT Vehicles

AMSTERDAM, NETHERLANDS

STOCKHOLM, SWEDEN

The TTC recently released a Request for Proposals for the design and supply of a new Light Rail Transit (LRT) Vehicle for Toronto.

The LRT vehicles used on the Scarborough-Malvern Corridor will have:

- larger capacities – about twice as long as the standard streetcar in Toronto
- full accessibility – low floor vehicles with level loading from the on-street platforms
- loading from all doors – significantly reduces the time spent serving stops
- operator cabs at both ends – the vehicle can operate in either direction and not require a loop to turn around
- a modern "European-style" design – some typical examples are shown

MONTPELIER, FRANCE

STRASBOURG, FRANCE

Noise and Vibration

- Old track technology:
  - due to the need to operate through a loop to turn around, noise levels have approached 100 decibels (dB)
- New track technology:
  - use of "double-ended" vehicles that eliminates the need for a loop
  - noise range between 68 dB and 78 dB (similar to trucks and buses)
  - typical of lower end of "busy street" noise
  - minimal noise and vibration at distances greater than 12 metres
  - continuously welded rail eliminates the use of rail joints, providing a smooth operation
  - rubber sleeve isolates rail from concrete and helps reduce noise and vibration
  - reduced need for regular track maintenance (increased rail life to 25+ years)

Source: Toronto Transit Commission (TTC) Eastern Waterfront Project

Recommended Transit Solution

Recommend a high quality transit service between Kennedy Subway Station and the Malvern Community:

- with electric powered "light rail" vehicles

operating in:

- reserved lanes, generally in the centre of the existing road right-of-way

Key benefits:

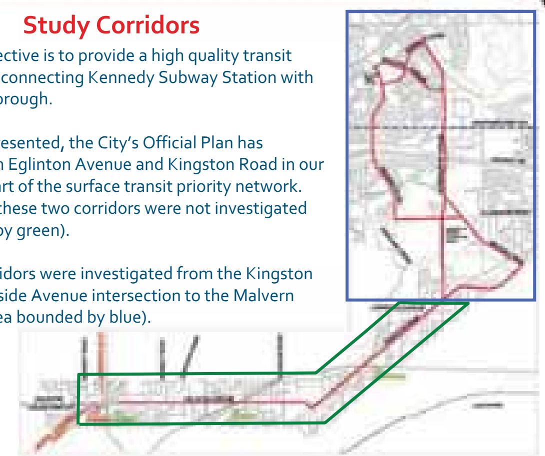
- affordability
- makes transit a more attractive travel alternative to the private auto, particularly in the future with increased travel demand and congestion
- Supports the City's objectives, for development in the corridor and related to urban design and providing a more attractive walking and cycling environment

Study Corridors

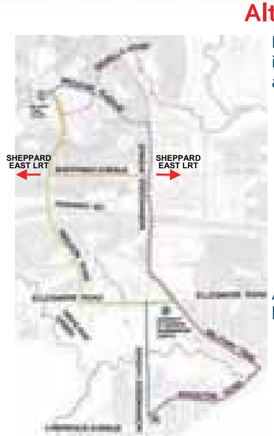
The study's objective is to provide a high quality transit service corridor connecting Kennedy Subway Station with northern Scarborough.

As previously presented, the City's Official Plan has designated both Eglinton Avenue and Kingston Road in our study area as part of the surface transit priority network. Alternatives to these two corridors were not investigated (area bounded by green).

Alternative corridors were investigated from the Kingston Road / Morningside Avenue intersection to the Malvern Community (area bounded by blue).



Alternative Corridors



From the Kingston Road / Morningside Avenue intersection to northern Scarborough, there are two key areas that support high quality transit service:

- University of Toronto Scarborough Campus (UTSC)
  - existing significant all-day ridership with planned expansion and development
- Malvern Community
  - existing and important community facilities and potential to connect to the proposed SRT extension

Alternative corridors were developed and assessed between:

- A→B - Kingston / Morningside intersection to UTSC (solid lines)
- B→C - UTSC and Malvern Community (dashed lines)

Assessment of Alternative Corridors

Kingston Road / Morningside Avenue Intersection to UTSC

TWO ROUTE ALTERNATIVES	Morningside / Ellesmere	Kingston / Military
CHARACTERISTICS		
Route Length	2.1 km	3.5 km
Number of Potential Stops	3	7
Population within 500m (approx. #'s)[1]	8,200	12,300
Employment within 500m (approx. #'s)[2]	3,700	5,800
SCREENING CRITERIA		
Potential Impacts on Traffic Operations and Access During Construction	High	Very High
Potential Impacts on Traffic Operations and Access During LRT Operation	Moderate	Very High
Property Requirements	Moderate	Very High
Potential Impacts on Neighbourhoods / Businesses (Social Impact) During Construction	Moderate	Very High
Potential Impacts on Neighbourhoods / Businesses (Social Impact) During LRT Operation	Low	Very High
Potential Impacts on Natural Areas	Moderate	Moderate
Construction Cost	Moderate	Very High
Property Acquisition Cost	Moderate	Very High
QUALITY OF TRANSIT SERVICE		
Quality of Connection at UTSC	Good	Very Good
Compatibility with Potential Routes to Malvern Community	Good	Very Good
Level of Transit Service for Riders	Good	Good
RECOMMENDATION	✓	

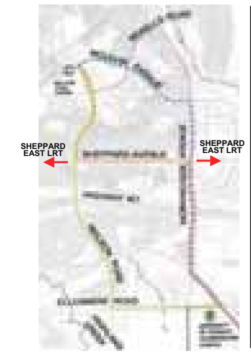
Sources: 1) Census of Canada 2006; 2) Toronto Employment Survey 2007

Key advantages of the recommended Morningside / Ellesmere route:

- significantly reduced property impacts
- less impact to the local community, including traffic operations and access to properties
- environmental impacts can be mitigated
- shorter and more direct route to UTSC

Assessment of Alternative Corridors

UTSC to Malvern Community



FOUR ROUTE ALTERNATIVES	Ellesmere / Neilson	Morningside / McLevin	Morningside / Sewells	Morningside / Sheppard / Neilson
CHARACTERISTICS				
Route Length	4.3 km	4.2 km	5.2 km	4.5 km (1.5 km shared with Sheppard East LRT)
Number of Potential Stops	9	6	9	8
Population within 500m (approx. #'s)[1]	26,200	22,300	22,900	26,300
Employment within 500m (approx. #'s)[2]	30,900	27,600	27,600	31,600
SCREENING CRITERIA				
Potential Impacts on Traffic Operations and Access During Construction	Moderate	Moderate	Moderate	Moderate
Potential Impacts on Traffic Operations and Access During LRT Operation	High	High	High	Moderate
Property Requirements	Very High	High	High	Low
Potential Impacts on Neighbourhoods / Businesses (Social Impact) During Construction	High	High	High	Low
Potential Impacts on Neighbourhoods / Businesses (Social Impact) During LRT Operation	Low	Low	Low	Low
Potential Impacts on Natural Areas	Moderate	Moderate	Moderate	Low
Construction Cost	Very High	High	High	Moderate
Property Acquisition Cost	Very High	High	High	Low
QUALITY OF TRANSIT SERVICE				
Quality of Connection at Malvern Town Centre	Very Good	Very Good	Very Good	Very Good
Compatibility with Potential Northerly Extension	Very Good	Good	Moderate	Very Good
Level of Transit Service for Riders	Good	Moderate	Moderate	Good
RECOMMENDATION				✓

Sources: 1) Census of Canada 2006; 2) Toronto Employment Survey 2007

Key advantages of the recommended Morningside / Sheppard / Neilson route:

- significantly reduced property impacts
- less impact to the local community, including traffic operations and access to properties
- crossing of Highway 401 less complicated and construction costs are lower
- provides greater flexibility for the overall transit network

Recommended Study Corridor

Recommend an LRT connecting Kennedy Subway Station with the Malvern Community utilizing the following corridors:

- from Kennedy Subway Station, east along Eglinton Avenue to Kingston Road, and then northeast on Kingston Road to Morningside Avenue, in the centre of the roadway
- from the Kingston / Morningside intersection, north on Morningside Avenue to Sheppard Avenue, via the University of Toronto Scarborough Campus (generally the alignment will be in the centre of the roadway, except alternative alignments will be investigated along Morningside Avenue in order to minimize environmental impacts and to provide a high quality connection with the UTSC)
- from the Morningside / Sheppard intersection, west along the shared Sheppard East LRT alignment to Neilson Road, and north along Neilson Road to the Malvern Town Centre area, in the centre of the roadway

An amendment to the City's Official Plan is required to implement the public works associated with this project. Details to be provided at the next Public Open House.

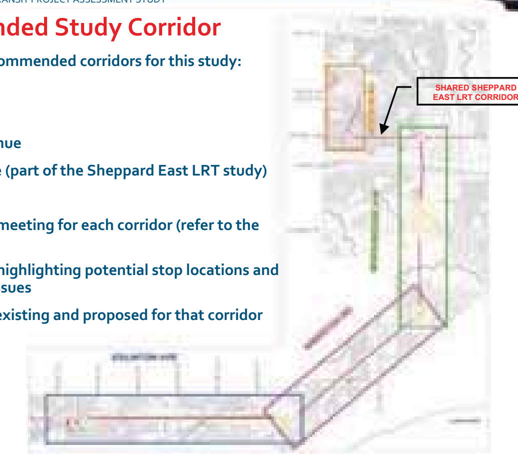
Recommended Study Corridor

The map shows the recommended corridors for this study:

- Eglinton Avenue
- Kingston Road
- Morningside Avenue
- Sheppard Avenue (part of the Sheppard East LRT study)
- Neilson Road

Presented at tonight's meeting for each corridor (refer to the large drawings) are:

- aerial plan views highlighting potential stop locations and preliminary key issues
- typical sections, existing and proposed for that corridor



Stop Locations

LRT stops are selected based on the right balance between:

- good local access
- high route speed

The higher the speed of travel, the longer the distance between stops. Examples of average stop spacing versus route speed:

Example	Stop Spacing	Route Speed
Spadina Streetcar	280 metres	14 kph
Sheppard East Bus Route	290 metres	17 kph
Bloor-Danforth Subway	875 metres	32 kph

TWO PHILOSOPHIES FOR LRT STOP SPACING

Scenario 1: LRT stops every 800 metres

Design stops like a 'surface subway' with infrequent bus service (e.g. every 20 minutes) serving close bus stops in between. At LRT stops, customers transfer to centre LRT platform from side of road bus stop.

Scenario 2: LRT stops every 400 metres

No infrequent parallel local bus service.

Stop Locations

TTC developed a micro-simulation model during the Sheppard East LRT study to evaluate the 2 scenarios with the following results:

Scenario	Stop Spacing	Route Speed
1	800 metres	26-27 kph
2	400 metres	22-23 kph

Scenario 1 (800 m stop spacing, infrequent parallel bus service) was not selected because:

- The full impact of the increased speed of the LRT applies only to those walking directly to LRT stops. Those boarding local buses at bus stops in between LRT stops have a shorter walk, but a longer wait for service and a transfer to the LRT after a very short bus ride.
- 800 metre spacing did not achieve as great a speed advantage as expected – while the LRT stopped less often, the time for customers to board took twice as long per stop (same number of passengers collecting at half the stops) and the LRT still had delays due to red lights at signalised intersections in between stops (though the model accounted for signal priority to reduce such delays).

Potential Stop Locations for Scarborough-Malvern LRT

In assessing the overall customer service provided in each scenario, minimum LRT stop spacing is proposed to be generally 400 metres.

Other considerations in the final identification of the stop locations include access to existing and future developments, and overall traffic operations in the corridor.

Potential stops for the Scarborough-Malvern LRT (also shown on the large corridor drawings) are:

Along Eglinton Avenue
- Kennedy Subway Station
- Midland Avenue
- Falmouth Avenue
- Danforth Road
- McCowan Road
- Bellamy Road N / Eglinton GO
- Mason Road
- Markham Road
- Kingston Road

Along Kingston Road
- Guildwood Parkway
- Celeste Drive / Guildwood GO
- Galloway Road
- Lawrence Avenue
- Morningside Avenue

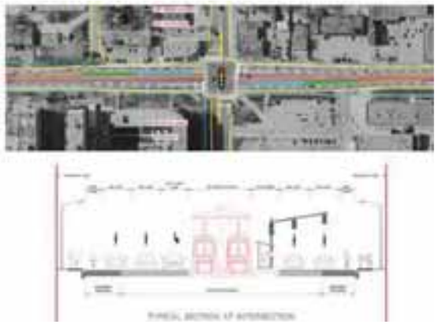
Along Morningside Avenue
- West Hill C.I.
- Ellesmere Road
- UTSC
- Military Trail
- Sheppard Avenue

Along Sheppard Avenue
- Brenyon Way / Breckon Gate
- Murison Boulevard

Along Neilson Road
- Sheppard Avenue
- Wickson Trail / Berner Trail
- Sewells Road / Tapscott Road
- Malvern Town Centre

SCARBOROUGH-MALVERN LRT
PRELIMINARY PLANNING FOR A TRANSIT PROJECT ASSESSMENT STUDY

Typical LRT Stop Layout



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SCARBOROUGH-MALVERN LRT
PRELIMINARY PLANNING FOR A TRANSIT PROJECT ASSESSMENT STUDY

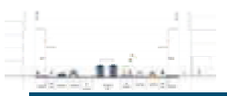
Typical Turning Movement Restrictions

ARUP

SCARBOROUGH-MALVERN LRT
PRELIMINARY PLANNING FOR A TRANSIT PROJECT ASSESSMENT STUDY

Scarborough-Malvern LRT Key Facts

- Detail design anticipated between 2013 - 2014
- Construction and commissioning between 2014 and 2018
- Operational for service by 2018
- Approximate length is 15 km
- Estimated 2021 annual ridership is 14 million customer-trips
- Forecast travel demand between 4,600 – 5,000 people in 2031
- Order of magnitude cost is 500 million (excluding vehicles)



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SCARBOROUGH-MALVERN LRT
PRELIMINARY PLANNING FOR A TRANSIT PROJECT ASSESSMENT STUDY

Next Steps

- Review and respond to your questions and consider your input
- Develop a preferred design for the Scarborough-Malvern LRT, including detailed investigation of alternative alignments:
  - at the Eglinton Avenue / Kingston Road intersection
  - at the Kingston Road / Morningside Avenue intersection
  - along Morningside Avenue in the Highland Creek valley
  - for the connection with University of Toronto Scarborough Campus
- Co-ordinate with other transit studies to ensure high quality connections
- Identify potential impacts associated with the preferred LRT design, and identify proposed mitigation measures and commitments for future work
- Initiate amendments needed to the City of Toronto's Official Plan to implement the preferred LRT route as a surface transit priority corridor
- Contact affected property owners
- Schedule a 2nd series of Public Open Houses (Fall 2008)

ARUP

SCARBOROUGH-MALVERN LRT
PRELIMINARY PLANNING FOR A TRANSIT PROJECT ASSESSMENT STUDY

Contact Us

There are 5 ways to submit your comments:

1. Hand in your **Comment Sheet** before you leave tonight
2. Email: malverntransit@toronto.ca
3. Phone: 416-392-6900 (24 hours / 7 days comment line)
   TTY: 416-397-0831
4. Fax: 416-392-2974
5. By Mail:

   Scarborough-Malvern LRT
   Public Consultation Unit
   Metro Hall, 19th Floor
   55 John Street,
   Toronto, Ontario, M5V 3C6

Please Provide Your Comments by Friday, August 08, 2008

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SCARBOROUGH-MALVERN LRT
PRELIMINARY PLANNING FOR A TRANSIT PROJECT ASSESSMENT STUDY

Freedom of Information & Protection of Privacy Act

Comments and information regarding this study are being collected to meet the requirements of the *Environmental Assessment (EA) Act*. This material will be maintained on file for use during the study and may be included in project documentation.

Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact members of the Project Team if you have any questions or concerns regarding the above information.

ARUP

Frequently Asked Questions
Scarborough Malvern LRT
July 2008

www.toronto.ca/involved

General

Q1) What key benefits will this project bring to the City and local residents in particular? How does the project fulfill Official Plan objectives?

By separating transit from general traffic, this project can provide a fast, reliable – ie. predictable – ride for customers, even as the congestion in the adjacent traffic lanes increases travel time for general traffic. More people will find transit an attractive alternative to the private auto – so we are taking a major step towards 'Building a Transit City". Toronto's Official Plan is premised on such an approach to making transit a more attractive travel option as the City grows.

This 15-kilometre long corridor would link Kennedy Station with northern Scarborough, and the Malvern communities. This direct high quality transit service will begin at Kennedy Subway Station and travel east along Eglinton Avenue, northeast on Kingston Road, and then north on Morningside Avenue to Sheppard Avenue, interline with the proposed Sheppard East LRT and travel westerly to Neilson Road, and then north along Neilson Road to the Malvern Town Centre. The LRT route will also provide direct service to University of Toronto Scarborough Campus and Centennial College Ellesmere Campus.

Furthermore, the new line will increase convenience for transit customers by connecting with the TTC's Kennedy Subway Station, including with the Eglinton Crosstown LRT, Scarborough Rapid Transit (SRT) Line and Kennedy GO Station, with the Sheppard East LRT at Morningside Drive and Neilson Road, at Eglinton Road / Kingston Road intersection with the proposed Kingston Road transit improvements, at Eglinton and Guildwood GO Stations, at Kingston Road / Lawrence Avenue / Morningside Avenue intersections with existing busy bus routes, and at Malvern Town Centre with the Scarborough Rapid Transit (SRT) Line.

Q2) What is the purpose of the project?

TTC and the City of Toronto want to identify the best way to provide high quality transit service to link Kennedy Station with northern Scarborough, Malvern, and Morningside Heights in a manner which:

i) is affordable
ii) makes transit a much more attractive travel option relative to the private auto
iii) supports the City's growth objectives of a better variety and density of transit-oriented developments

We are recommending new, modern, electrically powered light rail vehicles in dedicated lanes, with the only 'interference' from other traffic limited to crossings at intersections.

Q3) What is the projected annual ridership of the route?
In 2021, preliminary expected ridership for the Scarborough Malvern LRT is 14-million riders a year. Based on further, detailed forecasting (premised on development levels as far into the foreseeable future as possible – 2031) we can expect to be carrying 4600 to 5000 people per hour in a single direction on the busiest point on the line.

Technology

Q4) What is LRT?
There are two basic criteria that are generally required for a facility to be called "LRT": electrically powered rail vehicles with power supplied from overhead wires – which allows them to operate on a city street – and operation of these vehicles in a dedicated right-of-way. The vehicles can be operated individually, or attached together and operated in 'trains'. This right-of-way can take many forms – from lanes in the middle of the street, to hydro corridors or abandoned railway corridors.

In addition to the above, all-door loading (not just front doors) is characteristic of modern LRT lines in North America and there is normally a much greater distance between stops, relative to a typical bus route.

Q5) Why is LRT preferred over a subway extension?
The design of a transit service is based on the number of people it is expected to carry per hour in a single direction at the 'peak point', the busiest spot on the line. City planning forecasts for the Scarborough Malvern corridor into the foreseeable future show a peak point demand in the order of 4600 to 5000 people per hour. This demand can easily be accommodated by LRT, particularly given that the new light rail vehicles being designed for the TTC will be about twice the size of a standard Toronto streetcar, and can be easily 'coupled' to operate as two-car trains, if single vehicles operation is getting too frequent to avoid vehicles catching up and 'bunching'. A peak point demand of 4600 to 5000 per hour is well below what would be required to justify the much higher cost of a subway.

Q6) Why is LRT preferred over buses?
LRT is more comfortable for riders, quieter, has no emissions on the street, and is far superior in carrying capacity in a constrained environment such as an arterial roadway. Buses in dedicated lanes, sometimes called BRT, or bus rapid transit, cannot easily accommodate 4600 to 5000 people – the peak hour demand projected in the corridor - unless the bus ROW includes by-pass lanes at intersections to allow some buses to operate "express" and pass "local buses" stopped to serve customers. To illustrate the problem, it would require 40 articulated buses per hour to accommodate a peak hourly demand of 3000 people. That is a bus every 1 ½ minutes. Even with dedicated lanes, buses operating this close together would catch up to one another and 'bunching' would result if some of them don't operate express. Given that there are a variety of important objectives for the study corridor – in addition to high quality transit – such as a comfortable walking environment, attractive streetscaping, bike lanes, etc., there is not sufficient width available to allow for the construction of a by-pass lane to be added to the transit right of way.

Preliminary cost estimates of a surface LRT - such as that already proposed on Scarborough – Malvern LRT, including vehicles, is estimated to cost roughly $71 million per kilometre. In comparison, recent estimates for the extension of the Spadina/University subway, from Downsview station to Steeles Avenue, are over $200 million per kilometre (including vehicles).

Location of LRT
Q7) Why will the LRT run in the middle of the street?
In designing dedicated transit lanes, any crossings by other traffic must have a traffic signal to ensure everyone knows who has the right-of-way. In the study corridor, or on any roadway where there are very frequent un-signalized intersections and driveways, the side of the road option is not feasible because they would all have to be signalized.

Important Connections

Q8) Where will the Scarborough Malvern LRT connect to the larger transit network (Subway/ SRT, future Sheppard Avenue East LRT)?
The Scarborough Malvern LRT will have a connection to the Bloor-Danforth Subway, future Eglinton Crosstown LRT and Scarborough Rapid Transit (SRT) at Kennedy Station. It will also connect to the future Sheppard Avenue East LRT at Morningside Avenue or Neilson Road, and potentially with the Scarborough Rapid Transit (SRT) at Malvern Town Centre. Connections details will also be investigated with GO Stations at Kennedy, Eglinton, and Guildwood.

Information about plans to extend the existing SRT from Mccowan Station to the Malvern Town Centre is available at www.toronto.ca/involved

Q9) How far north on Morningside will the Scarborough-Malvern LRT extend?
It will extend far enough north to Sheppard Avenue in order to connect and "interline" (i.e. share the same tracks) with the planned Sheppard East LRT line. The Scarborough-Malvern LRT will travel westerly along Sheppard Avenue to Neilson Road, where it will turn northerly along Neilson Road to terminate in the vicinity of Malvern Town Centre.

Q10) How will a connection be made at Kennedy Station?
It is essential that we have a convenient and high quality connection at Kennedy Station. Many of the potential options for improvements rely on the final outcome of the studies being completed for the Scarborough RT and the Eglinton Crosstown RT. At this time, we cannot present exact details.

Bike Lanes

Q11) Will there be bike lanes on any portion of the Scarborough-Malvern LRT route?
(e.g. Eglinton, Kingston Road, Morningside Ave)
Bike lanes are being proposed for inclusion along or adjacent to the entire route.

Traffic, Parking and Other
Q12) Will any lanes of traffic be removed on any streets to accommodate the LRT?
Yes, a lane in each direction is being proposed to be removed along Eglinton Avenue and Kingston Road to accommodate the LRT and to allow more space for a better pedestrian/cycling environment and better urban design. This issue will be further examined in the next stage of the study and more fully explained at the 2nd Open House.

Q13) Will there be left-turn restrictions on any streets to accommodate the LRT?
Left turns will only be permitted where there is an existing traffic signal. Between traffic signals, there will be no left turns permitted from streets where the LRT travels across un-signalized intersections or driveways However, there will be separate left turn lanes provided at the signalized intersections and motorists will be able to make "U" turns from these lanes. For example, a motorist on Eglinton Avenue who now makes a left turn into a midblock driveway could, with the LRT in place, simply go past the

driveway, to the next signalized intersection, and make a simple "U" turn to return to his/her destination. The locations of these U-Turn opportunities will be identified in the next stage of the study.

Q14) Will traffic entering or exiting Highway 401 be affected in any way by the LRT / How will the LRT easily cross Highway 401?
At present, we are anticipating the use of the existing Moringside Avenue bridge over Highway 401 with no significant impacts to the interchange traffic operations.

Q15) Can emergency vehicles use the dedicated right of way for the LRT?
Yes. Emergency Medical Services and Fire Services are being consulted on how the design of the LRT right-of-way can accommodate their vehicles.

Q16) Will there be noise or vibration from the LRT?
There will be very little noise – the greatest problems with noise on light rail lines is created at locations where the vehicle must operate through a loop to turn around. This creates 'wheel squeal". The vehicles for this LRT are planned to be 'double-ended" – ie. have an operators' cab at both ends so it can be operated in either direction. It will reverse direction at each end of the line, similar to the operation of a subway, and therefore will **not** need loops. TTC will design the trackbed to dampen vibration and ensure it is kept at an acceptable level; as part of the EA study, TTC will be undertaking a vibration assessment.

Consultation

Q17) What key decisions have been made? What decisions are open for comment? (what does TTC want feedback on?) (e.g. technology, route, centre right of way etc).
Technically speaking, TTC and City staff make recommendations and, ultimately, City Council will make the 'final decision' on these matters. However, from a staff perspective, we are presenting our rationale for recommending LRT operating along the middle of Eglinton Avenue, Kingston Road, most of Morningside Avenue, and Neilson Road as the best way of achieving the TTC and City objectives in this corridor. Alternative alignments along Morningside Avenue in the vicinity of Highland Creek to Military Trail will be investigated in order to minimize environmental impacts and to provide a high quality transit service to the University. The results of this investigation will be fully explained at the 2nd Open House.

In addition to the exact alignment along a section of Morningside Avenue, there are other aspects of the actual design that we do not yet have a recommendation on – examples are the exact location and number of the LRT stops and the design of the connection at Kennedy Station. We'll be discussing those issues with the public to assist us in developing recommendations. Please see the website for updates: www.toronto.ca/involved.

We will consider the comments we continue to receive and, if we don't receive a compelling argument that leads us to reconsider parts of our recommendation, we will proceed with the study with LRT in the middle of final selected streets as a "given".

Cost and Timelines

Q18) What is the projected cost of this project?
A preliminary cost estimate was approximately $925 million. This cost estimate assumed we stayed on the surface when crossing over Highway 401

Q19) When could construction start?
The start of construction is currently scheduled for 2014 but that is contingent upon the staging of the entire Transit City program, completion of the EA study and funding.

Businesses

Q20) How long will construction take?
Estimating construction timelines for any single business or residence is difficult to forecast as it is in direct correlation to the scope or amount of work being completed in close proximity to that home or business. The scope of work changes along the entire length of the corridor and is a function of utility relocation requirements, amount of streetscape improvements and roadway and sidewalk changes. Indirect impacts such as traffic detours etc can be expected to last up to one-year.

Q21) What will be done to minimize disruption during construction?
Experience on other large LRT projects in the City has suggested that the most prevalent issues of disruption to business is; reduced access to the area, loss of parking, noise and vibration.
The City / TTC are committed to accelerating construction as much as possible in an effort to minimize construction related impacts to residents and business. Auto and transit traffic will be maintained throughout construction in a single lane in each direction. Pedestrian access may be detoured at times but will also be maintained throughout construction.

Every attempt at replacing short term parking loss for each individual home and business will be made. Detailed condition surveys of buildings thought to be vulnerable to ground borne vibration will be monitored pre and post construction. Contract documents assign strict limits for construction related noise to daytime hours only. All construction related activities are subject to building code provisions including the applicable noise by-laws.

Q 22) How will City /TTC work with businesses on the project?
Our experience shows that the biggest concern for business during large construction projects is anticipating the impacts stemming from construction. We are often told that having quick access to construction related information, specifically schedule and timing information is critical to reducing or minimizing impacts. For this reason the City / TTC will form during construction a *"Construction Liaison Committee"* (CLC).

The CLC is made up of City / TTC and Contractors staff who meet bi-weekly on site. Business owners and residents directly impacted by the current / future construction activity are invited and encouraged to attend these meetings where the day to day issues affecting their home / business are discussed and resolved. Issues such as business deliveries, local parking, and garbage pick-up are often topics of concern. Further, construction schedule and activity timing is also a prime topic. Besides the CLC the City and TTC will undertake, prior to each phase of construction, a comprehensive public awareness campaign. Keeping the area up to date and well informed in advance of construction can dramatically reduce the inevitable disruption brought about by large construction projects.

TORONTO Building a great city - *together*

The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

Scarborough Malvern Light Rail Transit (LRT)

Preliminary Planning – Notice of Public Open House

Public Consultation

We are holding two Open Houses where you can learn more about this transit project, ask questions, and share your comments. Details are as follows:

Wednesday May 20
6:30 p.m. to 9:00 p.m.
Bliss Carman Sr. Public School (gym)
10 Bellamy Road South

Thursday May 21
6:30 p.m. to 9:00 p.m.
West Hill Public School (gym)
299 Morningside Avenue

Background:

The Toronto Transit Commission (TTC) and the City of Toronto are conducting preliminary planning for a new Light Rail Transit (LRT) route which would connect Kennedy Subway Station with north-eastern Scarborough. The LRT would begin at Kennedy Subway Station and travel east along Eglinton Avenue and Kingston Road, north on Morningside Avenue to Sheppard Avenue East where it would meet the Sheppard East LRT and provide connections to Toronto's new light rail network.

The Scarborough Malvern LRT would provide modern, accessible, comfortable light rail transit service along three of Scarborough's major roads, the adjacent residential and business communities and to major institutions including service into the University of Toronto Scarborough Campus and Centennial College Ellesmere Campus. The LRT would operate in transit lanes in the centre of the street, at most locations, to ensure reliable transit service for the community.

Implementation of this proposed LRT line will require that the Toronto Official Plan be amended so that the entire route is designated as Surface Transit Priority.

Two Open Houses were held for this project on July 23 and July 24, 2008. Responses to questions and comments submitted will be posted in the Frequently Asked Questions and Answers section on the project website, toronto.ca/transitcity.

The preliminary planning for the Malvern LRT will lead to a Transit Project Assessment under the Environmental Assessment Act.

We would like to hear from you:

Public consultation is an important part of this study. If you would like to provide comments or obtain more information, please contact:

Public Consultation Unit
Scarborough Malvern LRT
City of Toronto
Metro Hall, 19th Floor,
55 John Street, Toronto
ON M5V 3C6

Tel: 416-392-6900
Fax: 416-392-2974
TTY: 416-397-0831
malverntransit@toronto.ca
toronto.ca/transitcity
see Scarb.Malvern LRT

Malcolm MacKay
TTC Project Manager
5160 Yonge Street
Toronto, ON
M2N 6L9

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

SCARBOROUGH MALVERN LRT

SCARBOROUGH MALVERN LIGHT RAIL TRANSIT (LRT)

TRANSITCITY

Notice of Public Information Centres

The Toronto Transit Commission (TTC) and the City of Toronto are undertaking preliminary planning for a new Light Rail Transit (LRT) route connecting Kennedy Subway Station with northern Scarborough. This high quality transit service would begin at Kennedy Subway Station and travel east along Eglinton Avenue to Kingston Road, east on Kingston Road to Morningside Avenue, north on Morningside Avenue to Sheppard Avenue East where it would terminate at the Sheppard East LRT.

Service to the Malvern Town Centre area will be provided by a future extension of the Scarborough Rapid Transit (SRT).

The Scarborough Malvern LRT would provide modern, accessible, comfortable light rail transit service to University of Toronto Scarborough Campus, Centennial College Ellesmere Campus and the northern Scarborough community. The LRT would operate in transit lanes in the centre of the street, at most locations, separated from vehicular traffic to ensure reliable transit service for the community.

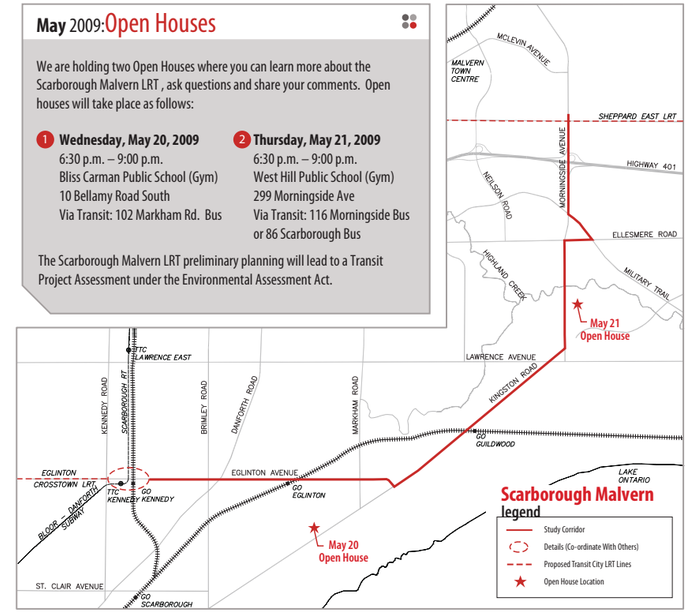
May 2009: Open Houses

We are holding two Open Houses where you can learn more about the Scarborough Malvern LRT , ask questions and share your comments. Open houses will take place as follows:

1. **Wednesday, May 20, 2009**
   6:30 p.m. – 9:00 p.m.
   Bliss Carman Public School (Gym)
   10 Bellamy Road South
   Via Transit: 102 Markham Rd. Bus

2. **Thursday, May 21, 2009**
   6:30 p.m. – 9:00 p.m.
   West Hill Public School (Gym)
   299 Morningside Ave
   Via Transit: 116 Morningside Bus or 86 Scarborough Bus

The Scarborough Malvern LRT preliminary planning will lead to a Transit Project Assessment under the Environmental Assessment Act.



The preliminary planning includes the alignment of the line, stop locations, a new LRT bridge over Highland Creek and transfers to other transit services. The key transfer points are at the Eglinton Avenue/ Kingston Road intersection with the proposed Kingston Road Transit project, at Eglinton and Guildwood GO Stations, at the Kingston Road / Lawrence Avenue / Morningside Avenue triangle, with existing busy bus routes, and with the University of Toronto Scarborough Campus.

The connection of the Scarborough Malvern LRT to the future Eglinton Crosstown LRT and SRT Line at Kennedy Subway Station, as well as the connection to the Sheppard East LRT are being developed by other studies.

Two Open Houses were held for this project on July 23 and July 24, 2008. The responses to questions and comments submitted by the public will be posted in the Frequently Asked Questions and Answers section on the project website, www.toronto.ca/transitcity.

Official Plan Amendment

The plan for the Scarborough Malvern LRT will require that the Toronto Official Plan be amended to identify the entire route as Surface Transit Priority.

Toronto's Transit City: Light Rail Plan

The TTC's new Transit City Plan, unveiled in March 2007 establishes a network of rapid transit expansion in Toronto. Transit City will provide fast and reliable public transit service, increase the mobility of Toronto residents, and provide system-wide connections to existing and future rapid transit services. Scarborough-Malvern LRT corridor is included among the corridors identified in the Plan. More information on the Transit City Plan is available at: www.toronto.ca/transitcity

The Transit City Plan proposes to introduce low floor, fully accessible Light Rail Vehicle service for the study corridor. Light rail transit is defined as a form of public transit that uses rail technology for vehicles operating in an exclusive right-of-way separated from vehicular traffic.

Minneapolis, Minnesota

Study Process: Common Questions

Q **Why was LRT technology chosen instead of adding more buses?**

A In 2007, TTC announced the Transit City Plan to develop a rapid transit network in order to provide seamless interconnections to existing and future transit services. LRT is preferred over buses for a wide variety of reasons. LRT is more comfortable for riders, quieter, has no emissions on the street, and is far superior in carrying capacity in a constrained environment such as an arterial roadway.

Q **How will TTC protect and/or enhance green space as part of this project?**

A The protection of green spaces and trees is a priority. The park paths under the Highland Creek bridge will be maintained. As indicated in the typical Transit City cross section, street trees are being considered for inclusion where possible to increase the urban tree canopy. As part of the preliminary engineering phase, a detailed inventory of the existing street trees will be undertaken.

Any trees lost during construction will be replaced where possible according to the City's forestry policy. The TTC, in concert with the City of Toronto, will develop a tree planting program to identify areas for installation of trees where they are not present today. TTC has already been working with the Toronto and Region Conservation Authority to develop workable solutions to the crossing of Highland Creek at Morningside Avenue and to the alignment within the Highland Creek valley.

How To: Contact Us

We want to hear from you. Your input is valuable to us. You can get involved in different ways:

- Attend an **Open House**
- Visit the **project website** at www.toronto.ca/transitcity to get information and updates on the study progress. It provides an easy way for you to send comments and to review the latest study information.
- Have your name added to the project **mailing list** to receive study updates
- Watch for information in **local newspapers**
- Contact the **project team**:

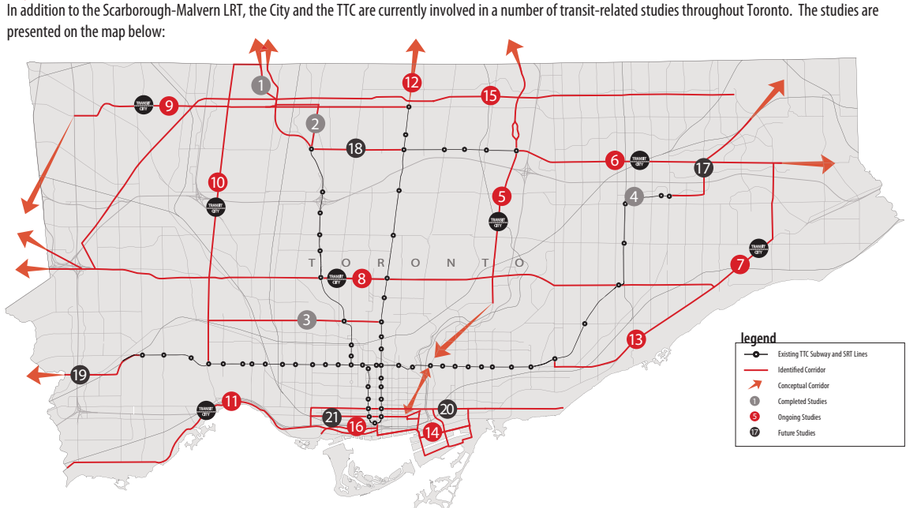
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto Ontario M5V 3C6
Tel: 416-392-6900
Fax: 416-392-2974
TTY: 416-397-0831

Malcolm MacKay
TTC Project Manager
5160 Yonge Street
Toronto, Ontario, M2N 6L9

Email: malverntransit@toronto.ca
Web: www.toronto.ca/transitcity (see: Scarborough Malvern LRT)

City/TTC: Transit Studies / Projects

In addition to the Scarborough-Malvern LRT, the City and the TTC are currently involved in a number of transit-related studies throughout Toronto. The studies are presented on the map below:



1. Spadina Subway Extension EA
2. Spadina Bus Only Lanes Transit Improvements EA
3. St. Clair Avenue West Transit Improvements EA
4. Strategic Plan for the Future of the Scarborough RT
5. Don Mills Road LRT EA (ongoing)
6. Sheppard East LRT EA (ongoing)
7. Scarborough Malvern LRT (ongoing)
8. Eglinton Crosstown LRT (ongoing)
9. Etobicoke-Finch West LRT (ongoing)
10. Jane LRT (ongoing)
11. Waterfront West Transit LRT EA (ongoing)
12. Yonge Street Surface Transit Improvements EA
13. Kingston Road Transit Improvements EA
14. Waterfront East Transit EA
15. Transit Opportunities in Hydro Corridors
16. Bremner Boulevard Transit EA
17. Scarborough RT Extension Future Study
18. Sheppard Avenue West Transit Improvements
19. Dundas West Transit Improvements
20. Queen Street Transit Priority
21. King Street Transit Priority

Toronto Transit Commission
Transit City
Scarborough-Malvern LRT
Series 2

May 2009 Open Houses
Summary Results Report

Submitted by LURA Consulting
June 23, 2009

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Toronto, Ontario M2J 4Z2, Canada
Land Use Research Associates Inc., operating as Lura Consulting

This summary report was prepared by LURA Consulting. LURA is providing third-party open house hosting services as part of the Toronto Transit Commission (TTC) and the City of Toronto Transit City projects. This summary captures the key comments submitted during the noted open houses. It is not intended as a verbatim transcript. If you have any questions or comments regarding the summary, please contact:

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Table of Contents

1. Introduction 1

1.1 Attendance 1

2. Notification 1

2.1 Canada Post Drops and Newspaper Ads (led by the City of Toronto) 2

3. Comment Summary 2

4. Appendix A – Aggregated Comments 2

4.1 Concerns 2

4.2 Support 2

4.3 Suggestions 5

4.4 Need for further Information 6

4.5 Questions 6

4.6 Out of Scope (subway, other lines, etc.) 7

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1. Introduction

The Toronto Transit Commission (TTC) and the City of Toronto are undertaking an Environmental Assessment Study to identify a potential Light Rail Transit (LRT) corridor connecting Kennedy Subway Station with northern Scarborough.

Two public open houses were conducted in May 2009 to share information about the project with the community and to gather feedback on preliminary project plans. These open houses took place on the following dates and locations:

Wednesday, May 20th	Thursday, May 21st
6:30 p.m. – 9:00 p.m.	6:30 p.m. – 9:00 p.m.
Bliss Carman Public School	West Hill Public School
10 Bellamy Road South	299 Morningside Ave
(Markham Rd and Kingston Rd)	(At Kingston Rd)

1.1 Attendance

Fifty participants signed in at the May 20th open house, and 145 participants signed in at the open house that took place on May 21st. The open house included 49 detailed display boards, a Frequently Asked Questions handout (both available for download on the project web page at toronto.ca/involved/projects/malvern_lrt), a continuous loop slide show with voice over, and an open invitation to ask questions and discuss the plan with the many project team members present.

Participants were invited to write down their ideas and opinions on comment forms and submit them at the registration table. 12 comment forms were received on the 20th and 12 on the 21st.

At the open house held on the 21st, and in addition to the comment forms received, project team members and Lura staff also recorded 39 participant comments on clip boards. Up to June 5th, the TTC received one open house comment form via fax and one form via email. This report summarizes all the comments received.

2. Notification

The following section lists the methods used to notify stakeholders and the public about the Scarborough Malvern LRT project.

2.1 Canada Post Drops and Newspaper Ads (led by the City of Toronto)

Notices

- May 6, 2009: 59 166 notices were sent to all properties within approximately 1 km of the Scarborough Malvern LRT route.

Newspaper Ads

- Scarborough Mirror (Friday May 8th and Wednesday May 13th).

3. Comment Summary

The comments received generally consisted of the following types:

- Disagree with the lack of left hand turns. This is one of the top concerns.
- Concern that the LRT Stops will be too far away from each other.
- Many concerned with the impact this project will have on surrounding property.
- Concern that cars will be diverted into surrounding neighbourhoods and local roads.
- Concern over potential increased traffic along major and local roads.
- Intersection of Kingston Rd. and Morningside was a primary concern.
- Concern over increased traffic with lane reductions.
- Many support the project.

All comments are listed in greater detail in the appendix.

4. Appendix A – Aggregated Comments

A summary of the all aggregated comments are presented below. They are grouped by topic and type of comment. A number in brackets is used to count duplicate comments received.

4.1 Support

LRT

- LRT will increase on-time performance and make traveling quicker.
- Good choice to run via UTSC and Military Trail.

Design
- If the project is implemented, the future of the area will be bright (as opposed to the previous slow development). Hope that the project will start soon. (2)
- Better transit and bike lane access.

Open House
- It is a very well organized open house. Thanks a lot!

General
- Well done!
- Overall, looks great.
- Build it!
- What we see is good so far.
- Long overdue.
- Excited about the project – it looks great!
- Good plan! (2)
- Generally very supportive of concept and plan, although a subway is preferred.
- Thanks for putting so much effort into this project with consideration for so many aspects of the community.
- Like less pollution.

4.2 Concerns

General LRT Questions
- What's the difference between a streetcar and LRT?
- Will construction take as long as the St. Clair experience?
- Will there be a guarantee that the LRT will have signal priority?
- Fallout considerations if the LRT fails – major construction and possible related accidents.
- Will it make people use local roads more often?
- The raised platform is an issue on St. Clair for emergency vehicles. Why are the same platforms being considered?
- If centre platforms are projected for a few stations, will the LRT have doors on both sides of the cars?

LRT Stop Spacing, Placement and Routing Design
- East bound platforms are too far from each other (intersection of Brimley, Danforth and Eglinton) making them too far to walk.
- Lack of stop at Morningside Park (between West Hill and Ellesmere).
- How will we get students to the high school in Guild Parkway if the 116 Bus is illuminated?
- At Kingston and Eglinton, recommend having flanking platforms so that Morningside bound LRVs share the same platform as the BRT loop.

- The original Transit City Plan showed Morningside and Finch as the terminus. Now, Morningside Heights will not have any rapid transit reaching the community.(2)
- Remove Golf Club Rd. stop.
- LRT should connect to GO trains at Guildwood.
- Lakeshore line GO trains should connect to Scarborough-Malvern LRT.

LRT Safety
- Safety concern. The wires (that power the line) will be within reach from those living "on top" of the retaining wall. Please consider an aesthetic solution, such as a glass canopy.
- Safety concern. Getting out of driveways facing Eglinton.

LRT Related Noise and Vibration
- Ask consultants to comment on the noise and vibration affects of the LRT on adjacent properties.
- Concern with the noise that the retaining wall will not deter (it will not absorb any noise as grass currently does).
- Noise at Fairwood and Morningside.

LRT Cost and Fares
- Don't want fares to increase. Maintain low cost.
- Where is the money coming from?

Urban Design
- Prefer a left turn lane on the west bound portion of Eglinton Ave E at Brimley and at Kingston Rd.
- Problematic if left turns are reduced (along Kingston Rd. and Morningside) (4)
- Hydro lines should be buried with construction.
- After a snow storm, where will the snow be placed? (3)
- Concern from business owners - need to be able to turn left at Falaise Rd. when going east on Kingston Road (especially if commuters can't make a left turn at Morningside). (2)
- Bridges will need reconfiguration and therefore induce traffic problems.
- Emergency access.
- Kingston Road is currently congested. If one lane is removed, there will be too much traffic.

Automobile and Traffic
- Where are the cars going to be parked? (2)
- Cars should not be waiting at lights for extended periods of time.
- Concerns about commuters using side streets to avoid traffic – especially near public schools.
- Concerns about traffic infiltration into surrounding communities.
- Traffic will be highly congested on Kingston Road between Eglinton Ave. E and Morningside Ave. (6)

- Traffic on Morningside and Military Trail.

Aging Population

- Illogical to increase the distance between stops.
- Rather than walking further, better to increase travel times (decrease physical demand of walking).
- Problematic with older people walking long distances to get to LRT stop.

Property

- How will the project affect property value and property taxes? (2)
- Is it necessary to demolish houses? Will you provide new housing to those who lose their house?

General

- Why the sudden haste of building a new LRT line with new cars? Until March of this year, the City did not have any plans to build LRTs all over the City.
- Appears to be a plan to get rid of the automobile.
- Construction of the project and the after effects will put hundreds of merchants out of business.
- Will it result in similar problems as what is being faced by St. Clair?
- GO Transit cannot serve travel demand.

4.3 Suggestions

LRT

- Advantage of using one type of car for all routes.
- No need for a vehicle with doors on both sides.
- Expedite the construction to connect Kennedy Station to the University of Toronto Campus.
- The Scarborough-Malvern LRT should be built underground from Kennedy Rd. Subway Station to Kingston Road and Morningside Ave. This will decrease congestion in this area.
- Build an under/above ground subway that is not located in the middle of a heavily travelled road.
- Extend the Scarborough-Malvern LRT to Morningside and Oasis Blvd and build a station at the Havelock Railway with parking in the hydro corridor.
- There should be a stop at Milner and Morningside (highly used intersection).
- Over time, the line can extend to Steeles with parking facility in the Hydro ROW.
- Link Scarborough-Malvern LRT with Sheppard LRT.
- Build it faster.

Urban Design

- Put the junction underground between Eglinton and Kingston Roads using the centre of the road. Better for winter climate.
- Maintain existing driveway locations to facilitate access into buildings.
- Investigate opportunity of removing pedestrian crossing on west side at Beachell St. and Eglinton and push back the green space to make flush entrance to driveway.
- Need a left hand turn at Kingston and Morningside.
- Relocate power/hydro lines underground. (2)
- Retaining wall should be built to align the LRT to the new bridge over Highland Creek.
- Newly implemented bike lanes should have a barrier from car traffic.
- Put the Eglinton – Kingston triangle underground.
- Need park n' ride on Kingston Road.
- Need more trees.

Future Open Houses

- Invite someone from the City's planning department for next open house.
- Provide copies of the preferred route cross sections.
- All property owners who will be affected should get additional details on the project.

4.4 Need for further Information

- Regarding Kennedy Station development on next open house.
- On the City's planning department in regards to this project.
- Need more consultation meetings.
- Want EA report of the effect this will have on Highland Creek.
- Need further explanations about left turns.

4.5 Questions

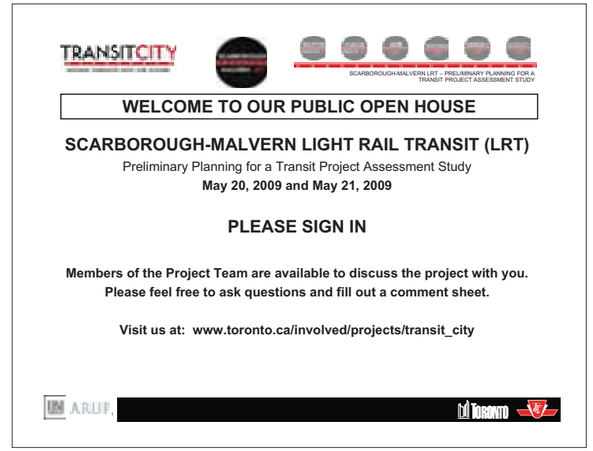
- Is it possible to combine the Eglinton Crosstown LRT with the Scarborough-Malvern LRT? This would avoid the need to change lines at Kennedy Station.
- What is the likelihood of increased homeowner taxes at all levels (Municipal, Provincial and Federal)?
- Will there be further meetings as the project progresses?
- How much is the study and construction project management cost?
- Why is the Scarborough Malvern LRT at the bottom of the priorities?

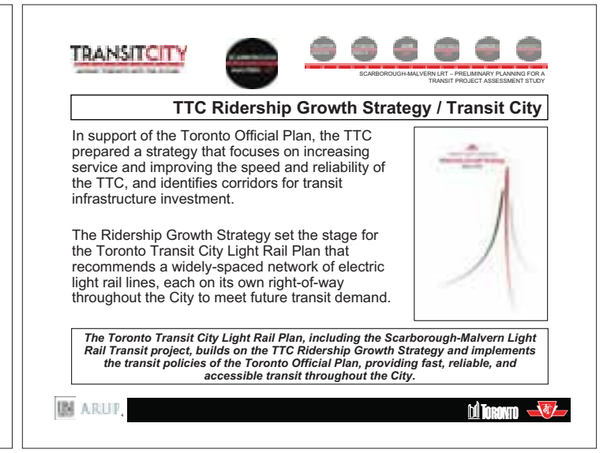
- Why didn't the City consider extending the Bloor Street subway from Kennedy Station to the Scarborough Town Centre and to Sheppard Avenue?
- What will the City do with the present LRT from Kennedy to the Scarborough Town Centre?
- How will it work with Canadian climate (winter)?
- When will it be built?
- How will I access my property?
- What's the status of the SRT?
- How will the different LRT projects be coordinated?
- What happens at Kennedy?
- What are the alternatives to buses along certain routes not serviced by LRT (e.g. 116 route)?
- What hours will the construction be?

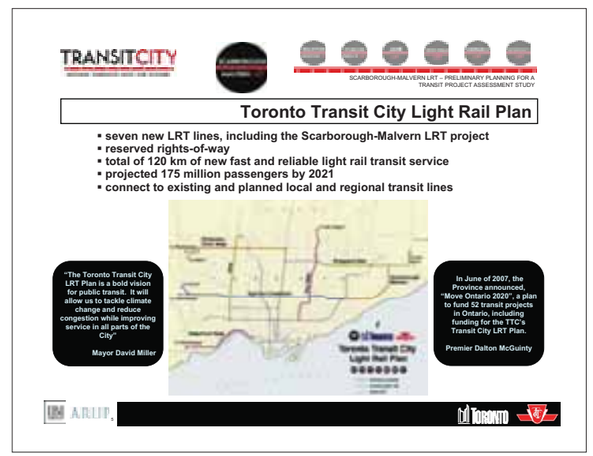
4.6 Out of Scope (subway, other lines, etc.)

- Population wants a subway, not LRT. (2)
- Use licence plate camera to decrease driving on Kingston Road (or use tolls).

Other more detailed letters submitted to the TCC are recorded in the comment monitoring table.







Transit City – Moving People in the 21st Century

Future without Improved Transit

"DO NOTHING"

Will result in a lack of travel alternatives to the private auto and an increasing dependency on private auto travel.

FUTURE OUTCOME

Congestion will increase, along with increased travel times and longer delays, due to the planned increase in population and employment in the City and surrounding regions.

Future with Transit City

"PROVIDE FREQUENT AND RELIABLE TRANSIT"

Provide an attractive alternative to private auto use, achieved by re-allocating road space to create reserved transit lanes.

People Movement Capacity For 3 Lanes Per Hour

3300 vehicles and buses	2000 vehicles + 40 Light Rail Vehicles
5300 people	7600 people

43% Increase

FUTURE OUTCOME

Re-allocation of road space for transit may increase congestion at specific locations, which may be mitigated with changes to travel behavior (i.e. alternative travel modes, routes, and / or times).

For those choosing not to alter their travel behavior, increased travel times and longer delays will be encountered.

Transit City – Moving People in the 21st Century

People Movement Capacity

Toronto Transit City Light Rail Plan will increase capacity for people movement in an economically and environmentally responsible manner.

Work Completed Since Open House No. 1

- responded to received comments and considered identified issues / concerns
- refined project study recommendations, and documented in a project feasibility report, including identified design issues
- developed alternatives, conducted analysis, and completed evaluations for identified design issues
- undertook extensive consultation with stakeholders including City of Toronto departments, TRCA*, MTO*, and the UTSC*
- selected a preferred design in conjunction with the stakeholders
- conducted a detailed assessment of the preferred design, identifying opportunities, potential impacts, and potential mitigation measures
- prepared draft Transit Project Assessment Study report documentation

* TRCA – Toronto and Region Conservation Authority, MTO – Ministry of Transportation of Ontario, UTSC – University of Toronto Scarborough Campus

New Transit Vehicle

PORTO, PORTUGAL

The LRT vehicles used for the Toronto Transit City Light Rail Plan, including the Scarborough-Malvern project, will be typical modern LRT vehicles and have:

- larger capacities – about twice as long as the standard streetcar in Toronto
- enhanced accessibility – low floor vehicles with level loading from the on-street platforms
- loading from all doors – significantly reduces the time spent serving stops
- operator cabs at both ends – the vehicle can operate in either direction and not require a loop to turn around
- a modern design – some typical examples are shown

ENHANCED ACCESSIBILITY

VALENCIA AND ALICANTE, SPAIN

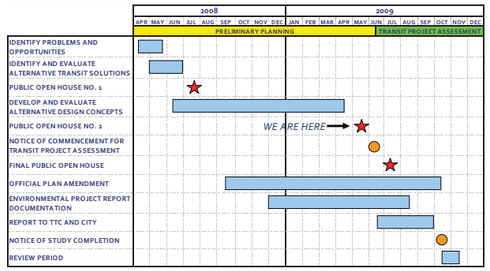
MINNEAPOLIS, USA

Transit City – Moving People in the 21st Century

Vehicular traffic will be affected:

- travelling by car may be more difficult due to lane re-allocation to create transit only lanes in specific locations (e.g. Eglinton Avenue East, Kingston Road)
- traffic patterns will change due to:
  - transfer from private auto to transit mode
  - change in driving habits:
    - different routes
    - different travel times
  - conditioning from the construction period
  - longer term changes:
    - live and work closer
    - change to a sustainable travel mode (bike lanes, etc.)

Study Schedule and Process



Overall Project Schedule

The remaining project study schedule is:

- Public Open Houses No. 2 **May 20 and 21, 2009**
- Final Public Open House **Summer 2009**
- Completion of Project Assessment Study **Fall 2009**

The following is the project schedule subject to approvals and funding:

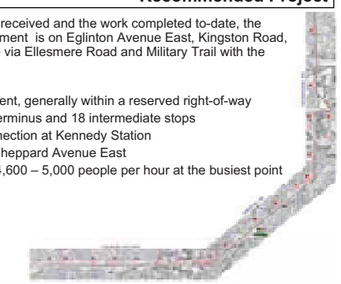
- Commencement of Design **2013**
- Commencement of Construction **2014**
- Project Completion **2018**
- Scheduled Revenue Service **2019**

The SMLRT project is part of the provincial ***Move Ontario 2020*** announcement, and is included in the 16 - 25 year plan in the Metrolinx, ***BIG MOVE*** Regional Transportation Plan.

Recommended Project

Based on the comments received and the work completed to-date, the recommended LRT alignment is on Eglinton Avenue East, Kingston Road, and Morningside Avenue via Ellesmere Road and Military Trail with the following features:

- 13 km at-grade alignment, generally within a reserved right-of-way
- 20 stops, including 2 terminus and 18 intermediate stops
- westerly terminus connection at Kennedy Station
- northerly terminus at Sheppard Avenue East
- projected ridership of 4,600 – 5,000 people per hour at the busiest point



Project Objectives and Background

At the previous public open houses held on July 23rd and 24th 2008, the Scarborough-Malvern LRT Transit project was introduced to identify, analyze, and recommend a preferred design that will provide a high quality transit service corridor connecting Kennedy Station with the northern Scarborough area, in a manner that:

- is affordable
- makes transit a more attractive travel option by improving travel times, comfort, and reliability of service
- supports other City objectives such as good urban design, and creates a more attractive walking and cycling environment

and that:

- respects other road users, adjacent properties, and the natural environment
- supports the City's growth objectives of providing a better variety and density of transit-oriented developments

At that time it was recommended that the existing bus service along Eglinton Avenue East, Kingston Road, and Morningside Avenue be replaced with electrically powered "light rail" vehicles operating in reserved lanes in the centre of the roadway.

Issues Raised from Open House No. 1

Summary of the July 23rd and 24th Public Open Houses:

- over 120 people attended the 2 open houses
- received 120 comment sheets or e-mails from you
- concerns identified with the proposed Scarborough-Malvern LRT project were primarily traffic, route issues, and protection of green spaces
- there was general support for the project

A "Frequently Asked Questions" handout is available that addresses issues / questions received to-date, and provides other project information. If your issue / question is not presented here, or you have not received a response, staff are available to speak to you tonight.

Recommended Project – Eglinton Avenue East

Major features include:

- 4.7 km section length in the centre of the roadway, from Kennedy Station to Kingston Road (connection to Kennedy Station being co-ordinated with another study)
- integrated connection with local bus routes and the proposed Kingston Road Bus Rapid Transit (BRT) at Kingston Road, with local urban design / landscaping opportunities
- intermediate LRT stops include:
  - Midland Avenue
  - Falmouth Avenue
  - Danforth Road
  - McCowan Road
  - Bellamy Road North / Eglinton GO Station
  - Mason Road
  - Markham Road
  - Eglinton Avenue East / Kingston Road
- connections with other transit service include:
  - GO – Kennedy Station
  - GO – Eglinton Station
  - TTC - Scarborough Rapid Transit (SRT)
  - TTC - Bloor-Danforth Subway
  - TTC - proposed Eglinton Crosstown LRT

Preferred Design – Kingston Road BRT Connection

In addition to providing an integrated connection with the proposed Kingston Road Bus Rapid Transit (BRT) and TTC local bus routes, the Eglinton Avenue East and Kingston Road intersection presented a number of challenges:

- maintain existing traffic and pedestrian movements
- allow for efficient LRT operations, including turning movements onto Kingston Road and storage and turn-back capability

The preferred design addresses all of these challenges, including providing urban design / landscaping opportunities (identified by green areas).

Recommended Project – Kingston Road

Major features include:

- 3.6 km section length in the centre of the roadway, from Eglinton Avenue East / Kingston Road intersection, including a connection with the Kingston Road BRT, to the Morningside Avenue intersection
- an integrated connection with local bus routes is provided at the Kingston Road / Morningside intersection, including reserved bus lanes east of Morningside Avenue
- intermediate LRT stops include:
  - Scarborough Golf Club Road
  - Guildwood Parkway
  - Celeste Drive / Guildwood GO
  - Galloway Road
  - Lawrence Avenue East
- connections with other transit service include GO / VIA – Guildwood Station

Recommended Project – Morningside Avenue

Major features include:

- section length of 4.2 km from Kingston Road / Morningside Avenue intersection to the intersection of Sheppard Avenue, including a connection with the Sheppard East LRT (northern terminus has been modified due to the proposed extension of Scarborough RT line to Malvern Town Centre):
  - in the centre of the roadway from Kingston Road to a realigned Beath Street
  - off-street along the east side of Morningside Avenue to Ellesmere Road over the Highland Creek valley, including a new Highland Creek bridge
  - off-street along south side of Ellesmere Road into the University of Toronto Scarborough Campus (UTSC)
- intermediate LRT stops include:
  - Kingston Road / Morningside Avenue
  - West Hill C.I. Beath Street
  - Ellesmere Road
  - UTSC
  - Military Trail / Morningside Avenue

Assessment of the Preferred Design

An assessment was undertaken for the preferred design, addressing:

- Traffic
- Property
- Environment
  - Natural Heritage (vegetation, wildlife, fisheries and aquatic ecosystem)
  - Air Quality
  - Noise and Vibration
  - Archaeological Resources
  - Cultural and Built Heritage
  - Socio-economic / Community

Traffic

The implementation of the preferred design for the Scarborough-Malvern LRT project will result in the following :

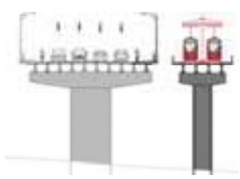
- a right-in / right-out arrangement at non-signalized side streets and entrances to ensure safe LRT operations, with left-turn and U-turn opportunities being provided at other nearby locations
- left-turns may not be provided at specific major signalized intersections in order to improve transit operations, but left-turn and U-turn opportunities will be provided at other nearby locations
- travelling by transit will be improved, but travelling by car may be more difficult due to the re-allocation of road space to create reserved transit right-of-way along Eglinton Avenue East and Kingston Road

Preferred Design – Highland Creek Crossing

A number of alternatives were investigated for the Highland Creek crossing for the LRT right-of-way, including widening the existing bridge structure or constructing a new separate bridge structure.

Although widening the existing bridge structure could potentially be less expensive, it was recommended to construct a new separate bridge structure:

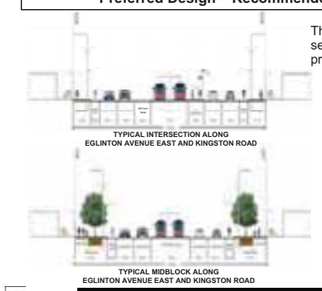
- simplified engineering design and construction
- capability of fully addressing identified environmental concerns
- minimized traffic impacts during construction
- avoided operational and maintenance issues when the LRT is in service



Existing Bridge Widened for Bike Lanes

New Bridge for LRT

Preferred Design – Recommended Typical Cross-Section



TYPICAL INTERSECTION ALONG EGLINTON AVENUE EAST AND KINGSTON ROAD

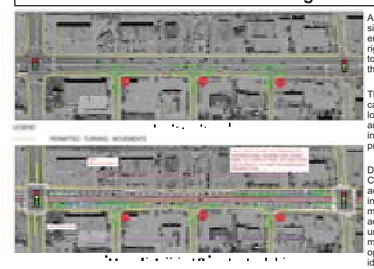
TYPICAL MIDBLOCK ALONG EGLINTON AVENUE EAST AND KINGSTON ROAD

The recommended typical cross-section presents opportunities to provide:

- increased tree canopy area
- designated bike lanes on both sides of the roadway
- urban design, landscaping, and streetscaping features

Note: Trees / plantings, street furniture, pedestrian treatments, and other urban design elements to be defined during the detailed design stage.

Traffic – Non-signalized Intersections



At existing non-signalized sideroad intersections and entrances, there will be a right-in / right-out arrangement to ensure safe LRT operations throughout the project limits.

The preferred design has carefully considered each location to ensure that either an existing or new signalized intersection is nearby to provide a U-turn opportunity.

During the design phase, the City and the TTC will conduct additional studies to investigate opportunities to minimize these impacts. In addition, the City may undertake local traffic monitoring studies during LRT operations to investigate any identified issues.

Traffic – Left Turns

During the development of the recommended design, 4 locations were identified with LRT operational issues that would affect the speed and reliability of the transit service, and presented safety issues associated with transit patrons, pedestrians, and / or vehicular traffic. These locations were:

- Eglinton Avenue East at Brimley Road and Danforth Road intersections
- Eglinton Avenue East and Kingston Road intersection
- Kingston Road and Morningside Avenue intersection
- Highway 401 / Morningside Avenue interchange

A transit-traffic analysis was conducted for each location and specific design recommendations were made to ensure effective and safe LRT operations and pedestrian movement. Recommended changes to turning movement arrangements included:

- eastbound and westbound left turn movements at both Brimley Road and Danforth Road will not be provided
- all left turn movements at the Kingston / Morningside intersection (i.e. eastbound, westbound, northbound, and southbound) will not be provided
- eastbound right turns at the Kingston / Morningside intersection will not be provided
- provision of a 2-stage north / south pedestrian crossing at the Kingston / Morningside intersection

Preferred Design – Streetscape Design

The City and the TTC will enhance the urban design environment on all the Transit City project rights-of-way. Streetscape elements with co-ordinated street furniture and landscaping will be incorporated into the projects during the design phases of each project. During this transit project assessment stage, opportunities are being identified and protected, for the implementation of urban design elements along the alignment.

STREET FURNITURE

PEDESTRIAN TREATMENTS

TREES / PLANTINGS

Preferred Design – Substations

Power substations convert the higher voltage power provided by the hydro distribution lines into lower voltage direct current needed to operate the light rail vehicles. Substations are quiet, safe and designed to fit into their surrounding community.

Electrical substations are located about 1.5 km apart along the LRT alignment. Ten new electrical substations are required for the project, and potential locations have been identified.

The large project drawings indicate the potential locations where the substations may be located.

Traffic – Increase in People Movement Capacity

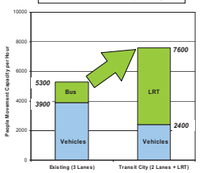
The Scarborough-Malvern LRT project with the allocation of roadway space for a reserved transit right-of-way will increase the overall people movement capability for each corridor, consistent with the Toronto Official Plan, but will change the vehicular travel capacity:

- along Eglinton Avenue East, estimated 30 - 35% reduction in existing roadway vehicle capacity
- along Kingston Road, estimated 40 - 50% reduction in existing roadway vehicle capacity
- redistributed left turn movements as a result of U-turn provisions may increase delays for left turn movements

To be noted, and consistent with the Toronto Official Plan, vehicle usage trends have been recognized in recent years (*Source: 2006 Transportation Tomorrow Survey*):

- reduced automobile ownership
- switching to other travel modes, most notably transit and cycling
- more people working from home
- increased carpooling

43% Increase in People Movement Capacity



Potential Property Impacts

Generally, there is sufficient road right-of-way along most of the alignment to construct the recommended Scarborough-Malvern LRT project, but property will be required.

Eglinton Avenue East and Kingston Road

The majority of the property requirements may be 2 – 3 metres along property frontages in order to provide the Official Plan's designated 36m right-of-way.

Morningside Avenue

The majority of the property requirements between Kingston Road and Beath Street may be a couple of metres along the property frontages in order to provide the Official Plan's designated 30m right-of-way along Morningside Avenue. If Council adopts the proposed 36m designation, the additional property would be acquired over time as development occurs.

Due to the narrower Morningside Avenue right-of-way, and in order to provide a LRT stop and a signalized intersection in the vicinity of West Hill C.I., full properties may be impacted.

Properties may be impacted along Morningside Avenue north of Highland Creek, and along Ellesmere Road and Military Trail.

Natural Heritage Assessment

Existing Conditions

- no major natural features along Eglinton Avenue East, Kingston Road, and most of the Morningside Avenue corridors due to the highly developed urban environment, where natural features have mostly been disturbed
- no watercourses or fish habitat along the Eglinton Avenue East, Kingston Road, and most of the Morningside Avenue corridors
- no rare, threatened or endangered wildlife have been identified

Highland Creek Area Features

- one valued ecosystem component along study corridor is the Highland Creek valley area, including Highland Forest / Wetland Complex ESA, Morningside ANSI, and Highland Creek, located along Morningside Avenue between Ellesmere Road on the north and Highland Creek on the south
- eighteen (18) regionally rare plant species have been identified in the Highland Forest ESA and Morningside ANSI
- evidence suggests wildlife, including deer, cross Morningside Avenue
- aquatic species recorded within or near the project area are considered to be either very common, common, or non-native in Ontario
- to be noted, no rare, threatened or endangered wildlife have been identified in Highland Creek area in recent years

Natural Heritage Assessment - Features

EGLINTON AVENUE EAST

KINGSTON ROAD

MORNINGSIDE AVENUE

HIGHLAND CREEK AREA

Noise and Vibration Assessment

Existing Conditions

- Eglinton Avenue East, Kingston Road and Morningside Avenue currently have significant traffic volumes and high ambient noise levels

Potential Project Impacts

- temporary and localized increase in noise levels during construction

Recommended Mitigation

- detailed design will consider individual noise impact mitigation, if warranted (none have been identified at this time)
- incorporate suitable control measures to reduce noise to acceptable levels within stops and in the surrounding community
- adhere to noise by-laws in the City of Toronto during construction
- temporary and localized increase in noise levels during construction will be mitigated adopting best management practices during construction, including a Noise Management Plan
- minimal noise and vibration impact due to:
  - advances in vehicle and track technology over existing TTC streetcar infrastructure (produces noise and vibration levels comparable to the operation of a diesel powered bus)
  - modern LRT vehicles are constructed to be quieter
  - track construction will include continuously welded rail to minimize the number of rail joints, and the use of rubber sleeves that isolates the rail from the concrete

Noise Assessment

Noise Analysis Results

A noise analysis was carried out in accordance with the established MOE / TTC Protocol. The future noise levels were predicted for identified Noise Sensitive Areas (i.e. existing and proposed residential development, nursing homes, group homes, hospitals and other institutional land uses where people reside). The changes of the noise levels for each corridor are summarized in the following table:

Corridor	Sound Level Change Along Corridor (dBA)		Increment Requiring Mitigation (dBA)	Mitigation Required According to MOE / TTC Protocol (Yes / No)
	Day	Night		
Eglinton Avenue East	+0.4 to +0.8	-0.6 to +1.2	5	No
Kingston Road	-0.1 to +2.5	-0.2 to +2.8	5	No
Morningside Avenue	-0.3 to +3.6	-0.2 to +3.5	5	No

Notes:

- example noise levels are 50 dBA for a clothes dryer and 60 dBA for an air conditioning unit
- existing and future noise levels for all SMLRT corridors generally fall in this 60 – 70 dBA range
- changes of noise levels have the following characteristics:
  - 1 dBA increase = not normally perceivable
  - 3 dBA increase = just perceivable
  - 10 dBA increase = twice as loud (i.e. an air conditioning unit would be considered twice as loud as a clothes dryer)
- where the future noise levels with proposed improvements (i.e. with LRT operations) are predicted to have an incremental increase of less than 5 dBA, consideration of the provision of noise mitigation is not required according to the established MOE / TTC Protocol

Natural Heritage Assessment – Vegetation

Potential Project Impacts on the Terrestrial Ecosystem – Vegetation

- minor direct loss of vegetation along the Eglinton Avenue East, Kingston Road, and most of the Morningside Avenue corridors
- removal of mature vegetation communities along the east side of Morningside Avenue in the Highland Creek area, directly affecting 2.8 ha of mixed forests, 1.0 ha of wetlands, and 0.5 ha of cultural meadow
- creating new forest edges that may result in further indirect impacts (sunscald, windthrow, invasion of exotic species, etc.)

Recommended Mitigation

- during the design phases, conduct a detailed tree inventory and prepare a tree / vegetation protection and compensation plan
- prepare an erosion and sedimentation control plan
- determine the precise location of potentially affected rare plant species during the design phases, and develop site-specific mitigation
- monitor during construction to ensure mitigation is being followed

Natural Heritage Assessment – Wildlife

Potential Project Impacts on the Terrestrial Ecosystem – Wildlife

- negligible loss of wildlife habitat along the Eglinton Avenue East, Kingston Road, and most of the Morningside Avenue corridors
- physical removal of mature vegetation communities and wetlands along the east side of Morningside Avenue in the Highland Creek area will result in direct loss of wildlife habitat
- creation of a new forest edge will in the short-term disturb "edge habitat", such as small mammals and a variety of birds
- increased wildlife crossing widths will increase the exposure to vehicle conflicts and wildlife mortality, however the increase is considered minor
- noise, light, and visual intrusion may alter wildlife activities, patterns, and behavior, but given the extent of urbanization, wildlife tolerances to human activities, and the limited project impact area, no significant adverse effect is anticipated

Recommended Mitigation

- during the design phases, prepare a vegetation / natural areas protection plan and an erosion and sedimentation control plan, and appropriate restoration plans for natural areas disturbed during construction
- conduct nesting bird survey prior to construction
- vegetation removals will occur outside the nesting season
- monitor during construction to ensure mitigation is being followed

Vibration Assessment

Vibration Assessment Results

A vibration assessment analysis was completed for the TTC Eastern Waterfront project in 2008. The analysis outlined the range of vibration levels expected at increasing distances from a TTC streetcar travelling on the latest track technology.

According to the study, the vibration levels resulting from TTC vehicles are well below the established MOE / TTC Protocol criteria value limit of 0.01 mm/s at a distance of 12 m from the track. At distances beyond 12 m from the track, the vibration levels are considered as not detectable.

Given the minimum distance between the centreline of the proposed SMLRT track and receptor is 15m, it is anticipated that receptor vibration levels will be well within the MOE / TTC Protocol criteria value of 0.01 mm/s. The following table provide some examples of sources of vibration with the associated vibration levels.

Source of Vibration	Typical Ground Vibration Level (mm / s)	Distance from Source (m)
Jumping	up to 250	0
Heel drop	up to 150	0
Hammering nail	up to 100	0
Walking	up to 40	0
Shutting door	up to 30	0
Sliding door	up to 10	0
Truck traffic over smooth surface	0.01- 0.2	10 - 20
Truck traffic over rough surface	0.1 - 2.0	10 - 20
Bulldozer, small	0.1	about 8
Compactor	2.0	15
Pile driver	1.0 - 3.0	25 - 50

Archaeological Resources Assessment

Existing Conditions

- no known / registered archaeological sites identified

Potential Project Impacts

- no potential impacts to known archaeological sites identified (based on completion of a Stage 1 archaeological assessment, and where no registered sites within the study area have been identified)
- potential for archaeological resources exist in areas that remain undisturbed by development and construction activities, generally located along the alignment section bounded by Morningside Avenue from south of Highland Creek northerly to Morningside Avenue and Military Trail (indicated by shaded green areas on the following boards)

Recommended Mitigation

- conduct a Stage 2 archaeological assessment on any lands that have been identified to have potential archaeological potential
- develop an archaeological monitoring plan prior to construction

Natural Heritage Assessment – Fisheries

Potential Project Impacts on the Fisheries and Aquatic Ecosystem

- minor loss of fish habitat, potentially negligible, associated with the construction of the new Highland Creek crossing
- potential disruption and alteration to fish habitat through changes to water quality and quantity, alterations to base flow conditions, and changes in water temperatures
- potential short-term impacts (i.e. fish kills) during construction

Recommended Mitigation

- during the design phases, if required, prepare a fish habitat restoration / compensation plan for any identified harmful alteration to fish habitat
- construct temporary and permanent stormwater management facilities
- prepare an erosion and sedimentation control plan, during the design phases
- adhere to the Highland Creek meander belt analysis recommendations for the new bridge design
- adopt construction best practices into the contract documents, including but not limited to: refueling location restrictions, erosion and sediment control, in-water and vicinity working and timing restrictions, etc.
- prepare emergency response plan for potential spills
- monitor and provide on-site environmental investigations during construction to ensure mitigation is being followed
- provide post-construction monitoring to ensure permanent mitigation is effective

Air Quality Assessment

Existing Conditions

- transportation-related emissions in the City of Toronto contribute to the increasingly poor regional air quality
- City of Toronto and the surrounding regions experience periods of elevated pollution levels, with both ozone and fine particulate levels that regularly approach or exceed levels for which health effects are known to occur

Potential Project Impacts

- short-term and localized impacts associated with dust and exhaust emissions during construction
- long-term reduction in the increase of pollution levels due to transportation-related sources

Recommended Mitigation

- implement best management practices to minimize dust and exhaust emissions during construction, including preparation of an Air Quality and Dust Control Plan

Project Benefits

- Scarborough-Malvern LRT project and the Toronto Transit City Light Rail Plan is expected to help reduce overall emissions of common air contaminants resulting in improved local and regional air quality by providing a viable alternative to the use of personal vehicles

	Scarborough-Malvern LRT	Overall Transit City Plan
Annual Ridership	14,100,000	164,000,000
Auto Trips Removed / Year	5,330,000	53,325,000
CO_2 Savings / Year (Tonnes)	20,600	213,314

Archaeological Resources Assessment

MORNINGSIDE AVENUE / KINGSTON ROAD

HIGHLAND CREEK AREA

U of T SCARBOROUGH CAMPUS AREA

MORNINGSIDE AVENUE / MILITARY TRAIL

Cultural and Built Heritage Resources Assessment

Existing Conditions

- 7 built heritage (4 designated and 3 identified as potential sites) and 4 designated cultural landscapes were identified within the corridor

Potential Project Impacts

- no designated built heritage buildings or cultural landscapes will be directly affected, but one resource under the Ontario Heritage Act is located in close proximity
- one identified built heritage building has been identified as a potential full property requirement
- three identified built heritage buildings or cultural landscapes may be affected by minor localized grading during construction or subject to premature deterioration

Recommended Mitigation

- prior to detail design, heritage impact assessments / statements will be undertaken for potential affected sites in order to identify the specific heritage significance of these resources and to provide appropriate recommendation measures (i.e. retention, documentation, document and salvage)

EGLINTON AVENUE EAST

KINGSTON ROAD

Cultural and Built Heritage Resources Assessment

KINGSTON ROAD

KINGSTON ROAD

KINGSTON ROAD

MORNINGSIDE AVENUE

HIGHLAND CREEK AREA

Socio-Economic / Community Assessment

Potential Project Impacts

- short-term, localized road diversions and / or closures during construction
- travelling by car may be more difficult, during and post-construction
- limited noise impacts during construction
- localized impacts associated with dust and exhaust emissions during construction

Potential Project Benefits

- provide safe, fast, and reliable transit service, that is a viable alternative to vehicular travel
- attract new business in the area based on the provision of increased people movement capacity
- provide employment opportunities during the 4 year construction period
- increase employment opportunities over operating life of SMLRT

Recommended Mitigation

- implement and monitor during construction, effective traffic, noise, dust, etc. management plans

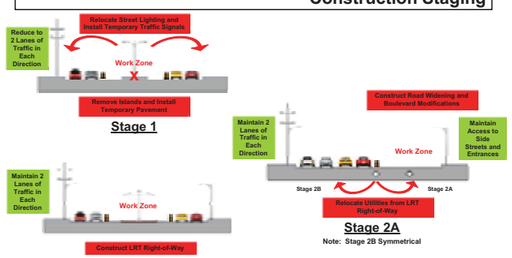
Freedom of Information and Protection of Privacy Act

Comments and information regarding this study are being collected to meet the requirements of the *Environmental Assessment (EA) Act*. This material will be maintained on file for use during the study and may be included in project documentation.

Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact members of the Project Team if you have any questions or concerns regarding the above information.

Construction Staging



Project Benefits

The benefits by implementing the Scarborough-Malvern LRT project include:

- ✓ supports the City's growth, including its economic vitality
- ✓ ensures that transit is a more attractive travel option by improving travel times, comfort, and reliability of service
- ✓ increases the people movement capacity in all corridors, generally without the widening of roadways and in an environmentally sound manner
- ✓ provides enhanced accessibility features for all customers
- ✓ provides alternative travel choices for non-drivers, including transit and enhanced environments for cycling and walking
- ✓ encourages and contributes to improved neighbourhood livability
- ✓ provides employment opportunities during construction and LRT operations
- ✓ provides opportunities to include urban design and streetscaping features
- ✓ contributes to the overall reduction in energy consumption and pollution levels

Next Steps

- review and respond to your questions and input received from today's open house (please leave your comments with us)
- conduct individual meetings with affected property owners
- continue with process to amend the Toronto Official Plan
- publish Notice of Commencement for the Transit Project Assessment Study
- conduct final Public Open House
- obtain approvals:
  - TTC Commission, August 26, 2009
  - Planning and Growth Management Committee, September 16, 2009
  - City Council, September 30, 2009
- finalize the Environmental Project Report
- publish Notice of Completion for the Transit Project Assessment Study
- submit the Environmental Project Report for public review

Contact

There are 5 ways to submit your comments:

1. Hand in your **Comment Sheet** before you leave tonight
2. Email: malverntransit@toronto.ca
   Web: www.toronto.ca/involved/projects/transit_city
3. Phone: 416-392-6900 (24 hours / 7 days comment line)
   TTY: 416-397-0831
4. Fax: 416-392-2974
5. By Mail: Scarborough-Malvern LRT
   Public Consultation Unit
   Metro Hall, 19th Floor
   55 John Street,
   Toronto, Ontario, M5V 3C6

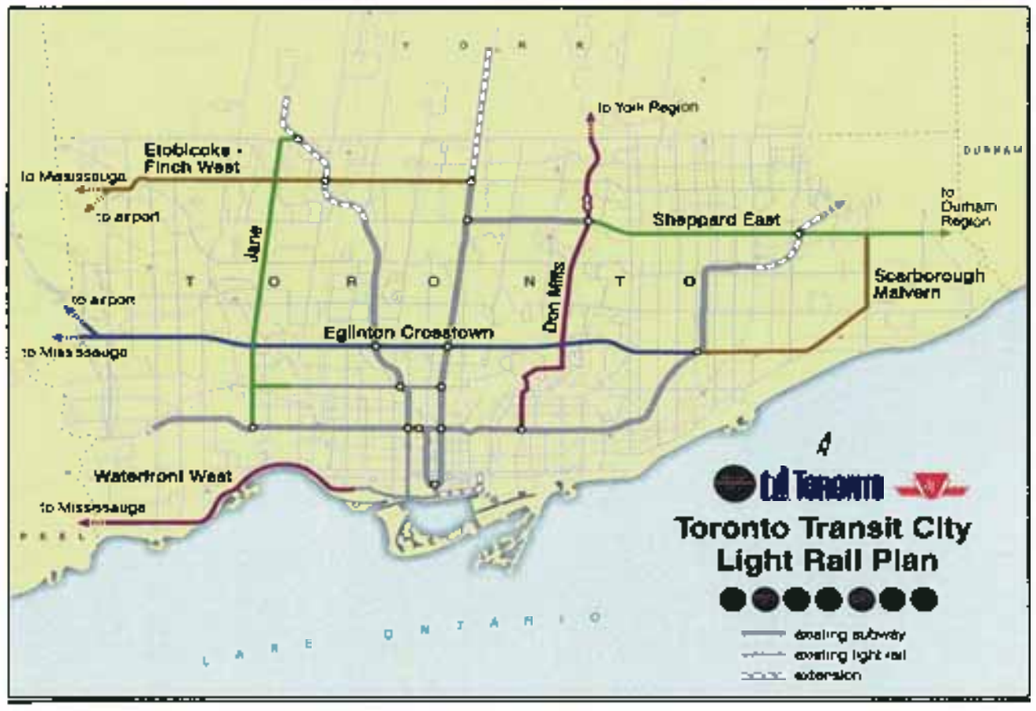
Please Provide Your Comments by Friday, June 5th, 2009

TORONTO

Frequently Asked Questions

Scarborough-Malvern Light Rail Transit (LRT)

May 2009 www.toronto.ca/transitcity



General

When is the earliest that construction could start and finish?

At present the Scarborough-Malvern LRT (SMLRT) is planned to start construction in 2014, in order to commence revenue service in 2019. Metrolinx announced funding for the SMLRT alignment in the *BIG MOVE* regional transportation plan and is included in the +15 year program.

How will Transit City help Toronto?

The Toronto Transit City Light Rail Plan is an exciting initiative that will significantly improve transit across Toronto. The lines will help to revitalize neighbourhoods, spur economic growth, and improve air quality. Seven new Light Rail Transit (LRT) lines will bring reliable, fast, quiet and comfortable transit service to many Toronto neighbourhoods. Transit City has been strongly endorsed by the TTC, the City of Toronto, and Metrolinx, the regional transportation agency.

The Province of Ontario has announced funding for the construction of the lines and they are incorporated into the Regional Transportation Plan recently proposed by Metrolinx.

Transit City routes have been selected to reinforce the strong pro-transit focus of the City's Official Plan. All seven routes will connect with the existing TTC subway system, GO Rail lines and other Transit City routes. They will provide new, direct transit links to areas that are currently far removed from rapid transit, including the north, west, and eastern areas of Toronto.

How is Light Rail Transit (LRT) superior to existing streetcar service in Toronto?

All-door loading (not just front doors) with automatic fare collection is characteristic of modern LRT lines in North America. Riders will be able to board the light rail vehicles (LRVs) at any one of several doors, speeding up the service and reducing waiting times. Inside, the LRVs will have a bright, contemporary feel, with air conditioning, large windows, comfortable seats, considerable standing space and hand holds. Transit City vehicles will have fully accessible, low floors, so that people with all levels of mobility can use the service with confidence and ease.

LRT service will be reliable. Service won't be affected by traffic delays, because the LRVs will be in their own reserved transit lanes. Traffic signals will give priority to the LRVs. Stops will normally be 400 to 600 metres apart and LRVs will operate frequently, similar to the subway

What work has been completed since the last round of Open Houses in 2008?

The public's and stakeholder's comments have been reviewed and the preferred LRT alignment and stop location design has been developed. Detailed assessments have been completed to identify potential effects, including environmental, traffic and property impacts. Mitigation measures for the potential impacts have been investigated and incorporated into the preferred LRT alignment and stop location design.

What specific transit connections is the LRT aiming to address?

The new line will address important transit connections, improving convenience for transit customers by connecting to the TTC's network and to other transit agencies.

1. At Kennedy Station
   a. Bloor-Danforth Subway
   b. Future Eglinton Crosstown LRT,
   c. Scarborough Rapid Transit (SRT),
   d. GO Transit Stouffville Line
2. Future Sheppard East LRT at Morningside Avenue
3. Proposed Kingston Road transit improvements at Eglinton Avenue / Kingston Road
4. Eglinton GO Station
5. Guildwood GO / VIA Rail Station

The LRT route will provide high quality service to University of Toronto Scarborough Campus and Centennial College Ellesmere Campus and link Kennedy Station with northern Scarborough, in a manner which:

i) is affordable
ii) makes transit a much more attractive travel option relative to the private auto
iii) supports the City's growth objectives of a better variety and density of transit-oriented developments

It is recommended that fully accessible, modern, electrically powered light rail vehicles be operated in dedicated lanes, with the only 'interference' from other traffic limited to crossings at intersections.

Existing Bus Routes

What will happen to existing bus routes in the area after the LRT is built / Which routes will be changed or removed?

A formal analysis of bus routing changes, including public consultation, will be undertaken between 12 and 18 months prior to the opening of the Scarborough Malvern LRT line. For planning purposes, TTC staff has developed a preliminary bus plan in draft form to help guide discussion about LRT facilities and potential bus connections. The preliminary bus plan includes the following changes to the existing bus network related to the Scarborough Malvern LRT

- **34 Eglinton East** bus route replaced with the Scarborough Malvern LRT and the Eglinton Crosstown LRT;
- **86 Scarborough** bus route shortened to operate between Sheppard Avenue (Toronto Zoo) and the vicinity of Kingston Road and Eglinton Avenue (via Meadowvale Road, Kingston Road, Morningside Avenue, Guildwood Parkway, and Kingston Road);
- Maintaining a bus route operating from the vicinity of Kingston Road and Lawrence Avenue to Beechgrove Drive (via Lawrence Avenue, Beechgrove Drive, Coronation Drive, Manse Road, and Lawrence Avenue); and
- **116 Morningside** bus route replaced south of Sheppard Avenue with the Scarborough Malvern LRT and the shortened 86 Scarborough bus. Bus service would be retained on Morningside Avenue north of Sheppard Avenue (The proposed extension of the Scarborough RT to Malvern Town Centre would result in changes to some local bus routings.)

Connections and Service

How will a connection be made at Kennedy Station?

It is essential that a convenient and high quality connection be provided at Kennedy Station. A separate study is currently underway at this location to review and evaluate alternatives. Exact details are not available at this time.

How does the Scarborough-Malvern LRT relate/connect to the proposed extension of the Scarborough Rapid Transit (SRT)?

A separate study is investigating the Scarborough RT extension, including into the Malvern community. Additional studies have indicated that the community's transit needs would be better served in the foreseeable future by the SRT extension, rather than the Scarborough-Malvern LRT line. As a result, planning for a potential connection between the Scarborough-Malvern LRT and the Scarborough RT has not been further considered in this study. However, a transfer between the Scarborough-Malvern LRT and SRT will be available at Kennedy Station or via the future Sheppard Avenue East LRT.

Are both projects (Malvern and SRT) needed north of Sheppard Avenue?

No. The SRT project will serve communities north of Sheppard Avenue East to the Malvern Town Centre. The Scarborough-Malvern LRT line is planned to end at, and connect to the Sheppard East LRT.

What are the future plans for TTC connections at the Guildwood GO / VIA Rail Station?

A Scarborough-Malvern LRT stop is being provided to serve the station. The possibility of routing the LRT off Kingston Road to more directly serve the GO/VIA station was considered. However, given the projected level of transfers between the Scarborough-Malvern LRT and GO Rail service the dis-benefits to those not transferring would be significant with this option. In addition this connection would negatively impact traffic flow, and increase property requirements and costs.

Could GO / TTC increase parking spots at Guildwood GO/ VIA Rail Station?

The Transit City initiative does not envision the addition of parking spots, but rather to encourage connection to major transit lines or to local bus services

Could the Eglinton Crosstown LRT and Scarborough-Malvern LRT terminate at Guildwood GO / VIA Rail Station instead of Kennedy Station?

Studies have indicated that the major transfers between the various transit lines and their associated travel markets will occur at Kennedy Station, rather than the Guildwood Station.

How will the Scarborough-Malvern LRT connect with the Kingston Rd transit project?

A major objective is the provision of a direct platform to platform connection with the Kingston Road BRT and with other local bus services, including high quality access to and from the bus terminal site.

How frequently will vehicles serve the Scarborough-Malvern LRT route? (e.g. every 10 minutes)?

It is envisioned that the Scarborough-Malvern LRT will eventually operate between 3 - 4 minutes during the rush hours along most of the line, with frequent service at all off-peak times. 24 hour transit service will be provided on the corridor.

Protecting Green Space

How will green spaces and trees (Morningside Park) be protected?

The protection of green spaces and tree planting is a priority. The park paths under the Highland Creek bridge will be maintained. As indicated in the typical Transit City mid-block cross section, street trees are being considered for inclusion where possible to increase the urban tree canopy.

As part of the preliminary engineering phase, a detailed inventory of the existing street trees will be undertaken. In cases where existing trees will be affected, efforts will be made (where possible) to relocate the tree. The TTC, in concert with the City of Toronto, will develop a tree planting program to identify areas for installation of trees where they are not present today . Any trees lost during the construction of the new LRT lines will be replaced according to the City's forestry policy.

There will be tree removal requirements for the LRT route along the east side of Morningside Avenue approaching Ellesmere Road. Detailed natural environment assessments have been undertaken. The TTC has been working with the Toronto and Region Conservation Authority (TRCA) to develop workable solutions to the crossing of Highland Creek at Morningside Avenue and to the alignment within the Highland Creek valley. The TRCA has favourably reviewed the proposals submitted to date.

Traffic

What will be done to minimize traffic infiltration on local roads during construction of the LRT?

A construction traffic management plan will be developed for each line, taking into account the unique needs of local residents and business owners. Typically these plans will provide for a minimum number of available traffic lanes and include adjustments to traffic signal timings, particularly during peak periods.

The feasibility of overnight and weekend work will be considered to avoid impacts during peak traffic periods. Finally, notification of the proposed works will be extensive, using various media outlets and signage (static, and dynamic) so that motorists can make informed decisions about alternate routes.

What will be done to minimize traffic infiltration on local roads during operation of the LRT?

A traffic monitoring program will be undertaken by the City's Transportation Services Division. The monitoring program related to local traffic impacts will be an ongoing initiative. Transportation Services staff will work with City Councillors and the community to address any local traffic issues. Should any residents/businesses have existing traffic/operation concerns they are encouraged to contact Transportation Services.

Has a traffic analysis been undertaken for the study area?

During this preliminary planning study, traffic assessments were undertaken to identify potential LRV and traffic operational issues, and to resolve key problem areas. It is recognized that there are resulting traffic operational impacts, and the TTC is committed to conducting additional detailed studies during the preliminary engineering phase to address site-specific issues.

How will access to the Highway 401 be affected by the LRT line?

Access to Highway 401 will not be affected. During the preliminary planning study, the TTC worked with the Ministry of Transportation to ensure the maintenance of safe and efficient movement of people and goods along their highway network.

With the raised right-of-way for the LRT in the middle of the street, how will vehicles make left turns?

Left turns will be permitted where there is a traffic signal. Between traffic signals, where the LRT travels across un-signalized intersections or driveways, left turns will not be permitted. However, there will be separate left turn lanes provided at signalized intersections and motorists will be able to make "U" turns from these lanes. For example, a motorist on Eglinton Avenue who now makes a left turn into a midblock driveway could, with the LRT in place, go past the driveway, to the next signalized intersection, and make a "U" turn to return to his/her destination.

Will regular traffic lanes be moved closer to properties?

In general, on Eglinton Avenue and Kingston Road, the traffic lanes will be closer to existing buildings only at signalized intersections, where the cross-section widens out. Along Morningside Avenue between Kingston Road and Highland Creek the traffic lanes will be closer to existing buildings. It should be noted that the City's Official Plan has designated this roadway to be 30m in order to protect for an ultimate 6 lane cross-section. With the implementation of the Scarborough-Malvern LRT line, there is no need for the additional traffic lanes in the future.

What is going to be done to prevent bottlenecking when Kingston Rd goes from 3 lanes to 2 lanes at Morningside Ave?

In order to maintain lane balance of 2 lanes in each direction along Kingston Road, the outer lanes of Kingston Road east of Morningside Avenue will be converted to bus only lanes. It is recognized that the implementation of the Scarborough-Malvern LRT and the Kingston Road BRT will result in the removal of a traffic lane in each direction, but will increase the overall people moving capacity in the corridor.

Funding

How will this project be funded?

The Province of Ontario, announced MoveOntario 2020 and Metrolinx announced The Big Move, regional transportation plan. Both announcements included all the Transit City alignments.

Construction

When is the earliest that construction could start and finish?

At present the Scarborough-Malvern LRT is planned to start construction in 2014, in order to commence revenue service in 2019. However, Metrolinx announced funding for the SMLRT alignment in the *BIG MOVE* regional transportation plan and is included in the +15 year program.

Alternative Routes

Why was Morningside Avenue chosen over Meadowvale Road north for the LRT?

The Scarborough-Malvern LRT (SMLRT) alignment has been developed to provide continuity to the network, link/grow communities, develop ridership, connect the University of Toronto – Scarborough Campus and Centennial College Ellesmere Campus, and serve the future needs of the area. Extending the SMLRT further east on Kingston Road and up Meadowvale Road would bypass the above key destinations, and would cost significantly more than the current alignment because of its longer length.

Are there future plans for LRT on Meadowvale Road north of Sheppard Avenue to serve the Toronto Zoo?

A study will be undertaken to evaluate a potential LRT connection from the Sheppard East LRT north to the Zoo.

Noise and Vibration

What will be done to limit noise and vibration from the LRT?

There will be minimal noise and vibration impacts to surrounding residents and businesses resulting from LRT operations. Advances in vehicle and track technology, has improved over existing streetcar infrastructure and produces noise and vibration levels comparable to the operation of a diesel powered city bus. The TTC's track construction standard employs the use of vibration damping resilient fastening technology which reduces ground borne vibration to imperceptible levels outside the public right of way. The LRT operation will not contribute any noise levels above those currently experienced in a busy urban street environment. Noise levels of light rail vehicles operating in the centre of the road are directly comparable to a standard diesel bus.

Property

Is it anticipated that any properties will be expropriated to accommodate the LRT?

Yes, property will be required for the preferred alignment and stop design. In general, only minor partial property impacts are required along Eglinton Avenue and Kingston Road. Full and partial property impacts are necessary along Morningside Avenue between Kingston Road and Highland Creek. Significant investigation was conducted to minimize the property requirements, while addressing the community's traffic and accessibility concerns, and providing a high quality transit stop location.

Is any erosion anticipated to hillside properties?

Erosion to major embankments adjacent to existing hillside properties will not occur.

Vehicles and Technology

What type of effect/relationship does an LRT have on our air quality?

The LRT will reduce emissions from the buses that are currently operating along the existing routes of the corridor. The power for the LRTs will be provided through the Toronto Hydro network. Power generation is not within the control of the TTC. However, the Ontario Government is actively promoting and advancing cleaner energy options and pollution control measures. The entire Transit City network (120 kilometres of LRT) is projected to have 175 million riders. The expansion of transit should be viewed as a benefit to the environment as it will give residents across Toronto a competitive alternative to the private auto.

Why is LRT technology preferred over improving bus service?

LRT is more comfortable for riders, quieter, has no emissions on the street, and is far superior in carrying capacity in a constrained environment such as an arterial roadway. Buses in dedicated lanes, sometimes called BRT, or bus rapid transit, could not easily accommodate 4600 to 5000 people – the peak hour demand projected in this corridor in 2031 – unless the bus ROW includes by-pass lanes at intersections/stations to allow some buses to operate "express" and pass "local buses" stopped to serve customers. To illustrate the problem, it would require 64 articulated buses per hour to accommodate a peak hour demand of 4800 people. That is a bus approximately every minute. Even with dedicated lanes, buses operating this close together would catch up to one another and 'bunching' would result if some of them don't operate express. Further, if the projected demand is greater than expected, a bus-based system would not be able to adapt easily, while the LRT could by increasing the frequency and/or adding more light rail vehicles.

Given that there are a variety of important objectives for the study corridor – in addition to high quality transit – such as a comfortable walking environment, attractive streetscaping, bike lanes, etc., there is insufficient width available to allow the construction of a by-pass lane to be added to the transit right of way. In addition, rail transit has proven to be more supportive for public and private investment along their corridors.

How will the LRT deal with the slope of Morningside Ave., especially during the winter season?

The LRT vehicles can negotiate the 5% grades on Morningside Avenue.

Ridership

What information is used to forecast the future projected ridership on this LRT?

To forecast the 2031 projected demand, the City and TTC have worked jointly to develop forecasts using the most current information available for future population / employment trends and future road / transit networks. The models used by the City and TTC are based on transportation trends measured through the Transportation for Tomorrow Survey and other monitoring programs

For more information please visit the project website:

www.toronto.ca/transitcity

Contact

Public Consultation Unit
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55 John Street
Toronto, ON, M5V 3C6

E-mail:
malverntransit@toronto.ca

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(Transit City Phone Line)

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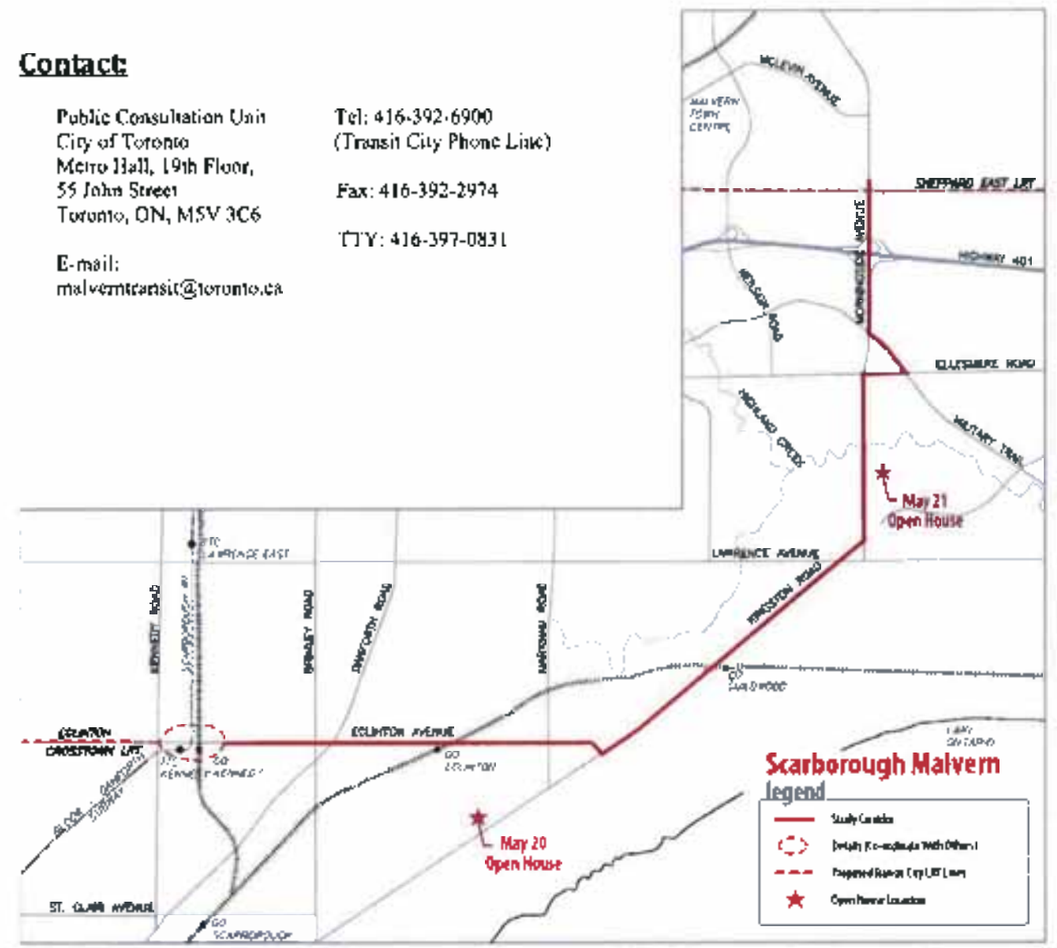


TORONTO Building a great city - *together*

The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

Scarborough Malvern Light Rail Transit (LRT)

Transit Project Assessment Study – Notice of Commencement and Public Open House

Public Consultation

We are holding an Open House where you can learn more about this transit project, ask questions and share your comments. Details are as follows

Monday, June 29, 2009, 6:30 p.m. – 9:00 p.m.

Scarborough Village Rec Centre (Intermission Room)

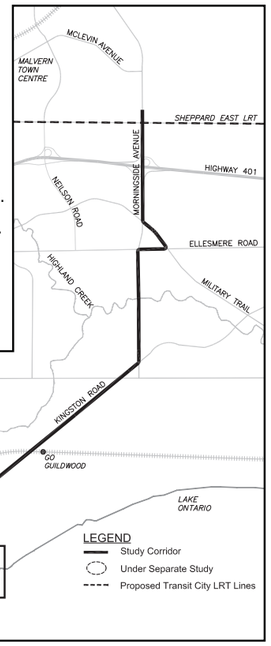
3600 Kingston Road

Background:

The Toronto Transit Commission (TTC) and the City of Toronto are planning a new Light Rail Transit (LRT) route to connect Kennedy Subway Station with north-eastern Scarborough. The LRT would begin at Kennedy Subway Station and travel east along Eglinton Avenue to Kingston Road, north on Morningside Avenue to Sheppard Avenue East where it would meet the Sheppard East LRT and provide connections to Toronto's new light rail network.

The Scarborough Malvern LRT would provide modern, accessible, comfortable light rail transit service along three of Scarborough's major roads, serving the adjacent residential and business communities and major institutions including the University of Toronto Scarborough Campus and Centennial College Ellesmere Campus.

Public consultations during the preliminary planning stage were held on July 23, 24, 2008 and May 20, 21, 2009. Responses to questions and comments submitted to date will be posted in the FAQs section on the project website: toronto.ca/transitcity (see: Scarb. Malvern LRT).



Process

The Scarborough Malvern LRT is following Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings (2008).

The environmental impact of this project has been assessed in accordance with the Transit Project Assessment Process.

Next Steps

Following the open house and review of comments, a formal public notice of study completion will be issued. At that time a Environmental Project Report will be made available for a 30 day review period on the project website: toronto.ca/transitcity (see: Scarb. Malvern LRT). **The notice of completion will include a number of locations to review a hard copy of the report.**

Please attend the June 29 Open House to review the plan and share your comments and questions with project staff.

We would like to hear from you:

If you would like to provide comments or obtain more information, please contact:

Public Consultation Unit
Scarborough Malvern LRT
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Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Toronto Transit Commission
Transit City
Scarborough-Malvern LRT
Series 3

June 2009 Open House
Summary Results Report

Submitted by LURA Consulting
July 10, 2009

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Toronto, Ontario M2J 4Z2, Canada
Land Use Research Associates Inc., operating as Lura Consulting

This summary report was prepared by LURA Consulting. LURA is providing third-party open house hosting services as part of the Toronto Transit Commission (TTC) and the City of Toronto Transit City projects. This summary captures the key comments submitted during the noted open house. It is not intended as a verbatim transcript. If you have any questions or comments regarding the summary, please contact:

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Table of Contents

1. **Introduction** 1
2. **Notification** 2
   - 2.1. Canada Post Drops and Newspaper Ads (led by the City of Toronto) 2
3. **Comment Summary** 2
4. **Appendix A – Aggregated Comments** 2
   - 4.1. Support / Opposition for the Plan 2
   - 4.2. Network Design 3
   - 4.3. Property Impacts 4
   - 4.4. Consultation Process 4
   - 4.5. Other 4
   - 4.6. Out of Scope 4

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1. Introduction

The Toronto Transit Commission (TTC) and the City of Toronto are undertaking an Environmental Assessment Study to identify a potential Light Rail Transit (LRT) corridor connecting Kennedy Subway Station with northern Scarborough.

In conjunction with the Notice of Commencement, a public open house was conducted in June 2009 to share information about the project with the community and to gather feedback on project plans. This open house was scheduled and advertised to take place:

Monday, June 29, 2009
6:30pm - 9:00pm
Scarborough Village Recreation Centre (Intermission Room),
3600 Kingston Road.

Because of the municipal workers strike, the Recreation Centre was closed on this date. As a result, the meeting location was changed to *QSSIS Banquet Hall at 3474 Kingston Road*, which is about a three minute walk from the Recreation Centre. From 6pm to 8:45pm a Lura staff person was stationed at the Recreation Centre to redirect visitors to the new location.

Fifty-one participants signed in at the June 29th open house. The open house included 49 detailed display boards, a Frequently Asked Questions handout (both available for download on the project web page at *www.toronto.ca/involved/projects/malvern_lrt*), a continuous loop video and slide show with voice over, and an open invitation to ask questions and discuss the plan with the many project team members present.

Participants were invited to write down their ideas and opinions on comment forms and submit them at the registration table. 11 comment forms were received in this manner. Project Team members also recorded 17 comments on clip boards during their discussions with participants.

This report summarizes all the June 2009 open house comments received.

2. Notification

The following section lists the methods used to notify stakeholders and the public about the Scarborough Malvern LRT project.

2.1. Canada Post Drops and Newspaper Ads (led by the City of Toronto)

Notices

- June 17, 2009: 29 907 notices were mailed to all properties within approximately 500 meters of the Scarborough Malvern LRT route.

Newspaper Ads

- Scarborough Mirror (June 19th and June 24th).

3. Comment Summary

A summary of the key issues and comments raised are presented below, with detailed comments provided in Appendix A. In general, they include expressions of both support and opposition to the LRT line and are listed in order of noted importance.

- Support for implementation of the project at an earlier date.
- Concern over potential increased traffic delays on Kingston Road and Eglinton Avenue caused by lane reductions.
- Preference for maintaining the left turn lanes at Eglinton Avenue and Danforth Road.
- Concerns over property acquisitions.
- Stress for the consideration of accessibility of stops and stations, both in terms of design and distance from senior residents.
- Scepticism for the use of bike lanes.
- The need for additional commuter parking and connections to other transit routes.

4. Appendix A – Aggregated Comments

A summary of all aggregated comments is presented below. They are grouped by topic and type of comment. A number in brackets is used to count duplicate comments received.

4.1. Support / Opposition for the Plan

In Favour

- We need this LRT right away. (x3)
- This project is long overdue.
- LRT routes will increase ridership and be a boon to the TTC.

- This seems to be a very well thought-out project. It would reduce my need to drive. Please start sooner.

Opposed

- The Scarborough-Malvern LRT is not necessary.
- More frequent buses would be sufficient.

4.2. Network Design

Left Hand Turn Concerns

- Removal of left turns at Eglinton Avenue and Danforth Avenue and at Brimley Road will cause increased westward traffic down Falmouth Avenue, which is a residential street with schools. Falmouth Avenue and Danforth Avenue intersection is already dangerous as is.
- Please provide a left turn lane at Brimley and Eglinton Avenue.
- Maintain the Eglinton Avenue and Danforth Avenue left turn lane (in west direction) and relocate the passenger stop to the Eglinton Avenue and Brimley Road intersection.

Traffic

- Elimination of two lanes on Kingston Road and Eglinton Avenue will cause increased traffic. (x3)
- We would like to see analysis on the timing and flow of traffic, LRTs and pedestrians through the signalized intersections.
- Concerned about traffic infiltration on to Beath Street, and how heavy traffic and sidewalks will be addressed.

Stops/ Stations

- There needs to be a stop at Dale Avenue and Kingston Road. Seniors living in the near-by condominiums could not climb Kingston Road to the Guildwood Parkway stop.
- Stations and stops need to be designed for maximum accessibility
- What was the reasoning for locating the stop at Danforth Road rather than Brimley Road?

Alternative Alignments

- The LRT route should be aligned on Kingston Road to Port Union Road north to meet the Sheppard line.
- The Morningside Avenue route does not make sense – it will have to be expanded later just like they did with the subway.

Other

- Bike lanes on Kingston Road would not be used. (x2)
- Maximize the bus routes that meet with the LRT route terminus.
- How will westbound cars access apartments on the north side of Eglinton just west of Kingston Road?
- Ensure there is sufficient parking at terminus points (e.g. Sheppard Avenue).

4.3. Property Impacts

- Property acquisition concern at Knobhill Plaza.
- Which properties on the south side of Morningside Avenue (North of Kingston Road) are affected?
- Concern about the full property taking at 336 Morningside Avenue.
- Have impacted properties already been notified?

4.4. Consultation Process

- Provide public consultation on the design of the LRT connection at Kennedy Station. (x2)
- What were the material changes to the presented information since the previous open house?
- The reasoning for the completion date being pushed back to 2028 should have been presented.
- Would like opportunity to provide input into station design, especially accessibility.

4.5. Other

- Include wind break for passengers waiting at platforms in the winter.
- What are substations and will they take property?

4.6. Out of Scope

- What is the Kingston Road BRT? What is the plan for the Kingston Road BRT?
- What will happen to the existing HOV lanes?
- There needs to be TTC-Durham Transit connection.
- Most people will still drive cars. (x2)
- Build a Scarborough expressway.

WELCOME TO OUR PUBLIC OPEN HOUSE

SCARBOROUGH-MALVERN LIGHT RAIL TRANSIT (LRT)

Transit Project Assessment Study

June 29, 2009

PLEASE SIGN IN

Members of the Project Team are available to discuss the project with you. Please feel free to ask questions and fill out a comment sheet.

Visit us at: www.toronto.ca/involved/projects/transit_city

Purpose of Today's Open House

- present the study background and a project update
- respond to your comments from the previous public open houses
- present the preferred design that has been developed for the Scarborough-Malvern LRT project
- identify the potential impacts and proposed mitigation measures
- obtain your further comments on the preferred design in order to finalize the design and take it forward for approvals
- answer any questions and concerns about this project

Transit City – Moving People in the 21st Century

Future without Improved Transit

"DO NOTHING"

Will result in a lack of travel alternatives to the private auto and an increasing dependency on private auto travel.

Future with Transit City

"PROVIDE FREQUENT AND RELIABLE TRANSIT"

Provide an attractive alternative to private auto use, achieved by re-allocating road space to create reserved transit lanes.

People Movement Capacity For 3 Lanes Per Hour

FUTURE OUTCOME

Congestion will increase, along with increased travel times and longer delays, due to the planned increase in population and employment in the City and surrounding regions.

3300 vehicles and buses

5300 people

2000 vehicles + 40 Light Rail Vehicles

7600 people

43% Increase

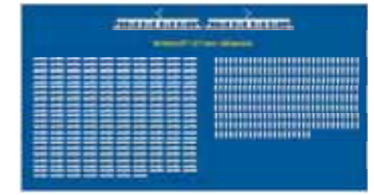
FUTURE OUTCOME

Re-allocation of road space for transit may increase congestion at specific locations, which may be mitigated with changes to travel behavior (i.e. alternative travel modes, routes, and / or times).

For those choosing not to alter their travel behavior, increased travel times and longer delays will be encountered.

Transit City – Moving People in the 21st Century

People Movement Capacity



Toronto Transit City Light Rail Plan will increase capacity for people movement in an economically and environmentally responsible manner.

Toronto Official Plan

The Toronto Official Plan supports continued growth in order to ensure the City's vitality and economic growth.

It also places greater emphasis on using available road space, focusing on movement of people, rather than vehicles, in order to address the future growth in travel.

Transit, walking, and cycling in conjunction with providing a better variety and density of transit-oriented development are major cornerstones of the Official Plan.

The Toronto Transit City Light Rail Plan, including the Scarborough-Malvern Light Rail Transit project, implements the Toronto Official Plan by moving more people and encouraging new development and intensification along identified transit corridors, allowing a more productive and efficient use of the City's infrastructure and rights-of-way.

TTC Ridership Growth Strategy / Transit City

In support of the Toronto Official Plan, the TTC prepared a strategy that focuses on increasing service and improving the speed and reliability of the TTC, and identifies corridors for transit infrastructure investment.

The Ridership Growth Strategy set the stage for the Toronto Transit City Light Rail Plan that recommends a widely-spaced network of electric light rail lines, each on its own right-of-way throughout the City to meet future transit demand.

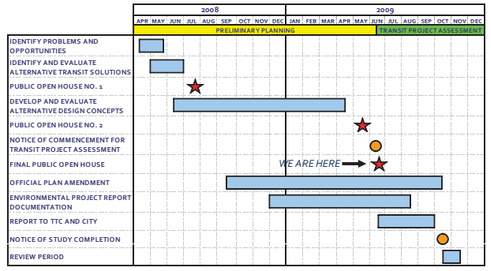
The Toronto Transit City Light Rail Plan, including the Scarborough-Malvern Light Rail Transit project, builds on the TTC Ridership Growth Strategy and implements the transit policies of the Toronto Official Plan, providing fast, reliable, and accessible transit throughout the City.

Transit City – Moving People in the 21st Century

Vehicular traffic will be affected:

- travelling by car may be more difficult due to lane re-allocation to create transit only lanes in specific locations (e.g. Eglinton Avenue East, Kingston Road)
- traffic patterns will change due to:
  - transfer from private auto to transit mode
  - change in driving habits:
    - different routes
    - different travel times
  - conditioning from the construction period
  - longer term changes:
    - live and work closer
    - change to a sustainable travel mode (bike lanes, etc.)

Study Schedule and Process



Toronto Transit City Light Rail Plan

- **seven new LRT lines, including the Scarborough-Malvern LRT project**
- **reserved rights-of-way**
- **total of 120 km of new fast and reliable light rail transit service**
- **projected 175 million passengers by 2021**
- **connect to existing and planned local and regional transit lines**

"The Toronto Transit City LRT Plan is a bold vision for public transit. It will allow us to tackle climate change and reduce congestion while improving service in all parts of the City"

Mayor David Miller

In June of 2007, the Province announced, "Move Ontario 2020", a plan to fund 52 transit projects in Ontario, including funding for the TTC's Transit City LRT Plan.

Premier Dalton McGuinty

Official Plan Amendment

An amendment to Map 5 of the Toronto Official Plan is required in order to identify the segment of Morningside Avenue, from Kingston Road to Sheppard Avenue, and the sections of roadways in the general vicinity of University of Toronto Scarborough Campus (UTSC) (i.e. portions of Ellesmere Road and Military Trail), as part of the Official Plan "Surface Transit Priority Network".

Currently, the segments of Eglinton Avenue East and Kingston Road along which the LRT is proposed to be constructed and operated are identified as such in the Official Plan.

This amendment will enable public works related to the proposed Scarborough-Malvern LRT project to proceed upon approval of the Transit Project Assessment Study.

An additional amendment to the Right-of-Way widths identified in Ma 3 of the Official Plan for a section of Morningside Avenue, north of Kingston Road (presently 30 metres), and Military Trail (presently 27 metres) may also be required to provide the 36 metres, as reserved for the rest of the project.

Project Objectives and Background

At the previous public open houses held on July 23 & 24, 2008 and May 20 & 21, 2009, the Scarborough-Malvern LRT Transit project was introduced to identify, analyze, and recommend a preferred design that will provide a high-quality transit service corridor connecting Kennedy Station with the northern Scarborough area, in a manner that:

- is affordable
- makes transit a more attractive travel option by improving travel times, comfort, and reliability of service
- supports other City objectives such as good urban design, and creates a more attractive walking and cycling environment

and that:

- respects other road users, adjacent properties, and the natural environment
- supports the City's growth objectives of providing a better variety and density of transit-oriented developments

At that time it was recommended that the existing bus service along Eglinton Avenue East, Kingston Road, and Morningside Avenue be replaced with electrically-powered "light rail" vehicles operating in reserved lanes in the centre of the roadway.

Issues Raised from Open Houses No. 1 and 2

Summary from Open House No. 1 (July 23 & 24, 2008) and Open House No. 2 (May 20 & 21, 2009):

- over 310 people attended the 2 rounds of open houses
- received 140 comment sheets or e-mails from you
- concerns identified with the proposed Scarborough-Malvern LRT project were primarily traffic operations, traffic infiltration issues, protection of green space, existing bus service and noise impacts

A "Frequently Asked Questions" handout is available that addresses issues / questions received to-date, and provides other project information. If your issue / question is not presented here, or you have not received a response, staff are available to speak to you tonight.

Work Completed Since Open Houses No. 1 and 2

- responded to received comments and considered identified issues / concerns
- refined project study recommendations, and documented in a project feasibility report, including identified design issues
- developed alternatives, conducted analysis, and completed evaluations for identified design issues
- undertook extensive consultation with stakeholders including City of Toronto departments, TRCA*, MTO*, and the UTSC*
- selected a preferred design in conjunction with the stakeholders
- conducted a detailed assessment of the preferred design, identifying opportunities, potential impacts, and potential mitigation measures
- undertook additional traffic analysis to address traffic operational concerns
- prepared draft Transit Project Assessment Study report documentation
- issued Notice of Commencement for the Transit Project Assessment Study

* TRCA – Toronto and Region Conservation Authority, MTO – Ministry of Transportation of Ontario, UTSC – University of Toronto Scarborough Campus

New Transit Vehicle

PORTO, PORTUGAL

The LRT vehicles used for the Toronto Transit City Light Rail Plan, including the Scarborough-Malvern project, will be typical modern LRT vehicles and have:

- larger capacities – about twice as long as the standard streetcar in Toronto
- enhanced accessibility – low floor vehicles with level loading from the on-street platforms
- loading from all doors – significantly reduces the time spent serving stops
- operator cabs at both ends – the vehicle can operate in either direction and not require a loop to turn around
- a modern design – some typical examples are shown

ENHANCED ACCESSIBILITY

VALENCIA AND ALICANTE, SPAIN

MINNEAPOLIS, USA

Recommended Project – Kingston Road

Major features include:

- 3.6 km section length in the centre of the roadway, from Eglinton Avenue East / Kingston Road intersection, including a connection with the Kingston Road BRT, to the Morningside Avenue intersection
- an integrated connection with local bus routes is provided at the Kingston Road / Morningside intersection, including reserved bus lanes east of Morningside Avenue
- intermediate LRT stops include:
  - Scarborough Golf Club Road
  - Guildwood Parkway
  - Celeste Drive / Guildwood GO
  - Galloway Road
  - Lawrence Avenue East
- connections with other transit service include GO / VIA – Guildwood Station

Recommended Project – Morningside Avenue

Major features include:

- section length of 4.2 km from Kingston Road / Morningside Avenue intersection to the intersection of Sheppard Avenue, including a connection with the Sheppard East LRT (northern terminus has been modified due to the proposed extension of Scarborough RT line to Malvern Town Centre):
  - in the centre of the roadway from Kingston Road to a realigned Beath Street
  - off-street along the east side of Morningside Avenue to Ellesmere Road over the Highland Creek valley, including a new Highland Creek bridge
  - off-street along south side of Ellesmere Road into the University of Toronto Scarborough Campus (UTSC)
- intermediate LRT stops include:
  - Kingston Road / Morningside Avenue
  - West Hill C.I. Beath Street
  - Ellesmere Road
  - UTSC
  - Military Trail / Morningside Avenue

Overall Project Schedule

The remaining project study schedule is:

- Public Open House No. 3 **June 29, 2009**
- Completion of Project Assessment Study **Fall 2009**

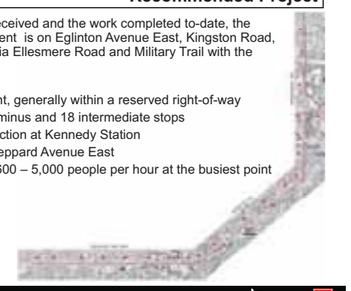
The following is the project schedule subject to approvals and funding:

- Commencement of Design **2022**
- Commencement of Construction **2023**
- Project Completion **2027**
- Scheduled Revenue Service **2028**

Recommended Project

Based on the comments received and the work completed to-date, the recommended LRT alignment is on Eglinton Avenue East, Kingston Road, and Morningside Avenue via Ellesmere Road and Military Trail with the following features:

- 13 km at-grade alignment, generally within a reserved right-of-way
- 20 stops, including 2 terminus and 18 intermediate stops
- westerly terminus connection at Kennedy Station
- northerly terminus at Sheppard Avenue East
- projected ridership of 4,600 – 5,000 people per hour at the busiest point

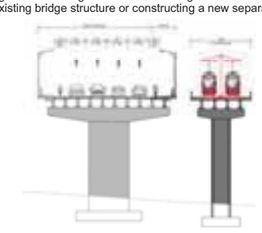


Preferred Design – Highland Creek Crossing

A number of alternatives were investigated for the Highland Creek crossing for the LRT right-of-way, including widening the existing bridge structure or constructing a new separate bridge structure.

Although widening the existing bridge structure could potentially be less expensive, it was recommended to construct a new separate bridge structure:

- simplified engineering design and construction
- capability of fully addressing identified environmental concerns
- minimized traffic impacts during construction
- avoided operational and maintenance issues when the LRT is in service



Existing Bridge Widened for Bike Lanes

New Bridge for LRT

Preferred Design – Recommended Typical Cross-Section

TYPICAL INTERSECTION ALONG EGLINTON AVENUE EAST AND KINGSTON ROAD

TYPICAL MIDBLOCK ALONG EGLINTON AVENUE EAST AND KINGSTON ROAD

The recommended typical cross-section presents opportunities to provide:

- increased tree canopy area
- designated bike lanes on both sides of the roadway
- urban design, landscaping, and streetscaping features

Note: Trees / plantings, street furniture, pedestrian treatments, and other urban design elements to be defined during the detailed design stage.

Recommended Project – Eglinton Avenue East

Major features include:

- 4.7 km section length in the centre of the roadway, from Kennedy Station to Kingston Road (connection to Kennedy Station being co-ordinated with another study)
- integrated connection with local bus routes and the proposed Kingston Road Bus Rapid Transit (BRT) at Kingston Road, with local urban design / landscaping opportunities
- intermediate LRT stops include:
  - Midland Avenue
  - Falmouth Avenue
  - Danforth Road
  - McCowan Road
  - Bellamy Road North / Eglinton GO Station
  - Mason Road
  - Markham Road
  - Eglinton Avenue East / Kingston Road
- connections with other transit service include:
  - GO – Kennedy Station
  - GO – Eglinton Station
  - TTC - Scarborough Rapid Transit (SRT)
  - TTC - Bloor-Danforth Subway
  - TTC - proposed Eglinton Crosstown LRT

Preferred Design – Kingston Road BRT Connection

In addition to providing an integrated connection with the proposed Kingston Road Bus Rapid Transit (BRT) and TTC local bus routes, the Eglinton Avenue East and Kingston Road intersection presented a number of challenges:

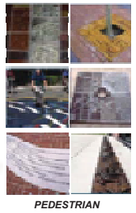
- maintain existing traffic and pedestrian movements
- allow for efficient LRT operations, including turning movements onto Kingston Road and storage and turn-back capability

The preferred design addresses all of these challenges, including providing urban design / landscaping opportunities (identified by green areas).

Preferred Design – Streetscape Design

The City and the TTC will enhance the urban design environment on all the Transit City project rights-of-way. Streetscape elements with co-ordinated street furniture and landscaping will be incorporated into the projects during the design phases of each project. During this transit project assessment stage, opportunities are being identified and protected, for the implementation of urban design elements along the alignment.

STREET FURNITURE



PEDESTRIAN TREATMENTS

TREES / PLANTINGS

Preferred Design – Substations

Power substations convert the higher voltage power provided by the hydro distribution lines into lower voltage direct current needed to operate the light rail vehicles. Substations are quiet, safe and designed to fit into their surrounding community.

Electrical substations are located about 1.5 km apart along the LRT alignment. Ten new electrical substations are required for the project, and potential locations have been identified.

The large project drawings indicate the potential locations where the substations may be located.

Assessment of the Preferred Design

An assessment was undertaken for the preferred design, addressing:

- Traffic
- Property
- Environment
  - Natural Heritage (vegetation, wildlife, fisheries and aquatic ecosystem)
  - Air Quality
  - Noise and Vibration
  - Archaeological Resources
  - Cultural and Built Heritage
  - Socio-economic / Community

Traffic

The implementation of the preferred design for the Scarborough-Malvern LRT project will result in the following :

- a right-in / right-out arrangement at non-signalized side streets and entrances to ensure safe LRT operations, with left-turn and U-turn opportunities being provided at other nearby locations
- left-turns may not be provided at specific major signalized intersections in order to improve transit operations, but left-turn and U-turn opportunities will be provided at other nearby locations
- travelling by transit will be improved, but travelling by car may be more difficult due to the re-allocation of road space to create reserved transit right-of-way along Eglinton Avenue East and Kingston Road

Potential Property Impacts

Generally, there is sufficient road right-of-way along most of the alignment to construct the recommended Scarborough-Malvern LRT project, but property will be required.

Eglinton Avenue East and Kingston Road

The majority of the property requirements may be 2 – 3 metres along property frontages in order to provide the Official Plan's designated 36m right-of-way.

Morningside Avenue

The majority of the property requirements between Kingston Road and Beath Street may be a couple of metres along the property frontages in order to provide the Official Plan's designated 30m right-of-way along Morningside Avenue. If Council adopts the proposed 36m designation, the additional property would be acquired over time as development occurs.

Due to the narrower Morningside Avenue right-of-way, and in order to provide a LRT stop and a signalized intersection in the vicinity of West Hill C.I., full properties may be impacted.

Properties may be impacted along Morningside Avenue north of Highland Creek, and along Ellesmere Road and Military Trail.

Natural Heritage Assessment

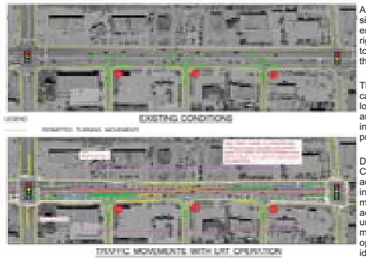
Existing Conditions

- no major natural features along Eglinton Avenue East, Kingston Road, and most of the Morningside Avenue corridors due to the highly developed urban environment, where natural features have mostly been disturbed
- no watercourses or fish habitat along the Eglinton Avenue East, Kingston Road, and most of the Morningside Avenue corridors
- no rare, threatened or endangered wildlife have been identified

Highland Creek Area Features

- one valued ecosystem component along study corridor is the Highland Creek valley area, including Highland Forest / Wetland Complex ESA, Morningside ANSI, and Highland Creek, located along Morningside Avenue between Ellesmere Road on the north and Highland Creek on the south
- eighteen (18) regionally rare plant species have been identified in the Highland Forest ESA and Morningside ANSI
- evidence suggests wildlife, including deer, cross Morningside Avenue
- aquatic species recorded within or near the project area are considered to be either very common, common, or non-native in Ontario
- to be noted, no rare, threatened or endangered wildlife have been identified in Highland Creek area in recent years

Traffic – Non-signalized Intersections



At existing non-signalized sideroad intersections and entrances, there will be a right-in / right-out arrangement to ensure safe LRT operations throughout the project limits.

The preferred design has carefully considered each location to ensure that either an existing or new signalized intersection is nearby to provide a U-turn opportunity.

During the design phase, the City and the TTC will conduct additional studies to investigate opportunities to minimize these impacts. In addition, the City may undertake local traffic monitoring studies during LRT operations to investigate any identified issues.

Traffic – Left Turns

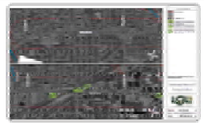
During the development of the recommended design, 4 locations were identified with LRT operational issues that would affect the speed and reliability of the transit service, and presented safety issues associated with transit patrons, pedestrians, and / or vehicular traffic. These locations were:

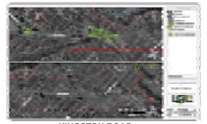
- Eglinton Avenue East at Brimley Road and Danforth Road intersections
- Eglinton Avenue East and Kingston Road intersection
- Kingston Road and Morningside Avenue intersection
- Highway 401 / Morningside Avenue interchange

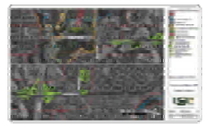
A transit-traffic analysis was conducted for each location and specific design recommendations were made to ensure effective and safe LRT operations and pedestrian movement. Recommended changes to turning movement arrangements included:

- eastbound and westbound left turn movements at both Brimley Road and Danforth Road will not be provided
- all left turn movements at the Kingston / Morningside intersection (i.e. eastbound, westbound, northbound, and southbound) will not be provided
- eastbound right turns at the Kingston / Morningside intersection will not be provided
- provision of a 2-stage north / south pedestrian crossing at the Kingston / Morningside intersection

Natural Heritage Assessment - Features


EGLINTON AVENUE EAST


KINGSTON ROAD


MORNINGSIDE AVENUE

HIGHLAND CREEK AREA

Natural Heritage Assessment – Vegetation

Potential Project Impacts on the Terrestrial Ecosystem – Vegetation

- minor direct loss of vegetation along the Eglinton Avenue East, Kingston Road, and most of the Morningside Avenue corridors
- removal of mature vegetation communities along the east side of Morningside Avenue in the Highland Creek area, directly affecting 2.8 ha of mixed forests, 1.0 ha of wetlands, and 0.5 ha of cultural meadow
- creating new forest edges that may result in further indirect impacts (sunscald, windthrow, invasion of exotic species, etc.)

Recommended Mitigation

- during the design phases, conduct a detailed tree inventory and prepare a tree / vegetation protection and compensation plan
- prepare an erosion and sedimentation control plan
- determine the precise location of potentially affected rare plant species during the design phases, and develop site-specific mitigation
- monitor during construction to ensure mitigation is being followed

Traffic – Kingston Road / Morningside Avenue

In response to comments received during Public Open House No. 2:

- TTC is committed to further examine the opportunities for left turns at the Kingston Road / Morningside Avenue intersection during detailed design.
- During the detailed design phase of the project, TTC will develop a detailed transit, traffic and pedestrian management strategies in consultation with your local councillors and the community, to minimize adverse impacts (e.g. traffic infiltration) during LRT construction and operations.
- The City of Toronto will monitor the traffic conditions before and after the LRT construction and operations and corrective actions will be taken, if necessary.

Traffic – Increase in People Movement Capacity

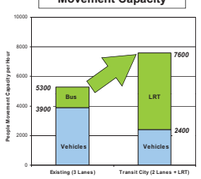
The Scarborough-Malvern LRT project with the allocation of roadway space for a reserved transit right-of-way will increase the overall people movement capability for each corridor, consistent with the Toronto Official Plan, but will change the vehicular travel capacity:

- along Eglinton Avenue East, estimated 30 - 35% reduction in existing roadway vehicle capacity
- along Kingston Road, estimated 40 - 50% reduction in existing roadway vehicle capacity
- redistributed left turn movements as a result of U-turn provisions may increase delays for left turn movements

To be noted, and consistent with the Toronto Official Plan, vehicle usage trends have been recognized in recent years (*Source: 2006 Transportation Tomorrow Survey*):

- reduced automobile ownership
- switching to other travel modes, most notably transit and cycling
- more people working from home
- increased carpooling

43% Increase in People Movement Capacity



Natural Heritage Assessment – Wildlife

Potential Project Impacts on the Terrestrial Ecosystem – Wildlife

- negligible loss of wildlife habitat along the Eglinton Avenue East, Kingston Road, and most of the Morningside Avenue corridors
- physical removal of mature vegetation communities and wetlands along the east side of Morningside Avenue in the Highland Creek area will result in direct loss of wildlife habitat
- creation of a new forest edge will in the short-term disturb "edge habitat", such as small mammals and a variety of birds
- increased wildlife crossing widths will increase the exposure to vehicle conflicts and wildlife mortality, however the increase is considered minor
- noise, light, and visual intrusion may alter wildlife activities, patterns, and behavior, but given the extent of urbanization, wildlife tolerances to human activities, and the limited project impact area, no significant adverse effect is anticipated

Recommended Mitigation

- during the design phases, prepare a vegetation / natural areas protection plan and an erosion and sedimentation control plan, and appropriate restoration plans for natural areas disturbed during construction
- conduct nesting bird survey prior to construction
- vegetation removals will occur outside the nesting season
- monitor during construction to ensure mitigation is being followed

Natural Heritage Assessment – Fisheries

Potential Project Impacts on the Fisheries and Aquatic Ecosystem

- minor loss of fish habitat, potentially negligible, associated with the construction of the new Highland Creek crossing
- potential disruption and alteration to fish habitat through changes to water quality and quantity, alterations to base flow conditions, and changes in water temperatures
- potential short-term impacts (i.e. fish kills) during construction

Recommended Mitigation

- during the design phases, if required, prepare a fish habitat restoration / compensation plan for any identified harmful alteration to fish habitat
- construct temporary and permanent stormwater management facilities
- prepare an erosion and sedimentation control plan, during the design phases
- adhere to the Highland Creek meander belt analysis recommendations for the new bridge design
- adopt construction best practices into the contract documents, including but not limited to: refueling location restrictions, erosion and sediment control, in-water and vicinity working and timing restrictions, etc.
- prepare emergency response plan for potential spills
- monitor and provide on-site environmental investigations during construction to ensure mitigation is being followed
- provide post-construction monitoring to ensure permanent mitigation is effective

Air Quality Assessment

Existing Conditions
- transportation-related emissions in the City of Toronto contribute to the increasingly poor regional air quality
- City of Toronto and the surrounding regions experience periods of elevated pollution levels, with both ozone and fine particulate levels that regularly approach or exceed levels for which health effects are known to occur

Potential Project Impacts
- short-term and localized impacts associated with dust and exhaust emissions during construction
- long-term reduction in the increase of pollution levels due to transportation-related sources

Recommended Mitigation
- implement best management practices to minimize dust and exhaust emissions during construction, including preparation of an Air Quality and Dust Control Plan

Project Benefits
- Scarborough-Malvern LRT project and the Toronto Transit City Light Rail Plan is expected to help reduce overall emissions of common air contaminants resulting in improved local and regional air quality by providing a viable alternative to the use of personal vehicles

	Scarborough-Malvern LRT	Overall Transit City Plan
Annual Ridership	14,100,000	164,000,000
Auto Trips Removed / Year	5,330,000	53,325,000
CO_2 Savings / Year (Tonnes)	20,600	213,314

Noise and Vibration Assessment

Existing Conditions
- Eglinton Avenue East, Kingston Road and Morningside Avenue currently have significant traffic volumes and high ambient noise levels

Potential Project Impacts
- temporary and localized increase in noise levels during construction

Recommended Mitigation
- detailed design will consider individual noise impact mitigation, if warranted (none have been identified at this time)
- incorporate suitable control measures to reduce noise to acceptable levels within stops and in the surrounding community
- adhere to noise by-laws in the City of Toronto during construction
- temporary and localized increase in noise levels during construction will be mitigated adopting best management practices during construction, including a Noise Management Plan
- minimal noise and vibration impact due to:
  - advances in vehicle and track technology over existing TTC streetcar infrastructure (produces noise and vibration levels comparable to the operation of a diesel powered bus)
  - modern LRT vehicles are constructed to be quieter
  - track construction will include continuously welded rail to minimize the number of rail joints, and the use of rubber sleeves that isolates the rail from the concrete

Cultural and Built Heritage Resources Assessment

Existing Conditions
- 7 built heritage (4 designated and 3 identified as potential sites) and 4 designated cultural landscapes were identified within the corridor

Potential Project Impacts
- no designated built heritage buildings or cultural landscapes will be directly affected, but one resource under the Ontario Heritage Act is located in close proximity
- one identified built heritage building has been identified as a potential full property requirement
- three identified built heritage buildings or cultural landscapes may be affected by minor localized grading during construction or subject to premature deterioration

Recommended Mitigation
- prior to detail design, heritage impact assessments / statements will be undertaken for potential affected sites in order to identify the specific heritage significance of these resources and to provide appropriate recommendation measures (i.e. retention, documentation, document and salvage)

EGLINTON AVENUE EAST

KINGSTON ROAD

Cultural and Built Heritage Resources Assessment

KINGSTON ROAD

KINGSTON ROAD

KINGSTON ROAD

MORNINGSIDE AVENUE

HIGHLAND CREEK AREA

Noise Assessment

Noise Analysis Results
A noise analysis was carried out in accordance with the established MOE / TTC Protocol. Additional noise analysis was undertaken to examine the impacts associated with potential traffic volume changes. The future noise levels were predicted for identified Noise Sensitive Areas (i.e. existing and proposed residential development, nursing homes, group homes, hospitals and other institutional land uses where people reside). The changes of the noise levels for each corridor are summarized in the following table:

Corridor	Sound Level Change Along Corridor (dBA)		Increment Requiring Mitigation (dBA)	Mitigation Required According to MOE / TTC Protocol (Yes / No)
	Day	Night		
Eglinton Avenue East	+0.5 to +2.5	+0.6 to +2.8	5	No
Kingston Road	+0.6 to +2.2	+0.7 to +2.1	5	No
Morningside Avenue	-0.3 to +3.6	-0.3 to +4.0	5	No

Notes:
- example noise levels are 50 dBA for a clothes dryer and 60 dBA for an air conditioning unit
- existing and future noise levels for all SMLRT corridors generally fall in this 60 – 70 dBA range
- changes of noise levels have the following characteristics:
  - 1 dBA increase = not normally perceivable
  - 3 dBA increase = just perceivable
  - 10 dBA increase = twice as loud (i.e. an air conditioning unit would be considered twice as loud as a clothes dryer)
- where the future noise levels with proposed improvements (i.e. with LRT operations) are predicted to have an incremental increase of less than 5 dBA, consideration of the provision of noise mitigation is not required according to the established MOE / TTC Protocol

Vibration Assessment

Vibration Assessment Results
A vibration assessment analysis was completed for the TTC Eastern Waterfront project in 2008. The analysis outlined the range of vibration levels expected at increasing distances from a TTC streetcar travelling on the latest track technology.

According to the study, the vibration levels resulting from TTC vehicles are well below the established MOE / TTC Protocol criteria value limit of 0.01 mm/s at a distance of 12 m from the track. At distances beyond 12 m from the track, the vibration levels are considered as not detectable.

Given the minimum distance between the centreline of the proposed SMLRT track and receptor is 15m, it is anticipated that receptor vibration levels will be well within the MOE / TTC Protocol criteria value of 0.01 mm/s. The following table provide some examples of sources of vibration with the associated vibration levels.

Source of Vibration	Typical Ground Vibration Level (mm / s)	Distance from Source (m)
Jumping	up to 250	0
Heel drop	up to 150	0
Hammering nail	up to 100	0
Walking	up to 40	0
Shutting door	up to 30	0
Sliding door	up to 10	0
Truck traffic over smooth surface	0.01- 0.2	10 - 20
Truck traffic over rough surface	0.1- 2.0	10 - 20
Bulldozer, small	0.1	about 8
Compactor	2.0	15
Pile driver	1.0 - 3.0	25 - 50

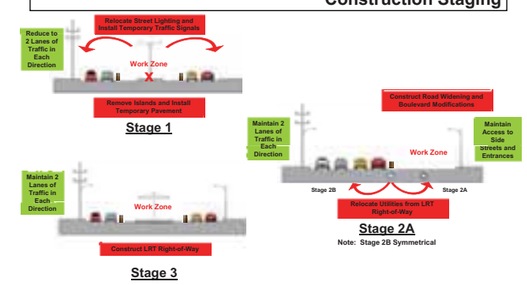
Socio-Economic / Community Assessment

Potential Project Impacts
- short-term, localized road diversions and / or closures during construction
- travelling by car may be more difficult, during and post-construction
- limited noise impacts during construction
- localized impacts associated with dust and exhaust emissions during construction

Potential Project Benefits
- provide safe, fast, and reliable transit service, that is a viable alternative to vehicular travel
- attract new business in the area based on the provision of increased people movement capacity
- provide employment opportunities during the 4 year construction period
- increase employment opportunities over operating life of SMLRT

Recommended Mitigation
- implement and monitor during construction, effective traffic, noise, dust, etc. management plans

Construction Staging



Archaeological Resources Assessment

Existing Conditions
- no known / registered archaeological sites identified

Potential Project Impacts
- no potential impacts to known archaeological sites identified (based on completion of a Stage 1 archaeological assessment, and where no registered sites within the study area have been identified)
- potential for archaeological resources exist in areas that remain undisturbed by development and construction activities, generally located along the alignment section bounded by Morningside Avenue from south of Highland Creek northerly to Morningside Avenue and Military Trail (indicated by shaded green areas on the following boards)

Recommended Mitigation
- conduct a Stage 2 archaeological assessment on any lands that have been identified to have potential archaeological potential
- develop an archaeological monitoring plan prior to construction

Archaeological Resources Assessment

MORNINGSIDE AVENUE / KINGSTON ROAD

HIGHLAND CREEK AREA

U of T SCARBOROUGH CAMPUS AREA

MORNINGSIDE AVENUE / MILITARY TRAIL

Project Benefits

The benefits by implementing the Scarborough-Malvern LRT project include:

- ✓ supports the City's growth, including its economic vitality
- ✓ ensures that transit is a more attractive travel option by improving travel times, comfort, and reliability of service
- ✓ increases the people movement capacity in all corridors, generally without the widening of roadways and in an environmentally sound manner
- ✓ provides enhanced accessibility features for all customers
- ✓ provides alternative travel choices for non-drivers, including transit and enhanced environments for cycling and walking
- ✓ encourages and contributes to improved neighbourhood livability
- ✓ provides employment opportunities during construction and LRT operations
- ✓ provides opportunities to include urban design and streetscaping features
- ✓ contributes to the overall reduction in energy consumption and pollution levels

Next Steps

- review and respond to your questions and input received from today's open house (please leave your comments with us)
- conduct individual meetings with affected property owners
- continue with process to amend the Toronto Official Plan
- obtain approvals:
  - TTC Commission, August 26, 2009
  - Planning and Growth Management Committee, September 16, 2009
  - City Council, September 30, 2009
- finalize the Environmental Project Report
- publish Notice of Completion for the Transit Project Assessment Study
- submit the Environmental Project Report for public review

TRANSITCITY

SCARBOROUGH-MALVERN LRT – TRANSIT PROJECT ASSESSMENT STUDY

Contact

There are 5 ways to submit your comments:

1. Hand in your **Comment Sheet** before you leave tonight
2. Email: malverntransit@toronto.ca
   Web: www.toronto.ca/involved/projects/transit_city
3. Phone: 416-392-6900 (24 hours / 7 days comment line)
   TTY: 416-397-0831
4. Fax: 416-392-2974
5. By Mail: Scarborough-Malvern LRT
   Public Consultation Unit
   Metro Hall, 19th Floor
   55 John Street,
   Toronto, Ontario, M5V 3C6

Please Provide Your Comments by Monday, July 13, 2009

ARUP

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TRANSITCITY

SCARBOROUGH-MALVERN LRT – TRANSIT PROJECT ASSESSMENT STUDY

Freedom of Information and Protection of Privacy Act

Comments and information regarding this study are being collected to meet the requirements of the *Environmental Assessment (EA) Act*. This material will be maintained on file for use during the study and may be included in project documentation.

Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact members of the Project Team if you have any questions or concerns regarding the above information.

ARUP

TORONTO

TORONTO

Frequently Asked Questions

Scarborough-Malvern Light Rail Transit (LRT)

June 2009

www.toronto.ca/transitcity

General

When is the earliest that construction could start and finish?

At present the Scarborough-Malvern LRT (SMLRT) is planned to start construction in 2014, in order to commence revenue service in 2019. Metrolinx announced funding for the SMLRT alignment in the *BIG MOVE* regional transportation plan and is included in the +15 year program.

How will Transit City help Toronto?

The Toronto Transit City Light Rail Plan is an exciting initiative that will significantly improve transit across Toronto. The lines will help to revitalize neighbourhoods, spur economic growth, and improve air quality. Seven new Light Rail Transit (LRT) lines will bring reliable, fast, quiet and comfortable transit service to many Toronto neighbourhoods. Transit City has been strongly endorsed by the TTC, the City of Toronto, and Metrolinx, the regional transportation agency.

The Province of Ontario has announced funding for the construction of the lines and they are incorporated into the Regional Transportation Plan recently proposed by Metrolinx.

Transit City routes have been selected to reinforce the strong pro-transit focus of the City's Official Plan. All seven routes will connect with the existing TTC subway system, GO Rail lines and other Transit City routes. They will provide new, direct transit links to areas that are currently far removed from rapid transit, including the north, west, and eastern areas of Toronto.

How is Light Rail Transit (LRT) superior to existing streetcar service in Toronto?

All-door loading (not just front doors) with automatic fare collection is characteristic of modern LRT lines in North America. Riders will be able to board the light rail vehicles (LRVs) at any one of several doors, speeding up the service and reducing waiting times. Inside, the LRVs will have a bright, contemporary feel, with air conditioning, large windows, comfortable seats, considerable standing space and hand holds. Transit City vehicles will have fully accessible, low floors, so that people with all levels of mobility can use the service with confidence and ease.

LRT service will be reliable. Service won't be affected by traffic delays, because the LRVs will be in their own reserved transit lanes. Traffic signals will give priority to the LRVs. Stops will normally be 400 to 600 metres apart and LRVs will operate frequently, similar to the subway.

What work has been completed since the last round of Open Houses in 2008?

The public's and stakeholder's comments have been reviewed and the preferred LRT alignment and stop location design has been developed. Detailed assessments have been completed to identify potential effects, including environmental, traffic and property impacts. Mitigation measures for the potential impacts have been investigated and incorporated into the preferred LRT alignment and stop location design.

What specific transit connections is the LRT aiming to address?

The new line will address important transit connections, improving convenience for transit customers by connecting to the TTC's network and to other transit agencies.

1. At Kennedy Station
    a. Bloor-Danforth Subway
    b. Future Eglinton Crosstown LRT,
    c. Scarborough Rapid Transit (SRT),
    d. GO Transit Stouffville Line
2. Future Sheppard East LRT at Morningside Avenue
3. Proposed Kingston Road transit improvements at Eglinton Avenue / Kingston Road
4. Eglinton GO Station
5. Guildwood GO / VIA Rail Station

The LRT route will provide high quality service to University of Toronto Scarborough Campus and Centennial College Ellesmere Campus and link Kennedy Station with northern Scarborough, in a manner which:

i) is affordable
ii) makes transit a much more attractive travel option relative to the private auto
iii) supports the City's growth objectives of a better variety and density of transit-oriented developments

It is recommended that fully accessible, modern, electrically powered light rail vehicles be operated in dedicated lanes, with the only 'interference' from other traffic limited to crossings at intersections.

Existing Bus Routes

What will happen to existing bus routes in the area after the LRT is built / Which routes will be changed or removed?

A formal analysis of bus routing changes, including public consultation, will be undertaken between 12 and 18 months prior to the opening of the Scarborough Malvern LRT line. For planning purposes, TTC staff has developed a preliminary bus plan in draft form to help guide discussion about LRT facilities and potential bus connections. The preliminary bus plan includes the following changes to the existing bus network related to the Scarborough Malvern LRT:

- **34 Eglinton East** bus route replaced with the Scarborough Malvern LRT and the Eglinton Crosstown LRT;
- **86 Scarborough** bus route shortened to operate between Sheppard Avenue (Toronto Zoo) and the vicinity of Kingston Road and Eglinton Avenue (via Meadowvale Road, Kingston Road, Morningside Avenue, Guildwood Parkway, and Kingston Road);
- Maintaining a bus route operating from the vicinity of Kingston Road and Lawrence Avenue to Beechgrove Drive (via Lawrence Avenue, Beechgrove Drive, Coronation Drive, Manse Road, and Lawrence Avenue); and
- **116 Morningside** bus route replaced south of Sheppard Avenue with the Scarborough Malvern LRT and the shortened 86 Scarborough bus. Bus service would be retained on Morningside Avenue north of Sheppard Avenue (The proposed extension of the Scarborough RT to Malvern Town Centre would result in changes to some local bus routings.)

Connections and Service

How will a connection be made at Kennedy Station?

It is essential that a convenient and high quality connection be provided at Kennedy Station. A separate study is currently underway at this location to review and evaluate alternatives. Exact details are not available at this time.

How does the Scarborough-Malvern LRT relate/connect to the proposed extension of the Scarborough Rapid Transit (SRT)?

A separate study is investigating the Scarborough RT extension, including into the Malvern community. Additional studies have indicated that the community's transit needs would be better served in the foreseeable future by the SRT extension, rather than the Scarborough-Malvern LRT line. As a result, planning for a potential connection between the Scarborough-Malvern LRT and the Scarborough RT has not been further considered in this study. However, a transfer between the Scarborough-Malvern LRT and SRT will be available at Kennedy Station or via the future Sheppard Avenue East LRT.

Are both projects (Malvern and SRT) needed north of Sheppard Avenue?

No. The SRT project will serve communities north of Sheppard Avenue East to the Malvern Town Centre. The Scarborough-Malvern LRT line is planned to end at, and connect to the Sheppard East LRT.

What are the future plans for TTC connections at the Guildwood GO / VIA Rail Station?

A Scarborough-Malvern LRT stop is being provided to serve the station. The possibility of routing the LRT off Kingston Road to more directly serve the GO/VIA station was considered. However, given the projected level of transfers between the Scarborough-Malvern LRT and GO Rail service the dis-benefits to those not transferring would be significant with this option. In addition this connection would negatively impact traffic flow, and increase property requirements and costs.

Could GO / TTC increase parking spots at Guildwood GO/ VIA Rail Station?

The Transit City initiative does not envision the addition of parking spots, but rather to encourage connection to major transit lines or to local bus services.

Could the Eglinton Crosstown LRT and Scarborough-Malvern LRT terminate at Guildwood GO / VIA Rail Station instead of Kennedy Station?

Studies have indicated that the major transfers between the various transit lines and their associated travel markets will occur at Kennedy Station, rather than the Guildwood Station.

How will the Scarborough-Malvern LRT connect with the Kingston Rd transit project?

A major objective is the provision of a direct platform to platform connection with the Kingston Road BRT and with other local bus services, including high quality access to and from the bus terminal site.

How frequently will vehicles serve the Scarborough-Malvern LRT route? (e.g. every 10 minutes)?

It is envisioned that the Scarborough-Malvern LRT will eventually operate between 3 - 4 minutes during the rush hours along most of the line, with frequent service at all off-peak times. 24 hour transit service will be provided on the corridor.

Protecting Green Space

How will green spaces and trees (Morningside Park) be protected?

The protection of green spaces and tree planting is a priority. The park paths under the Highland Creek bridge will be maintained. As indicated in the typical Transit City mid-block cross section, street trees are being considered for inclusion where possible to increase the urban tree canopy.

As part of the preliminary engineering phase, a detailed inventory of the existing street trees will be undertaken. In cases where existing trees will be affected, efforts will be made (where possible) to relocate the tree. The TTC, in concert with the City of Toronto, will develop a tree planting program to identify areas for installation of trees where they are not present today . Any trees lost during the construction of the new LRT lines will be replaced according to the City's forestry policy.

There will be tree removal requirements for the LRT route along the east side of Morningside Avenue approaching Ellesmere Road. Detailed natural environment assessments have been undertaken. The TTC has been working with the Toronto and Region Conservation Authority (TRCA) to develop workable solutions to the crossing of Highland Creek at Morningside Avenue and to the alignment within the Highland Creek valley. The TRCA has favourably reviewed the proposals submitted to date.

Traffic

What will be done to minimize traffic infiltration on local roads during construction of the LRT?

A construction traffic management plan will be developed for each line, taking into account the unique needs of local residents and business owners. Typically these plans will provide for a minimum number of available traffic lanes and include adjustments to traffic signal timings, particularly during peak periods.

The feasibility of overnight and weekend work will be considered to avoid impacts during peak traffic periods. Finally, notification of the proposed works will be extensive, using various media outlets and signage (static, and dynamic) so that motorists can make informed decisions about alternate routes.

What will be done to minimize traffic infiltration on local roads during operation of the LRT?

A traffic monitoring program will be undertaken by the City's Transportation Services Division. The monitoring program related to local traffic impacts will be an ongoing initiative. Transportation Services staff will work with City Councillors and the community to address any local traffic issues. Should any residents/businesses have existing traffic/operation concerns they are encouraged to contact Transportation Services.

Has a traffic analysis been undertaken for the study area?

During this preliminary planning study, traffic assessments were undertaken to identify potential LRV and traffic operational issues, and to resolve key problem areas. It is recognized that there are resulting traffic operational impacts, and the TTC is committed to conducting additional detailed studies during the preliminary engineering phase to address site-specific issues.

How will access to the Highway 401 be affected by the LRT line?

Access to Highway 401 will not be affected. During the preliminary planning study, the TTC worked with the Ministry of Transportation to ensure the maintenance of safe and efficient movement of people and goods along their highway network.

With the raised right-of-way for the LRT in the middle of the street, how will vehicles make left turns?

Left turns will be permitted where there is a traffic signal. Between traffic signals, where the LRT travels across un-signalized intersections or driveways, left turns will not be permitted. However, there will be separate left turn lanes provided at signalized intersections and motorists will be able to make "U" turns from these lanes. For example, a motorist on Eglinton Avenue who now makes a left turn into a midblock driveway could, with the LRT in place, go past the driveway, to the next signalized intersection, and make a "U" turn to return to his/her destination.

Will regular traffic lanes be moved closer to properties?

In general, on Eglinton Avenue and Kingston Road, the traffic lanes will be closer to existing buildings only at signalized intersections, where the cross-section widens out. Along Morningside Avenue between Kingston Road and Highland Creek the traffic lanes will be closer to existing buildings. It should be noted that the City's Official Plan has designated this roadway to be 30m in order to protect for an ultimate 6 lane cross-section. With the implementation of the Scarborough-Malvern LRT line, there is no need for the additional traffic lanes in the future.

What is going to be done to prevent bottlenecking when Kingston Rd goes from 3 lanes to 2 lanes at Morningside Ave?

In order to maintain lane balance of 2 lanes in each direction along Kingston Road, the outer lanes of Kingston Road east of Morningside Avenue will be converted to bus only lanes. It is recognized that the implementation of the Scarborough-Malvern LRT and the Kingston Road BRT will result in the removal of a traffic lane in each direction, but will increase the overall people moving capacity in the corridor.

Funding

How will this project be funded?

The Province of Ontario, announced MoveOntario 2020 and Metrolinx announced The Big Move, regional transportation plan. Both announcements included all the Transit City alignments.

Construction

When is the earliest that construction could start and finish?

At present the Scarborough-Malvern LRT is planned to start construction in 2014, in order to commence revenue service in 2019. However, Metrolinx announced funding for the SMLRT alignment in the *BIG MOVE* regional transportation plan and is included in the +15 year program.

Alternative Routes

Why was Morningside Avenue chosen over Meadowvale Road north for the LRT?

The Scarborough-Malvern LRT (SMLRT) alignment has been developed to provide continuity to the network, link/grow communities, develop ridership, connect the University of Toronto – Scarborough Campus and Centennial College Ellesmere Campus, and serve the future needs of the area. Extending the SMLRT further east on Kingston Road and up Meadowvale Road would bypass the above key destinations, and would cost significantly more than the current alignment because of its longer length.

Are there future plans for LRT on Meadowvale Road north of Sheppard Avenue to serve the Toronto Zoo?

A study will be undertaken to evaluate a potential LRT connection from the Sheppard East LRT north to the Zoo.

Noise and Vibration

What will be done to limit noise and vibration from the LRT?

There will be minimal noise and vibration impacts to surrounding residents and businesses resulting from LRT operations. Advances in vehicle and track technology, has improved over existing streetcar infrastructure and produces noise and vibration levels comparable to the operation of a diesel powered city bus. The TTC's track construction standard employs the use of vibration damping resilient fastening technology which reduces ground borne vibration to imperceptible levels outside the public right of way. The LRT operation will not contribute any noise levels above those currently experienced in a busy urban street environment. Noise levels of light rail vehicles operating in the centre of the road are directly comparable to a standard diesel bus.

Property

Is it anticipated that any properties will be expropriated to accommodate the LRT?

Yes, property will be required for the preferred alignment and stop design. In general, only minor partial property impacts are required along Eglinton Avenue and Kingston Road. Full and partial property impacts are necessary along Morningside Avenue between Kingston Road and Highland Creek. Significant investigation was conducted to minimize the property requirements, while addressing the community's traffic and accessibility concerns, and providing a high quality transit stop location.

Is any erosion anticipated to hillside properties?

Erosion to major embankments adjacent to existing hillside properties will not occur.

Vehicles and Technology

What type of effect/relationship does an LRT have on our air quality?

The LRT will reduce emissions from the buses that are currently operating along the existing routes of the corridor. The power for the LRTs will be provided through the Toronto Hydro network. Power generation is not within the control of the TTC. However, the Ontario Government is actively promoting and advancing cleaner energy options and pollution control measures. The entire Transit City network (120 kilometres of LRT) is projected to have 175 million riders. The expansion of transit should be viewed as a benefit to the environment as it will give residents across Toronto a competitive alternative to the private auto.

Why is LRT technology preferred over improving bus service?

LRT is more comfortable for riders, quieter, has no emissions on the street, and is far superior in carrying capacity in a constrained environment such as an arterial roadway. Buses in dedicated lanes, sometimes called BRT, or bus rapid transit, could not easily accommodate 4600 to 5000 people – the peak hour demand projected in this corridor in 2031- unless the bus ROW includes by-pass lanes at intersections/stations to allow some buses to operate "express" and pass "local buses" stopped to serve customers. To illustrate the problem, it would require 64 articulated buses per hour to accommodate a peak hour demand of 4800 people. That is a bus approximately every minute. Even with dedicated lanes, buses operating this close together would catch up to one another and 'bunching' would result if some of them don't operate express. Further, if the projected demand is greater than expected, a bus-based system would not be able to adapt easily, while the LRT could by increasing the frequency and/or adding more light rail vehicles.

Given that there are a variety of important objectives for the study corridor – in addition to high quality transit – such as a comfortable walking environment, attractive streetscaping, bike lanes, etc., there is insufficient width available to allow the construction of a by-pass lane to be added to the transit right of way. In addition, rail transit has proven to be more supportive for public and private investment along their corridors.

How will the LRT deal with the slope of Morningside Ave., especially during the winter season?

The LRT vehicles can negotiate the 5% grades on Morningside Avenue.

Ridership

What information is used to forecast the future projected ridership on this LRT?

To forecast the 2031 projected demand, the City and TTC have worked jointly to develop forecasts using the most current information available for future population / employment trends and future road / transit networks. The models used by the City and TTC are based on transportation trends measured through the Transportation for Tomorrow Survey and other monitoring programs

For more information please visit the project website:

www.toronto.ca/transitcity

Contact:

Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor,
55 John Street
Toronto, ON, M5V 3C6

E-mail:
malverntransit@toronto.ca

Tel: 416-392-6900
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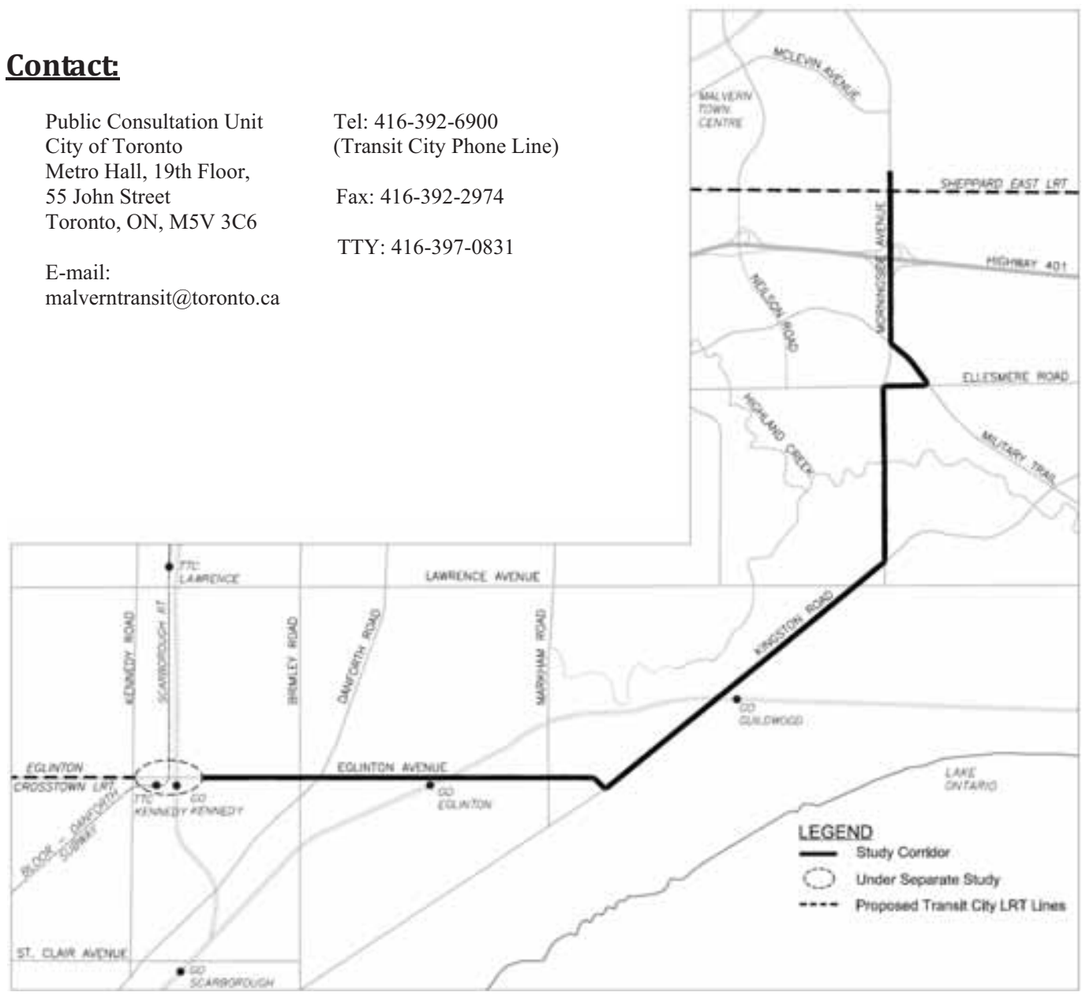

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MOVING TORONTO INTO THE FUTURE

SCARBOROUGH-MALVERN LIGHT RAIL TRANSIT ("LRT") PROPERTY ACQUISITION

Current Status of the Project

The City of Toronto ("Toronto") and the Toronto Transit Commission ("TTC") are undertaking a Transit Project Assessment Study for a new Light Rail Transit (LRT) route connecting Kennedy Subway Station with northern Scarborough. The LRT would begin at Kennedy Station and travel east along Eglinton Avenue and Kingston Road, north on Morningside Avenue to Sheppard Avenue East. The Scarborough Malvern LRT would provide significantly enhanced transit service to the University of Toronto Scarborough Campus and Centennial College Ellesmere Campus via routing on Ellesmere Road and Military Trail.

Once the necessary funding is in place, the Environmental Assessment (EA) process and the design and construction of the Project will commence. It is anticipated that the TTC will be the overall Project Manager of the Project and Toronto will be responsible for acquiring the real property required to construct and operate the LRT.

Approval and Commencement of the Project

As funding becomes available and the design progresses, Project staff will be able to determine the specific property requirements for the Project. The property owners and tenants to be affected will then be contacted to initiate the acquisition process. This brochure is intended to provide general information to those property owners and tenants whose property may be affected in whole or in part by the Project only and cannot be construed as legal advice. You may want to consult your own lawyer or other professional advisor in this regard.

How could my property be affected?

Toronto may need to acquire all or part of your property or have temporary access through it in order to construct and operate the Project.

The Project property requirements could include one or more of the following interests:

- A full taking of the entire property.
- A partial taking of property, which may mean only a portion of the property, including interests located below grade or extending only to certain elevations.
- An easement for utilities or other related purposes.
- A temporary interest for construction purposes for a limited period of time only.

When acquiring property, the emphasis will be on negotiating an agreement on mutually acceptable terms. Only if an agreement cannot be reached or if the construction schedule for the Project is critical will the expropriation process be initiated. In many cases, however, negotiations can continue and proceed in parallel with the expropriation process.

How and when will I know that my property is affected?

You will be contacted by letter or in person by Toronto staff and/or Project staff well in advance of the beginning of construction of the Project. Every effort will be made to contact owners as early as possible in the process, often as early as 12 months before construction begins.

If my property is not required, is compensation available?

Toronto has the legal ability to undertake municipal projects on publicly-owned land without paying compensation to adjacent property owners, provided the projects are carried out reasonably, prudently and without negligence. As a result, if none of your property is taken for the construction of the Project, you are not legally entitled to compensation even if your business is affected by the reasonable construction of the Project.

What is *involved in* the process of property acquisition?

The objectives of Toronto are to ensure that the property owners' individual rights are respected and protected, and to provide fair compensation to those entitled within the statutory framework of the *Expropriations Act*. Again, the acquisition process emphasizes negotiation and the achievement of a mutually satisfactory agreement between Toronto and the owner and/or their legal representative.

Generally, the steps in the process are:

1. The Project staff contacts the owner to indicate interest in the property and to help identify any issues and concerns the owner may have.

2. Toronto conducts surveys, appraisals, and other property-related assessments.

3. An offering or sale price is negotiated. If a tentative agreement is reached, an Offer to Sell to Toronto is signed by the owner. The Offer is then recommended to Toronto Council for approval and acceptance. The transaction is completed in the same manner as an ordinary real estate transaction.

4. If discussions do not result in an agreement, Toronto Council may initiate the expropriation process. If time to construct is critical, the expropriation process may also be commenced even though negotiations are still ongoing.

5. If expropriation of the property is commenced, the owner has a right to request an independent inquiry. The Inquiry Officer will recommend to Toronto Council whether the property requirements for the project are "fair, sound and reasonably necessary".

6. Toronto Council will consider the Inquiry Officer's report and decide whether to approve the expropriation.

7. If the property is expropriated, Toronto must make an offer of compensation to the owner based on a full appraisal report. The owner has the right to have the compensation payable referred for arbitration to the Ontario Municipal Board.

How is compensation determined?

The objective of the *Expropriations Act* is to put property owners (including tenants) in the same position they were in prior to the beginning of the civic project directly affecting their properties.

Compensation is determined in accordance with the requirements of the *Expropriations Act* by qualified appraisers and other experts. Compensation is generally based on three elements:

1. **Market Value:** Market value is defined as "the amount that the land might be expected to realize if sold in the open market by a willing seller to a willing buyer". The market value is usually determined as of the date of expropriation.

2. **Damages Attributable to Disturbance:** These damages refer to reasonable costs incurred as a result of the expropriation and may include moving costs, temporary accommodation or loss of business. Compensation for damages of this type is determined after expropriation.

3. **Damages for Injurious Affection:** Injurious affection is similar to "consequential damages". It has been specifically defined in the Expropriations Act to cover any reduction to the market value of remaining lands and personal or business damages. Injurious affection is usually determined after expropriation.

The *Expropriations Act* also makes provision for the payment of interest and costs in defined circumstances.
May 2009

Scarborough Malvern LRT Project
Draft Detailed Comments and Responses from July 11, 2008 – September 25, 2009

The following table lists comments and / or questions received from members of the public in reference to the Scarborough Malvern LRT line, from the project's inception (beginning July 11, 2008) and continuing through to September 25, 2009. These detailed comments were received via telephone conversations, email correspondence and mailed letters and excludes comments received at the project's open houses. Once a comment or question was received, a response was generated by the appropriate project team member and sent out by either the Public Consultation Unit at the City of Toronto or the TTC (refer to "Response" column).

During the noted timeframe, a total of 127 comments were received and responded to. Each email or phone call was identified by an ID number, linking it to any attachments that might have accompanied the correspondence. In addition, each comment (email or phone call) had the potential to include numerous issues, concerns or questions. Please refer to the "Subject" column for a summary of the more detailed communication listed in the "Comment / Question" column.

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
1	11-Jul-08	Telephone	Suggestion regarding **LRT route alignment**.	Suggests a light rail to Malvern Centre. Requests to be called back if interested in hearing his suggestions. He will attend PIC.	Spoke with project team at open house.	23-Jul-08
2	11-Jul-08	Email	Concern regarding incorrect information posted about **public meeting location** on Neighbourhood brochure.	Yesterday I received the Neighbourhood Update brochure and you have an error in the "Open Houses" section. The Scarborough Village Community Centre is not at Eglinton and Kingston Rd. but rather a 1/2 kilometer west of there at Markham Rd and Kingston Rd. gives one pause to wonder how the LRT will ever get from place to place.	As residents from outside the area may be unfamiliar with Markham Road, the general area given was "Eglinton Avenue and Kingston Rd". Given that the specific address is on the notice map and is clearly marked with a "star", we trust that residents will be able to find the meeting location. We hope you are able to attend one of the Open Houses.	11-Jul-08
3	12-Jul-08	Telephone	Concern about **lack of service**.	There is no bus service along Kingston after 8 pm. I feel that the TTC does not look after our needs.	In the study area, service will be improved with the LRT.	18-Jul -08
4	12-Jul-08	Telephone	Interest in participating in the **consultation process.**	I am interested in participating in the consultation process. I am disabled and would like to make accessibility a focus in the project. Please Call me.	The caller was advised that new vehicles will be fully low floor and accessible. He was given the contact information for ACAT (Advisory Committee on Accessible Transportation). He indicated he would follow-up with ACAT at TTC to advise them on system wide accessibility issues for people using scooters or other mobility devices.	16-Jul -08
5	12-Jul-08	Telephone	**Support** for the project. Concerns regarding **route alignment** and possible **parkland reduction**.	I think the Scarborough Malvern line is a great idea and it is needed. I have a concern that it may be going through existing parkland. I would like the parkland to remain as is, to not negatively impact on the wildlife. Toronto should not reduce any green spaces. The route should go along already paved streets. Please call me.	Left message that we had called.	18-Jul -08
6	12-Jul-08	Email	**Support** for the project. Suggestion regarding **route alignment**.	This is very Good-for Toronto - east until Malvern shopping mall	N/A	N/A
7	14-Jul-08	Telephone	Request clarification on **route map** and legend.	The legend show a dash line for the proposed line, yet the map does not show it, therefore I need clarification on the maps. Please call me.	The proposed transit city lines referred to on the map are the Eglinton Crosstown LRT and the Sheppard Avenue East LRT. The Eglinton Crosstown LRT is proposed to proceed west from Kennedy Station and the Sheppard Avenue East LRT is proposed to run from Don Mills Station east past Morningside to Meadowvale.	16-Jul -08
8	14-Jul-08	Telephone	**Support** for the project. Request for **information and schedule** of the project.	I wish this was a real person, not an answering machine. I worry about Kingston and Morningside Rd, Is the LRT coming to Lawrence and Kingston Rd? I would like clarification and cannot make it to the meeting. Please call me to explain to me what is going on and when this will take place	It was explained that the LRT would pass Lawrence and Kingston Road and that implementation is planned for 2018. The caller expressed support for the program.	18-Jul -08

Scarborough Malvern LRT Project
Draft Detailed Comments and Responses from July 11, 2008 – September 25, 2009

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
9	15-Jul-08	Email	Request to be added to the **mailing list**.	Please add me to each of your respective mailing lists:ppalmer@toronto.ca; malverntransit@toronto.ca; kingstonroadea@toronto.ca; donmillstransitea@toronto.ca; finchtransit@toronto.ca	N/A	N/A
10	17-Jul-08	Email	**Support** for the project.	May God bless your work	N/A	N/A
11	17-Jul-08	Email	Request to be added to the **mailing list**. Request for **updates** on project.	I would really appreciate it if you please add me in your email list and send us updates on LRT development on Malvern/Kingston Road. Thanks so much	Thank you for the message. To confirm, you have been added to the project e-mail list. We hope you are able to attend one of the upcoming open houses. You will be notified of any future updates. In the meantime, if you hadn't yet hand a chance - please visit the project website. The direct link is: http://www.toronto.ca/involved/projects/malvern_lrt/index.htm	17-Jul -08
12	21-Jul-08	Telephone	Request to be added to the **mailing list**.	Request to be added to the mailing list. Requests to be called in order to provide address.	Left a voicemail	08-Aug-09
13	21-Jul-08	Email	Minister's regrets to attend **public meeting**.	Good afternoon. Thank you kindly for inviting the Minister to attend the upcoming Public Open Houses for the Transit City, Scarborough-Malvern Light Rail Transit project on July 23rd and 24th, 2008. Regrettably, due to a series of previously scheduled commitments on both dates, the Minister must convey his sincere regrets. \ However, please do keep us posted of any upcoming events in the near future. Have a wonderful day.	N/A	N/A
14	21-Jul-08	Email	Unable to attend **public meeting**. Questions about LRT's **relation to other transit lines**.	Hello, I am following the Transit City developments with great interest, however I am unable to attend the Malvern LRT open house as I will be out of town. A few questions I have are: *1.* how will the Malvern LRT relate to the Kingston Road Transit Improvements? *2.* how will it relate to the Eglinton LRT at Kennedy Station? *3.* why the Eglinton LRT and Malvern LRT doesn't terminate at Guildwood GO Station instead of Kennedy? *1.* Recently there was an EA for improvements to the Kingston Road corridor, which is supposed to extend the streetcar services from Bingham Loop to Scarborough Village. The Malvern LRT is also running along Kingston Road, and one of the disappointments I had with the Kingston Road plan is that it stopped at Scarborough Village instead of the Guildwood GO Station (ironic since improved GO Transit connections were one of the	Thank you for the message from July 21st. To confirm, your message was documented for review and follow-up by project staff.	29-Jul -08

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				considerations in the EA). Since both of these projects have a common street, and would use the same track gauge, what options are being left open for interlining between the two? It could be great for the Kingston Road corridor to have LRT from Morningside to Coxwell/Queen (or Coxwell Station ideally, but that requires new track north of Gerrard on Coxwell) based on the information from studies on travel patterns in that corridor collected for the Kingston Road Transit Improvements EA. What becomes important in this equation is what LRV model is accommodated: Transit City is supposed to use double-ended LRVs while "Legacy" lines such as the current Kingston Road streetcar services are single-end models. Could loops be provided at Guildwood GO Station and Morningside Mall areas to allow for both Legacy and Transit City LRV models to interline along Kingston Road between Eglinton Avenue and Morningside Ave.? As I understand it, this is the kind of flexibility that Transit City is supposed to be capable of facilitating and that these kinds of options are key elements of a "Transit City" strategy. This kind of compatibility and integration would also be a strong deflector of criticism from people who mock it under titles such as "Transfer City". *2. *The Eglinton LRT is also supposed to terminate at Kennedy Station. Looking at a map, it is clear that there is a lot of potential for interlining the Eglinton LRT through on the Malvern LRT. Is this going to be facilitated? It would be very problematic for crowd control should the Malvern LRT, Eglinton LRT, the SRT, the Bloor-Danforth Subway, and a very significant number of bus routes all terminate and turn around at Kennedy Station. Would the Kennedy LRT platform be shared by both Eglinton and Malvern LRTs? Will Kennedy's LRT platform be underground? *3. *Most of the Transit City Lines stick to the grid; exceptions are West Waterfront, and Malvern, as well as Jane if it uses the Weston Subdivision rail corridor. While it is understandable to want to connect the Malvern LRT to the subway, what about the fundamentals of keeping the system simple for users?		

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				Ideally, from a rider's perspective on network simplicity, Eglinton LRT runs along Eglinton from end to end (Pearson/Renforth to Scarborough Village), Malvern LRT south of Sheppard runs mainly on two streets instead of three (Morningside Ave. and Kingston Rd. only, Eglinton is left entirely to the Eglinton LRT), and the Kingston Road corridor isn't bisected (although not all LRVs service it Morningside to Coxwell). Guildwood GO Station seems like an ideal terminus for the Kingston Road extension from Bingham Loop, Eglinton LRT, and Malvern LRT. If Malvern and Eglinton lines run through on each other, then the subway connection would still be maintained for the Malvern LRT. It maximizes the flexibility of interlining routes should these routes have a common terminus at Guildwood GO Station, so that some Kingston Road cars can run from Coxwell/Queen (or Coxwell Station as above) to Morningside Mall, and some Eglinton LRVs can run to Malvern Town Centre, while the rest terminate at Guildwood GO Station or elsewhere. With Super GO expected to be happening in the foreseeable future, passengers would still have a frequent rapid transit connection at Guildwood GO by the time the Malvern LRT is built and in service. I am very excited about these developments for Toronto's transit future and thank you for your time and the work being put into these projects.		
15	21-Jul-08	Telephone	Question regarding **public meeting** time.	I would like to know the time of the Open house of July 23 since I could not see it on the website	Message left that Open house runs from 6:30 to 9pm	25-Jul -08
16	22-Jul-08	Email	Concerns regarding **route alignment**. Questions regarding possible **SRT expansion**.	In Morningside Heights, we saw an article in the Scarborough Mirror regarding TTC transit plans for North-East Scarborough, which we were quite concerned about, and which we would like to draw to your attention: Unlike the proposed alignment in the TTC's Transit City map, the newly proposed Malvern LRT line starts from Kennedy Station, runs east along Eglinton, along Kingston Road, North on Morningside Avenue, but then stops short and runs west at Sheppard Avenue East and connects to the Malvern Town Centre from Neilson Road. This altered alignment therefore bypasses east Malvern, the Sewells/Old Finch subdivision, Morningside Heights subdivision and Neilson Park. We are talking thousands and thousands of home and even more residents impacted. What is the rationale for cutting short this alignment?	On behalf of project staff for the SRT extension, the following response is provided to your e-mail sent on July 21st. At this time, approval only exists to study the extension of the SRT from its current terminus at McCowan Station, to the vicinity of Malvern Town Centre. The TTC is currently performing an EA in this regard and it is projected that a report of the EA findings will be submitted to City Council in late fall. In addition, the TTC is also party to discussions with Metrolinx and York Region, as to plans for future transit expansions. It is understood Metrolinx intends to release a Regional Transit Plan in late September, which may address the points raised in your message.	25-Jul -08

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				How will higher-order transit serve the above communities? It is rumoured that the Town of Markham is interested in an SRT expansion to Markham. If this is true, the SRT line would provide much needed higher order transit to North-East Scarborough and beyond to York Region. Or are there other plans for our area in the near future? (eg. Havelock Railway) Would it be possible for you to forward the attachment to the appropriate person in the TTC (other otherwise) and obtain an answer for this? Residents are quite concerned that their neighbourhood is getting short-changed when it comes to higher-order transit and we would like to allay those concerns, if possible. Sincerely, ********** ATTACHMENT:INTRODUCTION Thank you for inviting us to the second public information meeting regarding the future of the SRT line. Our association has considered the route alignment options and has decided to endorse the following alignment: RECOMMENDED SRT ALIGNMENT Recommended alignment for SRT routing: • South Segment S2 and North Segment N2 Our rationale for S2 being: • The SRT corridor already exists • Positioning of Bellamy station is pretty much in the middle between Progress and Ellesmere, making it useable from both the north (condos) and the south (Ellesmere) without too much walking from either place. S1 and S3 are too far in either direction. • It allows for a large train yard, without the route interfering with it • It appears there are no environmental impacts Our rationale for N2 being: • Connects to all high-traffic areas (Centennial College, Markham/Sheppard, Malvern Town Centre) • Virtually eliminates adverse neighbourhood/residential impacts, as the entire route is in industrial areas or away from residential housing • With a large part of the route along an existing rail track, there is no need for overhead structures during this part of the route.		

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				• Allows for another large train yard along Highway 401 at Centennial College, if required • With the reserved corridor (as used in N3) no longer required, this land could be sold to developers and proceeds used to construct the SRT line. • Malvern Town Centre stop is on the north side of the Malvern Town Centre, providing better access from the north, and spreading transit access throughout Malvern. South Malvern is already supported by the Sheppard LRT line via foot paths onto Sheppard, and Neilson Road itself will have an LRT streetcar, making it unnecessary to position the MTC station further south. • Positioning of Malvern Town Centre station is perfectly aligned to continue along rail line to connect to Morningside and Finch, providing access to Old Finch subdivision (thousands of homes), Morningside Heights (thousands of homes) and the Neilson Park subdivision. • With this alignment, the route can be expanded to connect to a future GO Station connection to Peterborough (proposed by the Federal Government, to Peterborough, using the underutilized Havelock line) • Better positioning of SRT station at Markham/Sheppard intersection (north side), rather than the south side which already contains an Esso station. REMAINING CONCERNS While the above proposal could be very effective, the MHRA still has some remaining concerns: 1. There is not enough funding to make it a reality 2. The timing is so far out into the future, and a change in administration could derail these projects to bring everyone back to the drawing board. As always, we would appreciate any up-to-date information regarding this project, as it has the potential to revolutionize transit in North-East Scarborough, if implemented correctly. If you have any questions or concerns, please reply via e-mail. Thank you for your time		
17	23-Jul-08	Telephone	Question regarding **public meeting** location.	Wondering if the meeting on the 23rd is in the theatre arena complex or at another location. Call back.	Called back with answer.	23-Jul -08
18	24-Jul-08	Telephone	Question regarding project. Requests to be **called back**.	I am calling regarding SM line and I wondered if someone could contact me.	The caller was called back and a project team member discussed connections to Kingston Road Transit.	16-Jan-09

Scarborough Malvern LRT Project
Draft Detailed Comments and Responses from July 11, 2008 – September 25, 2009

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
19	24-Jul-08	Telephone	Question regarding **public meeting** time.	Could you please call me? I was planning to attend tonight's meeting and was wondering if it last from 6:30 to 9 or if it's just a drop in format	The caller was advised it was an open house format	24-Jul -08
20	24-Jul-08	Telephone	Question regarding LRT **relationship to other transit** (Gillwood bus)	I live in Gillwood village. I am wondering if the SM line affects the Gillwood bus which I take in a daily basis.	Called back and left a voicemail detailing: the bus will still be operating - routing to be determined just prior to implementation of the project. Should the caller have any further questions, please go to the project website or call the project hotline.	15-Sept-09
21	24-Jul-08	Telephone	Request to be added to the **mailing list.**	I want to be involved in the evaluation process and could not make either meeting due to waterfront meetings happening at the same time. I am most interested. Please add me to the mailing list	N/A	N/A
22	24-Jul-08	Email	Suggestions on LRT **route alignment**.	Comments on Scarborough Malvern LRT 1. To Delete the section of LRT from Malvern Town Centre to Sheppard Ave East. This 1km section of LRT will be duplicated with the proposed extension of the SRT to Malvern Town Centre. Delete it will save $55 million and the Right-Of -Way. 2. To Build Phase 1 of Sheppard Ave East LRT to turn South at Morningside Ave with terminal at UTSC. (Phase 2 can continue from Sheppard Ave to Meadowvale Road and to Durham Region.) Riders to/from UTSC can use the Sheppard LRT without transfer. Riders to/from Malvern Town Centre can use the SRT and transfer from/to the LRT at the Sheppard Ave Stop. The deletion of rail track T-junctions at Morningside Ave and Nielson Road will reduce the LRT operation and maintenance work, and will provide a smooth ride.	Thank you for your comments; they have been documented for review by the project team. We will notify you of future progress of the study	25-Jul -08
23	25-Jul-08	Email	Suggest use of **alternative transit form**, instead of LRT (subway).	I viewed the plans for the future LRT for Scarborough, with possible extension from Eglinton Ave to Kinston Rd, up Morningside Ave. While it may be an improvement on the bus system, it falls far too short from having a subway system. One of your representative mentioned that this planned LRT will not be built right now, but 10- 20 years in the future. He further mentioned that the population of Toronto will probably be increased by 1-2 millions more. If this is the case, the LRT will not be sufficient to transport this many people. Consider also that jobs are being moved out of downtown Toronto to surrounding suburbs. Would it not be great if we could have a subway system connecting the north-east to the north-west? People would be more likely to leave their cars home.	N/A	N/A
24	5-Aug-08	Telephone	**Support** for the project.	I think it's a most beautiful and pleasant gift. It will be an excellent addition. My husband and I are in full support	N/A	N/A
25	5-Aug-08	Telephone	**Support** for the project.	It is a very good idea. The best you can do is start as soon as possible.	N/A	N/A

Scarborough Malvern LRT Project
Draft Detailed Comments and Responses from July 11, 2008 – September 25, 2009

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
26	6-Aug-08	Email	Suggestions regarding **route alignment**. Suggestion regarding **Sheppard LRT** route alignment. Question regarding **bus route**. Concern regarding LRT possible **noise levels** and **transport truck traffic**.	Hi, Now that I have had more time to think about the proposed route to Malvern Town area from Kennedy Station, I have these comments: 1. I do not think a direct LRT train to Malvern Town via Eglinton Avenue/Kingston Road/Morningside Road/Sheppard Avenue/Neilson Road is needed since the most direct route would be along the Scarborough LT and its extension to Sheppard Avenue and up Neilson Road. 2. I do think that a future LRT along Eglinton Avenue/Kingston Road/Morningside Road to Sheppard Avenue to accommodate the University of Toronto/Centennial College Scarborough Campus' with a future possible extension along Kingston Road into Pickering will be required. 3. Although this is beyond the Malvern Transit Study area, I think the Sheppard Avenue LRT should continue south-easterly along Sheppard Avenue to Kingston Road. If there is sufficient right-of-way, the Sheppard Avenue LRT could eventually extend southerly along Port Union Road to Lawrence Avenue and easterly to the Go Train station. 4. What will become of the bus route along Guildwood Parkway to Morningside Road since there is not likely a reasonable way that buses could begin/terminate at the future Kingston Road LRT and Guildwood Parkway? 5. I doubt that even the rubber liner under the rails and continuous rails will keep the dB's below 78 since steel wheel noise will resonate along the rail for some distance each side of a LRT train. At present there are few transport trucks on Kingston Road so the greater frequency of LRT trains than we present low numbers of transport trucks will mean much more noise than we now experience. Transport truck traffic will not likely increase much on Kingston Road in the future.	Please see below responses to your e-mail. Answer to Q1: The SRT is now planned to extend to Malvern Town Centre as such the SMLRT will terminate at Sheppard and Morningside. Answer to Q2: Our ridership numbers suggest that the SMLRT is required to meet the future demands and provide reliable service to the TTC users. Answer to Q3: We have passed this comment to the Sheppard East LRT team on your behalf Answer to Q4: A formal analysis of bus routing changes, including public consultation, will be undertaken between 12 and 18 months prior to the opening of the Scarborough Malvern LRT line. For planning purposes, TTC staff has developed a preliminary bus plan in draft form to help guide discussion about LRT facilities and potential bus connections. The preliminary bus plan includes the following changes to the existing bus network related to the Scarborough Malvern LRT: 86 Scarborough bus route shortened to operate between Sheppard Avenue (Toronto Zoo) and the vicinity of Kingston Road and Eglinton Avenue (via Meadowvale Road, Kingston Road, Morningside Avenue, Guildwood Parkway, and Kingston Road). Answer to Q5: There will be minimal noise and vibration impacts to surrounding residents and businesses resulting from LRT operations. Advances in vehicle and track technology, has improved over existing streetcar infrastructure and produces noise and vibration levels comparable to the operation of a diesel powered city bus. The TTC's track construction standard employs the use of vibration damping resilient fastening technology which reduces ground borne vibration to imperceptible levels outside the public right of way. The LRT operation will not contribute any noise levels above those currently experienced in a busy urban street environment. Noise levels of light rail vehicles operating in the centre of the road are directly comparable to a standard diesel bus. Public open houses will be held May 20, 2009 at Bliss Carman Public School and May 21, 2009 at West Hill Public School, we welcome you to attend and meet our staff who can answer all your questions.	12-May-09

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					We thank you for your interest, please call with any other questions that you might have.	
27	7-Aug-08	Email	**Opposed** to LRT project. Concerned about **impact on the environment and quality of life**.	I am a resident and taxpayer living for 26 years on Morningside Ave. I am alarmed and totally opposed to the LRT coming along Morningside Ave. Not only would it destroy mine and other concerned citizen's quality of life, but it would have a great environmental impact. At this time of everyone thinking "green" it is inconceivable that the TTC and the City of Toronto is planning to increase noise levels and destroy green spaces. The project, which we the taxpayers ultimately have to pay for, should be scrapped. The money would be better spent on increased bus and GO train service.	Thank you for expressing concerns related to the proposed Scarborough Malvern LRT. To follow-up in advance of the next round of public open houses which will be scheduled within the first few months of 2009, please review the following information in response to your concerns. 1. Concern about Noise and Vibration There will be minimal noise and vibration impacts to surrounding residents and businesses resulting from LRT operations. Advances in vehicle and track technology --over existing streetcar infrastructure-- produce noise and vibration levels comparable to the operation of a diesel powered city bus. The TTC's track construction standard employs the use of vibration damping resilient fastening technology which reduces ground borne vibration to imperceptible levels outside the public right of way. The LRT operation will not contribute any noise levels above those currently experienced in a busy urban street environment. Noise levels of light rail vehicles operating in the centre of the road are directly comparable to a standard diesel bus. Local emissions from the transit vehicles will essentially be eliminated which will benefit the local communities. The power for the LRT*s will be provided through the Toronto Hydro network. 2. Concern regarding Green Spaces As indicated in the typical Transit City cross section, street trees are being considered for inclusion as a standard. As part of the Study a detailed inventory of the existing street trees will be undertaken. In cases where existing trees will be affected, efforts will be made (where possible) to relocate the tree. Along sections where no street trees are present today street trees will planted as part of the program. Any trees lost during the construction of the new LRT lines will be replaced according to the City's forestry policy. Please note that the TTC is responsible to and working with the Toronto and Region Conservation Authority to develop workable solutions to the crossing of Highland Creek at Morningside Avenue. The TRCA has favourably reviewed	05-Dec-08

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					the proposals submitted to date. 3. Why not increase Bus or Go Service instead? Light Rail Transit (LRT) is preferred over buses for a wide variety of reasons. LRT is more comfortable for riders, quieter, has no emissions on the street, and is far superior in carrying capacity in a constrained environment such as an arterial roadway. Buses in dedicated lanes, sometimes called BRT, or bus rapid transit, could not easily accommodate 4600 to 5000 people * the peak hour demand projected in the corridor - unless the bus ROW includes by-pass lanes at intersections/stations to allow some buses to operate *express* and pass *local buses* stopped to serve customers. To illustrate the problem, it would require 64 articulated buses per hour to accommodate a peak hour demand of 4800 people. That is a bus approximately every minute. Even with dedicated lanes, buses operating this close together would catch up to one another and *bunching* would result if some of them don*t operate express. Given that there are a variety of important objectives for the study corridor * in addition to high quality transit * such as a comfortable walking environment, attractive streetscaping, bike lanes, etc., there is insufficient width available to allow the construction of a by-pass lane to be added to the transit right of way. The Toronto Transit City Light Rail Plan will vastly enhance transit and transportation across Toronto and is the most economically efficient way to get people out of their cars. Its far-reaching lines will help revitalize neighbourhoods, spur economic growth and help to reduce emissions. Seven new Light Rail Transit (LRT) lines will bring reliable, fast, quiet and comfortable transit service to many Toronto neighbourhoods. Transit City has been strongly endorsed by the TTC, the City of Toronto, and Metrolinx, the regional transportation agency. The Province of Ontario has announced funding for the construction of the lines and they are incorporated into the Regional Transportation Plan recently proposed by Metrolinx. Transit City routes have been selected to reinforce the strong pro-transit focus of the City*s Official Plan. All seven routes will connect with the existing TTC subway system, GO Rail lines, other Transit City routes, and planned rapid transit lines in Durham, York and Peel regions. They will provide new direct high quality transit links to areas that are currently far removed from rapid transit, including the north, west, and eastern areas of Toronto.	

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					The lines include: Don Mills (DMLRT) This 18-kilometre long line will run along the Don Mills Road corridor from the Bloor-Danforth Subway to Steeles Avenue and potentially into York Region. * Current bus routes: 25 Don Mills, 81 Thorncliffe Park * Ridership in 2006: 15 million * Ridership in 2021: 24 million Eglinton Crosstown (ECLRT) This 31-kilometre long route will link Kennedy Station in the east with Pearson Airport and the Mississauga Transitway in the west. The line will operate in an underground tunnel from approximately Laird Drive in the east to Keele Street in the west. * Current bus routes: 32 Eglinton West, 34 Eglinton East * Ridership in 2006: 32 million * Ridership in 2021: 52 million Etobicoke- Finch West (FWLRT) This 18-kilometre long route will link Finch Station with northern Etobicoke, provide direct service to Humber College and could be extended to Mississauga, the Woodbine racetrack or Pearson Airport. * Current bus routes: 36 Finch West * Ridership in 2006: 15 million * Ridership in 2021: 24 million Jane (JLRT) This 17-kilometre long route will stretch along Jane Street from the Bloor-Danforth Subway to the new Steeles West Station on the Spadina Subway and, potentially, further into York Region. * Current bus route: 35 Jane * Ridership in 2006: 15 million * Ridership in 2021: 19 million Scarborough Malvern (SMLRT) This 15-kilometre long route will link Kennedy Station with northern Scarborough and Malvern, and provide direct service to the University of	

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					Toronto at Scarborough and Centennial College*s Ellesmere Campus. * Current bus routes: 116 Morningside, 86 Scarborough * Ridership in 2006: 8 million * Ridership in 2021: 22 million Sheppard East (SELRT) This 14-kilometre long route will extend rapid transit service east from Don Mills Station to northern Scarborough, Malvern, and, potentially, Durham Region. * Current bus routes: 85 Sheppard East, 190 Scarborough Centre Rocket * Ridership in 2006: 9 million * Ridership in 2021: 20 million Waterfront West (WWLRT) This 11-kilometre long extension of the Harbourfront streetcar line will link Union Station and Exhibition Place with Parkdale, High Park, and southern Etobicoke, and could be extended into Mississauga. * Current routes: 501 Queen, 508 Lake Shore, 509 Harbourfront * Ridership in 2006: 8 million * Ridership in 2021: 15 million Please note that the Province of Ontario is committed to the funding of Transit City through its $17.5 Billion MoveOntario 2020 announcement. The Federal Government has been asked to contribute 35% or $6 Billion. The project team looks forward to ongoing dialogue with you and residents in the community.	
28	8-Aug-08	Email	Concerned about d**isruption and cost** of project. Suggestion to **expand established TTC and GO** systems. Questions regarding **LRT and loss of green space**.	Good morning, I recently received a mailing indicating that the City was thinking about developing a new Light Rail transit line across Eglinton and Kingston Road and north on Morningside Ave. Let me begin by saying that I am strongly against this proposal. I however firmly believe in public transit and I think we already have two very good systems in the TTC and GO. All we need to do is continue to develop those	See ID #27 – Same response.	05-Dec-08

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				two systems, expand them to more areas, and make it more accessible to all rather than creating yet another line. The disruption and cost a new line would cost would far outweigh any benefit that it might provide. Which the by the way, where is the funding for this project coming from? I am certainly not in favour of yet another government run project that goes far beyond it*s budget and is then sold for a loss as so many, many projects are. I am not in favour of paying even more tax than I already do for a system which will not do what it was intended to because the City will run out of funds and stop short which will make it totally useless while having disrupted everyone*s life, personal and business, and cost us yet more money. So again, I would suggest that we continue to expand our already very good TTC system and GO. which are easily accessible already in the neighbourhood in which you are planning to develop this light rail transit. Something else that confuses me. Why would we build it in area where we already have excellent access to public transit? Wouldn't*t it make more sense to do so in other areas not as fortunate? What would this construction do to our natural park area? Morningside Park is such a wonderful natural area, what would happen to it with this construction? And what about electricity? Aren't these trains going to be fuelled by electricity, when consumers are asked repeatedly to conserve energy? And how will that affect the environment? Overall there are many reasons why this is not a good idea and why I absolutely do not support it*especially since my tax funds are likely going to be used to start the project and then I will be further taxed to continue to pay for it and maintain it.		
28.5	6-Dec-08	Email	**Opposed** to project. Concern that a **decision has already been made** about the project. Questions **who will pay** for the project.	Thank you for getting back to me. However, it appears in your response that your minds are made up and have fairly definite plans to go this route. I continue to be vehemently opposed to this and continue to voice my opinion since you asked. As you know anything can be spinned to support a particular decision. I continue to believe this will be a colossal and very expensive mistake that taxpayers will have to pay. For what benefit? I still don't see the value but I sure see a great deal of downside.	Thank you for the follow up message. Please note that TTC and City staff have been given direction to carry out an Environmental Assessment study for the Scarborough Malvern LRT. Your message below has been documented for those overseeing the project. Debate about the project is certainly welcome. Please note that any final recommendation through the Environmental Assessment process will require both City Council and Provincial (Ministry of the Environment) approval.	08-Dec-08

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				I look forward to more open forums where this can be further discussed. I am not alone in my thinking and hope that government officials who were elected by the people will actually represent our views for a change. Thanks for listening and I look forward to a healthy debate!		
29	7-Aug-08	Email	**Opposed** to the project. Suggestion to use **alternative forms of transit** (bus). Questions and concerns regarding **effect on property, green space**, and **route alignment**. Concern about **lack of notification** regarding project and public meeting.	I object strongly to this as I live on Morningside and disagree this is the only way to improve service. I have taken TTC for years and always observed that three buses in a row and then none for 20 minutes is not efficient. Your drivers are not using their communication radios to their best advantage either regarding this. More express buses would be better too particularly from the North to Kennedy Station. I have been troubled with heavy trucks vibration for years but at least this seems restricted to certain hours. How late would these new trains run? I am troubled about the median cutting our street off as well. The photos you show for proposed trains appear to be running on city streets with high buildings (commercial). Our area is houses - it looks like I will lose a lot of frontage as well. The effect on Morningside/Rouge Park will be quite negative I feel. How will these trains handle the hill in winter? Finally I am quite insulted that I never even heard about this most disruptive plan for my future enjoyment of my house until 2 weeks ago (after your open houses) from a concerned neighbour. Why wasn't I informed properly? I feel very angry about this and very worried about the future here - your plans are for the next few years and I expect it will be a very stressful few years for me.	Thank you for the message. Your email has been documented and is currently being reviewed by project staff who will follow-up with you. In the meantime, please note that public notices were delivered to all study area homes via Canada Post on Tuesday, July 8, 2008. In total 80,741 notices were sent to all homes in the study area which of course includes Morningside Avenue. We cannot speak to why your house did not receive the notice from Canada Post. Public notices were also placed in the Scarborough Mirror on Friday, July 11 and Friday, July 18. We regret that you did not receive the notice. All of the information from the July 23 and 24th open houses is posted online at: http://www.toronto.ca/involved/projects/malvern_lrt/index.htm Thank you for expressing concerns related to the proposed Scarborough Malvern LRT. To follow-up in advance of the next round of public open houses which will be scheduled within the first few months of 2009, please review the following responses on behalf of the project team. 1. Concern regarding Green Spaces (Morningside Park) The protection of green spaces is a priority. The park paths under the bridge will not be cut off in the final configuration. As indicated in the typical Transit City cross section, street trees are being considered for inclusion as a standard. As part of the Study a detailed inventory of the existing street trees will be undertaken. In cases where existing trees will be affected, efforts will be made (where possible) to relocate the tree. Along sections where no street trees are present today street trees will planted as part of the program. Any trees lost during the construction of the new LRT lines will be replaced according to the City's forestry policy.	05-Dec-08

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					Please note that the TTC is responsible to and working with the Toronto and Region Conservation Authority to develop workable solutions to the crossing of Highland Creek at Morningside Avenue. The TRCA has favourably reviewed the proposals submitted to date. Furthermore, erosion is not permitted. 2. Concern about Noise and Vibration There will be minimal noise and vibration impacts to surrounding residents and businesses resulting from LRT operations. Advances in vehicle and track technology --over existing streetcar infrastructure-- produce noise and vibration levels comparable to the operation of a diesel powered city bus. The TTC's track construction standard employs the use of vibration damping resilient fastening technology which reduces ground borne vibration to imperceptible levels outside the public right of way. The LRT operation will not contribute any noise levels above those currently experienced in a busy urban street environment. Noise levels of light rail vehicles operating in the centre of the road are directly comparable to a standard diesel bus. 3. Environmental Concern - Emissions Local emissions from the transit vehicles will essentially be eliminated which will benefit the local communities. The power for the LRTs will be provided through the Toronto Hydro network. Power generation is not within the control of the TTC. However, the Ontario Government is actively promoting and advancing cleaner energy options and pollution control measures. The entire Transit City network (120 Kilometres of LRT) is projected to have 175 million riders and 92% less emissions than automobiles. The expansion of transit should be viewed as a benefit to the environment as it will give residents across Toronto a competitive alternative to the private auto. 4. Why not increase Bus or Go Service instead? Light Rail Transit (LRT) is preferred over buses for a wide variety of reasons. LRT is more comfortable for riders, quieter, has no emissions on the street, and is far superior in carrying capacity in a constrained environment such as an arterial roadway. Buses in dedicated lanes, sometimes called BRT, or bus rapid transit, could not easily accommodate 4600 to 5000 people - the peak hour demand projected in the corridor - unless the bus ROW includes by-pass lanes	

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					at intersections/stations to allow some buses to operate *express* and pass *local buses* stopped to serve customers. To illustrate the problem, it would require 64 articulated buses per hour to accommodate a peak hour demand of 4800 people. That is a bus approximately every minute. Even with dedicated lanes, buses operating this close together would catch up to one another and *bunching* would result if some of them don*t operate express. Given that there are a variety of important objectives for the study corridor - in addition to high quality transit - such as a comfortable walking environment, attractive streetscaping, bike lanes, etc., there is insufficient width available to allow the construction of a by-pass lane to be added to the transit right of way. The Toronto Transit City Light Rail Plan will vastly enhance transit and transportation across Toronto and is the most economically efficient way to get people out of their cars. Its far-reaching lines will help revitalize neighbourhoods, spur economic growth and help to reduce emissions. Seven new Light Rail Transit (LRT) lines will bring reliable, fast, quiet and comfortable transit service to many Toronto neighbourhoods. Transit City has been strongly endorsed by the TTC, the City of Toronto, and Metrolinx, the regional transportation agency. The Province of Ontario has announced funding for the construction of the lines and they are incorporated into the Regional Transportation Plan recently proposed by Metrolinx. Transit City routes have been selected to reinforce the strong pro-transit focus of the City*s Official Plan. All seven routes will connect with the existing TTC subway system, GO Rail lines, other Transit City routes, and planned rapid transit lines in Durham, York and Peel regions. They will provide new direct high quality transit links to areas that are currently far removed from rapid transit, including the north, west, and eastern areas of Toronto. The lines include: Don Mills (DMLRT) This 18-kilometre long line will run along the Don Mills Road corridor from the Bloor-Danforth Subway to Steeles Avenue and potentially into York Region. * Current bus routes: 25 Don Mills, 81 Thorncliffe Park	

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					* Ridership in 2006: 15 million * Ridership in 2021: 24 million Eglinton Crosstown (ECLRT) This 31-kilometre long route will link Kennedy Station in the east with Pearson Airport and the Mississauga Transitway in the west. The line will operate in an underground tunnel from approximately Laird Drive in the east to Keele Street in the west. * Current bus routes: 32 Eglinton West, 34 Eglinton East * Ridership in 2006: 32 million * Ridership in 2021: 52 million Etobicoke- Finch West (FWLRT) This 18-kilometre long route will link Finch Station with northern Etobicoke, provide direct service to Humber College and could be extended to Mississauga, the Woodbine racetrack or Pearson Airport. * Current bus routes: 36 Finch West * Ridership in 2006: 15 million * Ridership in 2021: 24 million Jane (JLRT) This 17-kilometre long route will stretch along Jane Street from the Bloor-Danforth Subway to the new Steeles West Station on the Spadina Subway and, potentially, further into York Region. * Current bus route: 35 Jane * Ridership in 2006: 15 million * Ridership in 2021: 19 million Scarborough Malvern (SMLRT) This 15-kilometre long route will link Kennedy Station with northern Scarborough and Malvern, and provide direct service to the University of Toronto at Scarborough and Centennial College*s Ellesmere Campus. * Current bus routes: 116 Morningside, 86 Scarborough * Ridership in 2006: 8 million * Ridership in 2021: 22 million Sheppard East (SELRT) This 14-kilometre long route will extend rapid transit service east from Don	

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					Mills Station to northern Scarborough, Malvern, and, potentially, Durham Region. * Current bus routes: 85 Sheppard East, 190 Scarborough Centre Rocket * Ridership in 2006: 9 million * Ridership in 2021: 20 million Waterfront West (WWLRT) This 11-kilometre long extension of the Harbourfront streetcar line will link Union Station and Exhibition Place with Parkdale, High Park, and southern Etobicoke, and could be extended into Mississauga. * Current routes: 501 Queen, 508 Lake Shore, 509 Harbourfront * Ridership in 2006: 8 million * Ridership in 2021: 15 million 5. How will the LRT vehicles deal with the slope of Morningside Ave., especially during the winter season? The LRT vehicles can negotiate 5% grades. 6. Will the LRT operate 24 hours a day? Most of the Transit City corridors already have 24-hour service and this would be maintained. However, whether overnight service would be operated by LRT or by buses has not been established at this time. The project team looks forward to ongoing dialogue with you and residents in the community. You will be notified as soon as the open house dates are confirmed in 2009.	
30	8-Aug-08	Telephone	**Opposed** to the project. Requests to be **called back**	I'd like to know who to contact, we just moved to this area and heard about this project. I do not agree. I want to know who to contact. This is not right.	Called back number, but is no longer in use.	15-Sept-09
31	8-Aug-08	Email	Concerned regarding **lack of notification of public open house**. Concerns regarding **construction, traffic, noise, impact on property.** Question regarding **environmental impact** (air quality).	Unfortunately I did not receive a copy of the newsletter from the TTC and the City of Toronto letting us know about a public "open house" regarding the planning of a light railway transit across Eglinton and Kingston Rd. as well as north on Morningside Aver up to Malvern Mall, otherwise I would have definitely attended. While I am sure there may be room for improvement to the current transit system in place in these areas, I do not, in any way, think that this is the route that needs to be taken to address it.	Thank you for expressing concerns related to the proposed Scarborough Malvern LRT. To follow-up in advance of the next round of public open houses which will be scheduled within the first few months of 2009, please review the following information in response to your concerns. 1. Concern about Noise and Vibration There will be minimal noise and vibration impacts to surrounding residents and businesses resulting from LRT operations. Advances in vehicle and track	05-Dec-08

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				I currently reside on Morningside Ave. as well as own properties with rental units within the area and feel that this is simply going to choke the area, bring down its value and only to benefit the very few people that use transit at a cost to the taxpaying citizens in the area who most likely do not use the transit system at all. I currently have enough noise levels in the area as it is with Morningside Ave. traffic, and my entire home rattle whenever a cube van or anything larger passes my home. I am sure that I am not the only resident that would not be able to take a LRT system on top of this. For the areas that are being considered, there are also at least 3 schools with large numbers of children walking the streets along Morningside Ave. alone. Traffic is already congested so I can only imagine what will happen with another 2 lanes being added for a train system. Entrance and exit points to many of these side streets will be affected also. In order to accommodate this on Morningside Ave. I can only assume that this will put regular traffic lanes right on my doorstep. I do not want to see this either. I do not look forward to the many years of construction this will take. In this area we already have enough issues with the Toronto housing areas located nearby and I would hate to see the loss of the very little greenery an natural habitats that we have left. Another concern that would have would be living in an area that may become heavily polluted doe to this system. What type of effect with this have on our air quality? Can improving bus line, bus loops or GO service not simply fix the issues you are trying to address? This to me would seem like the better route, the less costly route to both the city and the taxpaying citizens that are not going to benefit from this at all, but will end up paying for it. I can tell you that I am not alone in stating that if this were to take place I,	technology --over existing streetcar infrastructure-- produce noise and vibration levels comparable to the operation of a diesel powered city bus. The TTC's track construction standard employs the use of vibration damping resilient fastening technology which reduces ground borne vibration to imperceptible levels outside the public right of way. The LRT operation will not contribute any noise levels above those currently experienced in a busy urban street environment. Noise levels of light rail vehicles operating in the centre of the road are directly comparable to a standard diesel bus. 2. Environmental Concern - Emissions Local emissions from the transit vehicles will essentially be eliminated which will benefit the local communities. The power for the LRTs will be provided through the Toronto Hydro network. Power generation is not within the control of the TTC. However, the Ontario Government is actively promoting and advancing cleaner energy options and pollution control measures. The entire Transit City network (120 Kilometers of LRT) is projected to have 175 million riders and 92% less emissions than automobiles. The expansion of transit should be viewed as a benefit to the environment as it will give residents across Toronto a competitive alternative to the private auto. 3. Concern regarding Green Spaces (Morningside Park) The park paths under the bridge will not be cut off in the final configuration. As indicated in the typical Transit City cross section, street trees are being considered for inclusion as a standard. As part of the Study a detailed inventory of the existing street trees will be undertaken. In cases where existing trees will be affected, efforts will be made (where possible) to relocate the tree. Along sections where no street trees are present today street trees will planted as part of the program. Any trees lost during the construction of the new LRT lines will be replaced according to the City's forestry policy. Please note that the TTC is responsible to and working with the Toronto and Region Conservation Authority to develop workable solutions to the crossing	

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				along with many of my neighbours, would be quick to sell and relocate. I would hate to see this area become another Queen St. in downtown Toronto. If you have any further questions or concerns, feel free to contact me at any time.	of Highland Creek at Morningside Avenue. The TRCA has favourably reviewed the proposals submitted to date. Furthermore, erosion is not permitted. 4. Why not increase Bus or Go Service instead? Light Rail Transit (LRT) is preferred over buses for a wide variety of reasons. LRT is more comfortable for riders, quieter, has no emissions on the street, and is far superior in carrying capacity in a constrained environment such as an arterial roadway. Buses in dedicated lanes, sometimes called BRT, or bus rapid transit, could not easily accommodate 4600 to 5000 people - the peak hour demand projected in the corridor - unless the bus ROW includes by-pass lanes at intersections/stations to allow some buses to operate *express* and pass *local buses* stopped to serve customers. To illustrate the problem, it would require 64 articulated buses per hour to accommodate a peak hour demand of 4800 people. That is a bus approximately every minute. Even with dedicated lanes, buses operating this close together would catch up to one another and *bunching* would result if some of them don*t operate express. Given that there are a variety of important objectives for the study corridor - in addition to high quality transit - such as a comfortable walking environment, attractive streetscaping, bike lanes, etc., there is insufficient width available to allow the construction of a by-pass lane to be added to the transit right of way. The Toronto Transit City Light Rail Plan will vastly enhance transit and transportation across Toronto and is the most economically efficient way to get people out of their cars. Its far-reaching lines will help revitalize neighbourhoods, spur economic growth and help to reduce emissions. Seven new Light Rail Transit (LRT) lines will bring reliable, fast, quiet and comfortable transit service to many Toronto neighbourhoods. Transit City has been strongly endorsed by the TTC, the City of Toronto, and Metrolinx, the regional transportation agency. The Province of Ontario has announced funding for the construction of the lines and they are incorporated into the Regional Transportation Plan recently proposed by Metrolinx. Transit City routes have been selected to reinforce the strong pro-transit focus of the City*s Official Plan. All seven routes will connect with the existing TTC subway system, GO Rail lines, other Transit City routes, and planned rapid	

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32	8-Aug-08	Email	Suggestions regarding **stop spacing** (and removal of stops)	Hi, I believe that the stop spacing on this route is satisfactory. However, I think you should try to achieve 700m stop spacing. This will allow for good acceleration for these large vehicles and a faster overall trip. I also think that transit signal priority is a must for these light rail lines. I suggest removing these stops: Falmouth Mason Murison (on the Sheppard line) Wickson/Berner Sewells/Tapscott Thank you,	Called back and left a voicemail detailing information on the project website. Caller can visit the website for further information or call back with questions.	15-Sept-09
33	8-Aug-08	Email	**Support** for the project. Question / concern regarding **traffic.** Comments on LRT. Question regarding need for **alternative form of transit** (e.g. subway vs. LRT).	Comments about the proposed project: 1. Proposed spacing includes most of the stops that exist currently on these roads because there aren't too many side streets, so the spacing is much better than the Sheppard LRT line. 2. Replacing/Rerouting Buses- The right of way lanes will definitely have its advantages. For people that take the 34 to Kingston Rd from Kennedy station, will love the LRT because the LRT will service 100% of that route. There is high ridership that live between Kennedy station and Markham road. However people who have direct bus routes from Kennedy station to their communities whose buses will get eliminated may now be forced to transfer when they didn't have to before. People who take the 116 and 116A who live in the Guildwood area, north of Morningside and Sheppard and in the Conlins area (116A) will now have to transfer onto buses to get home creating a second transfer point after they leave the subway when they only have one transfer point right now. Similarly, people who take the 86A,E, and D who live east of Morningside and Kingston; and east of Morningside and Lawrence (86D) will now have to transfer or walk a much longer distance home. You may find those individuals won't be as thrilled about this LRT now that they have to consider two transfers instead of one to go and come home from work. Especially in winter when the weather is cold and snowy and the transfer point is outdoors instead of sheltered in a station, they won't be happy at all. The time that is saved with the right of way lanes will be lost at the transfer point or with having to walk farther. Remember it is the transferring that makes	We thank you for your interest in the Transit City program below you will see responses to your e-mail and the locations for the next public open house. Please contact again if you have any questions or ask for myself at the open house Thank you, Please see our responses in <> to your questions. Comments about the proposed project: 1. Proposed spacing includes most of the stops that exist currently on these roads because there aren't too many side streets, so the spacing is much better than the Sheppard LRT line. We thank you for your interest in the Transit City program <Comments noted by TTC> 2. Replacing/Rerouting Buses- The right of way lanes will definitely have its advantages. For people that take the 34 to Kingston Rd from Kennedy station, will love the LRT because the LRT will service 100% of that route. There is high ridership that live between Kennedy station and Markham road. However people who have direct bus routes from Kennedy station to their communities	15-May-09

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				commuting unenjoyable especially when transferring to buses. Although buses will be rerouted and possibly frequency on these new routes will be increased, anyone who is a frequent user of buses knows all too well that buses have a tendency of bunching up- none will come for 10-15 minutes and then 4 come all together. 3. Bottlenecking- What is going to be done for the cars to prevent bottlenecking when Kingston Rd goes from 3 lanes into 2 lanes at Morningside Ave. During the am rush, there exists major bottle necking east of Kingston and Lawrence due to a long left turn signal and green lights for Lawrence Ave at that intersection. Combined with losing a traffic lane west of Morningside Ave along Kingston Rd, the bottlenecking east of Morningside Ave will continue out to Pickering! 4. According to your representatives at the EA open house, they said that this plan is addressing transportation needs not for today but 20 years into the future. Then they said that in 20 years they project an extra 2 million people in just Scarborough. Are you sure that these LRTs will be sufficient to move an extra 2 million people in just Scarborough keeping in mind what our actual population is right now? In 20 years if there are another 2 million people living in Scarborough, the Executives at TTC and politicians will be scrambling to come up with new plans and funding to handle the demands of public transit and attract drivers out of their cars. Is the LRT really sufficient for an extra 2 million people? and what about if it increases to 3 million people. 20 years from now will TTC be building the subways that they should have been building now? Also, if TTC projects this increase in population, then does it really make sense to be taking away lanes of traffic from drivers? I know that cars pollute and the ultimate goal is to keep people out of cars, but under this plan, TTC has failed to appeal to people who don't live and work on subway lines as all this plan does is eliminate current bus routes with LRTs and shuttle people to existing subways. Also, the plans have failed to connect areas of the city that are poorly connected currently (like the north east to north west). Therefore there will always be the need to have cars until better connections are formed within by the city and subway lines that go to different areas of the city are built. Close proximity to subways is what attracts to people to public transit because it is so fast. Taking away a lane on Kingston rd which is a major thorough way and alternative for cars to drive across Scarborough is a huge mistake.	whose buses will get eliminated may now be forced to transfer when they didn't have to before. People who take the 116 and 116A who live in the Guildwood area, north of Morningside and Sheppard and in the Conlins area (116A) will now have to transfer onto buses to get home creating a second transfer point after they leave the subway when they only have one transfer point right now. Similarly, people who take the 86A,E, and D who live east of Morningside and Kingston; and east of Morningside and Lawrence (86D) will now have to transfer or walk a much longer distance home. You may find those individuals won't be as thrilled about this LRT now that they have to consider two transfers instead of one to go and come home from work. Especially in winter when the weather is cold and snowy and the transfer point is outdoors instead of sheltered in a station, they won't be happy at all. The time that is saved with the right of way lanes will be lost at the transfer point or with having to walk farther. Remember it is the transferring that makes commuting unenjoyable especially when transferring to buses. Although buses will be rerouted and possibly frequency on these new routes will be increased, anyone who is a frequent user of buses knows all too well that buses have a tendency of bunching up- none will come for 10-15 minutes and then 4 come all together. <Comments noted by TTC> 3. Bottlenecking- What is going to be done for the cars to prevent bottlenecking when Kingston Rd goes from 3 lanes into 2 lanes at Morningside Ave. During the am rush, there exists major bottle necking east of Kingston and Lawrence due to a long left turn signal and green lights for Lawrence Ave at that intersection. Combined with losing a traffic lane west of Morningside Ave along Kingston Rd, the bottlenecking east of Morningside Ave will continue out to Pickering! < In order to maintain lane balance of 2 lanes in each direction along Kingston Road, the outer lanes of Kingston Road east of Morningside Avenue will be converted to bus only lanes. It is recognized that the implementation of the Scarborough-Malvern LRT and the Kingston Road BRT will result in the removal of a traffic lane in each direction, but will increase the overall people moving capacity in the corridor.> 4. According to your representatives at the EA open house, they said that this plan is addressing transportation needs not for today but 20 years into the	

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				I am a driver, TTC user and cycler. I live in east end Scarborough. I would give up my car if I had a subway stop 5 minutes from my home. Correction: I would give up my car if I had a subway stop 5 minutes from my home and there was a good network of more than 2.5 subway lines. I would not give up my car because I lived on an LRT line. Therefore with these plans, I will continue to drive in the evenings and on weekends.	future. Then they said that in 20 years they project an extra 2 million people in just Scarborough. Are you sure that these LRTs will be sufficient to move an extra 2 million people in just Scarborough keeping in mind what our actual population is right now? In 20 years if there are another 2 million people living in Scarborough, the Executives at TTC and politicians will be scrambling to come up with new plans and funding to handle the demands of public transit and attract drivers out of their cars. Is the LRT really sufficient for an extra 2 million people? and what about if it increases to 3 million people. 20 years from now will TTC be building the subways that they should have been building now? Also, if TTC projects this increase in population, then does it really make sense to be taking away lanes of traffic from drivers? I know that cars pollute and the ultimate goal is to keep people out of cars, but under this plan, TTC has failed to appeal to people who don't live and work on subway lines as all this plan does is eliminate current bus routes with LRTs and shuttle people to existing subways. Also, the plans have failed to connect areas of the city that are poorly connected currently (like the north east to north west). Therefore there will always be the need to have cars until better connections are formed within by the city and subway lines that go to different areas of the city are built. Close proximity to subways is what attracts to people to public transit because it is so fast. Taking away a lane on Kingston rd which is a major thorough way and alternative for cars to drive across Scarborough is a huge mistake. <The SMLRT has capacity to move 4600-5000 people per hour in each direction and over 10,000,000 riders per year, the SMLRT will result in a higher person moving capacity along Kingston Road and Eglinton Avenue. Further, the Transit City program will provide for an alternative to the private automobile for the future higher demand> I am a driver, TTC user and cycler. I live in east end Scarborough. I would give up my car if I had a subway stop 5 minutes from my home. Correction: I would give up my car if I had a subway stop 5 minutes from my home and there was a good network of more than 2.5 subway lines. I would not give up my car because I lived on an LRT line. Therefore with these plans, I will continue to drive in the evenings and on weekends.	
34	18-Aug-08	Telephone	Suggestion to use **alternative form of transit** (subway vs. LRT).	For any LRT. It makes sense to extend the current subway. The one running on green-yellow lines as they can go uncover outdoors. They have no problem from snow and have better fluidity. I would suggest extending the track from	N/A	N/A

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				Kennedy along Eglinton. Also it does not need a separate driver.		
35	14-Aug-08	Email	Request to be added to **mailing list**.	I would like to have my name added to the mailing list for this Transit City Project. Thank you for your cooperation.	Thank you for your e-mail. We will add you to our mailing list.	18-Aug-08
36	14-Aug-08	Email	Suggestions and questions regarding LRT **route alignment**. Request for **documentation in support** of the LRT.	Good Afternoon, X called our office with some questions about the Scarborough Malvern LRT. He specifically would like to know what the criteria was for deciding on which streets the LRT's would run and if that criteria changed when choosing to run the Malvern line through a residential area. He has suggested routing this line along Neilson Rd. instead. He has also been told that one of the reasons for this particular LRT is because "people want it". He would like to know how this is known and if there is documentation to support it. Please copy our office on your response for our files. Thanks for your assistance. Yours truly, Special Assistant to: Adam Giambrone Toronto City Councillor Ward 18 Davenport Chair, Toronto Transit Commission (TTC)	Thank you for your interest in the Transit City program. Many of the questions you were asking were related to the Scarborough Rapid Transit (SRT) which is going up to Malvern Town Centre. I have provided the web link for your use and information, also below the dates and locations for the Scarborough Malvern LRT open houses. If you have any further questions please contact me or ask for me at the open house.	15-May-09
37	14-Aug-08	Email	Concern and suggestions regarding LRT **route alignment** (and shortfall).	Good day. I didn't get a chance to submit my input at the last open house regarding the proposed route for the Scarborough Malvern LRT. As a Malvern resident, I sincerely appreciate the TTC's efforts to improve transit service to Malvern, however, I am wondering about the effectiveness of the proposed route. The proposed route provides no service along Morningside, north of Sheppard Avenue, missing out on several areas that could generate ridership, such as the growing Morningside Heights community. Instead the route proceeds west along Sheppard Avenue, and then North along Neilson Road, a routing which does not contain many intersecting streets or points of interest, with the	In response to your e-mail below, as you might be aware TTC has elected to extend the SRT into the Malvern area terminating at the Malvern Town Centre as such the forecasted ridership numbers made it unnecessary to continue the Scarborough Malvern LRT beyond Sheppard and Morningside (although provision for extension is available). This said, the SRT extension to Malvern is a considerable infrastructure investment in your neighbourhood and will bring higher order transit to the Malvern community. The Scarborough Malvern LRT has an open house per the below if you should wish to attend I can help direct you through the presentation material.	15-May-09

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				exception of the terminus at Malvern Town Centre. I have three proposals which I feel would promote increased ridership and improve service to the north-east corner of Scarborough: 1) Continue north along Morningside Avenue to Finch Avenue. Proceed east on Finch Avenue, south on Neilson Road and terminate at Malvern Town Centre. 2) Proceed north on Morningside Avenue until the intersection of Neilson Road and then south on Neilson, terminating at Malvern Town Centre or continuing south on Neilson Road towards Sheppard Avenue and back to Morningside Avenue. 3) Proceed north on Morningside Avenue till McNicoll Avenue. Proceed west on McNicoll Avenue to Tapscott Road. Then proceed south on Tapscott Road, terminating at Malvern Town Centre or continuing eastward along Sewells Road back to Morningside Avenue. The three routes proposed above would extend light rail service to the growing community of Morningside Heights while reducing demand for bus service in the community. It would provide expeditious services and connection to the TTC's heavy rail network. The proposed routes would also significantly increase ridership but capturing commuters north of Sheppard Avenue. In particular the last routing proposed would connect the residential areas along Morningside Avenue, the businesses along Tapscott Road, the Malvern Community Centre and Public library, several high density housing areas, two high schools and the Malvern Town Centre effectively negating the requirement for bus service along Tapscott Road. Furthermore, should the TTC decide to replace the Scarborough RT with light rail technology, then the routings could easily be integrated with the Transit City program, allowing for common depot and maintenance facilities and reduced maintenance costs through commonality. Indeed, converting the SRT to light rail would allow more effective routing such as re-directing the Scarborough Malvern LRT to the Scarborough Town Centre after its westward track along Sheppard Avenue. Such a proposal would connect central Scarborough the University of Toronto's Scarborough campus and provide	Thank you for your interest in the Transit City program.	

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				timely and effective service. In summary, I would like to ask that the TTC reconsider its routing of the Scarborough Malvern LRT to provide a more effective transit solution for the Malvern community, one that provides more light rail coverage to a larger portion of the community, and one that connects all the existing facilities and institutions that form the heart of Malvern. We appreciate the effort that the TTC is undertaking to improve transit service to the Malvern community and we sincerely hope that the opportunity will not be squandered. Thanks for considering my family's opinion.		
38	14-Aug-08	Email	Concerns regarding LRT impact on **property value**. Concerns regarding proposed **U-turns** and subsequent impact on **traffic and air quality**. Concern regarding traffic, **population projections** and the inclusion of a **bike path**.	To whom it may concern: As a resident living in close proximity with both the Guildwood Go Station and Kingston Road I am very concerned with any plans that will affect my neighbourhood and by inference the value of my house. Your newsletter casually mentions "some key connections" that will be evaluated at the Guildwood Go Station but does not elaborate as to whether this will be a simple stop or a large transit hub! If it is the latter this will detrimentally affect the value of the surrounding houses so the city better be prepared for a fight from the surrounding residence owners! This is not an industrial area! Further; one would hope and assume that traffic studies are undertaken to evaluate the effect of the proposed U-turn lanes referred to in some of the material. Kingston Road is a divided roadway and access to left turns onto it are already limited. As a result U-turns are already a common occurrence and severely affect traffic flow at rush hours. Removing a lane of traffic will greatly exacerbate this and curtailment of the remaining entrances (for left turns) will add to that problem. In addition, if the plan is to reduce pollution from automobiles/trucks, etc. I believe that this will only make it worse. Rush hours will be a nightmare and will last considerably longer producing more pollution not less as a result of the LRT and the removal of the full lane in each direction. It should also be noted that the traffic on Kinston Road are commuters from Pickering, Ajax Whitby, etc. who work in the city and in the morning enter Kingston Road from the 401 feeder lanes returning to Pickering, etc. in the evening! If their commutes are severely affected they will pressure their	Thank you for writing and raising your specific concerns about the Scarborough Malvern LRT. To confirm, project staff reviewed each of the concerns and you will be notified as soon as the next round of consultations are scheduled. Staff are continuing to work on the traffic analysis and an updated series of written questions and answers will be provided at the next round of Open Houses.	02-Oct-08

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				employers to move out of the city directly impacting the tax base for Toronto. This should be given serious consideration in view of the fact that the municipal taxes in Toronto have already caused many businesses to relocate to the suburbs! Is this what we want to do? I also have serious misgivings about the forecasts for increased ridership along this route unless the city has plans to allow only high-rise buildings along this corridor! This would considerably alter the existing streetscape, which has shown considerable improvement over the past 10/15 years with many new town home developments and low level apartments in accordance with the current official plan. The concept of a bicycle path is crazy! How many people does the city think will ride their bikes to work? You may as well just ban cars from entering the city along Kingston Road if you put a bicycle path on this roadway! There are many streets for recreational cyclists to ride their bikes now if that is the purpose behind this ridiculous idea! While I appreciate the invitation to submit my views I have serious misgivings about whether anyone will give any of what I have brought out any consideration.		
39	22-Aug-08	Telephone	Question regarding **LRT plans** and **route alignment**.	Hello. I live off Kingston road, south of Eglinton and would like to know if anything has been planned to include that area?	Called the caller back and gave website address / information for caller to read if interested in current situation.	15-Sept-09
40	7-Aug-08	Email	Comments on N3 of proposed extension of the **SRT to Malvern** .	Comments on N3 of Proposed Extension of the SRT to Malvern With reference to the presentation on July 31, I would like to submit the following comments. 1. N3 may be a good choice as it will avoid the problem of N4 which shares the same Right-Of-Way in Neilson Rd with the proposed Scarborough/Malvern LRT (ref. public open house on July 24). However, this problem of N4 can be solved if the proposed Scarborough/Malvern LRT would be modified: (a) to delete the section of LRT from Malvern Town Centre to Sheppard Ave East, and (b) to build Phase 1 of Sheppard Ave East LRT to turn south at Morningside Ave with terminal at UTSC. 2. If N3 is chosen, the terminus station is preferred to be located on McLevin	Thank you for your detailed message. It will be passed on to the project team.	22-Aug-08

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				Ave north of Malvern Town Centre. In future extension, the SRT can then turn north to Neilson Rd. This location is better for the following reasons: (a) it can be served by buses along Tapscott Rd, McLevin Ave, Sewells Rd and Neilson Rd., (b) a lot of parking spaces can be converted from the lawn and woods at the west and north of Malvern Town Centre (new trees or existing trees in the woods can be planted along the road sides to maintain the same green mass), (c) it can attract more riders from the north and east with the additional parking spaces, (d) unlike the original terminus station located on Neilson Rd, this new location have more road connections, and cars for rider drop-off and pick-up are less likely to create traffic jam at peak hours, and (e) it is more convenient for riders to shop after work before going home. 3. Although the route length of N3 is shorter than N4, yet N3 passes through many residential area, schools and parks, and the ambient noise level may be as low as 55. The cost for noise mitigation of N3 may be much higher than N4 which passes along highway and heavy traffic road which ambient noise level may be up to 75. Thank you for your attention, and I apologize for sending you many drafts of these comments due to errors in my computer.		
41	18-Aug-08	Email	Concerns regarding negative LRT impact on **environmental conditions** of the area (natural paths, parks)	I am writing on behalf of 2 properties - my house and my mother's. One of the greatest concerns that we have as residents is the impact this project will have on the natural habitat. We walk Morningside park and its surroundings every morning and one of the most spectacular sights is deer and other wildlife. I cannot help but worry about the fact that adding more hardware concrete and the like to this area will either kill or drive these treasures out for good. I also understand that the bridge on Morningside may be widened and will infringe upon some of the natural paths of the park. In a time when the GTA is screaming for us to be more eco-minded I cannot understand why we would want to medal with the nature in this way. Morningside is beautiful as it is and I am concerned that the ravine and the	Thank you for expressing concerns related to the proposed Scarborough Malvern LRT. To follow-up in advance of the next round of public open houses which will be scheduled within the first few months of 2009, please review the following responses on behalf of the project team. 1. Concern regarding Green Spaces (Morningside Park) The protection of green spaces is a priority. The park paths under the bridge will not be cut off in the final configuration. As indicated in the typical Transit City cross section, street trees are being considered for inclusion as a standard. As part of the Study a detailed inventory of the existing street trees will be undertaken. In cases where existing trees will be affected, efforts will be made (where possible) to relocate the tree. Along sections where no street trees	05-Dec-08

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				park and surroundings will be irrevocably damaged by this project. Sadly Malvern continues to be the target of projects that other communities have said no to or have shot down. I am definitely against this and mirror others that this plan is not necessary. We prefer that you improve the bus service and make the GO transit more accessible to residents traveling into and out of the city.	are present today street trees will planted as part of the program. Any trees lost during the construction of the new LRT lines will be replaced according to the City's forestry policy. Please note that the TTC is responsible to and working with the Toronto and Region Conservation Authority to develop workable solutions to the crossing of Highland Creek at Morningside Avenue. The TRCA has favourably reviewed the proposals submitted to date. Furthermore, erosion is not permitted. 2. Concern about Noise and Vibration There will be minimal noise and vibration impacts to surrounding residents and businesses resulting from LRT operations. Advances in vehicle and track technology --over existing streetcar infrastructure-- produce noise and vibration levels comparable to the operation of a diesel powered city bus. The TTC's track construction standard employs the use of vibration damping resilient fastening technology which reduces ground borne vibration to imperceptible levels outside the public right of way. The LRT operation will not contribute any noise levels above those currently experienced in a busy urban street environment. Noise levels of light rail vehicles operating in the centre of the road are directly comparable to a standard diesel bus. 3. Environmental Concern - Emissions Local emissions from the transit vehicles will essentially be eliminated which will benefit the local communities. The power for the LRTs will be provided through the Toronto Hydro network. Power generation is not within the control of the TTC. However, the Ontario Government is actively promoting and advancing cleaner energy options and pollution control measures. The entire Transit City network (120 Kilometers of LRT) is projected to have 175 million riders and 92% less emissions than automobiles. The expansion of transit should be viewed as a benefit to the environment as it will give residents across Toronto a competitive alternative to the private auto. 4. Why not increase Bus or Go Service instead? Light Rail Transit (LRT) is preferred over buses for a wide variety of reasons.	

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					LRT is more comfortable for riders, quieter, has no emissions on the street, and is far superior in carrying capacity in a constrained environment such as an arterial roadway. Buses in dedicated lanes, sometimes called BRT, or bus rapid transit, could not easily accommodate 4600 to 5000 people - the peak hour demand projected in the corridor - unless the bus ROW includes by-pass lanes at intersections/stations to allow some buses to operate *express* and pass *local buses* stopped to serve customers. To illustrate the problem, it would require 64 articulated buses per hour to accommodate a peak hour demand of 4800 people. That is a bus approximately every minute. Even with dedicated lanes, buses operating this close together would catch up to one another and *bunching* would result if some of them don*t operate express. Given that there are a variety of important objectives for the study corridor - in addition to high quality transit - such as a comfortable walking environment, attractive streetscaping, bike lanes, etc., there is insufficient width available to allow the construction of a by-pass lane to be added to the transit right of way. The Toronto Transit City Light Rail Plan will vastly enhance transit and transportation across Toronto and is the most economically efficient way to get people out of their cars. Its far-reaching lines will help revitalize neighbourhoods, spur economic growth and help to reduce emissions. Seven new Light Rail Transit (LRT) lines will bring reliable, fast, quiet and comfortable transit service to many Toronto neighbourhoods. Transit City has been strongly endorsed by the TTC, the City of Toronto, and Metrolinx, the regional transportation agency. The Province of Ontario has announced funding for the construction of the lines and they are incorporated into the Regional Transportation Plan recently proposed by Metrolinx. Transit City routes have been selected to reinforce the strong pro-transit focus of the City*s Official Plan. All seven routes will connect with the existing TTC subway system, GO Rail lines, other Transit City routes, and planned rapid transit lines in Durham, York and Peel regions. They will provide new direct high quality transit links to areas that are currently far removed from rapid transit, including the north, west, and eastern areas of Toronto. The lines include: Don Mills (DMLRT) This 18-kilometre long line will run along the Don Mills Road corridor from the Bloor-Danforth Subway to Steeles Avenue and potentially into York	

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					Region. * Current bus routes: 25 Don Mills, 81 Thorncliffe Park * Ridership in 2006: 15 million * Ridership in 2021: 24 million Eglinton Crosstown (ECLRT) This 31-kilometre long route will link Kennedy Station in the east with Pearson Airport and the Mississauga Transitway in the west. The line will operate in an underground tunnel from approximately Laird Drive in the east to Keele Street in the west. * Current bus routes: 32 Eglinton West, 34 Eglinton East * Ridership in 2006: 32 million * Ridership in 2021: 52 million Etobicoke- Finch West (FWLRT) This 18-kilometre long route will link Finch Station with northern Etobicoke, provide direct service to Humber College and could be extended to Mississauga, the Woodbine racetrack or Pearson Airport. * Current bus routes: 36 Finch West * Ridership in 2006: 15 million * Ridership in 2021: 24 million Jane (JLRT) This 17-kilometre long route will stretch along Jane Street from the Bloor-Danforth Subway to the new Steeles West Station on the Spadina Subway and, potentially, further into York Region. * Current bus route: 35 Jane * Ridership in 2006: 15 million * Ridership in 2021: 19 million Scarborough Malvern (SMLRT) This 15-kilometre long route will link Kennedy Station with northern Scarborough and Malvern, and provide direct service to the University of Toronto at Scarborough and Centennial College*s Ellesmere Campus. * Current bus routes: 116 Morningside, 86 Scarborough * Ridership in 2006: 8 million * Ridership in 2021: 22 million	

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					Sheppard East (SELRT) This 14-kilometre long route will extend rapid transit service east from Don Mills Station to northern Scarborough, Malvern, and, potentially, Durham Region. * Current bus routes: 85 Sheppard East, 190 Scarborough Centre Rocket * Ridership in 2006: 9 million * Ridership in 2021: 20 million Waterfront West (WWLRT) This 11-kilometre long extension of the Harbourfront streetcar line will link Union Station and Exhibition Place with Parkdale, High Park, and southern Etobicoke, and could be extended into Mississauga. * Current routes: 501 Queen, 508 Lake Shore, 509 Harbourfront * Ridership in 2006: 8 million * Ridership in 2021: 15 million 5. Concern re: Funding Please note that the Province of Ontario is committed to the funding of Transit City through its $17.5 Billion MoveOntario 2020 announcement. The Federal Government has been asked to contribute 35% or $6 Billion. The project team looks forward to ongoing dialogue with you and residents in the community.	
42	27-Aug-08	Telephone	Request to be added to the **mailing list**.	I would like to be added to the mailing list. Please send me information.	N/A	N/A
43	23-Aug-08	Email	Concern regarding possible **parking** at Guildwood GO station.	On one of the pieces of information that was delivered to our home seemed to indicate that there could be a connecting stop at the Guildwood Go station for the new LRT. I am very concerned about the potential impact to parking spaces, particular in the south parking lot, should this go forward. Would you consider giving local residents priority parking spaces in this lot? I am thinking that once there is a new LRT connection here, people will park in the small number of spaces and make it harder for us to find something in the early morning when we are commuting using GO. thanks	Thank you for raising the concern regarding the availability of future parking for local residents. The comments were documented and staff at TTC and Go Transit who oversee parking have been notified and requested to respond. We will notify you as soon as a response is confirmed.	28-Aug-08

Scarborough Malvern LRT Project
Draft Detailed Comments and Responses from July 11, 2008 – September 25, 2009

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44	2-Sep-08	Email	Request to be added to the **mailing list**.	Please add me to your mailing list.	Thank you for the message. To confirm, you have been added to the following project mailing lists: Don Mills LRT Jane LRT Eglinton LRT Finch West LRT Malvern LRT Sheppard LRT Waterfront West LR	02-Sept-08
45	25-Sep-08	Telephone	Request for **information** regarding this project.	Call me please, I want to know more about this project	Called the caller back and gave website address / information for caller to read if interested in current situation.	15-Sept-09
46	5-Aug-08	Email	**Various concerns** regarding LRT project such as: **cost, noise / vibration, traffic, environmental affects, traffic and ROW**.	Concerns regarding the Scarborough Malvern Light Rail: 1. This plan is not necessary. Improve infrastructure to 905 area codes before it*s too late. The talk of influx of people to GTA in the next 20 years can be addressed by improving bus service on existing bus lines. 2. If the 905 area (namely Durham) will be affected in a large way by the rising fuel costs, both home heating and cars. The belief is those towns stand at great risk to be considered the ghettos of the future and people will be returning to the city. Then, a more efficient and economical transportation system would be more beneficial to everyone. 3. These moneys would be greater served if put towards getting people out of cars commuting from both 905 areas and into bus lines or improved GO service. Eliminate the cut through traffic and the pressure will be off the roads for Scarborough residents. 4. Where will the money for these projects come from? If the city raised our property taxes one percent to cover costs it could not manage, how much will people be burdened in the near future? 5. The planning and budget costs are based on current projections, but the building is not for at least 6 years (2014). How much will that number change when the project begins? 6. Does the cost of expanding Morningside exceed the price of expanding	Thank you for the message. Please review responses in bold to your comments and questions. 1. This plan is not necessary. Improve infrastructure to 905 area codes before it*s too late. The talk of influx of people to GTA in the next 20 years can be addressed by improving bus service on existing bus lines. LRT is preferred over buses for a wide variety of reasons. LRT is more comfortable for riders, quieter, has no emissions on the street, and is far superior in carrying capacity in a constrained environment such as an arterial roadway. Buses in dedicated lanes, sometimes called BRT, or bus rapid transit, could not easily accommodate 4600 to 5000 people – the peak hour demand projected in the corridor - unless the bus ROW includes by-pass lanes at intersections/stations to allow some buses to operate "express" and pass "local buses" stopped to serve customers. To illustrate the problem, it would require 64 articulated buses per hour to accommodate a peak hour demand of 4800 people. That is a bus approximately every minute. Even with dedicated lanes, buses operating this close together would catch up to one another and 'bunching' would result if some of them don't operate express. Given that there are a variety of important objectives for the study corridor – in addition to high quality transit – such as a comfortable walking environment, attractive streetscaping, bike lanes, etc., there is insufficient width available to allow the construction of a by-pass lane to be added to the transit right of way. 2. If the 905 area (namely Durham) will be affected in a large way by the rising fuel costs, both home heating and cars. The belief is those towns stand at great	03-Nov-08

Scarborough Malvern LRT Project
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				Meadowvale? If Sheppard will be part of this plan, then the university and college are still accessible. By moving further east, the Toronto Zoo could benefit and people in Pickering could access TTC from the zoo and use their large parking facilities year round. This would generate income for the zoo which is heavily subsidized by the City of Toronto. 7. At the end of these few points. The consensus of the neighbours that I have spoken with do not see the benefit of this project for anyone. 8. The expansion of Morningside brings up many logistical problems. a. Vibration and erosion of hillside properties. b. Access cut off to and from Hwy 401. People will have to make u-turns at major intersections which will cause further congestion. Furthermore, how will larger vehicles (private and commercial) make a u-turn? c. Construction of new roadway (at least 5 years of construction). d. Loss of burm (sloped hill on Morningside Ave.), and building of retaining wall which will turn area into an echo chamber. e. The Coronation St. area of commercial trucks using this street will only be amplified by this echo chamber. f. Loss of greenery and natural habitats. g. Expansion of Morningside bridge and disturbing the natural park area. h. Cutting off the park paths under the bridge. I. Where will the power for these trains come from? One of the dirty little secrets of streetcars is their huge consumption of electricity (which stay on drawing amperage 24/7). Does this project help push the agenda of coal fired plants or worse nuclear. If this project were to be piggy backed onto say building solar farms or GOOD alternative fuel energies to offset the cost of their infrastructure, I would be willing to give up a lot for the greater good, but to say street cars are an answer to carbon credits or carbon taxes is a bit of stretch. Toronto like any other large city has the potential to do many great things, but it is the belief of many that this project comes short of that, there is nothing visionary about it. 9. One of the original points that turned me off of this project was in the mail out newsletter the pictures of the proposed train set ups were a little misleading. Nowhere on the letter is it clearly stated that it is to be a RAISED RIGHT OF WAY system. This too many HOMEOWNERS on said routes	risk to be considered the ghettos of the future and people will be returning to the city. Then, a more efficient and economical transportation system would be more beneficial to everyone. -and- 3. These moneys would be greater served if put towards getting people out of cars commuting from both 905 areas and into bus lines or improved GO service. Eliminate the cut through traffic and the pressure will be off the roads for Scarborough residents. -and- 7. At the end of these few points. The consensus of the neighbours that I have spoken with do not see the benefit of this project for anyone. The Toronto Transit City Light Rail Plan will vastly enhance transit and transportation across Toronto and is the most economically efficient way to get people out of their cars. Its far-reaching lines will help revitalize neighbourhoods, spur economic growth and help to reduce emissions. Seven new Light Rail Transit (LRT) lines will bring reliable, fast, quiet and comfortable transit service to many Toronto neighbourhoods. Transit City has been strongly endorsed by the TTC, the City of Toronto, and Metrolinx, the regional transportation agency. The Province of Ontario has announced funding for the construction of the lines and they are incorporated into the Regional Transportation Plan recently proposed by Metrolinx. Transit City routes have been selected to reinforce the strong pro-transit focus of the City's Official Plan. All seven routes will connect with the existing TTC subway system, GO Rail lines, other Transit City routes, and planned rapid transit lines in Durham, York and Peel regions. They will provide new direct high quality transit links to areas that are currently far removed from rapid transit, including the north, west, and eastern areas of Toronto. The lines include: Don Mills (DMLRT) This 18-kilometre long line will run along the Don Mills Road corridor from the Bloor-Danforth Subway to Steeles Avenue and potentially into York	

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				may not be aware of how this cuts off travel routes. 10. Going back to the issue of 905 areas using these areas as a cut through, the Boxgrove community and Morningside Heights developments now will be flooding down to Kingston Rd. via the newly widened and opened Morningside Ave. at Finch. This will cause greater congestion in the neighbourhood. 11. What are the other lines planned? Why couldn't*t the Lakeshore areas be used and also double as a boardwalk or cycle path at sea level all the way to downtown? Or even the Ellesmere Rd. water gullies which were once considered. 12. How will a street car deal with the slope of Morningside Ave., especially during the winter season? 13. Would neighbourhoods not be better served with much smaller bus loops feeding into a larger train line going downtown, as opposed to one large loop that serves no one? If one wanted to get downtown they would probably use the GO system instead of the LRT or drive their car.	Region. • Current bus routes: 25 Don Mills, 81 Thorncliffe Park • Ridership in 2006: 15 million • Ridership in 2021: 24 million Eglinton Crosstown (ECLRT) This 31-kilometre long route will link Kennedy Station in the east with Pearson Airport and the Mississauga Transitway in the west. The line will operate in an underground tunnel from approximately Laird Drive in the east to Keele Street in the west. • Current bus routes: 32 Eglinton West, 34 Eglinton East • Ridership in 2006: 32 million • Ridership in 2021: 52 million Etobicoke- Finch West (FWLRT) This 18-kilometre long route will link Finch Station with northern Etobicoke, provide direct service to Humber College and could be extended to Mississauga, the Woodbine racetrack or Pearson Airport. • Current bus routes: 36 Finch West • Ridership in 2006: 15 million • Ridership in 2021: 24 million Jane (JLRT) This 17-kilometre long route will stretch along Jane Street from the Bloor-Danforth Subway to the new Steeles West Station on the Spadina Subway and, potentially, further into York Region. • Current bus route: 35 Jane • Ridership in 2006: 15 million • Ridership in 2021: 19 million Scarborough Malvern (SMLRT) This 15-kilometre long route will link Kennedy Station with northern Scarborough and Malvern, and provide direct service to the University of Toronto at Scarborough and Centennial College's Ellesmere Campus. • Current bus routes: 116 Morningside, 86 Scarborough • Ridership in 2006: 8 million • Ridership in 2021: 22 million	

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					Sheppard East (SELRT) This 14-kilometre long route will extend rapid transit service east from Don Mills Station to northern Scarborough, Malvern, and, potentially, Durham Region. • Current bus routes: 85 Sheppard East, 190 Scarborough Centre Rocket • Ridership in 2006: 9 million • Ridership in 2021: 20 million Waterfront West (WWLRT) This 11-kilometre long extension of the Harbourfront streetcar line will link Union Station and Exhibition Place with Parkdale, High Park, and southern Etobicoke, and could be extended into Mississauga. • Current routes: 501 Queen, 508 Lake Shore, 509 Harbourfront • Ridership in 2006: 8 million • Ridership in 2021: 15 million 4. Where will the money for these projects come from? If the city raised our property taxes one percent to cover costs it could not manage, how much will people be burdened in the near future? The Province of Ontario is committed to the funding of Transit City through its $17.5 Billion MoveOntario 2020 announcement. The Federal Government has been asked to contribute 35% or $6 Billion. 5. The planning and budget costs are based on current projections, but the building is not for at least 6 years (2014). How much will that number change when the project begins? The 2009 costing and budgets prepared by the TTC include escalation to account for future expenditures. 6. Does the cost of expanding Morningside exceed the price of expanding Meadowvale? If Sheppard will be part of this plan, then the university and college are still accessible. By moving further east, the Toronto Zoo could benefit and people in Pickering could access TTC from the zoo and use their large parking facilities year round. This would generate income for the zoo which is heavily subsidized by the City of Toronto.	

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					The concept of going to the zoo is under investigation by the Sheppard East LRT which is currently completing their Class Environmental Assessment. Information and questions pertaining to that alignment can be directed to: http://www.toronto.ca/involved/projects/sheppard_east_lrt/index.htm -or- Public Consultation City of Toronto Metro Hall, 19th Floor 55 John Street Toronto, ON M5V 3C6 Tel: 416-338-1066 TTY: 416-397-0831 Fax: 416-392-2974 Email: sheppardtransit@toronto.ca The Scarborough-Malvern LRT (SMLRT) alignment has been developed to provide continuity to the network, link/grow communities, develop ridership, connect the University of Toronto – Scarborough Campus and service the future needs of the area. The length of the SMLRT extending further on Kinston Road and up Meadowvale Road is greater than the current alignment and will therefore cost more and will miss some of the critical service planning elements of the Transit City Program. 8. The expansion of Morningside brings up many logistical problems. 8a. Vibration and erosion of hillside properties. There will be minimal noise and vibration impacts to surrounding residents and businesses resulting from LRT operations. Advances in vehicle and track technology over existing streetcar infrastructure produce noise and vibration levels comparable to the operation of a diesel powered city bus. The TTC's track construction standard employs the use of vibration damping resilient fastening technology which attenuates ground borne vibration to imperceptible levels outside the public right of way. The LRT operation will not contribute any noise levels above those currently experienced in a busy urban street environment. Noise levels of light rail vehicles operating in the centre of the	

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					road are directly comparable to a standard diesel bus or heavy truck. Erosion is not permitted. 8b. Access cut off to and from Hwy 401. People will have to make u-turns at major intersections which will cause further congestion. Furthermore, how will larger vehicles (private and commercial) make a u-turn? -and- 9. One of the original points that turned me off of this project was in the mail out newsletter the pictures of the proposed train set ups were a little misleading. Nowhere on the letter is it clearly stated that it is to be a RAISED RIGHT OF WAY system. This to many HOMEOWNERS on said routes may not be aware of how this cuts off travel routes. Access to and from the Hwy 401 will not be cut off. Left turns across the LRT tracks will only be permitted at signalized intersections. Between traffic signals no left turns will be permitted, access to un-signalized intersections or driveways will be restricted to right-in and right-outs. However, in addition to the left turns, "U" turns will also be permitted at signalized intersections. Provisions will be made to ensure that sufficient queuing space is provided for these additional turning movements. With the LRT in place, a motorist wishing to access a local street or driveway with restricted access would simply go past the driveway to the next signalized intersection and make a "U" turn to proceed to his/her destination. 8c. Construction of new roadway (at least 5 years of construction). The duration of construction in front of any one business or residence is a function of the scope of work being performed. Along with LRT construction the City and TTC will try to include the replacement and rehabilitation of other municipal assets to avoid multi-year disruptions and costly rework. Typically any one business can expect traffic and construction impacts for several months as various construction activities progress in a linear fashion. Road and pedestrian access to business and residences will be maintained at all times.	

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					Understanding the level of disruption experienced by business and residents, City and TTC staffs have developed processes meant to minimise these impacts. Prior to any construction activity starting a communication plan including work schedules will be disseminated to the communities currently affected. Lessons learned from other LRT projects have streamlined construction activities and timelines in order to shorten the overall disruption. Project teams will be established to work with area businesses throughout the duration of construction to manage site specific issues. From business access to garbage pick-up these teams work with local communities to find solutions to everyday problems related to the construction. 8d. Loss of burm (sloped hill on Morningside Ave.), and building of retaining wall which will turn area into an echo chamber. -and- 8e. The Coronation St. area of commercial trucks using this street will only be amplified by this echo chamber. These two points require clarification to understand the concern, however if the comment is directed to the area adjacent to Hillside Colligate, an "echo chamber" will not be created. 8f. Loss of greenery and natural habitats. As indicated in the typical Transit City cross section, street trees are being considered for inclusion as a standard. As part of the Study a detailed inventory of the existing street trees will be undertaken. In cases where existing trees will be affected, efforts will be made (where possible) to relocate the tree. Along sections where no street trees are present today street trees will planted as part of the program. Any trees lost during the construction of the new LRT lines will be replaced according to the City's forestry policy. 8g. Expansion of Morningside bridge and disturbing the natural park area.	

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					The TTC is responsible to and working with the Toronto and Region Conservation Authority to develop workable solutions to the crossing of Highland Creek at Morningside Avenue. The TRCA has favourably reviewed the proposals submitted to date. 8h. Cutting off the park paths under the bridge. The park paths under the bridge will not be cut off in the final as built configuration. 8i. Where will the power for these trains come from? One of the dirty little secrets of streetcars is their huge consumption of electricity (which stay on drawing amperage 24/7). Does this project help push the agenda of coal fired plants or worse nuclear. If this project were to be piggy backed onto say building solar farms or GOOD alternative fuel energies to offset the cost of their infrastructure, I would be willing to give up a lot for the greater good, but to say street cars are an answer to carbon credits or carbon taxes is a bit of stretch. Toronto like any other large city has the potential to do many great things, but it is the belief of many that this project comes short of that, there is nothing visionary about it. LRT vehicles are electrically powered and in most instances will reduce or replace existing bus service. Local emissions from the transit vehicles will essentially be eliminated which will benefit the local communities. The power for the LRT's will be provided through the Toronto Hydro network. Power generation is not within the control of the TTC. However, the Ontario Government is actively promoting and advancing cleaner energy options and pollution control measures. 10. Going back to the issue of 905 areas using these areas as a cut through, the Boxgrove community and Morningside Heights developments now will be flooding down to Kingston Rd. via the newly widened and opened Morningside Ave. at Finch. This will cause greater congestion in the neighbourhood. The LRT will provide a benefit to both long haul travel and to community travel needs as well. Long haul travel will benefit by providing higher-order transit service to destinations that are currently un-served by such service.	

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					Local travel needs will also be enhanced, as the LRT will operate within its own dedicated area away from traffic congestion. The LRT will be more reliable in terms of maintaining schedule, and will be faster than buses that are typically affected by traffic congestion. The addition of the Scarborough-Malvern LRT, Sheppard East LRT and SRT to these neighbourhoods will provide an attractive viable alternative to the car. 11. What are the other lines planned? Why couldn't*the Lakeshore areas be used and also double as a boardwalk or cycle path at sea level all the way to downtown? Or even the Ellesmere Rd. water gullies which were once considered. As indicated in the typical Transit City cross section bike lanes are being considered for inclusion as a standard. However, where there is not sufficient Right-of-Way (i.e. where the road is too narrow to fit transit, cars and bikes) alternative routing is considered. As for alternative alignments, TTC Service Planning has reviewed and identified the alignments which best meet the requirements of the City's Official Plan, future growth and travel demands. The Scarborough-Malvern LRT reviewed a number of different alignments within the corridor as presented already. Further, the SMLRT has one of the highest peak ridership demands of any Transit City alignment. 12. How will a street car deal with the slope of Morningside Ave., especially during the winter season? The LRT vehicles can negotiate 5% grades. 13. Would neighbourhoods not be better served with much smaller bus loops feeding into a larger train line going downtown, as opposed to one large loop that serves no one. If one wanted to get downtown they would probably use the GO system instead of the LRT or drive their car. The Scarborough-Malvern LRT is utilizing existing smaller bus routes to feed into this higher order technology. The SMLRT also terminates and networks with GO Transit, Bloor-Danforth Subway, Scarborough Rapid Transit,	

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
					Sheppard East LRT, and Eglinton Crosstown LRT.	
47	25-Aug-08	Email	See **ID #45** (Parking spaces at Guildwood GO station).	On one of the pieces of information that was delivered to our home it seemed to indicate that there could be a connecting stop at the Guildwood Go station for the new LRT. I am very concerned about the potential impact to parking spaces, particular in the south parking lot, should this go forward. Would you consider giving local residents priority parking spaces in this lot? I am thinking that once there is a new LRT connection here, people will park in the small number of spaces and make it harder for us to find something in the early morning when we are commuting using GO.	The TTC is not responsible for parking at the GO parking lots, however we have passed your concern to the GO Transit member of our Technical Audit Committee for future consideration. Currently less than 1% of the GO ridership at Guildwood is arriving from public transit and less than 5% of the TTC users board and alight at this stop. We are not expecting a significant change with the implementation of the LRT in the parking usage at this location. Thank you for your interest in the Scarborough Malvern LRT project. ********** Previous response (Aug. 28, 2008) Thank you for raising the concern regarding the availability of future parking for local residents. The comments were documented and staff at TTC and Go Transit who oversee parking have been notified and requested to respond. We will notify you as soon as a response is confirmed.	15-Sept-09
48	4-Nov-08	Email	Question regarding LRT **route alignment** and **potential stops**.	I need to get from Lawlor avenue to Metropolitan Rd in Scarborough each day. Will this help me? I will also occasionally need to get from Lawlor to Malvern Medical Centre. Will this help me?	A map showing the routing of the future Scarborough Malvern LRT is attached. While your first destination (41 Metropolitan Rd) is west of the planned Malvern LRT, your second destination (1331 Neilson Road) is within the study area. The Malvern LRT will begin at Kennedy Subway Station. The preliminary preferred alignment would travel east along Eglinton Avenue, northeast on Kingston Road, north on Morningside Avenue to Sheppard Avenue where it would interline with the proposed Sheppard East LRT. It would proceed westerly to Neilson Road, and north along Neilson Road to the Malvern Town Centre. Furthermore, for a trip from 1331 Neilson Rd to 41 Metropolitan Rd, both the Scarborough Malvern LRT and the future Sheppard Avenue East LRT could help you. The Sheppard Avenue East LRT will run from Don Mills Station along Sheppard Avenue East to Meadowvale Rd. Therefore, the Sheppard LRT would take you to a stop at Warden and Sheppard (just north of your destination). You could easily transfer from Sheppard Avenue to the 68 B Warden Bus.	05-Nov-08

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					A map of the Sheppard Avenue East LRT is posted online here: http://www.toronto.ca/involved/projects/sheppard_east_lrt/index.htm A map showing the entire transit city network including the future Sheppard Avenue East and Scarborough Malvern LRTs is posted here: www.toronto.ca/transitcity best regards, ********** ORIGINAL MESSAGE: The study area map is posted on the project website. http://www.toronto.ca/involved/projects/malvern_lrt/index.htm http://www.toronto.ca/involved/projects/malvern_lrt/pdf/map.pdf The map is also attached and can be enlarged by clicking the "plus" symbol in the toolbar.	
49	13-Nov-08	Email	Comments on LRT, including: **land use and design, safety for pedestrians and cyclists, and streetscaping ideas.**	Scarborough/Malvern LRT Comments Land Use and Infrastructure Design redesign of Kennedy Station and vicinity to eliminate bridge which is a barrier to pedestrians and cyclists; investigate demolishing bridge and tunnelling rail and LRT/bus access under Eglinton instead of street crossing them above grade as is the case now; improve land use and pedestrian connections around this mobility hub (e.g., relocate library to recreation centre combined with a staffed station building for Kennedy GO Station) land use at Morningside and Ellesmere - both the university campus and hospital are major destinations serviced by this line but are located some distance from the intersection; how best to accommodate travel to campus and hospital; could parts of both be relocated closer to the intersection as the university has already done?; perhaps any future expansion of either should be at the intersection (e.g. where gas station now is on NW corner). Improve Safety for Pedestrians and Cyclists	Thank you for the e-mail from November 13, 2008. Please review the following responses (in bold) to specific points from your message. Land Use and Infrastructure Design redesign of Kennedy Station and vicinity to eliminate bridge which is a barrier to pedestrians and cyclists; investigate demolishing bridge and tunnelling rail and LRT/bus access under Eglinton instead of street crossing them above grade as is the case now; improve land use and pedestrian connections around this mobility hub (e.g., relocate library to recreation centre combined with a staffed station building for Kennedy GO Station) <Kennedy Station redesign is a comprehensive project unto itself, all items you have identified are under consideration> land use at Morningside and Ellesmere - both the university campus and hospital are major destinations serviced by this line but are located some distance from the intersection; how best to accommodate travel to campus and hospital; could parts of both be relocated closer to the intersection as the university has already done?; perhaps any future expansion of either should be	17-Nov-08

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				reduce speed limit along Eglinton to 50km/h once LRT is in place add bicycle lanes along Eglinton and Kingston Rd.; add more crosswalks; move sidewalks away from the road where they are right beside it Relocate VIA station relocate Guildwood VIA station to Eglinton GO station for closer pedestrian connection to new LRT; useful for travellers when encumbered with baggage Streetscaping use this project as an opportunity for street beautification - ban billboards and other commercial signs, tree planting and landscaping, decorative light standards incorporated with the poles and arms supporting the overhead LRT power; bury utility lines in conduit pipe if have to dig up roadway to relocate sewers anyway architectural design competition for streetcar loop / interchange at Eglinton and Kingston Road create a public space and scenic visual gateway / area landmark with flags, fountains, public art, trees, landscaping, night spotlights, etc.	at the intersection (e.g. where gas station now is on NW corner). <The Scarborough Malvern LRT (SMLRT) preferred alignment in this area runs: 1. Morningside Avenue to Ellesmere Road, 2. Turns east on Ellesmere Road to Military Trail, 3. Turns left on Military Trail to Morningside Avenue, 4. Turns right onto Morningside Avenue This alignment will pick up the University of Toronto Scarborough Campus and Centennial College. The Scarborough Centenary hospital destination will receive high quality bus service> Improve Safety for Pedestrians and Cyclists reduce speed limit along Eglinton to 50km/h once LRT is in place add bicycle lanes along Eglinton and Kingston Rd.; add more crosswalks; move sidewalks away from the road where they are right beside it <The SMLRT will include bicycle lanes along Eglinton Avenue and Kingston Road, and crosswalk where required, and sidewalks and an urban planning landscape> Relocate VIA station relocate Guildwood VIA station to Eglinton GO station for closer pedestrian connection to new LRT; useful for travellers when encumbered with baggage <Go Transit has been consulted regarding the interface at Guildwood and Eglinton Station and are aware and supportive of the configuration at these intermodal interfaces. The transfer between VIA and TTC is relatively low and would not warrant relocation of the station or taking the LRT off line at this location> Streetscaping use this project as an opportunity for street beautification - ban billboards and	

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					other commercial signs, tree planting and landscaping, decorative light standards incorporated with the poles and arms supporting the overhead LRT power; bury utility lines in conduit pipe if have to dig up roadway to relocate sewers anyway <Every Transit City alignment plans for urban design enhancements such as: tree plantings and street elements. The under- grounding of utilities will occur where required> architectural design competition for streetcar loop / interchange at Eglinton and Kingston Road create a public space and scenic visual gateway / area landmark with flags, fountains, public art, trees, landscaping, night spotlights, etc. <The TTC commits to further study and coordination of Eglinton Avenue and Kingston Road during the preliminary and detail phases of the project, proposed layouts of the area will be available at the next Open House > We will notify you as soon as the next round of Open Houses are scheduled.	
50	13-Dec-08	Email	**Support** of the project. Request to **volunteer.**	Hi, Its exciting to see the development of LRT in Toronto, It will greatly reduce the hectic often over crowded TTC and reduce conjunction in our highways. Living in Malvern myself I've seen the transformation of our neighbourhood from its notorious bad rep to becoming a well rounded community. A LRT will definitely add to this new value and I want to be part of it which why I'm requesting for any part-time or voluntary positions you have available. I don't have much experience but I'm eager to contribute my time to the development of LRT.	Thank you for the message and expressing your support for the Scarborough Malvern LRT. At this time, there are no specific volunteer positions available, however, by copy of this message project staff will be informed of your interest. Many residents have contacted us for this LRT project as well as other LRT projects and have asked how they can best push to have the project built as soon as possible or alternately, how they can have it stopped. We advise that you should contact your local city councillor directly to express your opinion, as City council approval is required in order for the LRT to be approved. A list of City councillors and their contact information is available at this website: http://app.toronto.ca/im/council/councillors.jsp We will notify you as soon as the next round of Public Open Houses are scheduled in 2009. Hopefully you can attend and meet members of the City	16-Dec-08

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
					and TTC project team.	
51	27-Dec-08	Email	Suggestion regarding LRT **route alignment**, and possibly combining the ECLRT with the SMLRT.	Hello. I have read about the new LRT to be built in Toronto and would like to make a suggestion. I saw the maps with the different lines, and I see no reason for the Malvern and Eglinton lines to be separate - it would increase convenience and travel times for passengers if these two lines were combined into one. I would imagine it would also be easier for the construction at Kennedy Station to only build one LRT platform instead of two separate ones. If there is any concern for TTC drivers (needing a break), the drivers could switch at this point. Please consider this suggestion. Thank you.	Thank you for the message from December 27. To confirm your message was documented and reviewed by the project managers for both the Scarborough Malvern and Eglinton Crosstown projects. It is essential that convenient and high quality connections be provided between the LRT lines and Kennedy Station. Studies are currently underway to review and evaluate alternatives for LRT - subway connections for all Transit City projects including the Scarborough Malvern and Eglinton Crosstown LRTs. When more information is available, the project website will be updated. Information on all transit city projects is posted at www.toronto.ca/transitcity	13-Jan-08
52	8-Jan-09	Email	Request for clarification regarding LRT **route alignment of SRT.**	I've read through this entire document and want to know that the attached proposed alignment of the lrt is no longer being considered - please be clear. [see attached PDF ID#52] >> Original Message: Please find attached a Notice of Study Completion for the Sheppard Avenue East Light Rail Transit project. As indicated in the attached notice, the Environmental Assessment Report is posted online at www.toronto.ca/transitcity please see: "Sheppard Avenue East LRT". The website can also be accessed directly at: http://www.toronto.ca/involved/projects/sheppard_east_lrt/index.htm	We reviewed your concern regarding the alignment to Malvern Town Centre, the routing you were concerned about is for the Scarborough Rapid Transit (SRT) and is unrelated to our SMLRT Environmental Assessment. Thank you for your interest.	15-Sept-09
53	3-Apr-09	Telephone	Question regarding location of **public open house** no longer displayed on website.	Will the Scarborough Malvern LRT open house be still happening at West Hill on the 16th? It's been removed from your website."	Informed caller that the April 16 open house was indeed cancelled. I took his email for the mailing list and suggested he check back on the website to see when a new open house date was set.	06-Apr-09
54	6-Apr-09	Telephone	Request for **materials / information** on project.	Calling from Victoria, BC. Could you send me information about the time line and other details for the Scarborough Malvern and Eglinton Crosstown LRT projects?	Mailed caller FAQ and website information for both SMLRT and ECLRT.	25-Sept-09
55	9-Apr-09	Other meeting	Request for **information** on the project.	On Monday night I was working at the open house for the Kingston Road project and I had a conversation with a resident, who lives and owns two houses on Morningside Drive near Kingston Road. Besides talking about the Kingston Road project, the resident also had some concerns and questions about the Scarborough Malvern LRT which I couldn't answer. I think he may have contacted someone about this project in the past but felt like he was getting the answers he was looking for. Could you please check for any	The project team for the Scarborough Malvern LRT is planning additional meetings which are tentatively scheduled to be held in late May. All stakeholders will be notified as soon as any meeting dates are confirmed. According to our records, the attached was sent on November 3, 2008. However, please do not hesitate to send additional questions or concerns to this email address.	09-Apr-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				outstanding messages from this resident (who is copied on this message), or see if there is any new information you can share with him? Thank you! And sorry I didn't share this information with you sooner. As you know, I was off sick for the past two days and am just now getting caught up on my email. One thing that occurred to me after the resident left on Monday night was some confusion in our discussion about the projected costs for various transit projects. I believe you said you had heard the City's transit proposals were going to cost $50 billion, which took me by surprise, though I couldn't confirm where that number came from. I realise now that figure you were quoting relates to "The Big Move" plan recently announced by Metrolinx, the new regional transportation authority. Metrolinx has set out a 25-year plan to enhance transit across the Greater Toronto and Hamilton area, stretching as far north as Lake Simcoe. All of these projects together under the brand, "The Big Move", including proposed TTC projects like those the City of Toronto has proposed under its "Transit City" initiative as well as numerous other proposals across the GTA, has been projected to cost $50 billion. For more details on the Metrolinx proposal, see their website here: http://www.metrolinx.com/thebigmove/index.html. If you have any further questions or comments about the Kingston Road project, please do not hesitate to contact me. Regards,	The TTC project manager Malcolm MacKay would also be pleased to speak with you in advance of any larger public meetings. He can be reached at 416-393-7877. sincerely,	
56	3-Apr-09	Telephone	See **ID #53** (future open house details).	Will the Scarborough Malvern LRT open house be still happening at West Hill on the 16th? It's been removed from your website."	Informed him that the April 16 open house was indeed cancelled. I took his email for the mailing list and suggested he check back on the website to see when a new open house date was set.	06-Apr-09
57	23-Apr-09	Telephone	Question about **staffing** needs.	I work for a staffing firm that specializes in transit. I'd like to talk about the project to see what type of individuals you will need to hire.	Called back and directed to www.ttc.ca to the jobs section of the website.	24-Apr-09
58	8-May-09	Telephone	Question regarding LRT **service and frequency**.	I live at Galloway north of Lawrence. A few time this winter I had to wait 45-60 minutes in the cold for a bus. I want to know if this LRT will help me.	Left a voicemail explaining that the SMLRT will be going across Kingston Rd and will have a stop at both Galloway and Kingston Rd as well as Lawrence Ave. E and Kingston Rd. Therefore, although there will not be a stop north at Lawrence and Galloway, there will be the alternative 2 mentioned before which the caller will have access to. In addition, the LRT looks to have a frequency of 3 - 4 minutes and will therefore be more frequent than the current bus.	15-Sept-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
59	9-May-09	Email	Question and concern regarding possible **property expropriation.**	Looking at the map for the Scar. Malvern LRT on Morningside Ave. each home is identified with the house # being in a square and very easily seen. My home however is in tiny letters in the home block. I was wondering what this meant as it appears to be the only home not squared off and with very tiny lettering. I was also wondering if you could tell me if at present it would appear that my home would be expropriated or the rail system would exist in such a way that the home would remain amidst this rail system? It is most important that I have this information as soon as possible as I was considering a project for my home which would be unnecessary to do should the home be expropriated and I do not want to put out this money if in 5 yrs. it will no longer be to my advantage. Thank you in advance for your prompt answers to my questions.	The numbering convention showing your home in smaller font is from the city supplied property plans and has no relevance to your property. While the precise extent of the property requirements and impacts will be determined after the detailed design work, your property may be partially impacted at the road edge to attain the designated Right-of-Way in the Toronto Official Plan. The Scarborough-Malvern LRT is currently included in the 16-25 year plan for Merlin's, BIG MOVE Regional Transportation Plan. If you have any other questions please contact us or visit our public open houses per the above on May 20, 2009 or May 21, 2009.	12-May-09
60	11-May-09	Telephone	Request for information from **public open house** and other project **information.**	Could I get more information about the meeting and how many questions can we ask in a meeting? Please call me back.	Left a voicemail with meeting date and location details, website address, and explained that the open house format allows for discussion and many questions with members of the Project Team.	12-May-09
61	11-May-09	Email	Concern regarding LRT **route alignment and terminus.**	I received a copy of your Transit City bulletin regarding the proposed route of the new Malvern LRT and to say I am disappointed and disillusioned would be an understatement. If I am reading it correctly it will be ending at Morningside and Sheppard Ave? With the size of this investment, how could you fail to bring it the final, possible few km in Scarborough (before the Rouge Valley) to Meadowvale? There is an enormous new community on the north side of Sheppard between Conlins and Meadowvale - and construction is still underway, an even larger, well established community circling Meadowvale and Sheppard and a planned new condominium to be build one block south of Sheppard off Meadowvale. And it appears once again the city is forgetting about the Zoo. By not having the foresight to bring the LRT to Meadowvale you are losing the opportunity to FINALYY link the Zoo to the rest of the city. I am truly hoping that there is the opportunity to complete the long overdue venture the way it should be and not stop short.	Thank you for writing to express your concerns. A separate LRT line (the Sheppard Avenue East LRT) will serve Sheppard Avenue from Don Mills Station to Meadowvale. This line will connect to the Scarborough Malvern LRT. You raise an important point about connecting transit service to the Zoo. The TTC and City will be examining a future Light Rail Transit extension north on Meadowvale to the Toronto Zoo. More information on the Sheppard Avenue East LRT is available at: http://www.toronto.ca/involved/projects/sheppard_east_lrt/index.htm A series of FAQs for the Scarborough Malvern LRT are posted at: http://www.toronto.ca/involved/projects/malvern_lrt/index.htm Direct link: http://www.toronto.ca/involved/projects/malvern_lrt/faq.htm	12-May-09
62	14-May-09	Email	Question regarding project **scheduling / timing** (commencement of construction) for SMLRT and	Thank you very much for your response and information. It is much appreciated. I recognize that the planned Malvern LRT and Sheppard East LRT are only in planning stages. Out of curiosity, is there a tentative date/year on when the city would hope (and I understand nothing would be set yet) the	There was an official announcement this morning that construction will begin this fall on the Sheppard Avenue East LRT. It is projected to be completed by 2013!	15-May-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
			Sheppard Ave E. LRT.	Sheppard East line would be running to Meadowvale. Is there a tentative construction start date?	The Sheppard website has just been updated with information related to the Subway - LRT connection. http://www.toronto.ca/involved/projects/sheppard_east_lrt/index.htm	
63	11-May-09	Email	Suggestion regarding improved **stop spacing**.	Hi, I believe that the stop spacing on this route is satisfactory. However, I think you should try to achieve 700m stop spacing. This will allow for good acceleration for these large vehicles and a faster overall trip. I also think that transit signal priority is a must for these light rail lines. I suggest removing these stops: Falmouth Mason Murison (on the Sheppard line) Wickson/Berner Sewells/Tapscott	Per your e-mail below, the Scarborough Malvern LRT now terminates at Sheppard Avenue/Morningside Avenue, hence Murison, Wickson/Berner, Sewells/Tapscott are no longer stops on this alignment. However we have determined that providing a stop at Falmouth and Mason would benefit the ridership in these areas while balancing the distance between stops. We agree with you that transit signal priority is an important part of the Transit City program. Thank you for your interest in the Scarborough Malvern LRT, if you should have any questions please call me or attend the open houses on May 20, 2009 and May 21, 2009.	12-May-09
64	12-May-09	Telephone	Question regarding **project boundaries** and **impacts on specific properties.**	What address numbers will be affected by the transit system? We are planning some work on a property and would like to know how we should plan.	Caller was called back and asked what his question was and he indicated that there was no question and thanked us for calling him back.	15-Sept-09
65	13-May-09	Email	**Objection** to the project. Comments on how LRT will **negatively impact the neighbourhood** (left hand turns, bicycle lanes, traffic)	This is my second time writing to your office to express my huge concerns regarding this proposal. This time I'm writing in response to the leaflet left in my mail box about the open house taking place next Thursday May 21st. Unfortunately I am unable to attend it, but definitely wanted to share my views. I continue to be amazed at how these proposals move forward without the approval of residents of the neighbourhood or citizens of Toronto, especially given that it is our tax dollars that will make this happen. I still am unable to see how this proposal is going to be good for anyone. Why can't we simply enhance the various transit systems we have today? Perhaps add more eco friendly TTC and GO buses? Why are we going to develop yet another transit system? And in doing so extremely negatively affect my neighbourhood. I purchased my house 3 years ago specifically because of the location and its proximity to the beautiful Morningside park and it being a quiet neighbourhood. Now with this, I'm going to lose the ability to make a left hand turn at Warnsworth and Morningside to get the park, the 401 or the shopping centres north of	Thank you for your comments with respect to the Scarborough Malvern LRT. I have provided a link to the Frequently Asked Questions section of the web page which answers many of your questions and concerns. However, if you find that further information is needed I would be pleased to speak with you or provide more specific information to you via e-mail. http://www.toronto.ca/involved/projects/malvern_lrt/faq.htm	26-May-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				Ellesmere. I won't be able to turn left at Kingston Road and Morningside at all, so how will I get home? I will need to take many extra steps and turns to be able to get my house. How is this going to be convenient for any of us? Maybe I should sell my house and find a neighbourhood that I can easily get in and out of. The proposal is to make it convenient for who? Students getting to UofT who are transient? Or the residents who pay property taxes, shop in the local stores, eat in the local restaurants and overall support the neighbourhood? How is increased traffic congestion going to help any of us? Bicycle lanes at the curb...are you kidding? Kingston Road is busy and certainly not ideal for cyclists. A very short bicycle lane was recently created along Kingston Road west of Victoria Park (can't remember exactly the name of the cross streets. But around the Weston Bakery factory.) which has caused a traffic nightmare and to top it off I have yet to see a cyclist use it! Not to mention that Kingston Road will now go down to 2 lanes in each direction. Wow...now there's an idea. Let's take a very busy artery that moves people very conveniently between downtown to Scarborough and turn into one big traffic jam. Kingston Road is a great alternate route to taking the DVP. Not to mention a great way of getting around Scarborough in general. So how is this going to benefit any of us. You think people are going to start taking public transit on a Saturday or Sunday to do their shopping? And what people do you think will take it? Students? How about their parents who actually have the money to spend? I am still not clear how this is going to impact the Park. I also don't understand how this is going to benefit us, and who it is intended to actually benefit. Right now all I see are downsides...big downsides! It's great that Minneapolis has this system but that doesn't mean it makes sense for us to adopt it. We need to consider expanding the transit systems we have rather than recreating the wheel!!!!! Let's use a little logic here. An elevated train system makes a lot more sense to me than what is being proposed, which in my mind are fancy street cars and we all know how well that works already! I do not support this at all!!!!!!!!! I continue to be very much against this on so		

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				many levels and in fact do not want any of my tax dollars to be spent on it. Not one penny of my money will go to support this...not one penny!		
66	14-May-09	Email	Question regarding LRT **route alignment** and possible **impacts to bus routes**.	Unfortunately I will not be able to attend the public meeting about the new rapid transit line. I wanted to ask if the proposed route will impact the Highland Creek 38 bus. This is my only route to get to work. I use it to go from Lawson & Centennial to Scarborough Town Centre. Can you please advise if this bus route will be impacted.	Further to the below e-mail, at this point it is anticipated that the 38 Highland Creek bus would continue to operate between Rouge Hill GO Station and the Scarborough RT. Service would continue to be provided on Lawson Road by this route. ********** Original response: (May 14, 2009) Thank you for the message. A formal analysis of bus routing changes, including public consultation, will be undertaken between 12 and 18 months prior to the opening of the Scarborough Malvern LRT line. TTC service planning has been informed of your concern and once more information is available they will notify you. In the meantime, there are series of Frequently Asked Questions and Answers on the project website. http://www.toronto.ca/involved/projects/malvern_lrt/index.htm The direct link to the FAQs is: http://www.toronto.ca/involved/projects/malvern_lrt/faq.htm	03-Jun-09
67	30-Apr-09	Telephone	Requests for all **Transit City reports**.	We would like to obtain all report related to Transit City, for doing a profile and study for the Institute at Housing and Mobility in Ryerson.	Called caller back and left a voicemail directing them to the Transit City website for further information on the project. If they need other details, they can call or email.	15-Sept-09
68	15-May-09	Email and post	Request for all **information and documentation** of project.	Toronto and Region Conservation Authority (TRCA) staff received notice of the upcoming Public Open Houses scheduled for May 20, 2009 and May 21, 2009. Further to TRCA correspondence dated April 29, 2009, staff has expressed interest in this project. While staff is unable to attend the meeting, please forward one copy of any handouts or display materials from this meeting for our files. Please include a digital copy of all materials as part of your submission.	For your records, please find attached the latest presentation material for the Scarborough Malvern LRT project. For your reference, additional background information is available on the project website. The direct link is: http://www.toronto.ca/involved/projects/transit_city/index.htm If you have any questions on behalf of the TRCA, please contact project manager Malcolm Mackay at malcolm.mackay@ttc.ca or 416-393-7877.	
69	19-May-09	Telephone	Question about specific **property impact**.	One of my houses seems to be slated for demolition, and I am not too happy about it. Please call me back.	Invited caller out to the open houses, advised preliminary assessments do not have caller's house as a full property take. He will ask for me at the open house.	19-May-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
70	15-May-09	Email	Question regarding the future of specific **bus lines** possibly affected by LRT route.	Currently TTC Bus Route 116 travels along Guildwood Parkway between Kingston Road and Morningside Avenue. This bus services the Guildwood community, and in particular, a few public schools. If the new Kingston Rd / Morningside Ave LRT is constructed, what would serve the population whom lives or goes to school along Guildwood Parkway, or along Morningside - south of Kingston Rd? Thank you very much for your insights!	Thank you for your question and interest in the Scarborough Malvern LRT. A formal analysis of bus routing changes, including public consultation, will be undertaken between 12 and 18 months prior to the opening of the Scarborough Malvern LRT line. For planning purposes, we have developed a preliminary bus plan in draft form to help guide discussion about LRT facilities and potential bus connections. The preliminary plan for bus service on Guildwood Parkway and Morningside Avenue (south of Kingston Road) includes replacement of the 116 Morningside bus route with a shortened/modified 86 Scarborough bus route, operating between Sheppard Avenue (Toronto Zoo) and the vicinity of Kingston Road and Eglinton Avenue (via Meadowvale Road, Kingston Road, Morningside Avenue, Guildwood Parkway, and Kingston Road). This route would connect with Scarborough Malvern LRT stops at Eglinton Avenue/Kingston Road and Kingston Road/Morningside Avenue. Additional information (including other potential bus route changes) can be found at the project web site. If you have any other questions please contact me or e-mail.	27-May-09
71	22-May-09	Telephone	Request to become **involved** with the LRT project.	I'm in electrical design engineering and I was wondering how I could get involved in your LRT project.	Left a voice mail with instructions on how to find the Jobs section on ttc.ca	1-Jun-09
72	25-May-09	Email	Requesting **information** on the project and an **interview** with Malcolm MacKay.	I'm a reporter with the Scarborough Mirror. I attended the open house on Thursday, May 21 and due to the large turnout I was unable to speak with Malcolm McKay about the Scarborough-Malvern LRT line. I have several questions about the project and would like to speak with him today, or tomorrow morning at the latest. My deadline is tomorrow (Tuesday) around noon.	Called and conducted the interview.	25-May-09
73	22-May-09	Telephone	REPEAT **(ID #72)**	My name is Danielle Milley and I'm a reporter with the Scarborough Mirror. I attended the open house on Thursday, May 21 and due to the large turnout I was unable to speak with Malcolm McKay about the Scarborough-Malvern LRT line. I have several questions about the project and would like to speak with him today, or tomorrow morning at the latest. My deadline is tomorrow (Tuesday) around noon.	Called and conducted the interview.	25-May-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
73.5	24-May-09	Email	Questions regarding **specific property impacts**.	[Follow-up to comment ID # 59] -- Regarding the proposed Scarborough Malvern Light Rail Transit, I live on Morningside Ave. and believed that my property will be impacted by this new system. What I would like to know is "how much of my property will be taken beyond the sidewalk (that which is yours)?" Will I receive a proposal as to what I would be paid for the loss of this property, my privacy, noise of the traffic so close to my front window, my parking and turn around at the end of driveway? These questions are very important to me as I am thinking in terms of how this is going to affect my property should I decide to sell either before or after the project. I would think this will have a very negative impact. I was unable to attend the meeting (due to an injury) so neighbours tried to recall and relate to me what they had learned. They were mostly listening to what will happen to the East side (this is where they reside) and not my west side. I was wondering if when completed will it be a traffic lane immediately in front of my driveway, I guess butting the new sidewalk that will need to be put in? This will give a negative view regarding the school and the crossing (in front of my house) for the children.....is this to remain as a pedestrian light? and crossover. I would very much appreciate an answer to each of my questions and I thank you in advance for your time. These issues are very important to me even if they may seem trivial to you. My property is going to be seriously affected, mostly in a negative way so I wish to be able to comprehend exactly what is expected to take place.	Q - What I would like to know is "how much of my property will be taken beyond the sidewalk (that which is yours)?" Will I receive a proposal as to what I would be paid for the loss of this property, my privacy, noise of the traffic so close to my front window, my parking and turn around at the end of driveway? A: While the precise extent of the property requirements and impacts will be determined after the detailed design work, your property may be partially impacted at the road edge to attain the designated Right-of-Way in the Toronto Official Plan and at that time the City of Toronto - Real Estate Services will contact you to make arrangements if required. Your concern about noise is a subject in the Environmental Project Report and was presented at the public open houses, we are expecting an imperceptible change in noise conditions to your home and with the public transit now in the centre of the road (unlike buses which use the curb lane) and urban design elements added your privacy may be enhanced. Q - I was wondering if when completed will it be a traffic lane immediately in front of my driveway, I guess butting the new sidewalk that will need to be put in? A: Directly in front of your home the plan includes a sidewalk, a bicycle lane, then two south traffic lanes and then the south transit way (mirror imaged for north bound). Q - This will give a negative view regarding the school and the crossing (in front of my house) for the children.....is this to remain as a pedestrian light? and crossover. A: The traffic light in front of your home will remain as a pedestrian crossing. Thank you for your interest in the Scarborough-Malvern LRT, if you have any further questions I would be pleased to speak or meet with you.	14-Sept-09
74	25-May-09	Email	Request for **maps** showing the LRT route**.**	I went onto the website and the maps that were of Morningside (the big one) isn't on the site at all. The map showed all the houses and the new proposed road from Beathe St. to Warnsworth St. Thank you for looking into this	Thank you for your e-mail. To confirm, your request for the map of Morningside from Kingston Rd has been sent to the project manager for review.	25-May-09

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75	26-May-09	Email	Question about **lane arrangement** along Eglinton and Kingston routes.	I was not able to make the recent open houses but wanted to know what the lane arrangement will be along the Eglinton Ave and Kingston Rd. routes. I assume that there would be two centre lanes for the LRT (one East bound and one West bound). Does this mean that Eglinton and Kingston would therefore be reduced to 2 West bound and 2 East bound lanes for all other vehicles? I also assume that the Eglinton HOV lanes would be discontinued. Is this the case? Thanks.	The mid-block cross section along Eglinton Avenue and Kingston Road will include east bound 2-automobile traffic lanes, 1-bicycle lane and 1-LRT lane, west bound will be similar. The HOV lanes on Eglinton Avenue will be discontinued. ********** Original response Thank you for your message. To confirm, your questions regarding the proposed lane arrangement have been documented and directed to the Scarborough Malvern LRT project manager for review. In the meantime, there are series of Frequently Asked Questions (FAQs) and Answers on the project website. http://www.toronto.ca/involved/projects/malvern_lrt/index.htm The direct link to the FAQs is: http://www.toronto.ca/involved/projects/malvern_lrt/faq.htm	26-May-09
76	20-May-09	Email	Question regarding LRT **impact on specific property**.	I own a house on Morningside Ave in Scarborough. My driveway backs onto Morningside Ave straight across from Westhill Collegiate High School. I would like to know what is going to happen to my driveway and possibly my house during this implementation of the LRT. I request full disclosure of the TTC's plans pertaining to my property. Thanks for your co-operation.	Please see above an aerial view of your property. (See attached jpeg in project folder) The final property evaluation and requirements will be determined during the detailed design of the project, however your property is not listed on our property register as a potentially impacted property. Your driveway is planned to enter onto Fairwood Crescent in the future not Morningside Avenue. Thank you for your questions regarding the Scarborough Malvern LRT, if you should have any other questions please call me or e-mail. ********** Original response I'm following up on our phone conversation earlier today and wanted to confirm that you have been added to the project mailing list and will receive updates as the project progresses. I understand that you are unable to attend the meeting tonight and by way of this email I am requesting that the project manager, Malcolm Mackay contact you at 416-884-4258, to discuss any possible property impacts.	26-May-09

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					Information materials on the Scarborough Malvern LRT are also available at http://www.toronto.ca/involved/projects/malvern_lrt/index.htm	
77	22-May-09	Email	Request for **maps** showing the LRT route**.**	I went to the proposed LRT information meeting last night and I would have liked to have been able to get the map that shows the houses. My neighbour wanted me to print it off for them today and it is not on the website. There are lots of maps but not like the one at the meeting last night. The map that I am looking for is the one of Morningside from Kingston Rd., Is it possible for you to email the maps to me?	Please find attached an aerial map of Morningside Avenue from Kingston Road to Sheppard Avenue East. In order to view the file clearly, please click the "plus" icon near the top of the page to increase the file size to 150%. You may also have to click the "rotate" icon (located directly to the right of "plus" icon) to view the file effectively. We will send you updates on the Scarborough Malvern LRT as soon as they are available. Thank you for expressing interest in the project. ********** Original response Thank you for your message. To confirm, it is currently being reviewed by the project team.	22-Sept-09
78	26-May-09	Email	Question regarding LRT **impact on specific property**.	I live on Morningside Avenue and am concerned about the impact this construction will have. We are retiring soon and hope to sell our house. As you can imagine we are worried if these events will overlap. Could I have specific dates regarding construction in my area? Will this start at Kennedy Station and proceed east to Morningside bridge? What will be at the corner of Beath/Morningside?Will I lose frontage - I only have 40 feet!	I thank you for your questions regarding your home at 343 Morningside Avenue. Please see above an aerial view of your property on Morningside Avenue. (Please see file in attachment folder) The final property evaluation and requirements will be determined during the detailed design of the project, however your property is not listed on our property register as a potentially impacted property. With regard to the schedule of construction activities, the funding for this project is included in the Metrolinx, BIG MOVE, regional transportation plan and is part of the 16 to 25 year implementation program. This said with accelerated funding the project could be moved forward, however no commitment to acceleration is currently in place. Sequencing of the construction will be determined during the detailed design phase of the project. Thank you for your questions regarding the Scarborough Malvern LRT, if you should have any other questions or worries please call me or e-mail.	27-May-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
					********** Original response Thank you for your message. To confirm, your questions regarding construction dates and details have been documented and directed to the Scarborough Malvern LRT project manager for review. In the meantime, there are series of Frequently Asked Questions (FAQs) and Answers on the project website. http://www.toronto.ca/involved/projects/malvern_lrt/index.htm The direct link to the FAQs is: http://www.toronto.ca/involved/projects/malvern_lrt/faq.htm	
79	26-May-09	Email	Question and concern regarding proposed **left hand turns** and impact on **traffic.**	I live on Beath St in the Morningside and Kingston Rd area. I was at the recent meeting held at West Hill Public School. I learned that there would be no left turns at Kingston Rd for southbound Morningside traffic. However there will be traffic lights at Beath and Morningside which will allow left turns on to Beath. This will now become the turning point for all Kingston Rd eastbound traffic. Our small residential community cannot absorb that type of traffic. Right now It's being used as a bypass for commuters trying to avoid the lights at Kingston and Morningside. I live right on the corner of Beath and Fairwood and some mornings it takes a while just to get out of the driveway. I cannot imagine the horrendous impact the new lights will have on my street. Not to mention the health hazards of all the exhaust fumes this will produce. This is a residential neighbourhood and this should have been considered in the planning stages when the no left turns were being assessed. I would like you to please reassess the placement of the lights and the no left turn rules. If this is not done it will have a very great impact on the quality of life in my neighbourhood.	Thank you for taking the time to submit your concern regarding traffic infiltration to your neighbourhood. It is understood that the potential exists for Southbound Morningside drivers who want to turn left at Kingston Road to consider using the intersection at Beath/Morningside as a short cut. We have committed to traffic studies, in situ monitoring and traffic calming to discourage this behaviour and encourage the easily accessible U-Turn on Morningside south of Kingston Road as the preferred routing. The new intersection at West Hill CI provides an important link to the communities on the east and west side of Morningside Avenue. If you have any other questions or concerns please call me or e-mail. ********** Original Response: Thank you for your message. To confirm, it is being reviewed by the project team. In the meantime, there are series of Frequently Asked Questions (FAQs) and Answers on the project website. http://www.toronto.ca/involved/projects/malvern_lrt/index.htm	27-May-09

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					The direct link to the FAQs is: http://www.toronto.ca/involved/projects/malvern_lrt/faq.htm	
80	26-May-09	Email	Question about **property impacts**. Question regarding next **public meeting** date / location.	My husband has a business on Production Dr in Scarborough (off of Progress Ave). He is concerned that the building he is in will be torn down and he will have to bear the cost to re-locate. When and where is the next meeting? There is word around the units that they are getting a one year notice to move already. Can you advise of when, where and what info he can expect to hear?	The e-mail was sent to the Scarborough Malvern LRT project which will not impact Progress Avenue or Production Drive. I have passed your e-mail to the SRT team for consideration of your question with respect to that project. ********** Original response: Thank you for your message. To confirm, it is being reviewed by the project team. In the meantime, there are series of Frequently Asked Questions (FAQs) and Answers on the project website. http://www.toronto.ca/involved/projects/malvern_lrt/index.htm The direct link to the FAQs is: http://www.toronto.ca/involved/projects/malvern_lrt/faq.htm	27-May-09
81	25-May-09	Telephone	Request for **information** (slide show) from public open house about how LRT will **impact school**.	I attended the May 21st open house. I would like to see power point slides (via email) concerning the effect of the LRT on Morningside by our school.	A copy of the 2009-05-21_morningside-aerial.pdf (please see Attachment file) was sent to caller along with links to the webpage for more details. As discussed on the phone today I have attached a PDF of the Morning Side proposed design. You can zoom in as needed to see more details. Further details about the LRT project are available at this link http://www.toronto.ca/involved/projects/malvern_lrt/index.htm I recommend you submit your further questions about the entrance layout and TDSB contact to malverntransit@toronto.ca who will follow-up with the project team. I hope this information is helpful for you and your staff.	28-May-09
82	25-May-09	Telephone	**Lost notebook** at May 21 open house.	I left a blue notebook at Westhill P.S. last week. Who cleaned up?	Called back and got post address to send notebook.	28-May-09

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83	28-May-09	Telephone	Question regarding **engineering and construction company hired** for project.	Has the engineering and construction company been selected yet for this project?	Called back and indicated that this project will only go through the environmental assessment phase until funding is made available.	29-May-09
84	27-May-09	Telephone	Question regarding possible **property expropriation**.	There is a rumour that one of the building I look after will be expropriated. Please call me.	Left a message to call with property address.	29-May-09
85	28-May-09	Email	**Opposition** to the plan. Question about **impacts** (noise) from this project. Concern about **lack of notification** regarding public meeting.	We got a letter from ttc that our property might be impacted by this project. They told me you sent newsletters for this but we did not get copies of this. I just checked thru internet today may newsletters 2009 and July 2008 and we did not get it. I do not agree constructing srt behind our backyard coz of the noise, less security, pollution and the vibration that might impact our house. If only got copies of those newsletters probably we were able to attend those meeting and you hear our side not the side of people who suggested this option cause no one in the neighbours knew about it. They just got the blue flyer for meeting on June 2. This place is convenient for us beside we cannot afford to moved out and buy another house coz I am disable and my husband is retiring soon. I have a granddaughter with us who always play in our backyard and if this project pushed thru, this will be unsafe to all of here you can try different option for the project. I cannot tolerate the noise cause I got a brain surgery few years ago. I hope you will understand my position on this situation. thank you .	Thank you for your message. To confirm, your comments have been documented and directed to the Scarborough Malvern LRT project manager for review. Please note that there are series of Frequently Asked Questions (FAQs) and Answers on the project website. http://www.toronto.ca/involved/projects/malvern_lrt/index.htm The direct link to the FAQs is: http://www.toronto.ca/involved/projects/malvern_lrt/faq.htm	28-May-09
86	27-May-09	Email	Questions regarding LRT **impact on property** (value and structural). Concern regarding elimination of **left hand turns, cost** and impacts on e**mergency services.**	I am the owner of a property on Morningside Ave. on the south east corner of Morningside and Beath where the proposed main intersection will be. I am not at all pleased about the LRT system at all and my questions and concerns are as follows: 1. When will the individual meetings with the property owners that are being affected scheduled to take place. I would like to know and clearly understand exactly how close the traffic will be to my property as well as where the road will end. 2. There is also a proposed section of landscaped area being added to the Beath side of my corner lot as well as in place of the house across Beath from	We thank you for your interest in the Scarborough Malvern LRT and provide some responses to your earlier queries, if you have any further questions please feel free to contact me at 416-393-7877. Q1. When the individual meetings with the property owners that are being affected will scheduled to take place. I would like to know and clearly understand exactly how close the traffic will be to my property as well as where the road will end. A1. While the precise extent of the property requirements and impacts will be determined after the detailed design work, your property may be partially impacted, once confirmed the City of Toronto - Real Estate Services will contact you to make arrangements if required.	15-Sept-09

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				me in order to widen the road. Who will be responsible for maintaining these landscaped areas. As it is I have 2 large lawns on the Beath side of my house that are city property but are not maintained by the city at all. I currently maintain this with lawn mowing, grass fertilizing and weed control. I do not want more to do and want to confirm that if this takes place not only will the city be maintaining this additional landscaped area but also maintaining what they are currently not. Also, would the landscaped area being put in place of the home on the north east corner of Morningside and Beath be simply grass or will it be a little park like area? 3. As it stands right now Beath is already a street that is used as a short cut to cut through to Kingston Rd. and Morningside and vice versa. Being on the corner it is extremely difficult to get out of my driveway as it stands with the traffic. With eliminating all left (east) turns between Ellesmere and Lawrence on Morningside, Beath will become a main road (especially without being able to make a left turn on Kingston Rd. Kingston Rd. is a main artery into the east or Durham area. With left turns on Kingston Rd. being forbidden this traffic will all be flowed through Beath st. which is currently a quiet pocket of homes and will be turned into a main street. If it is already difficult to get out of my driveway now, what will happen when it becomes a main and only road used for the routing of all of this traffic? How will I exit my driveway? 4. Without being able to make a left turn on Falaise from the inside streets of the Warnsworth pocket of homes, or a left on to Morningside from Warnsworth. All of the local traffic from these homes is also locked in. They will then all be forced to use the new Beath extension and again, all traffic from this area going east will also be forced to use Beath, again making this the main road that will replace Kingston Rd. Beath is a small side street and simply widening the mouth or opening at Morningside will not accommodate the amount of traffic that your plan will be forcing on to this street. 5. Who is paying for this entire system etc.? 6. Your "Frequently Asked Questions" indicates that construction may be done during nights and weekends in order to avoid interruption to traffic. What about the interruption to the property owners sleep and daily living. I currently run my business from home and my home office is located directly in	Q2. There is also a proposed section of landscaped area being added to the Beath side of my corner lot as well as in place of the house across Beath from me in order to widen the road. Who will be responsible for maintaining these landscaped areas. As it is I have 2 large lawns on the Beath side of my house that are city property but are not maintained by the city at all. I currently maintain this with lawn mowing, grass fertilizing and weed control. I do not want more to do and want to confirm that if this takes place not only will the city be maintaining this additional landscaped area but also maintaining what they are currently not. Also, would the landscaped area being put in place of the home on the north east corner of Morningside and Beath be simply grass or will it be a little park like area? A2. The City of Toronto will maintain these lands and the landscaping opportunity will be developed during the detail design phase. Q3. As it stands right now Beath is already a street that is used as a short cut to cut through to Kingston Rd. and Morningside and vice versa. Being on the corner it is extremely difficult to get out of my driveway as it stands with the traffic. With eliminating all left (east) turns between Ellesmere and Lawrence on Morningside, Beath will become a main road (especially without being able to make a left turn on Kingston Rd. Kingston Rd. is a main artery into the east or Durham area. With left turns on Kingston Rd. being forbidden this traffic will all be flowed through Beath st. which is currently a quiet pocket of homes and will be turned into a main street. If it is already difficult to get out of my driveway now, what will happen when it becomes a main and only road used for the routing of all of this traffic? How will I exit my driveway? Q4. Without being able to make a left turn on Falaise from the inside streets of the Warnsworth pocket of homes, or a left on to Morningside from Warnsworth. All of the local traffic from these homes is also locked in. They will then all be forced to use the new Beath extension and again, all traffic from this area going east will also be forced to use Beath, again making this the main road that will replace Kingston Rd. Beath is a small side street and simply widening the mouth or opening at Morningside will not accommodate the amount of traffic that your plan will be forcing on to this street.	

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				the Morningside end of my home. 7. How often are road and system repairs and maintenance going to be required causing more construction on an ongoing basis once the system is up and running? 8. With all of the cut offs and east and west turns from Morningside, have emergency services been considered? How are ambulance, police and fire services going to be able to respond in a timely manner to access a site or location in the event of an emergency with being blocked in the routes they may take to them? 9. How will this system effect the property value of my home which will go from being a corner lot off a main street and a quiet side street to being a corner home off a main street at a major intersection? 10. Is the plan that was shown at the May 20 and 21st open housed final? Or is it possible that the way my home is going to be affected may change as the plans proceed? Please advise.	A3/4. The City of Toronto and TTC are committed to designing the infrastructure to ensure that traffic infiltration to the neighbourhoods NE and NW of the Kingston Road/Morningside Avenue intersection is effectively managed. Our objective is to make the designed proper traffic movements more efficient and discourage the potential short cuts you have described. Further, the City has committed to conduct pre and post-LRT traffic monitoring to measure and prove the design is successful. You will exit your driveway onto Beath Street as you currently do. Q5. Who is paying for this entire system etc.? A5. This project is currently unfunded. Metrolinx is the provincial funding agency, however some alignments might receive federal funding. Q6. Your "Frequently Asked Questions" indicates that construction may be done during nights and weekends in order to avoid interruption to traffic. What about the interruption to the property owners sleep and daily living. I currently run my business from home and my home office is located directly in the Morningside end of my home. A6. You will be consulted as part of the construction liaison with the community and your concerns will be managed through this committee. Q7. How often are road and system repairs and maintenance going to be required causing more construction on an ongoing basis once the system is up and running? A7. Road repairs and maintenance will remain as currently, and the LRT right-of-way, like all systems will require ongoing maintenance. The infrastructure is static and durable and will require infrequent maintenance. Q8. With all of the cut offs and east and west turns from Morningside, have emergency services been considered? How are ambulance, police and fire services going to be able to respond in a timely manner to access a site or location in the event of an emergency with being blocked in the routes they may take to them? A8. You indicated a serious concern with delays to the emergency vehicles, we	

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
					have had considerable discussion with the Toronto police services, fire and EMS and are developing a physical design which will allow the emergency vehicles to mount the curb and travel in the transit right-of-way. This method of operation will permit the emergency vehicles to travel in the clear free lanes away from vehicular congestion. The LRV's would stop if an emergency vehicle was in the right-of-way and allow it to pass. The Transit City plan will add a network of almost 120km of traffic free, dedicated lanes that can be used by emergency vehicles when required. Q9. How will this system effect the property value of my home which will go from being a corner lot off a main street and a quiet side street to being a corner home off a main street at a major intersection? A9. While we cannot predict your property value, your particular corner lot will be enhanced with the newly created open space and planting opportunities and is now set back further from the corner. Q10. Is the plan that was shown at the May 20 and 21st open housed final? Or is it possible that the way my home is going to be affected may change as the plans proceed? A10. The final Environmental Assessment will be completed in early October 2009 and there is a possibility for change during the detail design phase. Significant changes could require an amendment to the EA. Once again we thank you for your input. During the design phase of the SMLRT project, there will be an ongoing public consultation process related to the details of how the project will be implemented. This will provide an opportunity for constituents, and businesses, to provide input on the further development of this project.	
87	29-May-09	Email	Questions about tr**avel times / service of LRT, project budget, left hand turns**. Concern regarding **traffic** impacts. Concern about **consultation process** (and deadlines).	Hi! I was unable to attend the recent Open Houses for the Scarborough Malvern LRT but I am very interested in the project and its impacts. I have read the information posted on the website (Display Panels, Aerial Views, FAQ) and I have some questions that I was hoping you'd be able to answer in time for a more detailed response before the June 5th deadline.	We thank you for your interest in the Scarborough Malvern LRT and provide some responses to your earlier queries, if you have any further questions please feel free to contact me at 416-393-7877. Please see below responses to questions you asked; Q1) What are the approximate travel times on the proposed route? E.g. how long would it take to go from Sheppard and Morningside to Kennedy? What	15-Sept-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				1) What are the approximate travel times on the proposed route? E.g. how long would it take to go from Sheppard and Morningside to Kennedy? What about calculating intermediate travel between any two stations, e.g. between Guildwood Parkway and UTSC? Or Guildwood and Kennedy? 2) The project mentions that service will "eventually" be every 3 to 4 minutes in rush hour. When is "eventually", is this at the opening of the line? What would the service be outside of peak hours when the line opens? 3) Not including the train frequency, is the travel time consistent regardless of time of day (e.g. do the trains run at the same speed during rush hour, off peak, holidays)? 4) Does the budget for the line include enough train sets to provide 3 to 4 minute service along the length of the line? 5) How will the project team decide how long each of the left turn lanes, which will now have to accommodate U-Turn traffic, should be? 6) The current state of the project plan does not allow left turns around Kingston Road and Morningside (seriously bad idea). However the notes on the Aerial view suggested that, "Left turn opportunities at the Kingston Rd and Morningside Intersection will be provided at other locations". What are these other locations? 7) Obviously, a transit project is designed to provide an alternative to the private auto and terribly slow and inefficient TTC buses. However I can't seem to find any data for this project that suggests that the public currently travelling in cars on Kingston Road would be served by this line, e.g. they are going to the destinations provided by the LRT, chiefly Kennedy Station and UTSC. Other transit projects (such as Kingston Road EA) ran household surveys to ask people where they were heading when they drove their cars. Why no studies or surveys for this line? 8) It is no secret that a lot of traffic on Kingston Road is coming in from Durham Region to the east, and from York region (e.g. Markham) to the north. Kingston Road is functioning as intended-as the last leg of the corridor identified years ago for the Scarborough Expressway to connect south	about calculating intermediate travel between any two stations, e.g. between Guildwood Parkway and UTSC? Or Guildwood and Kennedy? A1) Approximate travel times to/from Kennedy Station Eglinton Avenue/Kingston Road = 13 minutes Kingston Road/Morningside Avenue = 22 minutes UTSC = 28 minutes Sheppard Avenue/Morningside Avenue = 33 minutes Q2) The project mentions that service will "eventually" be every 3 to 4 minutes in rush hour. When is "eventually", is this at the opening of the line? What would the service be outside of peak hours when the line opens? A2) The service frequency will increase as ridership increases. Outside of peak hours frequency has not yet been established but is expected to be in the 10-15 minute range. Q3) Not including the train frequency, is the travel time consistent regardless of time of day (e.g. do the trains run at the same speed during rush hour, off peak, holidays)? A3) Since the LRT is separated from traffic congestion it will maintain a constant travel time. Q4) Does the budget for the line include enough train sets to provide 3 to 4 minute service along the length of the line? A4) Yes Q5) How will the project team decide how long each of the left turn lanes, which will now have to accommodate U-Turn traffic, should be? A5) The traffic analysis will yield the required queue lengths. Q6) The current state of the project plan does not allow left turns around Kingston Road and Morningside (seriously bad idea). However the notes on the Aerial view suggested that, "Left turn opportunities at the Kingston Rd and Morningside Intersection will be provided at other locations". What are these	

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				Scarborough & Lakeshore with the 401. Since the Metrolinx plans for the Highway 2 RT are still undecided, separate and on a different timeline than the Scarborough Malvern LRT, how does the project attempt to address the influx of traffic onto a severely compromised Kingston Road and Eglinton? The notion of reducing the lanes east of Morningside does not address the issue as there are many routes to Kingston Road, many of which are through residential areas. Please elaborate on the data to show how the project will deal with this issue which is not going to be the fault of taxpaying residents of Toronto. 9) The Scarborough Malvern LRT has a major interface at Eglinton and Kingston Road. The Kingston Road EA has been downgraded from an LRT to a BRT (bad idea), but regardless there exists a real problem with Kingston Road going from 3 lanes down to 2 at Eglinton. What are the plans for this since the Kingston Road EA is currently unfunded and not scheduled to start until after the Scarborough Malvern LRT is in place? 10) Why is June 5, 2009 the last day for comments? What happens after the date, can the public still have input? Let me know. Thanks and have a great weekend!	other locations? A6) Kingston Road WB Left Turn on to Morningside replaced by – Right on Lawrence Avenue, Left on Morningside Avenue Kingston Road EB Left Turn on to Morningside replaced by – Right on Morningside Avenue, U-turn at Beath Street Morningside Avenue SB Left Turn on to Kingston Road replaced by – U-turn at Lawrence Avenue Morningside Avenue NB Left Turn on to Kingston Road replaced by – Left at Lawrence Avenue, Left at Kingston Road Q7) Obviously, a transit project is designed to provide an alternative to the private auto and terribly slow and inefficient TTC buses. However I can't seem to find any data for this project that suggests that the public currently travelling in cars on Kingston Road would be served by this line, e.g. they are going to the destinations provided by the LRT, chiefly Kennedy Station and UTSC. Other transit projects (such as Kingston Road EA) ran household surveys to ask people where they were heading when they drove their cars. Why no studies or surveys for this line? A7) TTC has extensively modelled, with the City of Toronto, the new network utilizing growth forecasts, employment and current ridership to develop the most efficient and highly utilized alignments. Q8) It is no secret that a lot of traffic on Kingston Road is coming in from Durham Region to the east, and from York region (e.g. Markham) to the north. Kingston Road is functioning as intended-as the last leg of the corridor identified years ago for the Scarborough Expressway to connect south Scarborough & Lakeshore with the 401. Since the Metrolinx plans for the Highway 2 RT are still undecided, separate and on a different timeline than the Scarborough Malvern LRT, how does the project attempt to address the influx of traffic onto a severely compromised Kingston Road and Eglinton? The notion of reducing the lanes east of Morningside does not address the issue as there are many routes to Kingston Road, many of which are through residential areas. Please elaborate on the data to show how the project will deal with this issue which is not going to be the fault of taxpaying residents of Toronto. A8) Kingston will remain at full capacity. We are anticipating the up to 22	

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
					million riders per year will use the SMLRT, many of these will be converted drivers. The SMLRT is in the 15-25 year plan for Metrolinx and is likely to receive funding in accordance with schedule outlined in the Big Move RTP. Infrastructure investment in the East Lakeshore GO transit will also attract drivers to use transit. Q9) The Scarborough Malvern LRT has a major interface at Eglinton and Kingston Road. The Kingston Road EA has been downgraded from an LRT to a BRT (bad idea), but regardless there exists a real problem with Kingston Road going from 3 lanes down to 2 at Eglinton. What are the plans for this since the Kingston Road EA is currently unfunded and not scheduled to start until after the Scarborough Malvern LRT is in place? A9) The SMLRT is also unfunded. Q10) Why is June 5, 2009 the last day for comments? What happens after the date, can the public still have input? A10) We will continue to receive comments regardless of when they arrive they will be considered for inclusion in the Environmental Project Report or if that is completed in the detail design. The Environmental Project Report will be submitted for public comment in October 2009. During the design phase of the SMLRT project, there will be an ongoing public consultation process related to the details of how the project will be implemented. This will provide an opportunity for constituents, and businesses, to provide input on the further development of this project. Thank you for your comments.	
88	29-May-09	Telephone	**Opposed** to the project. Question about impact on **property value**.	I am opposed to this project because my home will be negatively impacted. I live at the corner of Amiens Rd and Beath St.. Traffic will be diverted up Amiens Rd. The home directly behind me is being demolished. My home is my pension and is being devalued 50% because of this project. How will I be compensated? Buses are currently empty outside of rush hour. I don't see the need for LRT on this route. Please call me.	TTC called and explained that travel on her street would not be increased by the implementation of the project and that natural barriers can be created during the detail design phase of the project to address her privacy concerns. Carla Inglis' number was also provided to discuss the property issue.	15-Sept-09
89	21-May-09	Open house	Question about specific **property impacts**.	How will this project impact my property on Morningside Ave.?	We spoke at the open house on May 21, 2009. Please see above an aerial view of your property on Morningside Avenue.	26-May-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
					(Please see jpeg in attachment folder) The final property evaluation and requirements will be determined during the detailed design of the project, however your property is not listed on our property register as a potentially impacted property. Thank you for your questions regarding the Scarborough Malvern LRT, if you should have any other questions please call me or e-mail.	
90	1-Jun-09	Email	Comments regarding the proposal (**elimination of left hand turns, traffic, cost, winter conditions**).	This proposal does not seem to be balanced. It takes the focus of transit only and does not consider the needs of other stakeholders, whether they be residents affected or motorists that use this corridor to get into and out of the city. Additionally the proposal seems to be very far along before any public consultation is happening, so the stakeholder group should include people that stand to lose from this proposal such as residents/resident associations and road users as well as the organizations that stand to gain from this - eg TTC and the University of Toronto. Specific comments regarding the details of the proposal. The banning of left turns from Kingston Road to Morningside Avenue will radically increase the people that are going to look for a back route to achieve this end. This will radically increase commuter traffic through residential neighbourhoods especially via Galloway Road and Weir Crescent. This is a very quiet residential area with schools on Galloway (2 schools, one south of Lawrence and one north of Lawrence) and on Warnsworth (edge of West Hills Collegiate) especially during rush hours, which coincide with the drop off pick up times at the schools. The increase in traffic and the potential of turning Weir into a commuter route is incompatible with the school uses, especially as the school north of Lawrence is an infant school and extreme care needs to be taken going through this zone. Kingston Road and Morningside Avenue are major commuter routes into and out of the city. The potential congestion that will be caused by the LRT and the loss of car lanes is not being addressed in any way, as the LRT does not have any parking being added, so there is no potential for commuters to leave their cars and join the LRT. The stated benefits of this plan is not to provide better TTC for the Malvern	Thank you for the message. Your recommendations and concerns were documented for review by those overseeing the project including those who oversee traffic operations. We will contact you as soon as more information is available. In order for the project to go forward, it would need to be approved by both City Council and the Ontario Ministry of the Environment.	09-Jun-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				community, hence the Moningside Avenue disruption/cost is only to benefit the University of Toronto Campus and the small Centennial College campus. This is insufficient reason for the disruption to local areas or the additional cost of the Morningside part of the route. As the major beneficiary of this solution is U of T, there needs to be, at minimum, a study that looks at the travel patterns of University of Toronto students and whether this LRT would even be used by the majority of these students. If the majority of these students do not live on the route of the LRT or within simple commute of the LRT, then students will continue to travel by car, and rather than the situation being improved it will be made worse, as the traffic congestion caused by U of T will be aggravated by the loss of vehicle lanes. The design does not consider winter. During the winter, the outside lane of Kingston Road is lost to snow banks. This would reduce the available traffic lanes to 1 each way which is completely unreasonable for a major commuter route. In closing, this proposal does not consider any other stakeholders other than the TTC and U of T / Centennial College.		
91	29-May-09	Email	**Support** for the project. Request to have an **alternate plan for storing LRVs**.	I'm very excited about this line...especially the off road alignment in the Highland Creek area. A good opportunity for increased vehicle speed, which is a benefit for other North American LRT systems. When I spoke to Gary Carr at the Sheppard East LRT meetings, he was opposed to having storage tracks in the middle of the road, especially when we are redoing the streetscape and hopefully increasing density and walkability of neighbourhoods. Having LRT trains stored in the middle of the street is just plain ugly, in both his opinion and mine. The plan there is to have a spur track around the Malvern garage perpendicular to the road as well as one in the tunnel close to Don Mills Station. I think the storage tracks at Eglinton/Kingston and at Ellesmere/Military Trail should be moved or hidden, if possible. Can other options be looked at?	Thank you for your comment and interest. The pocket tracks shown for the Scarborough Malvern LRT are only for emergency storage, broken down vehicles and for short turn backs if deemed appropriate. Rarely would an LRV be positioned in these pocket tracks.	04-Jun-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
92	27-May-09	Email	Question regarding traffic **calming devices**. Concern about **left and u-turns**.	Could you be more specific about the traffic calming devices that will be used? Will the traffic studies and monitoring be on an ongoing basis after the lrt is up and running? What are the solutions if the studies show an increase of traffic on Beath? Speaking from experience, I personally don't believe that once drivers realize that turning left on Kingston Rd involves a U-turn south of Kingston Rd that they will continue to use the u-turn. They will look for an alternate route and unfortunately that is a left turn on Beath. It's human nature to use the shortest route from A to B. Why is it not possible to have a left turn on Kingston Rd? I understand that the trains will be turning at that intersection but there will be traffic lights. Can't we keep the left turn option the way it is? What recourse do we have if the traffic increases to the extent that Beath becomes as busy as Kingston Rd? The neighbourhoods that are going to be impacted by this line should have had some input in the planning stages. It's now a done deal and we're being told very politely to suck it up. I'm all for rapid transit but the people who designed the route and the intersections gave no thought to the small residential communities that are going to suffer as a result.	Thank you again for taking the time to submit your questions, concerns and comments. Stakeholder wrote: Could you be more specific about the traffic calming devices that will be used? Will the traffic studies and monitoring be on an ongoing basis after the lrt is up and running? What are the solutions if the studies show an increase of traffic on Beath? Speaking from experience, I personally don't believe that once drivers realize that turning left on Kingston Rd involves a U-turn south of Kingston Rd that they will continue to use the u-turn. They will look for an alternate route and unfortunately that is a left turn on Beath. It's human nature to use the shortest route from A to B. and What recourse do we have if the traffic increases to the extent that Beath becomes as busy as Kingston Rd? The recommendation presented to replace the existing West Hill Collegiate Institute traffic signal with a new signal at Beath Street was based on specific comments raised at the first Public Open House for this project, held in July 2008. During this round of public consultation, members of the communities on both sides of Morningside Avenue stressed the importance of maintaining access to/from Morningside, and between these two communities, for both vehicles and pedestrians. Numerous alternatives were reviewed to maintain this access, resulting in the recommendation presented at the recent Open House. We will arrange to conduct BEFORE LRT traffic volume and speed studies for various local streets surrounding the Kingston/Morningside intersection, the idea being to have a base case to compare against so that any LRT construction or AFTER LRT opening infiltration traffic can be measured and properly compared. Should post-LRT studies indicate enough infiltration to warrant a community/political decision to prevent it, various potential traffic signal timing and traffic calming strategies could be considered to mitigate these impacts. For example, the traffic signal timings at the new traffic signal could be adjusted to limit the amount of traffic that could make the southbound left turn	04-Jun-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
					during certain time periods, while still maintaining access for the community. In addition, traffic calming could be considered as part of an overall community access/traffic management plan, based on consultation with the community and local Councillors. Measures like speed restriction, speed prevention, signage, education and enforcement will slow traffic down and discourage infiltrators. Stakeholder wrote: Why is it not possible to have a left turn on Kingston Rd? I understand that the trains will be turning at that intersection but there will be traffic lights. Can't we keep the left turn option the way it is? The recommendation presented at the recent Open House to prohibit left turn movements at the intersection of Kingston Road and Morningside was based on a detailed analysis of various alternatives at this critical location, and consideration of the overall impacts. This intersection is complicated by the need to turn the LRT vehicles, during a dedicated traffic signal phase, which requires a significant amount of time during the signal cycle. Based on the analysis, maintaining left turns at this intersection would result in significant impacts to other road users, i.e., those who are not making left turns. Specifically, maintaining left turns would: present convenience and safety issues for the anticipated significant transfer between local buses and the LRT including other pedestrian movements; affect the speed and reliability of LRT operations; and further reduce the "through" vehicle capacity of the intersection. Additional properties may also be required to accommodate the extra space for a left turn lane. The existing southbound left turn volumes are considered rather small for a major intersection (46 vehicles in the AM peak hour, and 64 vehicles in the PM peak hour), and providing different opportunities for this movement (such as a U-turn to the south) ensures the overall transportation and neighbourhood benefits that the Scarborough Malvern LRT project investment presents. Stakeholder wrote: The neighbourhoods that are going to be impacted by this line should have had some input in the planning stages. It's now a done deal and we're being told very politely to suck it up. We conducted our first public consultation in July 2008 and held the sessions to gather the public comments. Since then we have been modeling, evaluating and preparing preferred solutions for the second round of consultation which occurred in May 2009 . We will continue to incorporate comments from the	

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
					public into the overall assessment in order to finalize the design. Stakeholder wrote: I'm all for rapid transit but the people who designed the route and the intersections gave no thought to the small residential communities that are going to suffer as a result. The SMLRT project is intended to provide an attractive alternative to the private automobile and provide higher order transit to communities that currently do not have such service and are high transit users. As travel times and delays become longer, the LRT in its own dedicated right-of-way will maintain the efficiency and reliability expected of higher order public transit. This infrastructure investment, also includes provision for, and opportunity to, enhance streetscaping and increased the tree canopy along the avenues in which we will travel and live. Should you have any other questions or concerns please feel welcome to call or e-mail us. Thank you again for your interest and sharing your concerns, thoughts and ideas.	
93	4-Jun-09	Email	Request for use of **alternative form of transit** (subway vs. LRT). Concern regarding **loss of bus service** and **lack of TTC staff at open house**.	I am a Scarborough resident, living in Guildwood, and I attended the Open House on this proposed project on 21 May. I arrived with an open mind, but left feeling overwhelmingly negative about the proposal. Here are some specific comments: 1. Lack of ambition: the LRT option is not worthy of a proud city like Toronto. TTC subway coverage is meagre. To match its international counterparts Toronto needs not an LRT - or even several extra LRTs - but rather a more comprehensive underground system, which would bring it into the major league of global cities. The addition of LRTs draws attention to Toronto's 'second-world' standing as far as an underground transport system is concerned, while wasting money that could be spent on gradual increase of the subway coverage. It is an embarrassment that it is easier to get across Cairo and Mexico City via underground than Toronto. Instead of spending time and money on an LRT, why not just do the job properly and build a worthwhile subway system, especially in a city with such cold weather? 2. Downgrading of current public transport infrastructure. The decision to	Thank you for the message. Your recommendations have been documented for review by those overseeing the project. We will certainly contact you as soon as more information is available. In order for the project to go forward, it would need to be approved by both City Council and the Ontario Ministry of the Environment.	09-Jun-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				reduce the bus service as part of the LRT plan is a step-backward. I get the 116 from Guildwood Parkway daily. This bus is to be removed. Even though the 83 will apparently take on some of this route, the speakers at the open house were clear that the number of buses - and thus their frequency - would be reduced. This means more standing in sub-zero temperatures in the winter, of course, but even as a more general point: it does not make sense for a project aimed at improving public transport to actually reduce services, which are currently good. Additionally, it is clear that even if the route continues it will stop at the Eglinton-Kingston intersection and customers would be forced to change onto the LRT. Again this means more waiting in the cold and it means losing something that actually works at present. 3. Over-reliance on supply-led solutions: This appears to be the explanation for why the decision has been made to downgrade current services as part of this project. In order to ensure demand for the LRT, and thus justify the costs, you are attempting to limit supply and thus manipulate demand. Clearly, purely supply-based solutions have a poor track record of success, but in addition they lead to unexpected consequences elsewhere in the system. This is likely to be the case with your project. The speakers at the public meeting were open that car commuters to downtown Toronto from Whitby, Pickering and other places to the east, who currently use Kingston Road to avoid traffic on the 401, would be likely to stop and move to the 401. This will mean much more traffic on the 401, which is already gridlocked during rush-hour. This will do significant ecological damage as cars running their engines while standing still pollute heavily. It is also going to have a negative impact on Toronto's economy. This is something that the city can ill afford at this or any time. 4. Lack of TTC staff at open meeting. This is a general comment, but an important one. There were only two TTC staff present at the open meeting on 21 May. Both were helpful and knowledgeable. But both were surrounded throughout by swarms of people trying to ask questions. Of course, the topics citizens were interested in most specifically related to TTC competencies. Other staff present at the event from the other organisations represented were simply unable to provide informed answers to any of the questions which really bothered residents. It was disappointing that the TTC - whose project this is, after all, in the end - considered the event (and the residents) such a low priority that they did not have the basic politeness to ensure better representation.		

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				Based on these and other points which I'm sure others will make to you I strongly hope you will decide against this project which will waste a good deal of tax-payers' money. Please feel free to email me updates about the project - and further opportunities for public consultation - at this email address.		
94	5-Jun-09	Email	**Support** for the project. Comment about **attendance at open house**.	I live at Lawrence and Kingston Rd. I would like to support the transit plans for the area. It is so badly needed. I used to work on Bayview and when I changed jobs, I made sure that I worked close to home. Between the price of gas and cars, plus the Police harassing us for revenue, I found that it was way too costly for me to travel by car. The parking rates are also an onerous expense. When I took public transit I took the bus that goes from Lawrence and Kingston up to the Eglinton subway because there was no transferring. It was a curious thing. When I got on at Bayview Ave. it was an almost all white crowd. By the time I got to my stop I was almost the only white person. I'm not mentioning this because of race, but because I see it as a poverty issue. At the public meeting I attended it appeared to be only the predominately white home owners protecting their turf. Where, I wonder were the people that take public transit? It wasn't most of the people I saw. I'm sure that once the transit is in place I will be going downtown more often. Right now I don't like to drive and it is really a big effort to go by transit. There's a lot going on that I'm sure I would attend if I could do it easier and quicker. I also think more of us suburbanites would use it also, they just aren't thinking about it. Having said that it would also depend on how reliable and costly the service is.	Thank you for the message. To confirm, your comments have been documented for review by the project team. You will receive all future updates on the Malvern LRT. For more info, please visit: http://www.toronto.ca/involved/projects/malvern_lrt/index.htm A series of Frequently Asked Questions and Answers are posted at this link: http://www.toronto.ca/involved/projects/malvern_lrt/faq.htm	09-Jun-09
95	5-Jun-09	Email	**Support** for the Transit City plan. Suggestions to **improve** SMLRT (**route alignment** -- underground).	I fully support the entire TRANSIT CITY plan, however, I do have a few suggestions with regards to this specific LRT route. I suggest that... 1. This route be done below grade (underground) from Milner Avenue to the northern terminus Sheppard Station. This would be beneficial because... a. it allows easier access to transfer to the Sheppard East LRT route (minimizing pedestrian congestion) b. the northern terminus station can now follow a similar, if not exact design of the Sheppard East Station of the SRT.	Thank you for your comments and thoughts on the Scarborough-Malvern LRT project. As requested please see below responses to your suggestions; Q1. This route be done below grade (underground) from Milner Avenue to the northern terminus Sheppard Station. This would be beneficial because... a. it allows easier access to transfer to the Sheppard East LRT route (minimizing pedestrian congestion)	23-Sept-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				2. Continue the separate grade structure after UTSC Station along the east side of Military Trail and Morningside Avenue. This would be beneficial because... a. provide the opportunity to run the LRT on a separate bridge as it crosses over Highway 401. b. it would take away one of the four intersections you have identified as problematic in terms of speed, reliability and safety. 3. Amalgamate the Lawrence Ave and Kingston Road/Morningside Stations into one main station, located below grade underneath the Lawrence Ave East, Morningside Avenue and Kingston Road triangle. This would be beneficial because... a. it would increase speed and reliability (the train would not have to stop twice within less than 1/2 kilometre). b. it provides easy underground tunnel transfer to either street level or directly into the newly renovated Morningside Mall. c. reduces traffic congestion of the triangle (which I believe will become even more congested with a train right-of-way signal). d. gives TTC the opportunity to name another one of their stations on this route after a place rather than after the main road thoroughfare (my suggestion: Morningside Mall Station). e. it would take away one of the four intersections you have identified as problematic in terms of speed, reliability and safety. 4. Amalgamate the Eglinton Ave/Kingston Road and Scarborough Golf Club Road Stations into one main station, located on the triangular greenery of your already proposed route. I recommend that the route between Cedar Drive and Scarborough Golf Club Road be made above grade. This would be beneficial because... a. it still allows you to keep the road adjustments you plan to make around this intersection without any interruption. b. it would increase speed and reliability (the train would not have to stop twice within less than 1/2 kilometre). c. it would take away one of the four intersections you have identified as problematic in terms of speed, reliability and safety. * My suggestion for a station name: Kingston Road Station. 5. Have the route tunnel below grade (underground) just west of Midland Ave	b. the northern terminus station can now follow a similar, if not exact design of the Sheppard East Station of the SRT. A1. The SMLRT and SELRT must both be at the same grade in this location to allow for LRV's to turn from SELRT into the SMLRT right-of-way, as the maintenance and storage facility will be on the Sheppard East LRT line which will be shared. Q2. Continue the separate grade structure after UTSC Station along the east side of Military Trail and Morningside Avenue. This would be beneficial because... a. provide the opportunity to run the LRT on a separate bridge as it crosses over Highway 401. b. it would take away one of the four intersections you have identified as problematic in terms of speed, reliability and safety. A2. While your idea has merit, the existing bridge structure over the 401 is suitable for our LRT and considerable cost would be incurred for a new bridge structure in this location with little benefit. Q3. Amalgamate the Lawrence Ave and Kingston Road/Morningside Stations into one main station, located below grade underneath the Lawrence Ave East, Morningside Avenue and Kingston Road triangle. This would be beneficial because... a. it would increase speed and reliability (the train would not have to stop twice within less than 1/2 kilometre). b. it provides easy underground tunnel transfer to either street level or directly into the newly renovated Morningside Mall. c. reduces traffic congestion of the triangle (which I believe will become even more congested with a train right-of-way signal). d. gives TTC the opportunity to name another one of their stations on this route after a place rather than after the main road thoroughfare (my suggestion: Morningside Mall Station). e. it would take away one of the four intersections you have identified as problematic in terms of speed, reliability and safety. A3. The ridership data at this location warrants two stops and as you can relate we have two competing interests, one group would like closer stop spacing to	

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				and arrive at Kennedy Station on the same level as the Bloor-Danforth Subway line. This would be beneficial because... a. it would greatly minimize rider transfer between the two lines b. greatly reduce rider volume on bus or SRT levels. c. definitely increase speed and reliability. *NOTE: Perhaps it could follow a similar, if not identical design to that of the Sheppard East LRT and your plan to connect that route to the Sheppard subway line underground. These are all the suggestions I could think of at the current time. Hope they are of some help. Please email me back regarding your opinion to them as well (why they would work, wouldn't work, etc). All the best and thanks for finally bringing this project to life!	reduce walking distances, the other increased stop spacing to benefit LRV travel speeds, the solution presented balances both needs. Further, with the potential turn back opportunity here the underground structure becomes quite large and costly. We believe that the preferred solution solves the technical issues, provides fast, reliable transit and maintains the fiscal intent for this project. Q4. Amalgamate the Eglinton Ave/Kingston Road and Scarborough Golf Club Road Stations into one main station, located on the triangular greenery of your already proposed route. I recommend that the route between Cedar Drive and Scarborough Golf Club Road be made above grade. This would be beneficial because... a. it still allows you to keep the road adjustments you plan to make around this intersection without any interruption. b. it would increase speed and reliability (the train would not have to stop twice within less than 1/2 kilometre). c. it would take away one of the four intersections you have identified as problematic in terms of speed, reliability and safety. * My suggestion for a station name: Kingston Road Station. A4. The ridership data at this location warrants two stops and as described above we again have two competing interests, one group would like closer stop spacing to reduce walking distances, the other increase stop spacing to benefit LRV travel speeds, the solution presented balances both needs. Again this area has a potential turn back opportunity and the above grade structure becomes quite large and costly. We believe that the preferred solution solves the technical issues, provides fast, reliable transit and maintains the fiscal intent for this project. Q5. Have the route tunnel below grade (underground) just west of Midland Ave and arrive at Kennedy Station on the same level as the Bloor-Danforth Subway line. This would be beneficial because... a. it would greatly minimize rider transfer between the two lines b. greatly reduce rider volume on bus or SRT levels. c. definitely increase speed and reliability. A5. This matter is still under consideration and as the Kennedy Station traffic and design studies proceed, information will be brought forward with the preferred solutions.	

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
					Thank you for your positive support of the project and the considerable thought and effort you have provided developing the ideas in your e-mail. As we commence with detail design and construction of the project there will be further opportunities to consult the public and your input will be welcomed. If you have further questions please feel free to call or e-mail me.	
96	5-Jun-09	Email	Concerns regarding LRT **impact on traffic**, **reduction in left hand turns, air quality.** Suggestion to use **alternative forms of transit** (subway), wait for confirmed **funding,** change **route alignment**.	I had previously submitted questions to your team for review, and your team said they will rely later. Thanks!H95 However the Scarborough Malvern LRT has raised serious concerns that I would like you to consider, plus some positive suggestions. I live in Ward 43 but the wards affect by the Scarborough Malvern LRT (Wards 36, 42, 43, and 44) represent some of the usual travel area for myself and my family. I was unable to attend the recent Open Houses for the Scarborough Malvern LRT but I have read the information posted on the website (Display Panels, Aerial Views, FAQ) and I have attended other open houses for similar Transit City projects. The main issues of this project proposal are: 1. The massive impacts to traffic along Eglinton Ave & Kingston Road, with no apparent solution for the influx of commuters from York (e.g. Markham) and Durham regions. TTC Chairman Giambrone was quoted in the local media as saying he did not know how much traffic was coming in from other regions outside of Toronto. Not acceptable given that according to your Display Panels from the Open House the impact would be: I. along Eglinton Avenue East, estimated 30 - 35% reduction in existing roadway vehicle capacity ii. along Kingston Road, estimated 40 - 50% reduction in existing roadway vehicle capacity iii. redistributed left turn movements as a result of U-turn provisions may increase delays for left turn movements 2. Little or no benefit in terms of moving people in the areas where they want to go, other than Kennedy Station or UTSC. What about people in the area that want to go downtown directly and not dragged along Bloor (only to transfer again to go southbound), or to the Scarborough Town Centre which is	Thank you for the message. Each of your questions and recommendations have been documented for review by those overseeing the project. We will contact you as soon as more information is available and answers are confirmed. Please note that in order for the project to eventually go forward, it would need to be approved by both City Council and the Ontario Ministry of the Environment. Please contact the TTC project manager Malcolm Mackay at 416-393-7877 if you have additional concerns.	09-Jun-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				natural hub for everyday shopping? 3. No support for the embryonic development that is starting to take place, such as Morningside Crossing. For example, no left turns at the Kingston Road and Morningside intersections is a business killer, not a magnet for development. See details below my contact info for more issues, and potential solutions and compromises. I also take exception to the overly simplistic logic by the Transit City project team (via the Display Panels) used to provide guidance to residents on how to deal with the traffic issues, including traveling at different times of the day, using different routes, work from home and most notably "...move closer to work". For many residents, it is impractical, condescending and ultimately unhelpful to suggest that residents should work different hours or work from home. Most people do not have that flexibility with their employer, especially in Scarborough where there are still a few manufacturing jobs. As for the notion that we should "move closer to work", well, my firm Research In Motion is one of the largest and most profitable firms in Canada, employing 5000+ people in Canada, and has NO offices in Toronto. My office is in Mississauga, where we are building a campus for 2000+ more high paying high technology jobs. Should I pack up and leave Toronto as the project Display Panels suggest? The other suggestion that is too simplistic is that the LRT will increase capacity in the corridor by 43%. The "flaw" is that the statement is correct ONLY if 100% of the displaced volume (i.e. due to the reduction of traffic lanes) chooses to use the LRT, which in turn depends on 100% of these new converts to transit being served by the destinations covered by the transit line. Again, if getting to the end of the BD subway was the only problem, then why do I see thousands of cars drive right by Kennedy and Warden stations every day? The area served by the Scarborough Malvern LRT reflects 50+ years of no higher-order transit, and has evolved and developed based on the car. The TTC and the 3 levels of government can't ignore history and the workflow		

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				that's already here and expect the residents to adapt within 4 years before construction starts. My "ASK" of you is to: 1) Consider the carbon footprint generated by the proposed route. Are we prepared to measure emissions before and after line construction when the planners are already building in massive traffic disruptions? If the LRT is such an environmentally preferred option to the status quo then proper scientific testing should be part of the plan. 2) Do not proceed until there is firm coordination and funding commitment with related transit projects, such as the Highway 2 RT and the Kingston Road EA (which hopefully gets converted to LRT and runs down to Queen St. E or Lakeshore). 3) Consider different routes to provide Scarborough with access to other areas not addressed by any Transit City Plans, e.g. direct route to eastern edge of downtown, the Scarborough Town Centre and the Toronto Zoo 4) Stop trying to use Transit City as a social engineering experiment and instead focus on providing great transportation alternatives for all Toronto residents and commuters from other jurisdictions. In summary, if the route does not have a solid business case and the only way to make it work is to cripple other forms of transportation, then you don't actually have a business case for this project. Let me know if you have any questions or suggestions. Thanks and have a great weekend!		
97	7-Jun-09	Email	Suggestion regarding **route alignment / design** (build it underground).	I*m very impressed with the plan the TTC has brought forth to the public, though my only suggestion is that the TTC explores the options of tunnelling the line from Kennedy to Kingston. The rational for this choice is simple; it*s logical and it will provide a faster service to the Eglinton corridor, given that traffic in that area is project to increase significantly and surface level LRT may interfere with vehicle traffic. Ps.	Thank you for the message. Your recommendation has been documented for review by those overseeing the project.	08-Jun-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				I know this option is more expensive, but when you look at the cost benefits I think one understands the long term outcome will be very prosperous		
98	8-Jun-09	Email	Comments submitted by the **Ontario Realty Corporation**	Thank you for circulating Ontario Realty Corporation (ORC) on your Notice of Public Information Centres. The ORC is the strategic manager of the government's real property with a mandate of maintaining and optimizing value of the portfolio, while ensuring real estate decisions reflect public policy objectives of the government. As you may be aware, ORC is responsible for managing real property that is owned by the Ministry of Energy and Infrastructure (MEI). Our preliminary review of your notice and supporting information indicates that ORC-managed property is directly in the study area. As a result, your proposal may have the potential to impact this property and/or the activities of tenants present on ORC-managed lands. Attached please find a map that identifies these properties to assist you in identifying and avoiding potential impacts on ORC-managed lands. Please note that lands managed by Hydro One, on behalf of ORC, are in the study area. These lands are also subject to the same following requirements. Potential Negative Impacts to ORC Tenants and Lands General Impacts Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, and impacts to natural heritage features/habitat and functions, should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices and Ministry of Natural Resources (MNR) and Ministry of the Environment (MOE) standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present. Impacts to Land holdings Negative impacts to land holdings, such as the taking of developable parcels of ORC managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the	I was provided your contact information by the Ministry of Environment from a comprehensive list and am sending you the attached Executive summary of the Environmental Project Report. We do not believe that your office will have an involvement in this project but am sending this to you to confirm that you agree with the proponents evaluation. Could you please confirm by September 10, 2009 your status. If you have any questions please contact me at 416-393-7877. Thank you,	11-Sept-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				earliest possible stage of your study. If takings are suggested as part of any alternative these should be appropriately mapped and quantified within EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. ORC requests circulation of the draft EA report prior to finalization if potential impacts to ORC-managed lands are present as part of this study. Heritage Management Process & Class Environmental Assessment (EA) Process. Should the proposed activities impact cultural heritage features, on ORC managed lands, a request to examine cultural heritage issues which can include the cultural landscape, archaeology and places of sacred and secular value could be required. The Ontario Realty Corporation Heritage Management Process should be used for identifying and conserving heritage properties in the provincial portfolio (this document can be downloaded from the Heritage section of our website: http://www.ontariorealty.ca/What-We-Do/Heritage.htm). Through this process, ORC identifies, communicates and conserves the values of its heritage places. In addition, the Class EA ensures that ORC considers the potential effects of proposed undertakings on the environment, including cultural heritage. Potential Triggers Related to MEI's Class EA The ORC is required to follow the MEI Class Environmental Assessment Process for Realty Activities Not Related to Electricity Projects (MEI Class EA). The MEI Class EA applies to a wide range of realty and planning activities including leasing or letting, planning approvals, dispostion, granting of easements, demolition and property maintenance/repair. For details on the ORC Class EA please visit the Environment and Heritage page of our website found at http://www.ontariorealty.ca/AssetFactory.aspx?did=2240 If the MEI Class EA is triggered, and deferral to another ministry's or agency's Class EA or individual EA is requested, the alternative EA will be subject to a critical review prior to approval for any signoff of a deferral by the proponent. The alternative EA needs to fulfill the minimum criteria of the MEI Class EA.		

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				When evaluating an alternative EA there must be explicit reference to the corresponding undertaking in the MEI Class EA (e.g., if the proponent identifies the need to acquire land owned by MEI, then "acquisition of MEI-owned land", or similar statement, must be referenced in the EA document). Furthermore, sufficient levels of consultation with MEI's/ORC's specific stakeholders, such as the Ontario Ministry of Natural Resources, must be documented with the relevant information corresponding to MEI's/ORC's undertaking and the associated maps. In addition to archaeological and heritage reports, a Phase I Environmental Site Assessment (ESA), on ORC lands should also be incorporated into the alternative EA study. Deficiencies in any of these requirements could result in an inability to defer to the alternative EA study and require completing MEI's Class EA prior to commencement of the proposed undertaking. In summary, the purchase of MEI-owned/ORC-managed lands or disposal of rights and responsibilities (e.g. easement) for ORC-managed lands triggers the application of the MEI Class EA. If any of these realty activities affecting ORC-managed lands are being proposed as part of any alternative, please contact the Sales and Marketing Group through ORC's main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672), and contact the undersigned at your earliest convenience to discuss next steps. Specific Comments If the project involves an individual EA and the undertaking directly affects all or in part any ORC-managed property, please send the undersigned a copy of the DRAFT Individual EA report and allow sufficient time (minimum of 30 calendar days) for comments and discussion prior to finalizing the report to ensure that all MEI Class EA requirements can be met through the EA study. Concluding Comments Thank you for the opportunity to provide initial comments on this undertaking. As noted in the notice, multiple transit studies and projects are currently underway. ORC would appreciate circulation on these initiatives to ensure that ORC's Class EA regulatory requirements are satisfied, should ORC managed lands be affected. If you have any questions on the above I can be reached at the contacts below. Further communication (email: Sept. 4, 2009)		

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				Further communication (email: Sept. 11, 2009) Hi Malcolm, appreciate the circulation. No further comments from ORC. Thanks,		
99	11-Jun-09	Telephone	Questions regarding **impact on commercial property / business**.	This caller owns a property on Eglinton E at Brimley . He would like to speak to someone for more detail in terms of the projects relation to his property. The property/commercial space is a fairly new development and they think they're fine, but want to have a conversation about the project to make sure.	Called person regarding the property and gave him indication of potential impact noting that upon completion of detail design that property impacts will be finalized and further provided potential schedule of work.	12-Jun-09
100	8-Jun-09	Email	Submitting comments from **open house**.	I am sending this on behalf of my parents. Please excuse the lateness of this returned form. [See attachment]	Thank you for submitting your comments.	
101	4-Jun-09	Telephone	**Support** for the project. Concern regarding potential **left hand turns / removal of left hand turns**. Suggestion to use **alternative forms of transit** (subway).	1. The caller observed that there are various intersections along the route where left turns are allowed (e.g. Military trail and Morningside, Ellesmere and Morningside, Ellesmere and Military Trail, and Beath St. and Morningside). However, there are no left turns allowed at Kingston Rd and Morningside. From these observations, the caller wants to know what will stop left turners from using Ains Road (sp?) as a bypass to go north on Morningside Avenue. What will stop left turners from using Beath Street at Morningside to bypass Morningside and Kingston Rd. The caller would like an explanation as to why there are no left turns allowed at Kingston and Morningside. He thinks left turns should be allowed at all intersections. The bypass proposed to accommodate the University of Toronto and decrease the impact on Morningside and Ellesmere valley seems to be extravagant and probably a large over expanse that could be avoided. This would save money by keeping LRT in the centre of Morningside road and setting up a shuttle service, electronically timed with the LRT to pick up passengers at Morningside and Military Trail that takes them to the University station. Main intersections should always allow for a left turn. 2. The caller thinks that the life expectancy of the LRT is 35 years. The caller also believes that the life expectancy of a subway is much longer and would prefer a subway rather than an LRT for the whole project. He states that if that isn't going to happen (although it should since both York University and Thornhill (?) are getting subways) intersections and roads will be impacted with	We thank you for your interest in the Scarborough Malvern LRT and provide some responses to your earlier queries, if you have any further questions please feel free to contact me at 416-393-7877. 1. The caller observed that there are various intersections along the route where left turns are allowed (e.g. Military trail and Morningside, Ellesmere and Morningside, Ellesmere and Military Trail, and Beath St. and Morningside. However, there are no left turns allowed at Kingston Rd and Morningside. From these observations, the caller wants to know what will stop left turners from using Ains Road (sp?) as a bypass to go north on Morningside Avenue. What will stop left turners from using Beath Street at Morningside to bypass Morningside and Kingston Rd. The City of Toronto and TTC are committed to designing the infrastructure to ensure that traffic infiltration to the neighbourhoods NE and NW of the Kingston Road/Morningside Avenue intersection is effectively managed. Our objective is to make the designed proper traffic movements more efficient and discourage the potential short cuts you have described. Further, the City has committed to conduct pre and post-LRT traffic monitoring to measure and prove the design is successful. The caller would like an explanation as to why there are no left turns allowed at Kingston and Morningside. He thinks left turns should be allowed at all intersections.	15-Sept-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
				LRT. The caller thinks that no matter how one looks at it, the car will be around forever, but in more densely populated areas, the subway will be a huge benefit. 3. Intersection at Morningside and Kingston road will have huge impact in community where no left turns will be allowed. There will be a lot of bypass traffic messing up the neighbourhood. The caller would like to recommend that the LRT goes underground at West Hill, continues south on Morningside and comes back up at Kingston Rd, at Guildwood station. The caller also thinks that this project is very interesting and will revitalize the area.	During our traffic analysis at this corner we found that there were relatively few left turning movements (~5%) vs. the through movements (~93%) and that the most efficient method to keep vehicles and the LRT moving effectively was to prohibit the left turn movements. We didn't approach this lightly, we needed to ensure ourselves that effective alternative routing is available to accomplish this manoeuvre without creating traffic infiltration into the adjacent communities. The bypass proposed to accommodate the University of Toronto and decrease the impact on Morningside and Ellesmere valley seems to be extravagant and probably a large over expense that could be avoided. This would save money by keeping LRT in the centre of Morningside road and setting up a shuttle service, electronically timed with the LRT to pick up passengers at Morningside and Military Trail that takes them to the University station. Main intersections should always allow for a left turn. The University of Toronto Scarborough Campus is a large growth area and a destination that is an important transit destination. We are committed to servicing the UTSC. Further our maintenance and storage yard is near Sheppard Avenue so have to pass by this area and might as well go into it to provide service. 2. The caller thinks that the life expectancy of the LRT is 35 years. The caller also believes that the life expectancy of a subway is much longer and would prefer a subway rather than an LRT for the whole project. He states that if that isn't going to happen (although it should since both York University and Thornhill (?) are getting subways) intersections and roads will be impacted with LRT. The caller thinks that no matter how one looks at it, the car will be around forever, but in more densely populated areas, the subway will be a huge benefit. The ridership on the SMLRT is half of what is required to build a subway. 3. Intersection at Morningside and Kingston road will have huge impact in community where no left turns will be allowed. There will be a lot of bypass traffic messing up the neighbourhood. The caller would like to recommend that the LRT goes underground at West Hill, continues south on Morningside and comes back up at Kingston Rd, at Guildwood station.	

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					An underground alignment has a significant cost premium and we believe that we have developed solutions that can satisfy the community around Morningside Avenue/Kingston Road. The caller also thinks that this project is very interesting and will revitalize the area. Once again we thank you for your input. During the design phase of the SMLRT project, there will be an ongoing public consultation process related to the details of how the project will be implemented. This will provide an opportunity for constituents, and businesses, to provide input on the further development of this project.	
102	17-Jun-09	Post	Various **comments** regarding SMLRT project (bus routes, bike paths, subway, etc).	1. Put more electric buses on the route instead of LRT 2. No need for bike paths 3. Build Subway instead 4. Why not run LRT on the east of Morningside instead of the middle? 5. Who is funding the project? 6. Opposes construction of new road 7. Opposed to removal of 10 homes 8. Concerned about specific impact on her property on Warnsworth. Please advise if you can call her as she requested a response from the PM.	I spoke with this woman for a half hour, I had spoken to her before and answered same questions, she will be at the open house on June 25.	17-Jun-09
103	18-Jun-09	Telephone	Request for information. (See **ID #104**)	Company with specific property question needs information. Please call back	Left message to call back with question.	18-Jun-09
104	18-Jun-09	Email	Question regarding potential **property impacts**.	To whom it may concern, We have 2 properties in Scarborough: We'd like to get additional information: 1. Will the new LRT system allow vehicles to make a left turn into our plazas or into the side streets such as Amethyst or Midland ? Or can one only make left turns at major intersections? 2. When is the scheduled commencement date for both locations? 3. Can I please get a map that shows in detail how the system will work/look like at the above 2 properties.	In addition to our phone conversation a few weeks ago and to respond to your questions below, yes there will be a stop close to your plaza at Midland and Eglinton. However, specific entrance locations have not yet been made. This stop will be part of the Scarborough Malvern LRT line, and I have CC'd Chris Bishop – project manager of this line – for further input. If you have any further questions, please let me know. Thanks, ********** Message from public: Thanks & by the way, this new LRT & its restrictions is worrisome both for	10-Jul-09

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
					our tenants & their business, as well as with regards to the future value of the plaza. Did anyone think this through?? ********** Message from TTC: I mixed up project managers - Malcolm MacKay is the project manager for the Scarborough Malvern Line. He has been made aware of our recent correspondence. Thanks again, ********** Message from TTC: As per my earlier e-mail to you, the attached e-mail requires a response. ********** Message from public: I'm still waiting to hear about the property on Eglinton. ********** Message from TTC: Scott Duggan, TTC Project Manager for the St. Clair LRT, advised me that that he is not aware of any business loss complaints to TTC due to the operational design of the St. Clair LRT. Regards ********** Message from public: Thanks for your quick reply, but I haven't heard anything back with regards to your questions.	

ID#	Date Received	Source of inquiry	Subject	Comment / Question	Response	Date response was sent
					Please let me know, ********** Message from TTC: Yes there will be stops close to your plaza at both Aragon/Sheppard and Birchmount/Sheppard. I am not aware of any major complaints from the businesses in the vicinity of Bathurst/St.Clair. Scott, can you advise me further if any businesses along St. Clair are contacting TTC because of business losses due to the operational design of the St.Clair LRT (ie. Loss of left turns) Lisa, kindly provide Msd. Lando a response to her question about the Eglinton project. Regards, Project Manager Sheppard LRT ********** Message from public: Questions: 1.Will there be LRT stops near our plazas? Specifically, at Sheppard & Amethyst on the Plaza's side? And at Eglinton & Midland on the plaza's side? A friend of mine is trying to encourage me that this could potentially generate traffic to the plazas.. I doubt it.. 2. Aren't u getting lots of complaints from businesses along Yonge & St. Clair/Bathurst?? ********** Message from TTC:	

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					You are welcome. ********** Message from public: Good points, however, Sheppard & Amethyst is NOT Spadina & Bloor nor is it "close" to Yonge & Sinclair. One cannot compare the traffic & amount of business among these locations. But thanks for the encouragement, ********** Message from TTC: I can understand your concerns. I would like to add that similar LRT projects have been operating now on Spadina between Front and Bloor for twelve years and on St. Clair between Yonge and Bathurst for two years. Businesses along these roads were also initially concerned about the loss of left turns but after this length of time, it appears that allowing U-turns as a replacement for direct left turns, is an effective mitigating measure. Regards, ********** Original messages from public: Thank you for your prompt reply—although this is not what I wanted to hear. It is clear that this "new arrangement" will impact the business at the plaza negatively. Sincerely, ********** Original message from TTC:	

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					This is in response to your recent query. Loading platforms and left turn lanes are to be built at all intersections with traffic signals. There will be platforms and traffic signals at both Aragon Avenue and Birchmount Road. Left turns from Sheppard Avenue to Amethyst Road will be prohibited. The LRT tracks in the centre of Sheppard across Amethyst Road will be 150mm higher than the car traffic lanes. In order to mitigate the loss of left turns along Sheppard, U-turns are permitted at all signalized intersections. As well, a separate left turn traffic signal phase will be in place at all signalized intersections. Patrons of the plaza travelling west on Sheppard will be able to make a U-turn at the Aragon Avenue traffic lights. Please contact me for any other information regarding the Sheppard LRT. Regards,	
105	18-Jun-09	Email	Question regarding project **cost.** Concern regarding LRT impact on **traffic, removal of left hand turns and removal of a stop**.	Now that I have had more time to think about the Scarborough Malvern Light Rail Transit (LRT) project, I have the following comments: 1. How can the City of Toronto and the Toronto Transit Commission Administrations justify the cost of building and maintaining two traffic infrastructures primarily for the sake of forcing automobiles out of the downtown of Toronto? The City of Toronto is and has allowed more and more high rise office and condominium dwelling units to be built in the downtown. Those who are and will be living in the present and future downtown condominium dwelling units will need automobile access to and from their residences. Why allow the units to be built but try to make automobile access to them so difficult by reducing the number of vehicular lanes on to accommodate the MLRT? Automobiles will very likely be pollution free within the next 5 to 10 years so pollution from vehicles cannot continue to be an issue in the long term. 2. With respect to the design of the SMLRT: a) prohibiting left turns at the intersection of Kingston and Morningside Roads is not, in my opinion, a workable idea. There are no reasonable right turning routes for Kingston Road westbound traffic wanting to go south on Morningside Road except on Falaise Road and Warnsworth Street which goes	Thank you for expressing interest in the proposed Scarborough Malvern LRT. 1. You had indicated: "Automobiles will very likely be pollution free within the next 5 to 10 years so pollution from vehicles cannot continue to be an issue in the long term." We certainly hope you are correct. However, even if this does happen, many residents cannot afford cars and the projected transit ridership demand in the Scarborough Malvern LRT area cannot be accommodated in the future by running more buses. If more buses were put on the road, they would bunch up and be highly inefficient for drivers and transit users alike. To illustrate the challenge, buses (even in dedicated lanes) sometimes called BRT, or bus rapid transit, could not easily accommodate 4600 to 5000 people * the peak hour demand projected in the corridor, unless the bus ROW were to include by-pass lanes at intersections/stations to allow some buses to operate *express* and pass *local buses* stopped to serve customers. To illustrate the problem, it would require 64 articulated buses per hour to accommodate a peak hour demand of 4800 people. That is a bus approximately every minute. Even with dedicated lanes, buses operating this close together would catch up to one another and	

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				through a residential area and from Morningside Road northbound traffic wanting to go westbound on Kingston except on Tefft Road or Beath Street and Amiens Road which borders on a public school on Tefft Road and through some residential area. b) At present there are bus stops on Kingston Road at the Prominence Point condominium building (90 Dale Avenue) and across Kingston Road at the rental apartment building. Seniors living at 90 Dale Avenue and the rental building will have a difficult time walking upgrade to the proposed Guildwood Parkway stop. I think the present stop at this location should be retained.	*bunching* would result if some of them don*t operate express. Given that there are a variety of important objectives for the study corridor such as a comfortable walking environment and attractive streetscaping for local residents ,there is insufficient width available to allow the construction of a by-pass lane to be added to the right of way to accommodate buses. 2. Your concern about overall traffic, and particularly prohibiting left turns at the intersection of Kingston and Morningside Roads is well taken. During our traffic analysis at this corner we found that there were relatively few left turning movements (~5%) vs. the through movements (~93%) and that the most efficient method to keep vehicles and the LRT moving effectively was to prohibit the left turn movements. We didn't approach this lightly, we needed to ensure ourselves that effective alternative routing is available to accomplish this manoeuvre without creating traffic infiltration into the adjacent communities. The City of Toronto and TTC are committed to designing the infrastructure to ensure that any traffic infiltration to the neighbourhoods NE and NW of the Kingston Road/Morningside Avenue intersection is effectively managed. Our objective is to make the designed traffic movements more efficient and discourage any potential short cuts. Further, the City has committed to conduct pre and post-LRT traffic monitoring to measure and prove the design is successful. 3. Your recommendation to retain the bus stops on Kingston Road at the Prominence Point condominium building (90 Dale Avenue) and across Kingston Road at the rental apartment building is documented. Balancing the needs of proximity to stops --particularly for seniors-- and efficient transit speed to ensure residents will use the LRT is a very difficult decision. Fortunately, in terms of overall accessibility, the new vehicles will have low floors so that those with mobility impairment will be able to easily use them. We will contact you as soon as more information on the project is available.	
106	22-Jun-09	Telephone	**Support** for the SMLRT project.	The caller lives in the McCowan and Eglinton area. She thinks the project is a wonderful idea. She read the information and thinks it's great.	N/A	

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107	26-Jun-09	Telephone	**Opposition** to the SMLRT project.	Rapid Transit doesn't support commuter needs, Light Rail plans fail to meet Scarb needs, subway extension needed not LRT. The list goes on...this is a joke. LRT are not needed in this city – we need subways, Scarborough needs a subway not LRTs. This mayor should be impeached.	N/A	
108	17-Jun-09	Email	Question regarding upcoming **open house**.	Is this meeting different from the meetings in late May?	In earlier correspondence with us, you had suggested removing the following transit stops for the Scarborough Malvern LRT: Falmouth Mason Murison (on the Sheppard line) Wickson/Berner Sewells/Tapscott To confirm, staff documented your recommendations and are currently confirming the final stop locations. As soon as the stops are confirmed we will advise you and post the locations to the project website.	23-Sept-09
109	29-Jun-09	Telephone	Request for general **information.**	Please call back	Left a message on the caller's voicemail regarding information that can be found on project website.	29-Jun-09
110	2-Jul-09	Telephone	Question regarding project **scheduling / timeline.** Request updates on project.	Caller wants to know more about the project (Scarborough - Malvern) and when the implementation of plan will be. Caller lives at Kings. And Morningside. Wants to know start date/construction phase for both Eglinton Crosstown and Scarb – Malvern lines.	Told caller about the website and display panels they could get information from. Explained about start dates on both lines.	02-Jul-09
111	8-Jul-09	Telephone	Question about accessing the **website.**	Tried to get into website – page passed out at Public Info Centre – not getting caller where he wants to be. Please call back to help him through	Told the caller that the web address was correct. Helped walk him through it.	08-Jul-09
112	12-Jun-09	Email	Question about **proposed LRT stop.**	I live on the Payzac and Overture Road stop. Will the LRT still stop there? Will it stop at all the usual stops? I am assuming the 86 bus will not run where the LRT goes?	To confirm, no LRT stop is planned at Payzac and Overture, but there is a stop planned only 200 meters north. This stop is the Celeste Drive / Guildwood GO station stop. As soon as confirmation of final stop locations is made, we will post a map onto the project website. The direct link is: http://www.toronto.ca/involved/projects/malvern_lrt/index.htm	22-Sept-09

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					We will update you as soon as more information is available on the project.	
113	10-Jul-09	Email	Opposition to the SMLRT. Concern regarding **traffic, and u-turns**.	to the scarborough-malvern light rail transit public consultation unit and TTC project manager Malcolm McKay ... I notice that this project and others like it will rely heavily on redirecting automobile traffic by forcing drivers to overshoot major intersections where left turns will be restricted or banned (Morningside and Kingston for instance) ... unbelievably, they will then have to make a u-turn to get back to the intersection and turn right ... I can only shake my head at such stupidity ... this isn't planning ... it's UNPLANNING .... bad enough that anyone would propose such a measure, ludicrous that our transit planners and city government would adopt it ... further ... you state up front that the plan will cause increased auto traffic congestion, yet you say it will result in better air quality ... these two statements seem at odds ... also ... the clumsy, impractical and dangerous u-turn tactic will almost certainly result in the use of alternate local side streets ... I notice you have done NO STUDIES TO DATE on the effect of local traffic and side street usage (you call this planning?) ... and yet you are already mentioning further banned turns and traffic-calming (ie. traffic control via inconvenience, a time-honoured Toronto "solution") to handle local traffic problems caused by the plan ... both the so-called "planners" and those responsible for adopting this sloppy piece of non-integrated patchwork should be fired and ridden out of town on a rail ... this is nothing more than political expediency being hastily foisted upon the people of Toronto ... and this type of bafflegab policy is the major reason why I am moving out of this city as soon as possible, even though I have lived here all my life ... the various levels of government responsible for this disaster should be ashamed ... including the federal government because of its criminally chronic short-funding of Toronto's public transit infrastructure ...	We have included your comments for consideration in writing of the Environmental Project Report. We thank you for the time you invested in sharing your ideas and appreciate your involvement in the Scarborough-Malvern LRT project. We are available if you have any questions at 416-393-7877.	

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114	20-Jun-09	Email	**Support** for the project. Comments regarding **route alignment** and **positive impact on neighbourhood and public**.	Hello. I just received the open house notice re. the proposed LRT. a.. I think this is a fantastic initiative for the city of Scarb. Most of the routes in question are various strip malls that seem to be bogged down by commuter traffic and slow buses (due to the rush hour traffic) b.. I think LRT lines create an "air" of people on the move and this is really needed in these parts of Scarb. c.. There has always been a lack of transit options in the Malvern/Kingston Rd area...this is way many people who live in these areas resort to the bus and then ultimately the car and never turn back to transit (it is slow and awkward to make connections) d.. I think the option of the connection to the Guildwood GO station is also a great way to create a shorter distance for Port Union/Morningside/Malvern/Scarb Bluff residents. This is a study where the money would be well spent. It would also help push Scarb. into a trendier zone like the beaches as more modern retail could follow.	Thank you for the message of support for the Scarborough Malvern LRT project. We will update you as the project progresses. It will require the approval of City Council and the Ontario Ministry of the Environment to go forward.	07-Aug-09
115	25-Jun-09	Email	**Objection** to the project. Concern regarding impacts to **traffic, air quality and emergency services**.	I wish to voice my concerns about this project. Kingston Rd. is one of the main thoroughfares into the city from the east. Removing a lane on Kingston Rd. thus narrowing it, will impede traffic flow, thus increasing pollution. This corridor is heavily used by taxis, tradespeople, transport of goods and tourists. Not to mention Emergency Vehicles. Not everyone works in a cubicle, you can't put a toolbox, electrical & plumbing supplies on a bicycle, and it's probably not wise to transport a patient to Hospital on a streetcar. This will reduce Emergency response time, no sane person can argue that it won't. Implementation of this plan means that, a fire will destroy property that could have been saved, and Police will arrive too late to prevent a crime or apprehend a criminal, and someone will die would could have lived.	Thank you for sharing your comments, they will be considered in the development of the Environmental Project Report. You indicated a serious concern with delays to the emergency vehicles, we have had considerable discussion with the Toronto police services, fire and EMS and are developing a physical design which will allow the emergency vehicles to mount the curb and travel in the transit right-of-way. This method of operation will permit the emergency vehicles to travel in the clear free lanes away from vehicular congestion. The LRV's would stop if an emergency vehicle was in the right-of-way and allow it to pass. The Transit City plan will add a network of almost 120km of traffic free, dedicated lanes that can be used by emergency vehicles when required. Thank you again for your interest in the Scarborough-Malvern LRT project.	

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				Is there anyone in the TTC or City of Toronto who can guarantee that none of the above will happen due to this ill conceived plan??		
116	26-Jun-09	Email	Request for project **updates.**	Please advise of the current status of the Scarborough Malvern LRT project. Can you advise also on the timelines for the work, the planned procurement process and the dates to issue prequalification? Please do not hesitate to call me if you have questions.	The Scarborough-Malvern LRT is currently unfunded and as such is not immediately anticipated, and therefore the procurement process is not established.	14-Sept-09
117	22-Jun-09	Email	**Technical** questions and suggestions on LRT.	Although I would rather see us build actual subway lines, rather than these LRT lines, I'm going to keep my comments directly on what is on the table: 1) Is the proposed side-street off Morningside (near Tefft Road) really needed? If this is needed because you're going to prevent all turns at Morningside/Kingston, then wouldn't the existing roads of Lawrence and Collinsgrove be able to fulfill that need? I just think the expense and effort to put in that new road will be extremely high. 2) The existing bridge over the Morningside valley - there are plans to reconstruct it to add bike lanes. I would like someone to show the exact cost of this component! I am a cyclist and support the addition of bike lanes in certain areas of the city, but we also have to be mindful of cost/benefit ratios. If it is going to cost over $100k to only add bike lanes, then it's not worth it. There is no reason why bikes can't use the road for that 1000 foot long stretch to help the budget. We all have to do our part to get the overall project completed. 3) Can't the stretch on Kingston road be tunnelled? I know there are plans for the Eglinton LRT to have a portion underground, so why not here? If we take away a lane, the already heavy traffic isn't going to mysteriously vanish. I think the rest of the route can handle the changes, but this one stretch will be crippled by the loss of a lane. One overall comment: How is the Danforth subway line going to cope with the traffic? Presently when the subway leaves Kennedy, it is already standing room, and by the time it reaches Pape it is so packed that no more can board. Obviously the plan for the LRT lines is to carry more people than the buses currently do & when the people coming down the Don Mills LRT hit Pape,	Thank you for your interest in the Scarborough-Malvern LRT Project. We have provided responses to your questions below: Q1) Is the proposed side-street off Morningside (near Tefft Road) really needed? If this is needed because you're going to prevent all turns at Morningside/Kingston, then wouldn't the existing roads of Lawrence and Collinsgrove be able to fulfill that need? I just think the expense and effort to put in that new road will be extremely high. A1) We have given much consideration to this area, and the challenges to provide good traffic movement from each community east and west of Morningside and provide a stop at West Hill CI. Q2) The existing bridge over the Morningside valley - there are plans to reconstruct it to add bike lanes. I would like someone to show the exact cost of this component! I am a cyclist and support the addition of bike lanes in certain areas of the city, but we also have to be mindful of cost/benefit ratios. If it is going to cost over $100k to only add bike lanes, then it's not worth it. There is no reason why bikes can't use the road for that 1000 foot long stretch to help the budget. We all have to do our part to get the overall project completed. A2) The bike lanes will be added as part of the rehabilitation of the bridge. Q3) Can't the stretch on Kingston road be tunnelled? I know there are plans for the Eglinton LRT to have a portion underground, so why not here?	17-Sept-09

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				how will they be able to get on? Are there plans to build "downtown relief" subway line to combat this issue? That relief line needs to be in place before Don Mills or Malvern open. A final comment: I actually don't expect that any of this will ever be built. As much as I love my city, the thing that keeps us from actually being a "world class" city is that City Hall talks and talks and talks but never finishes anything (ex. Gardiner Expressway, Harbourfront, transit proposals dating back to the 1980s, Guild Inn, and the list goes on). Please prove me wrong, get out there and building something - anything - now.	If we take away a lane, the already heavy traffic isn't going to mysteriously vanish. I think the rest of the route can handle the changes, but this one stretch will be crippled by the loss of a lane. A3) Yes, it could be tunnelled at a considerable premium in cost, however we don't recommend this option. Traffic will not vanish, however with fast more reliable transit we expect to attract many more new users. The overall regional transportation plan will further make transit an alternative for the other regions around Toronto. Q4) One overall comment: How is the Danforth subway line going to cope with the traffic? Presently when the subway leaves Kennedy, it is already standing room, and by the time it reaches Pape it is so packed that no more can board. Obviously the plan for the LRT lines is to carry more people than the buses currently do & when the people coming down the Don Mills LRT hit Pape, how will they be able to get on? Are there plans to build "downtown relief" subway line to combat this issue? That relief line needs to be in place before Don Mills or Malvern open. A4) The Bloor-Danforth subway line is overcrowded at peak times at the moment because the TTC does not have enough subway trains to carry the passenger loads. With additional trains, the subway line has capacity to carry the existing, and all forecast, ridership on the line through to 2031. The TTC has ordered new subway trains for delivery starting in 2011 and when these trains arrive some will be used to increase the number of trains operating on the BD line at peak times. This will alleviate the consistent overcrowding on the line mentioned by the writer. It is worth noting, however, that there will always be some individual events that cause delays and crowding on any subway line and, while we work to minimise these events, we are not able to eliminate them altogether. The Downtown Relief Line (DRL) has been suggested by Metrolinx as part of their long term Regional Transportation Plan as one way of providing additional rapid transit capacity for longer-distance transit trips into the downtown area. TTC, the City and Metrolinx are undertaking a study of the benefits and costs for such a line compared to various alternatives including investments in additional GO Rail services and a major expansion of Bloor-	

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					Yonge Station. These proposals, along with the two Transit City LRT proposals mentioned by the writer (Scarborough-Malvern and Don Mills) are viewed as longer term projects, however. If you have any further questions please feel free to contact me.	
118	20-May-09	Open house	Questions about LRT possible **impact on properties**.	Questions about properties affected by potential SMLRT.	Spoke about 3 properties in particular on Eglinton at the May 2009 open houses. As discussed and you were notified by mailing, there is a potential property impact on your frontages which will be finalized during the detail design phase of the project. Depending on final survey and property conveyances that may have already taken place, the City of Toronto Facilities and Real Estate Division will formally contact you. At this time funding has been provided for the Transit Project Assessment Study only. Funds have yet to be approved for the design, construction or acquisition of property for the SMLRT. The SMLRT is part of the provincial, Move Ontario 2020, announcement and included in the 16-25 year plan in the Metrolinx, BIG MOVE, regional transportation plan. There is an open house tonight 6:30 – 9:00 at Qssis Banquet Hall, 3474 Kingston Road (at the corner of Kingston and Markham Road). Please feel free to call or meet me at the open house.	29-Jun-09
119	5-Aug-09	Telephone	Questions about **employment.**	Requesting employment in the field of layout. Off topic / out of scope.	N/A	
120	11-Jun-09	Post	Concerns about **traffic, impacts to business and neighbourhoods.**	[See attached letter PDF] Concerned about access to business, increased traffic on corridors and side streets.	Thank you for providing your comments to the Scarborough-Malvern Light Rail Transit (SMLRT) project. Public input is valuable to the development of these projects and we welcome all comments. Your letter has been included in the public record and considered in the writing of the Environmental Project Report. While the precise extent of the property requirements and impacts will be determined after the detailed design work, your property may be partially	

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					Doug Stewart - TTC Office: 416-447-6284 Carla Inglis - City of Toronto Tel: (416) 392-7212	
127	25-Sep-09	Email	Request to be added to the **mailing list**. Requests to be called in order to provide address.	I am a new homeowner in the Lawrence Avenue East and Kingston Road area. If possible I would like to be on a mailing list for updates on this proposed project. I was not in attendance for the June 29th Open House meeting at the Scarborough Village Rec Centre, as I did not move into this area until July of this year.	Thank you for the message. To confirm, we will update you as soon more information is available. The most recent updates are posted on the project website. Please see: www.toronto.ca/transitcity and click on "Scarborough Malvern LRT". The direct link to the Project's Frequently Asked Questions and Answers page is: http://www.toronto.ca/involved/projects/malvern_lrt/faq.htm	25-Sept-09

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					impacted, once confirmed the City of Toronto - Real Estate Services will contact you to make arrangements if required. Left turns will be permitted where there is a traffic signal. Between traffic signals, where the LRT travels across un-signalized intersections or driveways, left turns will be prohibited. However, there will be separate left turn lanes provided at signalized intersections and motorists will be able to make "U" turns from these lanes. For example, a motorist on Eglinton Avenue who now makes a left turn into a midblock driveway could, with the LRT in place, simply go past the driveway, to the next signalized intersection, and make a "U" turn to return to his/her destination. However, due to the nature of the Kingston Road/Morningside Avenue intersection we are recommending prohibiting left turn movements and providing nearby alternative movements to accomplish this prohibited manoeuvre. It is recognized that the implementation of the Scarborough-Malvern LRT and the Kingston Road BRT will result in the removal of a traffic lane in each direction on Kingston Road, but will increase the overall people moving capacity in the corridor. Metrolinx, through its regional transportation plan, is intending to improve transit for the 905 region east of Toronto which could help reduce traffic congestion on Kingston Road. Your concern about noise is a subject in the Environmental Project Report and was presented at the public open houses, we are expecting an imperceptible change in noise conditions and with the public transit now in the centre of the road (unlike buses which use the curb lane) and urban design elements we are expecting the streetscape to be enhanced. You indicated a serious concern with delays to the emergency vehicles, we have had considerable discussion with the Toronto police services, fire and EMS and are developing a physical design which will allow the emergency vehicles to mount the curb and travel in the transit right-of-way. This method of operation will permit the emergency vehicles to travel in the clear free lanes away from vehicular congestion. The LRV's would stop if an emergency vehicle was in the right-of-way and allow it to pass. The Transit City plan will add a network of almost 120km of traffic free, dedicated lanes that can be used by emergency vehicles when required. The City of Toronto and TTC are committed to designing the infrastructure to ensure that traffic infiltration to the neighbourhoods NE and NW of the	

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					Kingston Road/Morningside Avenue intersection is effectively managed. Our objective is to make the designed proper traffic movements more efficient and discourage the potential short cuts you have described. Further, the City has committed to conduct pre and post-LRT traffic monitoring to measure and prove the design is successful. Once again we thank you for your input. During the design phase of the SMLRT project, there will be an ongoing public consultation process related to the details of how the project will be implemented. This will provide an opportunity for constituents, and businesses, to provide input on the further development of this project.	
121	20-Jul-09	Post	Concerns about **traffic.**	Comment form received after the comment deadline. [See attached letter PDF]	N/A	
122	20-Jul-09	Post	Concerns about **traffic.**	Comment form received after the comment deadline. [See attached letter PDF]	N/A	
123	20-Jul-09	Post	Suggestion regarding **hydro wires**.	I am very concerned about the hydro poles on the east side of Morningside Ave in the lane going toward the bridge… they need to be replaced anyways… could they put underground like in Europe.	N/A	
124	20-Jul-09	Post	Questions regarding use of **alternative forms of transit, route alignment, cost and property expropriation**.	[See attached PDF - PIC Comment Form] Why not use more electric buses instead of LRT? Why not build Subways instead ? Why not put the LRT up Morningside on the east side? Where is money for this project coming from? Why is Expropriation of homes necessary? We on Warnsworth will live in a "fishbowl" if the plan goes forward.	TTC Spoke with caller several times regarding her issues, we explained that buses could not handle the future demand, that ridership would not support building a subway, that running the LRT anywhere but the middle of the street creates problems with interferences from driveways, Metrolinx is funding the projects but that the SMLRT is currently unfunded and that the intersection is required to provide good access to Morningside Avenue and a stop at West Hill Cl.	15-Sept-09
125	25-Aug-09	Email	Comments regarding no need for **First Nations** comprehensive or special claims.	our Directorate can confirm that there are no comprehensive or special claims to the "Scarborough Malvern LRT" (EA) as identified in your email. We cannot make any comments regarding potential or future claims, or claims filed under other departmental policies. These include claims under Canada's Specific Claims Policy or legal action by a First Nation against the Crown. Thank you.	N/A	
126	9-Sep-09	Phone	Question regarding **property impact**s.	Call to Malcolm MacKay regarding property question.	Thank you for your call today, as discussed I am providing the contact information for the TTC and City of Toronto property departments who can discuss the Scarborough Malvern LRT.	