

Black Creek to Don Mills 3.5.7

The segment from Black Creek Drive to Don Mills Road includes the underground portion of the project. This segment is almost entirely underground, with the exception of one surface section from east of Brentcliffe Road to west of Don Mills Road. This segment includes portals at both ends of the main tunnel and at the ends of a shorter underground section from west of Don Mills Road to east of Don Mills Road.

3.5.7.1 Portal

The west portal location is location east of Black Creek Drive, near Keelesdale Park. In this section the LRT transitions from the surface to underground. The typical cross section for the portal section is shown in Exhibit 120.



Keele Station 3.5.7.2

Keele Station will be located at the intersection of Eglinton Avenue and Trethewey Drive/Keele Street. It will be the western-most station in the main LRT underground section. Keele Station is shown on Sheet No. 37A.

Currently, the land on all sides of the intersection is developed with a mix of institutional, commercial, emergency services and residential buildings uses. At the intersection, the land use is as follows:

- Northwest corner York Memorial Collegiate Institute;
- Northeast corner City of Toronto Emergency Medical Service (EMS) Station 19;
- Southeast corner –1-storey restaurant and parking lot; and
- Southwest corner –1-storey financial institution

Special Track Work

Storage (pocket) tracks approximately 200 metres long will be located to the west of the Keele Station platform within the underground tunnel. Storage (pocket) tracks are a third set of tracks longer than the length of a typical LRT located between the two normal tracks. LRT can enter the storage (pocket) tracks from either direction to allow other LRT to pass them by, reverse direction or bypass construction or breakdowns.

Crossover tracks approximately 90m long will be located directly to the east of the Keele Station platform, to allow trains to change direction by crossing from one track to the other track.

Interface with Existing Transit

While most of the existing 32 Edinton West bus service will be replaced by the LRT, several surface transit routes will continue to operate in this area as shown in **Exhibit 121**. Existing Route 32C travels along Eglinton Avenue from the Yonge Subway station to the Trethewey Drive area; Route 32C will originate at Keele and service the Trethewey Drive road segment under future conditions. Similarly the 32D service will be cut back to terminate here. 41 Keele service will continue to opeate north-south through the intersection. Existing routings of these buses are shown on Exhibit 122.

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Exhibit 121: Eglinton Avenue and Keele Street – Bus Service		
Transit Route	Description	Bus Movements
32 C	Trethewey	Terminating here
32 D	Eglinton West – Emmett	Terminating here
41 N	Keele northbound	Through
41 S	Keele southbound	Through

Exhibit 122: Eglinton Avenue and Trethewey Drive/Keele Street - Existing Bus Routing



A new 4-bay bus terminal is proposed adjacent to Keele Station to provide a direct connection between the Eglinton Crosstown LRT with bus routes along Trethewey Drive and Eglinton Avenue. The proposed bus terminal is located off-street in the southeast quadrant of the intersection of Trethewey Drive and Yore Road, north of the existing EMS Station 19.

The proposed bus terminal will operate with both clockwise and counter-clockwise bus operation. The entrance/exits accesses of the terminal will be located on Trethewey Drive between Eglinton Avenue and Yore Road, and on Yore Road. The proposed routing is shown in Exhibit 123.

Exhibit 123: Eglinton Avenue and Trethewey Drive/Keele Street – Proposed Bus Routing



Road Layout and Traffic Operations

Based on traffic analysis, a new traffic signal is proposed at the bus terminal access on Yore Road to allow transit vehicles to safely merge onto Yore Road. For safety reasons the northbound right turn on red at Trethewey Drive and Yore Road will be prohibited to limit the number of vehicles stopped on Yore Road when the Yore Road terminal access signal is activated. In addition, a westbound left turn transit only lane is proposed for the Trethewey Drive and Yore Road intersection. Lastly, an exclusive southbound right turn lane is proposed for the Eglinton Avenue and Trethewey Drive/ Keele Street intersection to serve southbound right turning vehicles and to act as a transit queue jump lane.

Exhibit 124 illustrates the recommended Keele Station layout.

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