

## 1. INTRODUCTION AND STUDY PROCESS

The City of Toronto has undertaken a number of studies and initiatives pertaining to the cost-effective expansion of transit as a means of making Toronto a more liveable and environmentally sustainable city. These various studies and initiatives have been consolidated into one high-level plan for a Light Rail Transit (LRT) network in Toronto, referred to as the Toronto Transit City – Light Rail Plan.

This Light Rail Plan, comprising seven new light rail transit lines, was endorsed by the Toronto Transit Commission (TTC) in March 2007, and supported by the Province of Ontario in June 2007 as part of Move Ontario 2020, a strategic transit plan for the Greater Toronto Area and Hamilton. The subject of this report is a Transit Project Assessment Process study for one of the seven proposed LRT lines, the Scarborough-Malvern LRT (SMLRT).

The Scarborough-Malvern LRT is a 13 km long planned service that would link Kennedy Station, including the Bloor-Danforth Subway, the Scarborough Rapid Transit (SRT) and the proposed Eglinton Crosstown LRT, with northeast 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 creates a more attractive walking and cycling environment; respects other road users, adjacent properties, and the natural environment; and supports the City's growth objectives of promoting a better variety and density of transit-oriented developments.

This Study recommends a light rail line be developed in the Scarborough-Malvern corridor, replacing the existing bus service with Light Rail Transit (LRT) – electrically powered “light rail” vehicles operating in designated centre lanes. The light rail service would run east from Kennedy Station on Eglinton Avenue, northeast on Kingston Road, and then north on Morningside Avenue via Ellesmere Road and Military Trail to north-eastern Scarborough. Benefits of the line would include provision of a new high quality light rail service along several busy existing transit routes, and a direct service to the University of Toronto at Scarborough Campus (UTSC) and the Centennial College Ellesmere Campus. In addition to the transit connections at Kennedy Station, the SMLRT presents connection opportunities with:

- a variety of TTC bus services; including a proposed Bus Rapid Transit (BRT) on Kingston Road south of Eglinton Avenue
- GO Transit rail stations (Kennedy, Eglinton and Guildwood Stations);
- VIA Rail at Guildwood Station;
- GO Transit bus services at UTSC;
- Transit City's Sheppard East LRT;
- future interregional connections with transit lines to the north into York Region and to the east into Durham Region.

This Study follows the new Transit Project Assessment Process as prescribed in Ontario Regulation 231/08, Transit Projects and Greater Toronto Authority Undertakings (2008). The details of the new Transit Project Assessment Process are described in Section 1.3.

### 1.1 Study Purpose

The purpose of this report is to document the study process of the Scarborough-Malvern LRT Project, the conclusions reached, expected impacts, associated mitigation measures and future commitments for this transit project.

### 1.2 Study Area

The study area for this Transit Project Assessment Study consists of three major corridors including Eglinton Avenue East, Kingston Road and Morningside Avenue as shown on Exhibit 1-1. The study limits for each corridor are as follows:

#### 1. Eglinton Avenue Corridor

- Eglinton Avenue, from 200m west of Midland Avenue to Kingston Road. The development of the preferred connection with Kennedy Subway Station will be the subject of a separate Environmental Assessment amendment following completion of the Kennedy Subway Station study by TTC;

#### 2. Kingston Road Corridor

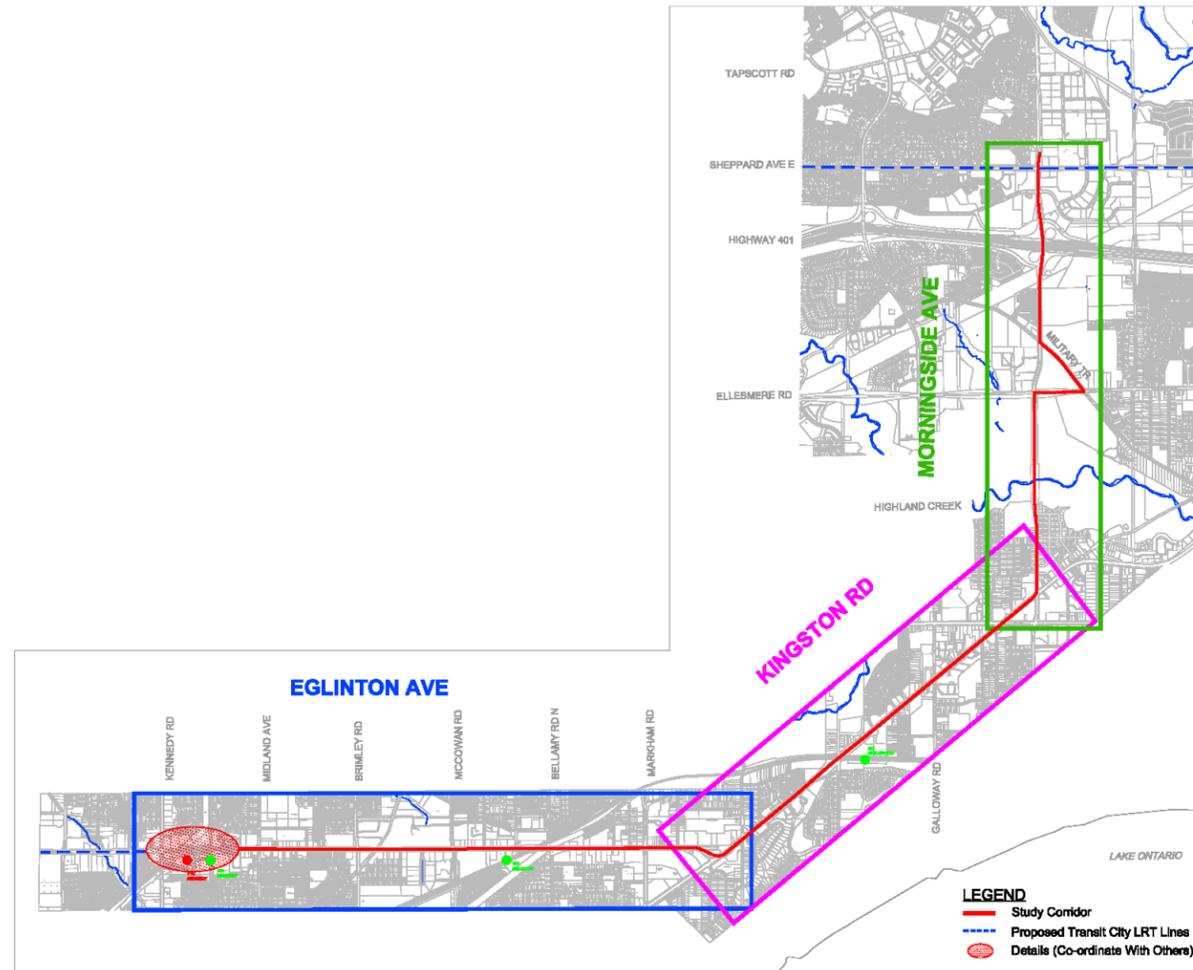
- Kingston Road, from Eglinton Avenue to Morningside Avenue;

#### 3. Morningside Avenue Corridor

- Morningside Avenue and Ellesmere Road, from Kingston Road to the UTSC;
- UTSC via Ellesmere Road/Military Trail and Morningside Ave. to Sheppard Avenue East (terminating 140 m north of the intersection) to connect with the Sheppard East LRT.

The study area was developed based in a feasibility study that was undertaken in early 2008 as part of this assessment study. Alternative corridors from the Kingston Road/Morningside Avenue intersection to north-eastern Scarborough connecting to the Malvern Community were identified, developed and assessed, consistent with the established City planning policies and the overall project objectives during the feasibility study phase. The Malvern Community is bounded by Highway 401 to the south, Morningside Avenue to the east, Finch Avenue E. to the north and Markham Road to the west. The recommended corridor originally included Neilson Road in addition to the above noted corridors. The connection to Malvern Town Centre was excluded from the study at this time due to the potential extension of the Scarborough Rapid Transit line to the Neilson Road / Malvern Town Centre area. The Feasibility Study is included in Appendix A.

**Exhibit 1-1: Study Area**



### 1.3 The Transit Project Assessment Process (2008)

To date most transit projects have been subject to the Municipal Class Environmental process. The Municipal Class Environmental Assessment process is a proponent driven process. As such, projects following this process, including transit projects, do not require approval from the Minister of the Environment before proceeding to implementation. The only time that the Minister of the Environment is involved is if there is a Part II request from a member of the public. In the event of a Part II Order request the Ministry will review the request and the Minister of the Environment has three options:

- Deny the Part II request;
- Refer the Matter to Mediation; and

- Issue an order for the proponent to comply with the Part II Order

The vast majority of projects subject to the Municipal Class EA process proceed without Part II Order requests and of the small number of projects that receive Part II Order requests, the vast majority of Part II Order requests are denied. The biggest issue that municipalities have with Part II Order requests is the time required for the MOE to make a decision with respect to the Part II Orders. The time ranges from months to years in some instances.

In June 2008, the Province of Ontario approved a new Transit Project Assessment Process (TPAP) for undertaking transit-related projects with the introduction of regulation 231/08 entitled “Transit Projects and Greater Toronto Transportation Authority Undertakings”. The Scarborough-Malvern Light Rail Transit Study is being undertaken according to this new process.

The TPAP Regulation provides a framework for an accelerated consultation and objection process for completing the assessment of potential environmental impacts of a transit project, so that decision-making can be completed within six months. A Guide for the study process was developed by the Ministry of the Environment in March 2009 to highlight the key features of the new process. A summary of this new Process is provided in the following section and an outline of the TPAP is provided in Exhibit 1-2.

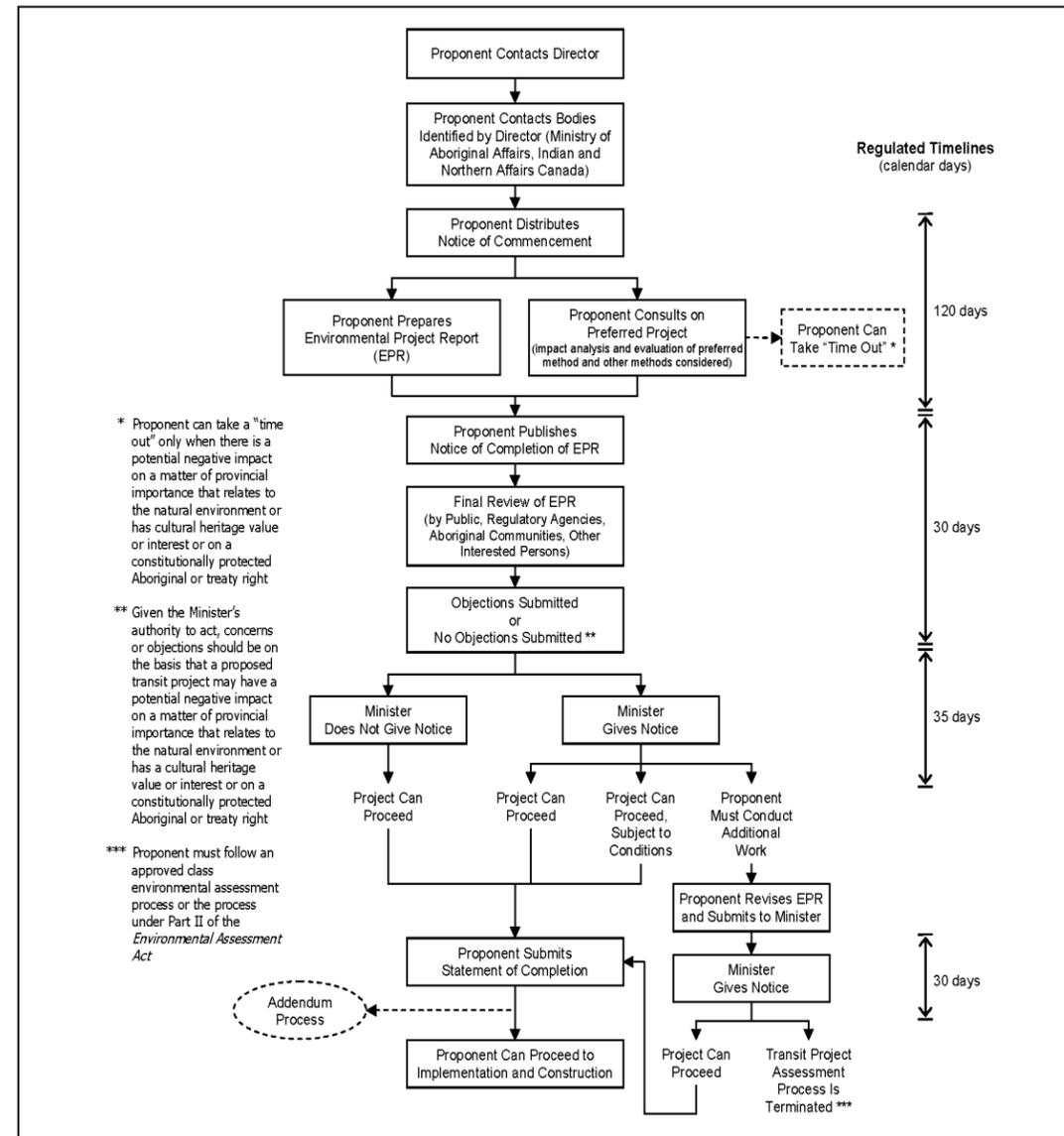
The two key benefits of the TPAP is that 1) alternatives to the undertaking are not required to be evaluated and 2) the reasons for objections to the undertaking are scoped to aboriginal issues and provincial interest issues only. The majority of Transit Projects in Ontario do not involve an aboriginal issue and are of a local interest rather than Provincial interest. As such there is greater surety that the qualifying transit projects will move from the EA phase to the implementation phase in a timely fashion. In addition, the rationale and alternatives to planning solutions for public transit or the rationale and alternatives to the particular transit project are not required as the environmental benefits of transit projects are well known.

The steps in the new TPAP mirror elements of what is currently required in the environmental assessment process, including public consultation, assessment of potential effects of a proposed transit project, mitigation measures and documentation. The major features of the new assessment process include:

1. The proponent - in this case **the Toronto Transit Commission and the City of Toronto** – does not have to rationalize the need for transit or study alternatives (only alternative designs or plans for delivering the service) since the need for transit and the benefits to communities, the environment and the economy are clear.
2. Only issues concerning matters of provincial importance, aboriginal or treaty rights will be considered by the Minister through the objection process.
3. There is a six-month time limit on the process, as shown by the process chart in Exhibit 1-2. The timeline includes 120 days for consultation on positive or negative environmental impacts and the preparation of an Environmental Project Report (EPR); a 30-day public and agency comment period and 35 days for the Minister of the Environment to respond to public requests for a review of the project.



**Exhibit 1-2: Transit Project Assessment Process**



Source: Ontario's Transit Project Assessment Process Guide (March 2009)

The regulation provides a process for the proponent to have an option of taking a "time out" before continuing with the Transit Project Assessment Process, if required. The time out process can be used only when issues arise with a potential negative impact either on a **matter of provincial importance** (natural environment, or cultural heritage value or interest) or on a **constitutionally protected aboriginal or treaty right**. The regulation also includes an addendum process for proponents to make changes to a transit project after the Statement of Completion for the transit project is submitted.

In general the key steps in the transit project assessment process, as recommended by the guidelines, are to:

- Contact the Director of the Environmental Assessment and Approvals Branch for a list of bodies to contact and contact these bodies to help identify aboriginal communities that may be interested in the transit project, e.g. Ministry of Aboriginal Affairs and Indian and Northern Affairs Canada;
- Distribute a Notice of Commencement. The Notice is to be distributed after proponent has determined the transit project with which it wants to proceed;
- Take up to 120 days to consult with interested persons, including regulatory agencies and aboriginal communities and document the process;
- Includes a "time out" provision with respect to potential negative impacts on a matter of provincial importance or on constitutionally protected aboriginal or treaty rights;
- Publish a Notice of Completion of the EPR. The Notice will be published within 120 days of the Notice of Commencement;
- Provide 30 days for the public, regulatory agencies, aboriginal communities and other interested persons to review the EPR. Objections may be submitted to the Minister during this period; and
- 35 days for Minister to act.

### 1.3.1 ENVIRONMENTAL PROJECT REPORT

Documentation of the TPAP is to be submitted to Ministry of the Environment within 120 days of distributing the Notice of Commencement. The document, known as the Environmental Project Report (EPR), is to document the TPAP, the conclusions reached, the impacts, the associated mitigation measures, and the future commitments for the transit project.

According to the interim guidelines, the Ministry expects that the Environmental Project Report will be adjusted throughout the 120 day period to reflect input from aboriginal communities, adjacent property owners, regulatory agencies and other interested persons.

This report provides a comprehensive summary of each step in the assessment study, including the reasons for recommending the LRT technology, the assessment of design alternatives, and an assessment of any impacts and ways that such impacts can be mitigated.

### 1.3.2 TRANSIT PROJECT ASSESSMENT APPROVALS

If a person including members of the public, regulatory agencies and aboriginal communities has concerns about this transit project, objections can be submitted to the Minister within 30 days of the Notice of Completion. Proponents will be given an opportunity to comment on the concerns raised in an objection before the Minister acts. After the 30 day review period has ended, the Minister has 35 days within which certain authority may be exercised. A proponent may not proceed with the transit project before the end of the 35 day period unless the Minister gives a notice allowing the proponent to proceed. Objections received after the 30 day objection period will not be considered by the Minister.



Whether there is an objection or not, if the Minister acts within the 35 day period, one of three notices may be issued to the proponent:

1. A notice to proceed with the transit project as planned in its Environmental Project Report;
2. A notice that requires the proponent to take further steps, which may include further study or consultation; or,
3. A notice allowing the proponent to proceed with the transit project subject to conditions.

If the Minister does not act within the 35 day period, the transit project may proceed as planned. The Minister may also terminate the proponent's transit project assessment process and require that either an individual environmental assessment or a class environmental assessment process be followed.

If, within 30 days after receiving the Revised Environmental Project Report the Minister is of the opinion that it still does not appropriately address negative impacts, the Minister can terminate the transit project assessment process and require the proponent to comply with Part II of the Environmental Assessment Act or to comply with an approved class environmental assessment before proceeding with the transit project.

### 1.3.3 SCARBOROUGH-MALVERN LRT PRE-PLANNING ACTIVITIES

With regard to this study, preliminary planning activities were initiated before the Notice of Study Commencement was issued (i.e. June 19, 2009) to define the project in detail. The preliminary activities that were undertaken in this study include:

- Contacting the Ministry of the Environment to obtain initial input to this study;
- Undertaking a feasibility study for the project;
- Preparing a consultation plan to obtain public input;
- Initiating pre-notification and pre-consultation activities with aboriginal groups, adjacent property owners, and regulatory agencies (for example TRCA);
- Identifying matters of provincial importance (for example, cultural heritage and archaeological resources along the study area and the natural environment in Highland Creek area);
- Identifying potential federal environmental assessment and other federal regulatory requirements;
- Defining the project details; and,
- Conducting various studies to identify the existing natural environment, social environment conditions, future transit operations (for example stop locations), the associated road improvements, property requirements, potential environmental impacts and mitigation measures.

## 1.4 Study Organization

The study has been undertaken under the direction of the Toronto Transit Commission (TTC) and the City of Toronto as co-proponents. City of Toronto staff representation on the study team included:

- Transportation Services;
- City Planning (Transportation, Community Planning and Urban Design);
- City Technical Services; and
- the City's Public Consultation Unit.

In addition Lura Consulting was retained by the City/TTC to assist in the public consultation process.

IBI Group / Arup was retained by TTC as the prime consultant to undertake the project management and associated technical work, including geometric design, preparation of presentation material for the public meetings and preparation of the EPR. A project team was formed with the assistance from the following sub-consultants to provide the expertise required to complete the study:

- Archaeological Services Inc – Archaeological and Cultural Heritage;
- Golder Associates – Geotechnical and Contamination;
- LGL Limited – Natural Environment;
- SENES Consultants Limited – Noise and Vibration Analysis & Air Quality; and
- AECOM – Structural Engineering.

## 1.5 Background and Context

The development of the Scarborough-Malvern LRT was established based on the City, TTC, and Province's Planning Policies. The following sections provide descriptions of the associated policies that are related to this study.

### 1.5.1 CITY OF TORONTO PLANNING POLICIES

#### 1.5.1.1 Toronto Official Plan

The Toronto Official Plan (OP) presents a vision for a more liveable City and steers future growth to areas which are well served by transit and where there are properties with redevelopment potential. Generally, potential growth areas correspond with important bus, streetcar and rapid transit corridors.

Growth areas rely on an efficient transportation network to support the growing travel needs of residents and workers. The OP designates Higher Order Transit Corridors (Exhibit 1-3) and a Surface Transit Priority Network (Exhibit 1-4) to identify areas for future expansion of the transit system through higher order transit, which includes subways and LRT. All these areas have the potential for reduced car dependency due to high population and employment densities – two factors that increase the viability of transit use.

The OP strives to decrease dependency on private automobiles and to achieve a wide range of sustainable transportation options that are seamlessly linked, safe, convenient, affordable and economically competitive. The proposed LRT network is one of the key elements of the City's transportation network and is crucial to supporting the growing travel needs of residents and workers over the next 30 years. Developing a LRT line in the Scarborough-Malvern study area supports the goals of the OP.

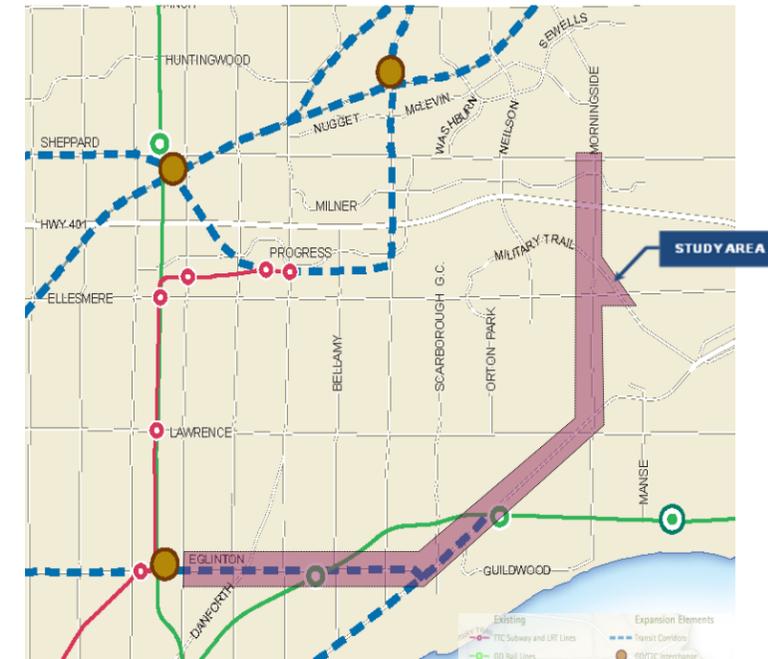
**Designated Growth Areas**

The Official Plan directs future growth to areas of the City that are well served by transit, the existing road network and existing infrastructure. Areas that have the most potential to accommodate growth and redevelopment are the Downtown and Central Waterfront, the Centres, the Avenues, and the Employment Districts.

Avenues are important corridors along major streets where redevelopment and growth is encouraged. Reurbanization and growth on the Avenues is intended to create new housing and job opportunities as well as improvements to the pedestrian environment, making the area attractive to residents, workers, and visitors alike. Growth and redevelopment must be supported by high quality transit services and efficient commutes. Since Eglinton Avenue and Kingston Road are identified as Avenues under the OP, there will be continued growth opportunities within the corridor.

Lands designated as mixed-use areas along the Avenues have the opportunity to perform a 'Main Street' function and become meeting places for local neighbours and the wider community. By promoting alternative forms of travel, these areas become vibrant communities centred on the people and uses instead of automobiles. By directing growth to areas such as Avenues, the Official Plan provides greater certainty for land owners, businesses, and residents about what type of growth can be anticipated and where growth will occur.

**Exhibit 1-3: Higher Order Transit Corridors (Except from Map 4 - Toronto Official Plan)**



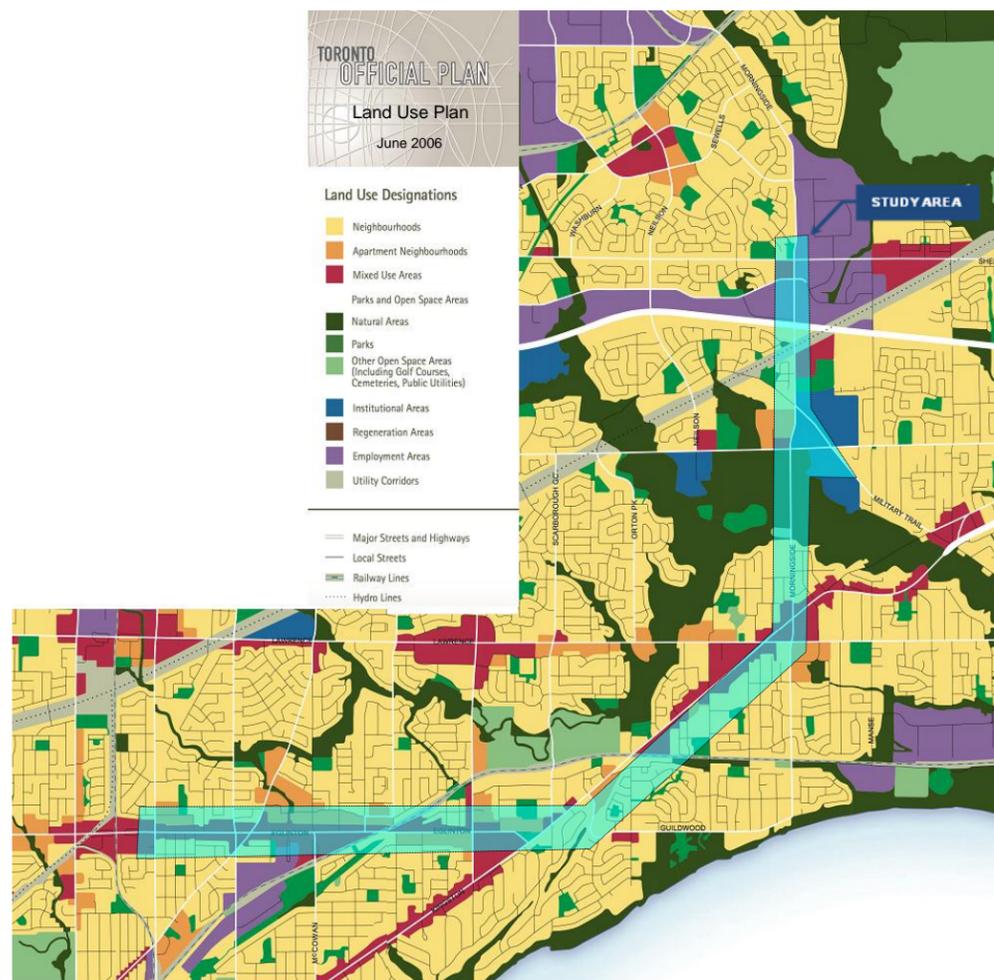
**Exhibit 1-4: Surface Transit Priority Network (Excerpt from Map 5 - Toronto Official Plan)**



Land Use Designations

Land Use Designations are one of the key implementation tools of the Official Plan for achieving the growth forecasts for the next 25 years. Each land use designation establishes the general uses that are provided for in the designation: where housing can be built, where stores, offices and industry can locate and where a mix of uses is desired. The land uses provided for in each designation are generalized, and the Zoning By-law can provide precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City. When development proposals, such as the Scarborough-Malvern LRT line, are evaluated, it is important to consider the development criteria set out for the various land use designations. Land Use Designations within the Scarborough-Malvern LRT Study Area are provided in Exhibit 1-5.

**Exhibit 1-5: Land Use Plan**



Source: Maps 20, 22 and 32 of the Toronto Official Plan

Neighbourhoods

Neighbourhoods contain a full range of residential uses with lower scale buildings, as well as parks, schools, local institutions and small-scale stores and shops serving the needs of area residents. These areas are considered physically stable and will see minimal change.

Apartment Neighbourhoods

Similar to Neighbourhoods, Apartment Neighbourhoods are considered stable areas where significant growth is generally not anticipated. Apartment Neighbourhoods are distinguished from low-rise Neighbourhoods by the greater scale of buildings. Opportunities for sensitive infill in underutilized areas within Apartment Neighbourhoods are permitted.

Mixed-Use Areas

Mixed-Use Areas combine a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. These areas are intended to absorb most of the anticipated increase in retail, office and service employment in the coming decades. Development within Mixed-Use Areas designated as Avenues are intended to be primarily residential in nature.

Employment Areas

Employment Areas are places of business and economic activity and consist of uses such as offices and manufacturing, but also include small scale stores and restaurants to serve area businesses and workers. Development is permitted within Employment Areas. Employment uses within these areas are protected by both City of Toronto and Provincial policies.

Institutional Areas

Institutional Areas are the major health, post-secondary education and institutional campuses, for example the University of Toronto Scarborough Campus and Centennial College Ellesmere Campus within the SMLRT corridor. These major institutions are among the largest employers in the City and attract thousands of employees, students and visitors every day. A thriving, adequately funded network of major institutions must be supported in Toronto.

Parks and Other Open Space Areas

Parks and Open Space Areas are the parks and open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses, and cemeteries that comprise the green open space network in Toronto.

Utility Corridors

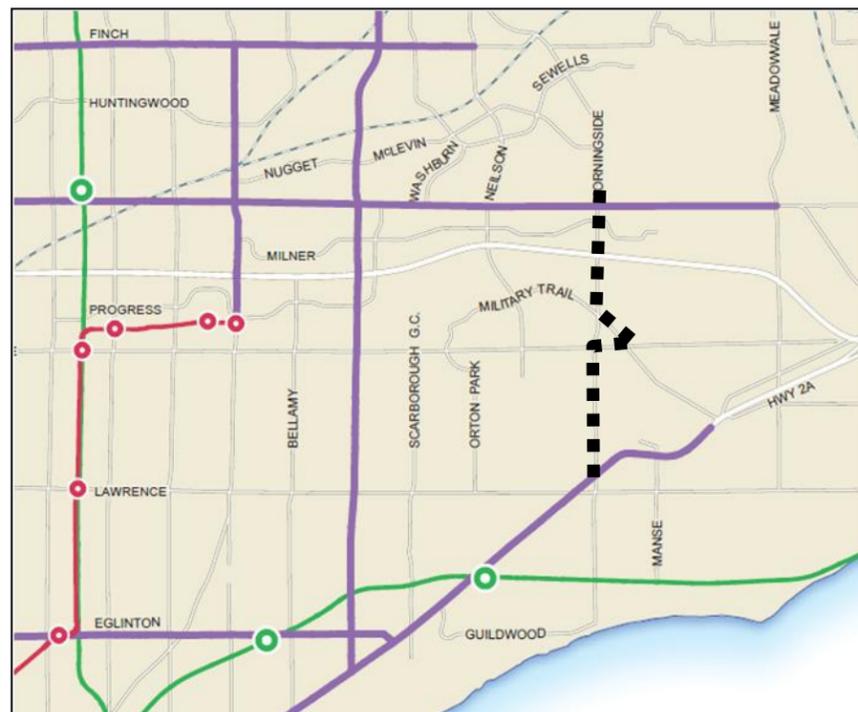
Utility Corridors are corridors for the transmission of energy, communication and the movement of people and goods. Utility Corridors mainly consist of rail and hydro rights-of-way. These linear corridors are a defining element of the landscape fabric of the City and many of these corridors also serve important local functions as parkland, sport fields, pedestrian and cycling trails and transit facilities. These corridors should be protected for future public transit routes and linear parks and trails.

**1.5.1.2 Official Plan Amendment**

The Official Plan protects the integrity of the City's transportation network and provides for its planned expansion through the designation of public rights-of-way and transit corridors and the introduction of transit priority measures such as reserved or dedicated lanes for buses and streetcar routes.

An amendment to the Toronto Official Plan is required in order to identify the segment of Morningside Avenue from Kingston Road to Ellesmere and from Military Trail to North of Sheppard Avenue as well as Ellesmere Road between Morningside Avenue and Military Trail and Military Trail from Ellesmere Road to Morningside Avenue as part of the City's "Surface Transit Priority Network" as shown on Map 5 of the plan. The extent of the proposed change is shown on Exhibit 1-6. City Planning expects to process this amendment in early 2010.

**Exhibit 1-6: Portion of Scarborough-Malvern Study Area Requiring Official Plan Amendment**



Currently the sections of Eglinton Avenue, from Kennedy Road to Kingston Road, and Kingston Road from Eglinton Avenue to Morningside Avenue are identified as such in the Official Plan.

This amendment will enable public infrastructure related to the proposed Transit City – Scarborough-Malvern Light Rail Transit (LRT) to proceed north of Kingston Road to Sheppard Avenue East, upon the approval of the transit project assessment for this project.

In addition, City Planning is proceeding to amend the Right-of-Way widths shown on Map 3 of the Toronto Official Plan for a section of Morningside Avenue, north of Kingston Road to 36 metres (from existing 30m) and Military Trail between Ellesmere Road and Morningside Avenue to 36 metres (from existing 27m). The Official

Plan amendment process includes community consultation, a public meeting (under the Planning Act) and a final decision by City Council. City Planning is expecting to process this Official Plan amendment in early 2010.

**1.5.1.3 City of Toronto's Bike Plan**

In July 2001, Toronto Council adopted, in principle, the recommendations of the Toronto Bike Plan – Shifting Gears. The Bike Plan is a 10-year strategy to guide the development of new policies, programs and infrastructure to create a bicycle friendly environment that encourages the future use of bicycles for everyday transportation and enjoyment. The primary goals of the Bike Plan are to double the number of bicycle trips by 2011 and decrease the number of bicycle collisions and injuries.

The Bike Plan recommends advancing cycling in the City across six broad fronts:

- Adopting bicycle friendly street policies that give bicycles the same consideration as vehicles on the City's street system;
- Developing a 1000 km bikeway network of off-road trails and on-road bicycle lanes and routes (Chapter 4 of the Bike Plan establishes priority routes with a formal bikeway facility);
- Implementing enhanced safety and education programs;
- More extensive promotion of cycling for both recreational and everyday transportation purposes;
- Better links with transit services to encourage "bike and ride" trips; and,
- Ensuring the provision of adequate bicycle parking facilities.

To be effective in achieving the Bike Plan's goals, the six component points must be implemented together as part of a strategy. If implemented successfully, the Toronto Bike Plan will ensure that all Toronto residents are within a five-minute bicycle ride of the bikeway network.

Since 2001, there have been a number of new cycling-related developments in the City and new bicycle planning trends in North American Cities. In response to the past seven year experiences of the bike plan implementation and new trends, the City of Toronto is developing six new strategies to achieve the Bike Plan's goals for the period 2009-2011 which include:

- Launching a Toronto Public Bicycle System by spring 2010;
- Expanding the downtown bicycle bikeways (including bicycle lanes, shared roadway routes and off-street trails), to support the Public Bicycle System;
- Accelerating construction of the existing bikeway network trails;
- Providing high-security bicycle parking facilities;
- Developing a comprehensive research and evaluation program; and
- Developing a new promotion and communications strategy.



**1.5.1.4 Cycling and Transit Strategy - Bicycle Parking and Access To The Toronto Transit Commission**

This City's draft Cycling and Transit Strategy: Bicycle Parking and Access to the Toronto Transit Commission (2009) provides direction on a new bicycle program for bicycle parking and access to the TTC system. The key strategies are:

- Providing safe and convenient bicycle access to all TTC stations and major transit nodes;
- Providing secured bicycle storage at station nodes;
- Establishing a program to encourage TTC customers to access the system by bicycle;
- Providing bicycle access to Transit City Light Rail Transit (LRT) lines; and
- Providing a co-ordinated "bike-and-ride" promotion strategy.

**1.5.1.5 Pedestrian Charter**

The Pedestrian Charter (adopted by Council in 2002) briefly outlines the need for pedestrian-friendly design. It provides six principles to ensure that walking is a safe and convenient mode of urban travel and to create an urban environment in the city that encourages and supports walking. It emphasizes reducing the conflict between pedestrians and other users of the right-of-way, improving safety for pedestrians and allowing people to avoid reliance on cars and public transport. Therefore, in order to minimize the potential conflicts between pedestrians and bicycles, on-road bicycle lanes are proposed in all Transit City LRT routes.

**1.5.2 TTC POLICIES**

**1.5.2.1 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. 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.

**1.5.2.2 Toronto Transit City Light Rail Transit Plan**

Over the past decade, the City of Toronto and the TTC have undertaken a number of studies and initiatives pertaining to the cost-effective expansion of transit as a means of making Toronto a more liveable and environmentally sustainable city. These plans and initiatives include:

- Toronto Official Plan (2002);
- TTC Ridership Growth Strategy (2003);
- TTC Building a Transit City (2004);
- Mayor Miller's "Transit City" Platform (2006).

These various studies and initiatives have been consolidated into one high-level plan for a light rail transit network in Toronto, referred to as the Toronto Transit City – Light Rail Plan, as shown in Exhibit 1-7.

**Exhibit 1-7: Toronto Transit City Light Rail Plan**



The plan calls for the implementation of seven new electric light rail lines across the City of Toronto which would provide fast, reliable and environmentally-sustainable light rail transit services to all areas of Toronto, particularly to areas which do not have higher order transit services today. Fundamental to the plan is the seamless interconnection of the proposed new lines with each other and with existing rapid transit routes including the planned extensions of the University-Spadina Subway to York University and York Region and the Scarborough RT to Sheppard Avenue and the Malvern community. The plan also provides the basis for the creation of a seamless Greater Toronto Area network of rail and bus rapid services.

The major objectives of the Toronto Transit City – Light Rail Plan are to provide:

- faster travel between the major areas of the City of Toronto, thereby offering competitive travel times and a less stressful alternative to private cars;
- reliable and frequent service in road space reserved for transit customers eliminating the delays caused by operating in mixed traffic;
- fully accessible design, so that people with all levels of mobility can use the service with confidence and ease;
- direct transit links to areas that are currently far removed from higher order transit services, including the north, west, and eastern parts of Toronto;



- connections with the existing and proposed rapid transit system, thereby adding further travel opportunities and maximizing integration of the new lines into the overall rapid transit network;
- interconnections or connection opportunities to the Greater Toronto Area (GTA) regional transit network, including the City of Mississauga, York Region, and Durham Region; and
- interconnection opportunities with GO Transit rail and bus networks.

The Toronto Transit City – Light Rail Plan was endorsed by the TTC Commission in March 2007, and supported by the Province of Ontario in June 2007 as a part of Move Ontario 2020, a strategic transit plan for the Greater Toronto Area and Hamilton.

**1.5.3 PROVINCIAL PLANNING POLICIES**

**1.5.3.1 Provincial Policy Statement**

This project is consistent with the objectives of the Provincial Policy Statement of the Province of Ontario. The objectives are that transportation, transit and infrastructure facilities are to be planned to meet current and projected needs, providing for an efficient, cost-efficient and reliable multi-modal transportation system that supports long-term economic prosperity. The Statement also states that public transit and other alternative modes of transportation are to be supported to improve energy efficiency and air quality.

**1.5.3.2 Growth Plan for Greater Golden Horseshoe**

This project is consistent with the objectives of the Growth Plan for the Greater Golden Horseshoe. Some of these objectives are:

- 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; and
- major transit stations will be planned and designed to provide access from various transportation modes including pedestrians, bicycles and passenger drop-off.

**1.5.3.3 MoveOntario 2020**

MoveOntario 2020 is a plan approved by the Ontario government in 2007 for 902 kilometres of new or improved rapid transit designed to move people efficiently around the region. It will result in 800 million new transit trips per year, taking 300 million car trips off GTA roads. This will cut smog and reduce carbon dioxide emissions by 10 megatonnes by 2020. MoveOntario 2020 includes 52 transit projects at a cost of \$17.5 billion.

**1.5.3.4 Regional Transportation Plan (Metrolinx)**

Metrolinx developed the Regional Transportation Plan (RTP) called “The Big Move” to provide a strategic, long term vision, goals and objectives for future transportation across the Greater Toronto and Hamilton Area. The plan contains strategies, priority action and supporting policies that are needed to achieve the vision and goals. The priorities noted in the RTP include constructing a fast, frequent and expanded regional rapid transit network, providing a system of connected mobility hubs and completing walking and cycling networks with bike-sharing programs.

The full Transit City Program is contained in the RTP and three of the seven transit projects are considered part of the 15 top transit priorities of the Big Move. The SMLRT is included as a designated project within the

RTP, while the SMLRT terminus at Kennedy Station is included as a Mobility Hub. In addition, bicycle lanes are proposed along all Transit City lines, which is consistent with the RTP vision. The RTP schedules the SMLRT in the 15-25 year timeframe.

**1.5.4 ADDITIONAL RELATED STUDIES**

As of October 2009, the TTC / City of Toronto has completed or is undertaking transit studies to improve the transit services adjacent to the SMLRT area as shown in Exhibit 1-8. TTC is also undertaking a separate study to determine the locations of the LRT storage and maintenance yard facilities to accommodate the light rail vehicles (LRV) for SMLRT.

**Exhibit 1-8: Transit Studies Related To SMLRT Study**

Study	Status	Relevance
Sheppard East LRT MEA Class Environmental Assessment Study (Schedule “C”)	EA Study – Completed Detailed Design – On-going	A connection between the Sheppard East LRT and SMLRT is located at Morningside Avenue / Sheppard Avenue East intersection. This will permit inter-connection between the lines to provide access to vehicle maintenance facilities.
Kingston Road/Danforth Avenue Transit Improvements Transit Project Assessment Study	Preliminary Planning – On-going	The Kingston Road / Danforth Avenue Transit Improvements study is to investigate the opportunity to develop a Bus Rapid Transit line to connect between the Kingston Road / Eglinton Avenue intersection and the Bloor-Danforth subway. A transfer area is proposed between the BRT line and SMLRT as part of this study.
Eglinton Crosstown LRT (ECLRT) Transit Project Assessment Study	Preliminary Planning – On-going	The Eglinton Crosstown LRT is to provide a LRT service between Kennedy Station and Toronto Pearson International Airport. A transfer will be available between SMLRT and ECLRT at Kennedy Station.
Proposed Extension of the Scarborough Rapid Transit (SRT) Transit Project Assessment Study	Preliminary Planning – On-going	As the SRT is proposed to be extended to the Malvern Town Centre, the SMLRT is proposed to terminate at Sheppard Avenue. A transfer will be available between SMLRT and SRT at Kennedy Station.
Kennedy Station Project	Design Phase – On-going	The SMLRT is proposed to begin at Kennedy Station. The connection details will be determined by the Kennedy Station Project and will be subject of an EA amendment to this study.