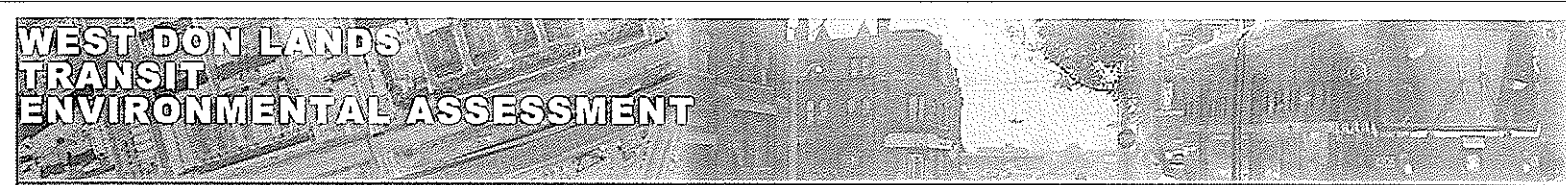


# **APPENDIX A**

# **PUBLIC CONSULTATION REPORTS**



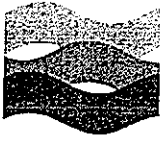
# APPENDIX A-1

Phase One: Planning Alternatives

Public Information Centre

March 2007





WATERFRONToronto



# **TTC-TWRC Waterfront Transit Environmental Assessments – *West Don Lands***

**Summary Report on  
EA Public Workshop 1**

**URS**

April 2007

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## ATTACHMENTS

- A – Newspaper Notice
- B - Presentation
- C - Workbook
- D - Display Panels
- E – Group Discussion Workbooks and other Completed workbooks Received

## 1. STUDY DESCRIPTION

The Toronto Transit Commission (TTC), under the auspices of the Toronto Waterfront, has initiated an Environmental Assessment to identify the required transit infrastructure to support planned approved future development in the West Don Lands precinct of Toronto's Eastern Waterfront. The process to select the preferred alternative for providing future transit service in this area requires the completion of an Individual Environmental Assessment (EA). The TTC and the TWRC have recently completed the Terms of Reference (ToR) as the first step of the undertaking. The ToR was submitted to the Ministry of the Environment on July 14, 2006 and approved by the Minister of the Environment on January 24, 2007.

The purpose of this EA study is to determine the transit facilities appropriate to serve the long-term residential, employment, tourism, and waterfront access needs in the study area while achieving the City's and the TWRC's objectives for land use, design, and environmental excellence. Transit in the West Don Lands precinct will be interconnected with future transit services in the neighbouring East Bayfront and Port Lands precincts. Together, these three precincts will support an area-wide transit network linking the Eastern Waterfront with the downtown core, the subway system, the existing TTC surface routes, the GO inter-regional commuter rail/bus network, and the VIA Rail inter-city rail system.

## 2. CONSULTATION TO DATE

### Terms of Reference (March 2006 to July 2006)

- Four Community Liaison Committee (CLC) meetings
- Two public workshops
- First Nations and Technical Advisory Committee (TAC) input

### EA Study – Planning Alternatives Stage (September 2006 to date)

- Six CLC meetings
- One TAC meeting

## 3. PURPOSE OF THIS WORKSHOP

This workshop was the first of three public forums for this EA study. The purpose of this workshop was to:

- Provide an update on the study progress since completion of the Terms of Reference
- Review planning alternatives analysis to date (corridor, transit technology/right-of-way)
- Review the alternatives recommended to be carried forward for additional analysis

- Review design considerations during the next stage (Design Alternatives stage) of the EA process
- Group discussions

#### 4. DATE, TIME, LOCATION

This workshop was held as noted below:

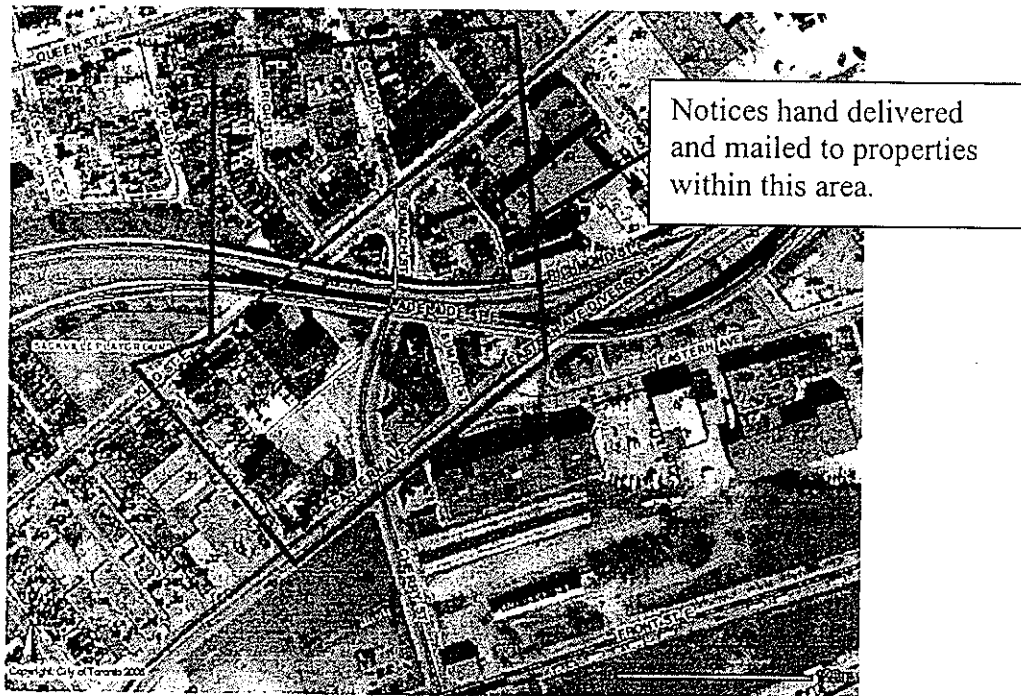
Date: Wednesday, March 21, 2007  
Time: 6:00 p.m. to 9:30 p.m.  
Location: Enoch Turner Schoolhouse  
106 Trinity Street,  
Toronto, ON

#### 5. PUBLIC NOTIFICATION

A notice of the workshop was advertised in the Toronto Star on March 7, 2007. **Attachment A** provides a copy of the newspaper advertisement. Approximately 120 notices were also hand delivered to residents/businesses located within a 200m radius of the King Street / Sumac Street intersection, as indicated in Exhibit 5.1 below. In addition, notices were mailed to property owners in the same area based on the addresses obtained from the City's Assessment Roll (tax records).

Approximately 45 people participated in this workshop.

**Exhibit 5.1 – Hand Delivered and Mailed Notification**



## 6. PROJECT TEAM ATTENDANCE

The following representatives from the TWRC, TTC, City of Toronto, and the Consultant's team were in attendance at this workshop to answer questions and to discuss the study with the public:

### Toronto Transit Commission

Name	Role	Department
Bill Dawson	Superintendent of Route and System Planning	Service Planning
Mike Ronson	Senior Planner (System & Policy)	Service Planning

### Toronto Waterfront Revitalization Corporation

Name	Role	Department
Christopher Glaisek	Vice President	Planning and Design
Tanya Bevington	Manager	Communications and Marketing
Andrea Kelemen	Assistant	Communications and Marketing

### City of Toronto

Name	Role	Department
John Kelly	Manager of Infrastructure Planning	Transportation Services

### Consultant Team

Name	Role	Organization
Pino DiMascio	TWRC Project Manager	Urban Strategies
Dennis Callan	Consultant Project Manager	McCormick Rankin Corporation
Mike Bricks	Consultant Environmental Assessment Coordinator	Ecoplans Limited
Alun Lloyd	Traffic Analysis	BA Group Consulting
Pranav Dave	Consultant Staff	BA Group Consulting
Brent Raymond	Urban Design	du Toit Allsopp Hillier

Name	Role	Organization
Hank Wang	Consultant Staff	McCormick Rankin Corporation
Scott Thorburn	Consultant Staff	URS Canada Inc.
Mark Nykoluk	Consultant Staff	URS Canada Inc.

## 7. PUBLIC WORKSHOP FORMAT

The workshop was held as an open house between 6:00 p.m. and 6:45 pm. during which those who arrived could review the available display panels and discuss the study with Project Team staff. Attendees were asked to sign-in at the front desk. A formal presentation was made by the TWRC, the TTC, and the Consultant between 6:45 p.m. and 7:45 p.m., including a Question and Answer session at the end. A copy of the presentation is included in **Attachment B**. Approximately 45 people participated in this workshop.

The presentation was followed with a workshop group discussion session. The discussion session provided an opportunity for the public to provide their views on the Study Team's recommendations on the Planning Alternatives proposed to be carried forward. Participants were also asked to provide their comments and response to questions related to the Design Alternative phase of the study. Attendees who stayed on for the discussion session were divided into groups. Each group was provided with a workbook to document a summary of their group discussions. The workshop workbook contained two questions related to the Study Team's recommendation on the Preferred Planning Alternative, and two questions related to key issues in the Design Alternative phase of the study. A copy of the workbook is included in **Attachment C**. In addition to participating in-group discussions, each attendee was also invited to complete a workbook individually and provide any further comments by Wednesday, April 4, 2007 via email, mail, or fax.

A total of five (5) groups were formed. Copies of the completed group workbooks are included in Appendix E and summarized in Section 11.

The discussion session ran from 7:45 p.m. to 9:00 p.m. The discussion session was followed with a 30-minute summary where each group was invited to speak and share their response to questions with other participants and the Study Team. The workshop adjourned at 9:30 p.m.

## 8. DISPLAY MATERIALS

The information provided at the workshop was presented to the public through a series of display panels as well as through the Study Team's PowerPoint presentation. A copy of the display panels is included in **Attachment D**. The panels were presented in a manner which led the public through the study process and study findings to date and included the following:



- EA Public Workshop 1 – *Welcome*
- Constraints Map
- Corridors
- Technologies
- Analysis of Corridors
- Evaluation of Corridors
- Analysis of Technologies / ROW
- Evaluation of Technologies / ROW
- Considerations During the Development of Alternative Designs
- Transit Travel Patterns
- Transit Ridership Forecasts

## 9. PRESENTATION AND DISCUSSIONS

*Glenn Pothier, GLPi*

G. Pothier introduced himself as the Independent Meeting Facilitator for the public workshops and introduced members of the Study Team. He provided an overview of the session agenda and confirmed the discussion items. He informed participants of the format for the evening's discussions and introduced a list of guiding principles to help facilitate a successful evening.

*Christopher Glaisek, Toronto Waterfront Revitalization Corporation (TWRC)*

C. Glaisek welcomed participants to the first EA public workshop of this study. He noted that the TWRC is in support of the initiative led by the Toronto Transit Commission and expressed enthusiasm for the progress that has been made since the completion of the Terms of Reference last summer. He reminded participants the importance of supporting the City's Transit First policy to help shape the future West Don Lands into a sustainable and environmentally-friendly community.

*Bill Dawson, Toronto Transit Commission (TTC)*

B. Dawson welcomed participants and provided an overview of the study background, the EA process, and the purpose of this study. He presented a summary of community consultation accomplished to date and informed participants the Minister of the Environment's approval of the study's Terms of Reference. He also reminded participants the purpose of this public workshop and the next steps following the evening's discussions.

*Scott Thorburn, URS Canada Inc. (URS)*

S. Thorburn provided an overview of the technical analysis completed to date and presented the Study Team's recommendations on the preferred transit corridor and transit technologies as well as the preferred right-of-way treatment. He presented a summary of the analysis/evaluation conducted at each step of the Planning Alternatives stage and reviewed the Study Team's findings that led to the selection of the preferred corridor and transit technologies.

## 10. QUESTIONS AND ANSWERS

ID #	Question / Comment	Study Team Response
1	The Cork Town Residents Associated does not wish to see Cherry Street closed to vehicular traffic.	Comment noted.
2	Is TTC replacing it's streetcar fleet?, and if so, who approves it's budget	TTC's current streetcar fleet will be replaced within the next 10 to 15 years; City
3	Can the neighbourhood be designed around transit, to minimize auto use or even eliminate it?	One goal of this transit environmental assessment is to plan for transit infrastructure in advance of development, to encourage non-auto use; other design considerations may include restricted on-street parking and the provision of bike lanes.
4	Can low-floor smaller electric rail cars be considered.	Although this environmental assessment is considering two general types of technology, specific technology types are not being precluded.
5	Please provide capital costs and operating costs.	
6	The Central Waterfront Neighbourhood Association (CWNA) is not unanimous in advocating the streetcar technology as the preferred technology.	Comment noted.
7	Are representatives from the Study Team willing to meet with representatives from Hydrogen and Fuel Cells Canada?	Yes.
8	Why isn't a subway being considered?	The forecasted ridership to / from the West Don Lands Precinct doesn't justify the costs associated with a subway.
9	If I'm travelling on the King Streetcar, will I be detoured into the West Don Lands?	During the initial phases of development, the West Don Lands could be serviced as a branch of the King Streetcar. As ridership grows, additional service would be provided.
10	Will the new transit service be built in the middle of the street or at the curbs?	The configuration of the transit service will be developed, analysed and evaluated during the next phase of the study.

## 11. SUMMARY OF GROUP DISCUSSIONS

Following the Study Team's presentation and the Questions & Answers session, attendees were invited to participate in an hour-long small group discussion session. As described earlier, participants formed groups of approximately 4 to 5 people to provide their views with respect to the Study Team's recommendations and key issues to be considered during the Design Alternatives stage. A total of five (5) groups were formed. The following sub-sections contain summaries of these group discussion comments as provided in the workbooks. Complete group discussion comments can be found in **Attachment E**.

One (1) individual workbook was submitted at the workshop, and one (1) was emailed.

### 11.1 QUESTION 1

What are your views on '**Cherry Street**' being recommended as the preferred corridor for providing transit service to the West Don Lands? (Please identify perceived strengths, weaknesses, and questions)?

#### Strengths

4 of 5 groups support Cherry Street as the preferred corridor.

General comments included:

- Centre of the neighbourhood – Serves most people
- Ability for future expansion
- Provides ROW width, most cost effective plan

#### Weaknesses

3 of 5 groups had concerns over closed traffic and traffic connections.

General concerns were as follows:

- Should not close Cherry Street
- Parliament connection may be a better choice
- Does not serve North/South traffic

#### Questions

2 of 5 groups asked how the population is to be served and what is the total population served.

Questions included:

- How will that impact people living at King & Sumach?
- A Parliament branch of Harbourfront LRT & Bloor/Danforth (mirror of Spadina LRT) should be kept under consideration?
- What is the total population to be served? (Include those living in the distillery district now)?

## 11.2 QUESTION 2

What are your views on **streetcars being recommended as the preferred technology** for providing transit service to the West Don Lands? (Please identify perceived strengths, weaknesses, and questions)?

### Strengths

3 of 5 groups stated streetcars are environmental friendly, 4 of 5 groups stated that streetcars could provide the capacity required.

Strengths included:

- Ridership comfort
- Carries more people
- Environmentally friendly, no emissions
- Dedicated lane a good idea
- Allows for more landscaping
- Lower operating cost
- Connects well with existing network

### Weaknesses

2 of 5 groups stated concerns regarding noise and vibration.

Some stated weakness included:

- Current cars (streetcars) are heavy and need to be replaced by lighter vehicles
- Concerned about noise and vibration
- Breakdowns can disrupt service
- Currently non-accessible
- No apparent innovative landscape
- Dedicated ROW requires wider road
- Energy sourced from the grid, therefore disadvantage
- Expensive rail & wire infrastructure
- Hydrogen powered buses provide a smooth ride

### Questions

3 of 5 groups asked about alternative streetcars - ones that are more alternatively fuelled and more environmentally friendly.

General comments included:

- Where is the bus network? (a map of streetcar paths was presented – what about people who need to transfer to a bus)
- What are the costs of installation & maintenance of rail & electric wires compared to operating costs of increased drivers with buses?

- Energy comparison between electricity & other alternative fuels
- Can additional future E-W or N-S connections be considered?
- Is there a commitment to “green” power?
- Is there a different traction technology which would not require the use of sand?

### 11.3 QUESTION 3

There are various things to consider when designing the right-of-way along Cherry Street to provide for streetcar service – these include 1) sidewalks and pedestrian connections, 2) bike lanes, 3) streetscaping, 4) transit lanes, 5) transit stops, 6) traffic lanes / turning lanes, 7) parking / Loading, 8) emergency vehicle access, etc. Do you have suggestions for additional considerations? Of all of these, which would you say are of greatest importance and should be given primary emphasis in the design of the right-of-way?

#### **Part A – Do you have suggestions for additional right-of-way considerations?**

4 of 5 groups had additional suggestions while 2 of 5 groups had suggestions concerning vehicular access.

General comments included:

- Provide adequate vehicle access for residents
- Curb to curb width should be minimized
- Support retail development through wider sidewalks and street furniture
- Pedestrians should have priority
- Mixed Traffic
- Greenway – continuously green landscaping

#### **Part B – Of the design considerations, which would you say are of greatest relative importance?**

3 of 5 groups provided general considerations, while 2 of 5 groups identified pedestrian realm as an important consideration.

General comments included:

- Quality of street realm for pedestrians and business is very important – range of views as to how much traffic access is required.
- All of the criteria presented are important
- Emergency vehicle access is NB but needs to be modified to fit the neighbourhood
- Move bike lane off road (like Martin Goodman Trail); safer for cyclists
- Street should be as ‘narrow’ as possible
- Discourage traffic by street design
- Sidewalk and pedestrian connections
- Green foliage

## **Part C – Do you have any other general comments about design considerations?**

Only 2 of 5 groups had additional comments, which concerned streetcars track location.

General comments included:

- Interested in streetcars on side of road
- Have transit through the park (no cars)
- Cherry Street – have vehicular as well as transit
- Prefer to have a transit right of way on Cherry with streetcars down either side of street
- Cherry Street should not be too wide

### **11.4 QUESTION 4**

Although the preferred solution to the ‘**transit first**’ approach for Cherry Street is to run streetcars in a *dedicated right-of-way* (this would separate the streetcars from all other traffic), the option of *streetcars running in mixed traffic* is also being carried forward for further consideration. What are your views on the various options presented this evening in support of the transit-first objective?

#### **Part 1. Dedicated Transit Lanes**

2 of 5 groups had identified that dedicated transit lanes would not result in travel reduced travel times due to the short distance between King Street and the railway underpass.

General comments included:

- Would also work for Buses
- Look at them for all new lands
- New area, go in with new concepts
- Great idea but its only 800m! Saves a little time. The biggest factor is King Street
- Big waste of space for these 3 blocks
- Not necessary in the context – 3 block spur off King St. Mixed transit route
- Along 1 side of street best

#### **Part 2. Transit Mall**

2 of 5 groups opposed this option while 3 of 5 identified this option as pedestrian friendly.

General comments included:

- Most pedestrian friendly
- Laneways for cars
- Design buildings around transit mall
- Can share program and modal parking
- If one owns property in the West Don Lands, a free transit pass should be provided
- Would also work for buses

- Better because minimal barriers to pedestrians, however bad for retail businesses because impedes deliveries
- Not appropriate for Cherry Street because it's too close to Lakeshore, QEW & DVP.

**Part 3. Separate Turn Lanes in Mixed Traffic**

2 of 5 groups had no comment relating to this option while 3 of 5 had different opinions on lane configurations.

General comments included:

- Good idea, as long as still dedicated ROW
- No turn lane to Mill. St., East – West traffic can use Eastern and Front

**Part 4. Transit Signal Priority in Mixed Traffic**

3 of 5 groups support signal priority

General comments included:

- Supports transit priority
- Accommodates E-W traffic in Transit Mall
- Moves traffic quickly unless the signals are not working
- Important

**12. SUMMARY OF INDIVIDUAL COMMENT FORMS (2 provided)**

Question	Summary Response
1. What are your views on 'Cherry Street' being recommended as the preferred corridor for providing transit service to the West Don Lands? (Please identify perceived strengths, weaknesses, and questions)	<b>Strengths:</b> Serves West Donlands Residence, Potential to expand. <b>Weaknesses:</b> Does not serve North-South traffic; area badly served for northward connections. <b>Questions:</b> Parliament branch of Harbour Front to Bloor-Danforth must be left under consideration. Must connect with EBF LRT. Is demand underestimated?
2. What are your views on streetcars being recommended as the preferred technology for providing transit service to the West Don Lands? (Please identify perceived strengths, weaknesses, and questions)	<b>Strengths:</b> Environmentally friendly, high carrying capacity, lower opportunity costs, connections, people prefer streetcars, better in bad weather, more fun – Toronto Icon. <b>Weaknesses:</b> Power failure <b>Questions:</b> Sustainable power source?

<p>3. There are various things to consider when designing the right-of-way along Cherry Street to provide for streetcar service – these include 1) sidewalks and pedestrian connections, 2) bike lanes, 3) streetscaping, 4) transit lanes, 5) transit stops, 6) traffic lanes / turning lanes, 7) parking / Loading, 8) emergency vehicle access, etc. Do you have suggestions for additional considerations? Of all of these, which would you say are of greatest importance and should be given primary emphasis in the design of the right-of-way?</p>	<p><b>A: Suggestions:</b> Pedestrian comfort should have priority. <b>B: Greatest consideration:</b> Narrowest possible community friendly street, discourages traffic, transit replaces cars</p>
<p>4. Although the preferred solution to the ‘transit first’ approach for Cherry Street is to run streetcars in a <i>dedicated right-of-way</i> (this would separate the streetcars from all other traffic), the option of <i>streetcars running in mixed traffic</i> is also being carried forward for further consideration. What are your views on the various options presented this evening in support of the transit-first objective?</p>	<ol style="list-style-type: none"> <li>1. <b>Dedicated Transit lanes:</b> Street too short to make a difference</li> <li>2. <b>Transit Mall:</b> Preferred solution</li> <li>3. <b>Separate Turn lanes:</b> No turn lane to Mill – E/W traffic, can use Front &amp; Eastern &amp; Lakeshore.</li> <li>4. <b>Transit priority signal:</b> Always</li> </ol>

Question	Summary Response
<p>1. What are your views on ‘<b>Cherry Street</b>’ being recommended as the preferred corridor for providing transit service to the West Don Lands? (Please identify perceived strengths, weaknesses, and questions)</p>	<p><b>Strengths:</b> It is clearly a good central location and will serve residents on both sides of Cherry Street from King to the Lake. <b>Weaknesses:</b> 1. I think it very unfortunate that the continuation of the Parliament Street streetcar line from King to Lakeshore has been eliminated. There is about to be a ‘population explosion’ in the Distillery District and in Regents Park and it seems very short-sighted not to build this short stretch of line now. Having it built will allow riders to go north. Having both Cherry and Parliament connecting to the proposed Queen’s Quay LRT will allow greater operational flexibility.</p>



	<p>2. The planned line does not seem to offer convenient transit to the north. I suggest that any line up Cherry needs to go to both the Yonge subway at King and the Danforth subway at Broadview.</p>
<p>2. What are your views on <b>streetcars being recommended as the preferred technology</b> for providing transit service to the West Don Lands? (Please identify perceived strengths, weaknesses, and questions)</p>	<p><b>Strengths:</b> Environmentally friendly, lower operating costs, connects to existing network, streetcars attract riders. <b>Weaknesses:</b> Somewhat inflexible <b>Questions:</b></p> <ol style="list-style-type: none"><li>1. I assume that the link at King Street will allow for streetcars to turn in both directions East and West.</li><li>2. As the line will eventually go through the railway bridge on Cherry to link with the proposed LRT on Queen's Quay/Portlands. I wonder why you intend to install a loop North of the railway berm now. Why not bring line through the bridge right now and add loop (temporary?) south of the railway berm until the Queen's Quay East line is built.</li><li>3. Once there is a LRT on Queens Quay I suspect it will be faster for many residents to walk to catch it if they are going to the Yonge Subway - it can be in its own right of way for almost all the route. I see the Cherry/Parliament traffic being far more useful for North-South traffic.</li></ol>

<p>3. There are various things to consider when designing the right-of-way along Cherry Street to provide for streetcar service – these include 1) sidewalks and pedestrian connections, 2) bike lanes, 3) streetscaping, 4) transit lanes, 5) transit stops, 6) traffic lanes / turning lanes, 7) parking / Loading, 8) emergency vehicle access, etc. Do you have suggestions for additional considerations? Of all of these, which would you say are of greatest importance and should be given primary emphasis in the design of the right-of-way?</p>	<p><b>Comments</b> If the line is to go from King to Lakeshore it will be about 900 metres long. Though I realise having streetcars in their own right-of-way is better I doubt that speeding things up for this 900 metres will make much difference to customers since once the streetcar reaches King Street it will be in mixed traffic. You should not make Cherry too wide just to accommodate a separate ROW.</p> <p>It will be important not to have Cherry Street so wide that pedestrians are 'scared' to cross it. Of course there needs to be cycle lanes but do these need to be actually on Cherry. Could they be one block east?? Hopefully these cycle routes will not mixed with cars as cycle lanes in traffic are not too good!</p>
<p>4. Although the preferred solution to the 'transit first' approach for Cherry Street is to run streetcars in a dedicated right-of-way (this would separate the streetcars from all other traffic), the option of streetcars running in mixed traffic is also being carried forward for further consideration. What are your views on the various options presented this evening in support of the transit-first objective?</p>	<p>In theory I like the idea of a transit mall on Cherry Street used only by streetcars, cycles and pedestrians. I hope you will look very seriously at this idea and look closely at how this could be arranged without causing too many problems for car and truck traffic. (If Toronto is really a "Transit City" then transit should surely get priority!)</p>

### 13. NEXT STEPS

The Study Team will respond to questions received from participants and address issues raised. The participants' input on design considerations will be incorporated into the Study Team's development and assessment of Design Alternatives. The Study Team will review preliminary concepts and designs with the Community Liaison Committee as well as the Technical Advisory Committee prior to the next public workshop. The second public workshop has been tentatively scheduled for June 2007 to present the Study Team's initial assessment of Design Alternatives.

# ATTACHMENT A

Newspaper Notice



TORONTO WATERFRONT  
REVITALIZATION CORPORATION



Toronto Transit  
Commission

## Notice of Public Workshop TTC-TWRC Waterfront Transit Environmental Assessment

### West Don Lands (March 21, 2007)

The Toronto Transit Commission (TTC), under the auspices of the Toronto Waterfront Revitalization Corporation (TWRC), invite the public to attend the first workshop for the EA Phase of the TTC-TWRC Waterfront Transit Environmental Assessment - West Don Lands. The purpose of this study is to identify the proposed transit services required to support development of the West Don Lands precinct.

This study is being planned to meet the requirements of the *Ontario Environmental Assessment Act* and is being undertaken in accordance with the planning process identified in the Terms of Reference. The Terms of Reference were approved by the Ontario Minister of the Environment on January 24, 2007.

The EA Phase of the study includes two rounds of Public Workshops. The first round of Workshops will discuss the generation and evaluation of planning alternatives (corridors and technologies) and obtain input to assist in the generation of design alternatives. The second round of Public Workshops (to be scheduled later in 2007) will discuss the evaluation of design alternatives and the recommended design.

The first round of Workshops for the West Don Lands Transit EA has now been scheduled and will be held as follows:

**March 21, 2007 from 6:00 - 9:30 pm**  
Doors Open 6:00 pm  
Presentation/Workshop 6:45 pm  
Enoch Turner Schoolhouse  
106 Trinity Street, Toronto, Ontario

We encourage your participation at this workshop and look forward to your attendance. If you wish to receive information, become involved in the study, or have additional questions about the studies, please see our Web page at [www.towaterfront.ca](http://www.towaterfront.ca) and go to "Current Projects". You can also contact either of the following:

<b>Bill Dawson</b> Project Manager TTC/TWRC Transit EA Projects Toronto Transit Commission <a href="mailto:transit@towaterfront.ca">transit@towaterfront.ca</a> 416-393-4490	<b>Andrea Kelemen</b> Communications & Marketing Department Toronto Waterfront Revitalization Corporation <a href="mailto:transit@towaterfront.ca">transit@towaterfront.ca</a> 416-214-1344
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TORONTO WATERFRONT  
REVITALIZATION CORPORATION



Toronto Transit  
Commission

## Notice of Public Workshop TTC-TWRC Waterfront Transit Environmental Assessment

### East Bayfront (March 28, 2007)

The Toronto Transit Commission (TTC), under the auspices of the Toronto Waterfront Revitalization Corporation (TWRC), invite the public to attend the first workshop for the EA Phase of the TTC-TWRC Waterfront Transit Environmental Assessment - East Bayfront. The purpose of this study is to identify the proposed transit services required to support development of the East Bayfront precinct.

This study is being planned to meet the requirements of the *Ontario Environmental Assessment Act* and is being undertaken in accordance with the planning process identified in the Terms of Reference. The Terms of Reference were approved by the Ontario Minister of the Environment on January 24, 2007.

The EA Phase of the study includes two rounds of Public Workshops. The first round of Workshops will discuss the generation and evaluation of planning alternatives (corridors and technologies) and obtain input to assist in the generation of design alternatives. The second round of Public Workshops (to be scheduled later in 2007) will discuss the evaluation of design alternatives and the recommended design.

The first round of Workshops for the East Bayfront Transit EA has now been scheduled and will be held as follows:

**March 28, 2007 from 6:00 - 9:30 pm**  
Doors Open 6:00 pm  
Presentation/Workshop 6:45 pm  
Novotel Hotel, Champagne Ballroom  
45 The Esplanade, Toronto, Ontario

We encourage your participation at this workshop and look forward to your attendance. If you wish to receive information, become involved in the study, or have additional questions about the studies, please see our Web page at [www.towaterfront.ca](http://www.towaterfront.ca) and go to "Current Projects". You can also contact either of the following:

<b>Bill Dawson</b> Project Manager TTC/TWRC Transit EA Projects Toronto Transit Commission <a href="mailto:transit@towaterfront.ca">transit@towaterfront.ca</a> 416-393-4490	<b>Andrea Kelemen</b> Communications & Marketing Department Toronto Waterfront Revitalization Corporation <a href="mailto:transit@towaterfront.ca">transit@towaterfront.ca</a> 416-214-1344
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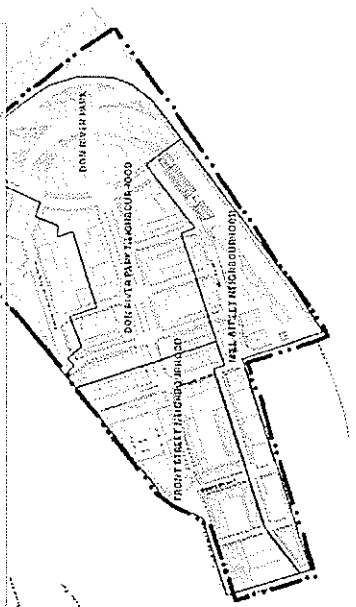
# ATTACHMENT B

Presentation

## West Don Lands

EA Public Workshop No. 1

March 21, 2007



URS

TTC-TWRRC West Don Lands  
Environmental Assessment



## Getting and Giving the Most

- It's OUR meeting... participate enthusiastically
- Terminology expertise is secondary
- There is such a thing as a bad idea!
- Build, don't duplicate
- Respect (for each other and the process)
- Voices without titles
- Consensus on no consensus
- Informal style, structured approach



URS

TTC-TWRRC West Don Lands  
Environmental Assessment



## Food for Thought

"The knowledge of the world is only to be acquired in the world, and not in a closet"

Earl of Chesterfield

"He speaks to me as if I was a public meeting"

G.W.E. Russell



URS

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## Topics to be discussed

- Overview of approved Terms of Reference
- Planning analysis and preliminary recommendations
- Issues to be considered in the development of alternative designs



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## Approved Terms of Reference (ToR)



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## The ToR Defined:

- The Study Area
- How we make decisions:
  - Process
  - Criteria
- Alternatives considered



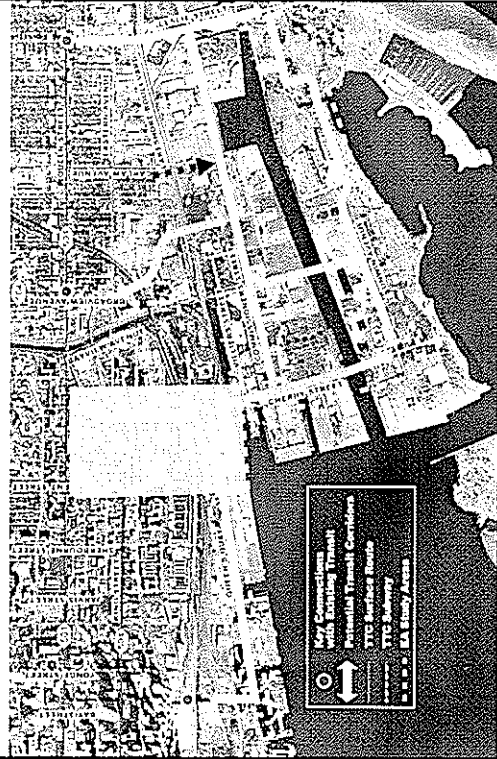
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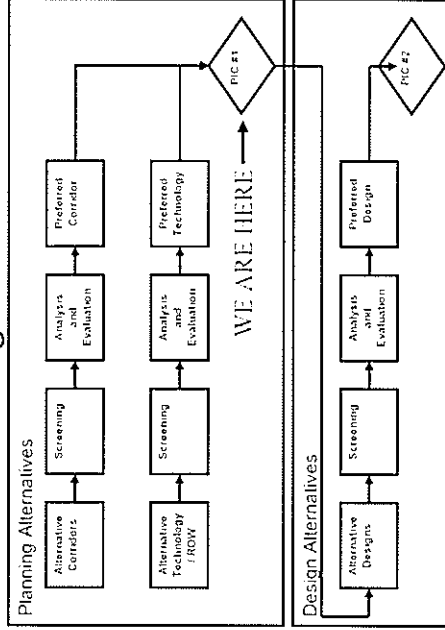


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## West Don Lands EA Study Area



## Decision Making Process from ToR



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## Screening Criteria

### Required Minimums from ToR

- Accommodate travel demand
- City's Official Plan policies
- Promotes transit mode splits
- Provides service to future inhabitants
- Connect to other Waterfront Precincts
- Accommodate people with mobility difficulties



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## Analysis Criteria

- Land Use
- Transportation
- Socio-Economic Environment
- Natural Environment
- Cultural Environment
- Cost



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## Setting Measures

*From the Term of Reference....*

*With input from CLC*



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## Alternatives Identified in ToR

1. Planning Alternatives:
  - Corridors – King/Cherry, King/Front/Cherry, Parliament only, Parliament/Cherry
  - Technology / ROW
    - Vehicle Type – Buses or Streetcars
    - Right of Way Treatments – mixed traffic or transit only
2. Design Alternatives: – platforms, sidewalks, bike lanes, urban design / landscape features, on street parking, general purpose traffic lanes, operational needs, etc.



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# Analysis of Planning Alternatives

Corridors Considered



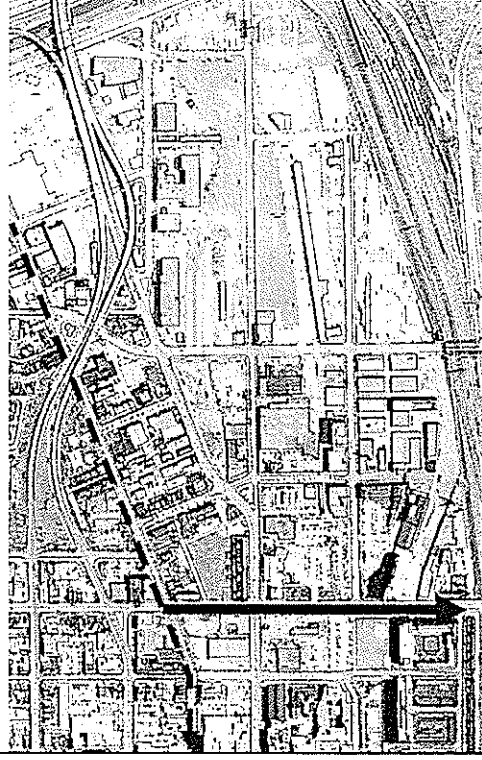
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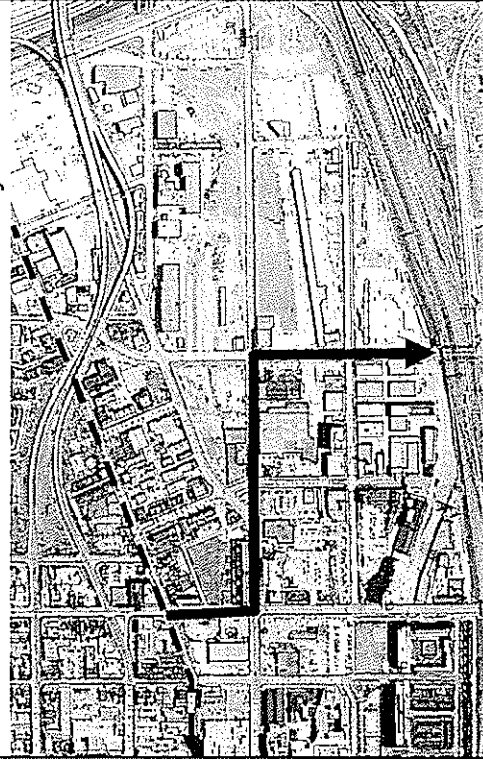


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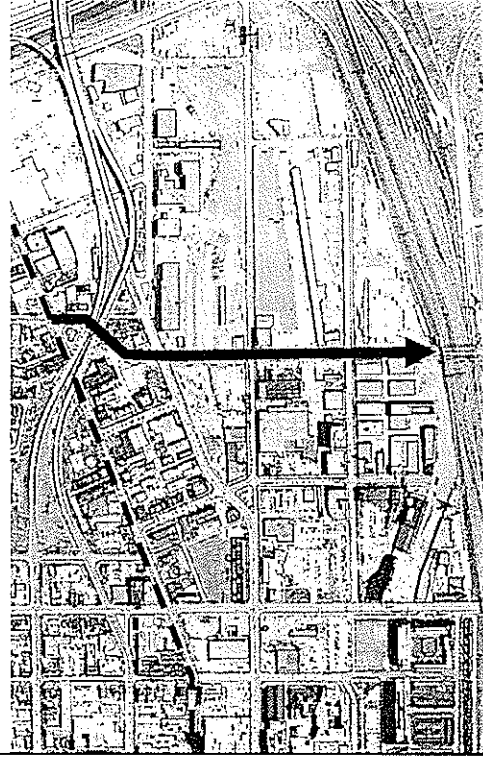
Alternative Corridors – Parliament only



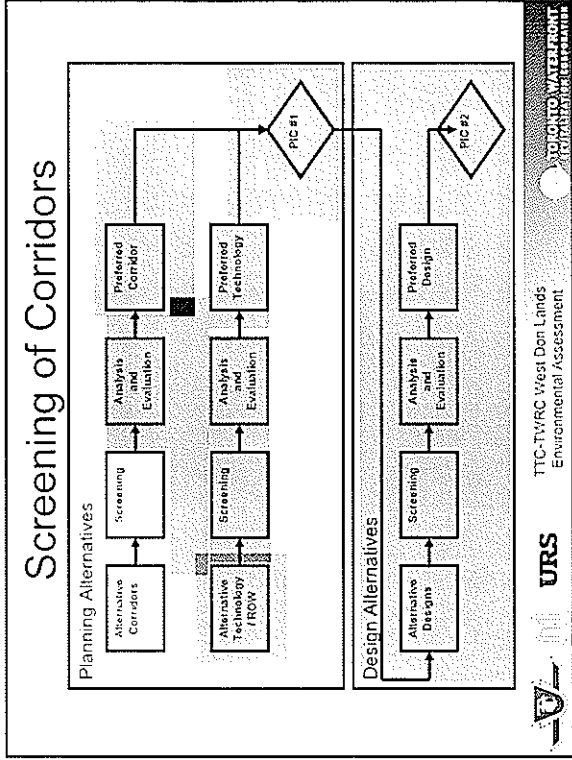
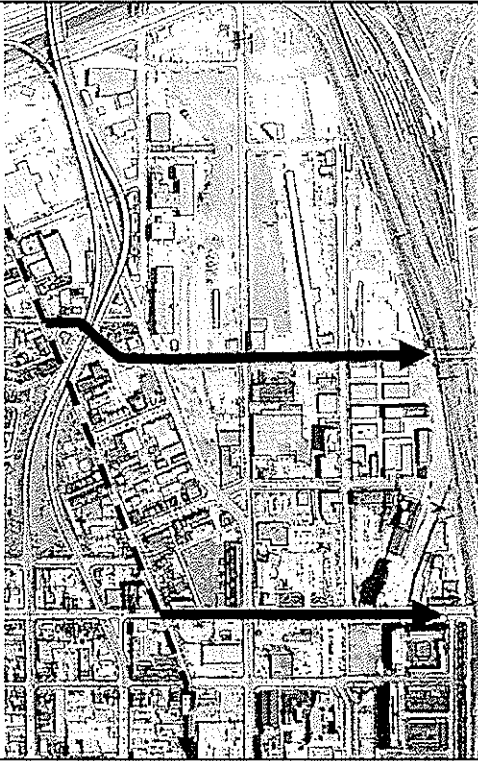
Alternative Corridors –  
Parliament/Front/Cherry



Alternative Corridors - Cherry

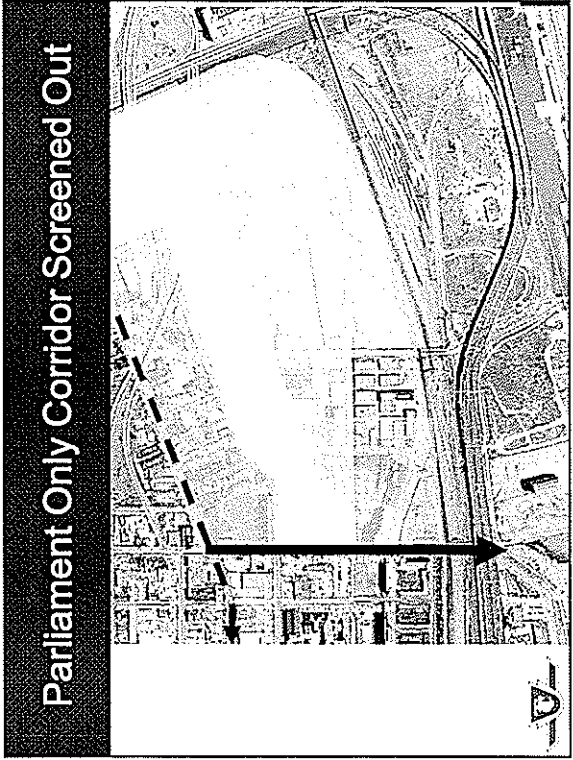


## Alternative Corridors – Parliament and Cherry

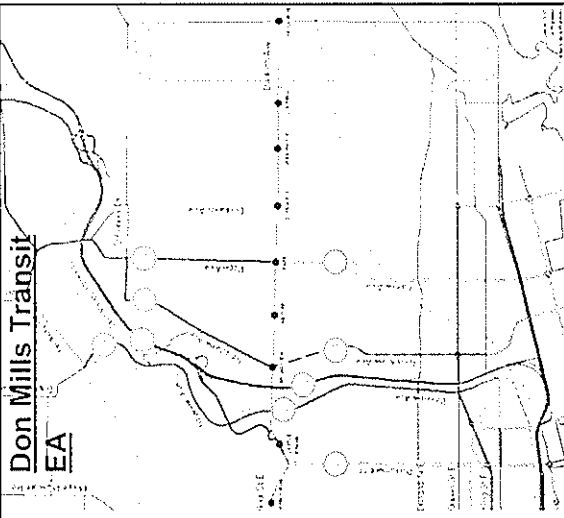


## Screening Criteria

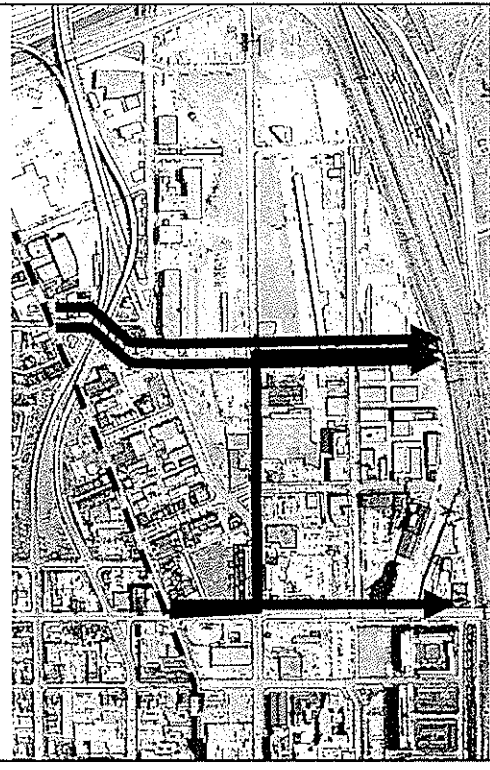
- Required Minimums from ToR
- Accommodate travel demand
  - City's Official Plan policies
  - Promotes transit mode splits
  - Provides service to future inhabitants
  - Connect to other Waterfront Precincts
  - Accommodate people with mobility difficulties



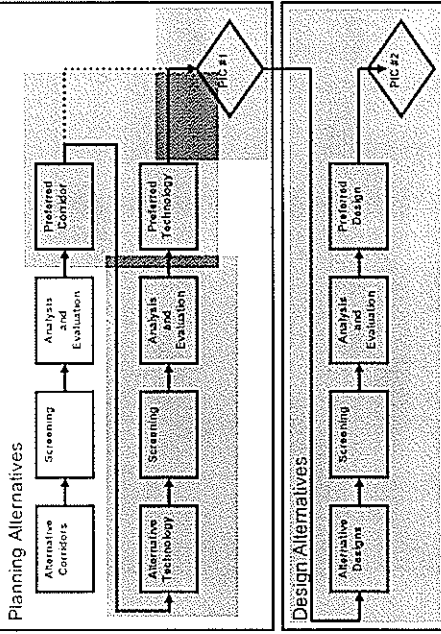
# What About Parliament Street?



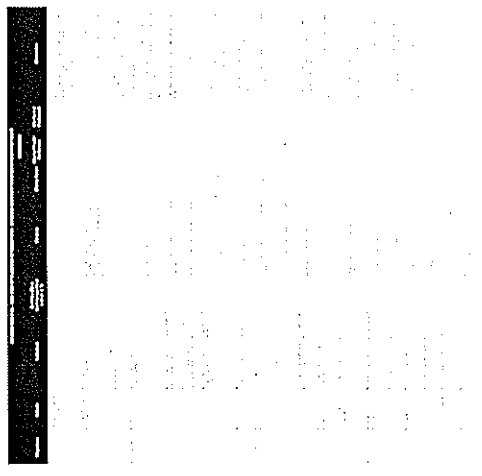
# Corridors



# Corridor Analysis and Evaluation



# Analysis of Corridor Alternatives



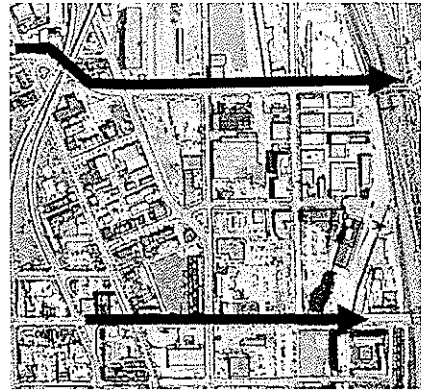
# Evaluation of Corridor Alternatives

Alternative	URS	Cherry Street	Cherry / Front / Parliament	Cherry and Parliament
Alternative 1	URS	●	○	○
Alternative 2	URS	●	○	○
Alternative 3	URS	●	○	○
Alternative 4	URS	●	○	○
Alternative 5	URS	●	○	○
Alternative 6	URS	●	○	○
Alternative 7	URS	●	○	○
Alternative 8	URS	●	○	○
Alternative 9	URS	●	○	○
Alternative 10	URS	●	○	○
Alternative 11	URS	●	○	○
Alternative 12	URS	●	○	○
Alternative 13	URS	●	○	○
Alternative 14	URS	●	○	○
Alternative 15	URS	●	○	○
Alternative 16	URS	●	○	○
Alternative 17	URS	●	○	○
Alternative 18	URS	●	○	○
Alternative 19	URS	●	○	○
Alternative 20	URS	●	○	○
Alternative 21	URS	●	○	○
Alternative 22	URS	●	○	○
Alternative 23	URS	●	○	○
Alternative 24	URS	●	○	○
Alternative 25	URS	●	○	○
Alternative 26	URS	●	○	○
Alternative 27	URS	●	○	○
Alternative 28	URS	●	○	○
Alternative 29	URS	●	○	○
Alternative 30	URS	●	○	○
Alternative 31	URS	●	○	○
Alternative 32	URS	●	○	○
Alternative 33	URS	●	○	○
Alternative 34	URS	●	○	○
Alternative 35	URS	●	○	○
Alternative 36	URS	●	○	○
Alternative 37	URS	●	○	○
Alternative 38	URS	●	○	○
Alternative 39	URS	●	○	○
Alternative 40	URS	●	○	○
Alternative 41	URS	●	○	○
Alternative 42	URS	●	○	○
Alternative 43	URS	●	○	○
Alternative 44	URS	●	○	○
Alternative 45	URS	●	○	○
Alternative 46	URS	●	○	○
Alternative 47	URS	●	○	○
Alternative 48	URS	●	○	○
Alternative 49	URS	●	○	○
Alternative 50	URS	●	○	○

# Corridor evaluation

Objectives	Cherry Street	Cherry / Front / Parliament	Cherry and Parliament
Land Use	●	○	○
Transportation	○	○	●
Socio-Economic	●	○	○
Natural	●	●	●
Cultural	●	○	○
Cost	●	○	○
OVERALL	●	○	○

# Cherry and Parliament

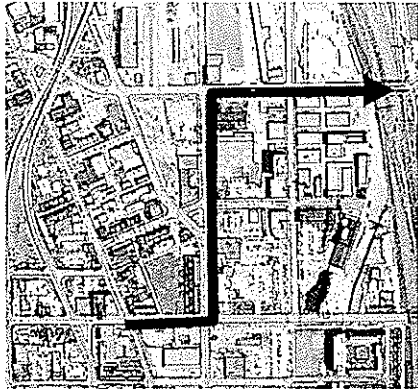


- Twice the cost without twice the benefit
- Not carried forward

# Corridor evaluation

Objectives	Cherry Street	Cherry / Front / Parliament	Cherry and Parliament
Land Use	●	○	○
Transportation	○	○	●
Socio-Economic	●	○	○
Natural	●	●	●
Cultural	●	○	○
Cost	●	○	○
OVERALL	●	○	○

## Cherry /Front / Parliament



- Additional cost over Cherry without the benefit
- Operational Issues
- Not carried forward

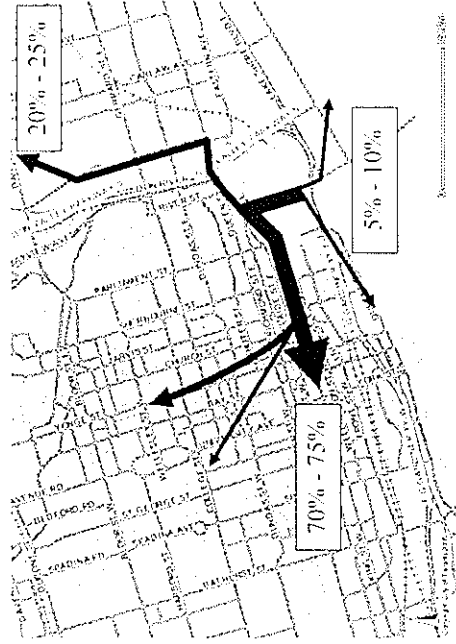
## Corridor evaluation

Objectives	Cherry Street	Cherry / Front / Parliament	Cherry and Parliament
Land Use	●	●	○
Transportation	●	○	●
Socio-Economic	●	●	○
Natural	●	●	●
Cultural	●	●	○
Cost	●	●	○
OVERALL	●	●	○

## Cherry Corridor Preferred

- Most cost effective solution
- Provides required service coverage
- Minimizes potential conflicts with Cultural Heritage Resources

## Network connections to meet demands



# Analysis of Planning Alternatives

Technology / ROW Considered

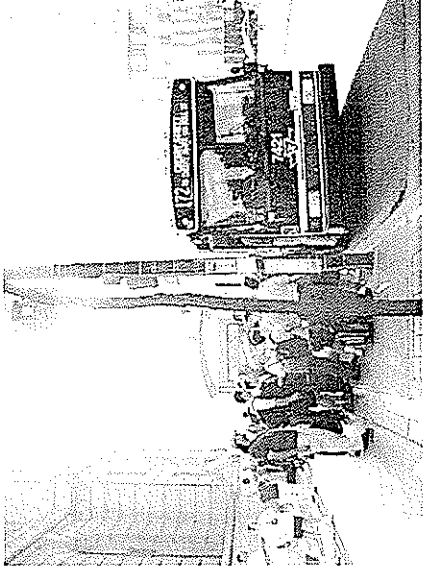


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# Alternative Technology / ROW – Buses in Mixed Traffic



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# Alternative Technology / ROW – Buses in Dedicated Right of Way

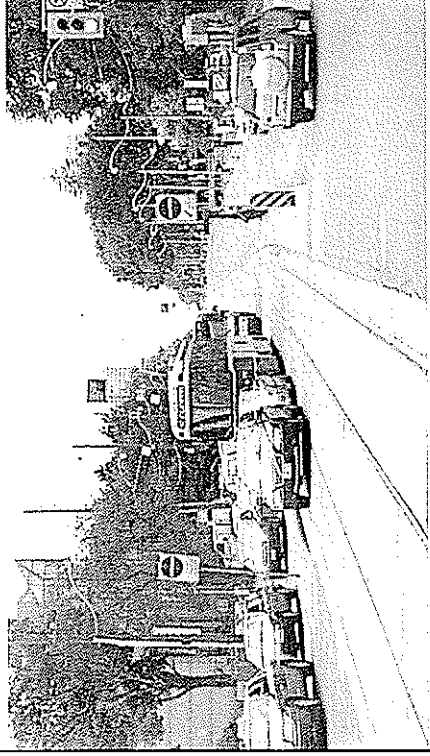


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# Alternative Technology / ROW – Streetcars with Platforms in Mixed Traffic

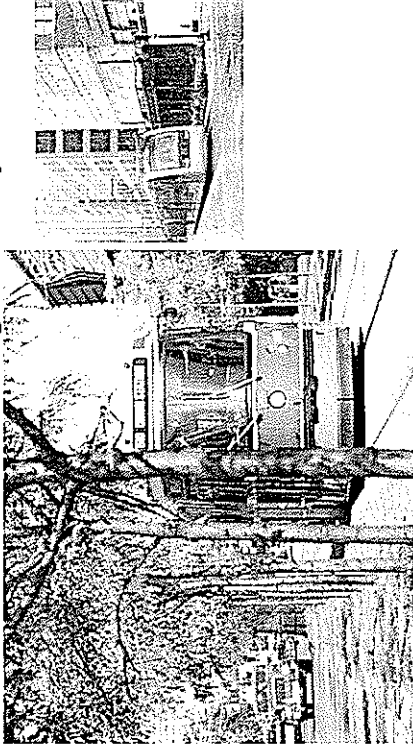


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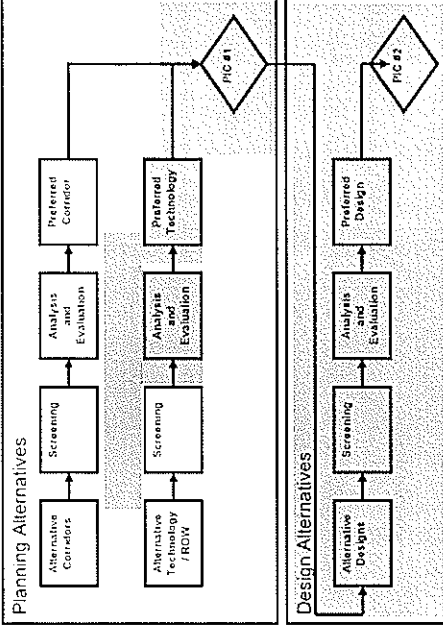
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## Alternative Technology / ROW – Streetcars in Dedicated Right of Way



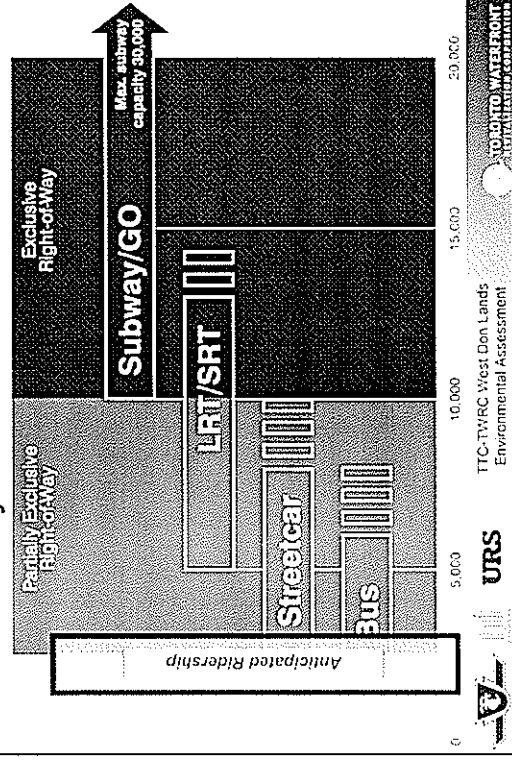
## Screening of Technology / ROW



## Screening Criteria

- Required Minimums from ToR
- Accommodate travel demand
  - City's Official Plan policies
  - Promotes transit mode splits
  - Provides service to future inhabitants
  - Connect to other Waterfront Precincts
  - Accommodate people with mobility difficulties

## Ability to Meet Demand



## Do Buses in Mixed Traffic meet City Policies

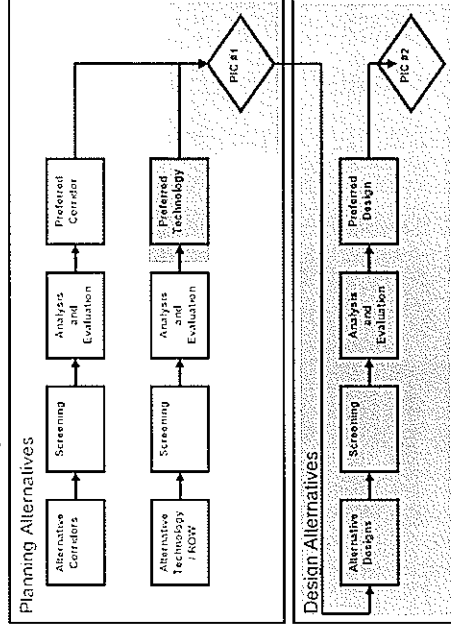
- Not a "Transit First" approach
- Does not promote higher transit modal splits
- Carry forward for base line comparison
- Can always be implemented regardless of EA recommendations



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## Technologies / Right of Way Analysis



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## Analysis of Technology / Right of Way

Alternative	Technology	Right of Way	Analysis	Right of Way
Alternative 1	Technology 1	Right of Way 1	Analysis 1	Right of Way 1
Alternative 2	Technology 2	Right of Way 2	Analysis 2	Right of Way 2
Alternative 3	Technology 3	Right of Way 3	Analysis 3	Right of Way 3
Alternative 4	Technology 4	Right of Way 4	Analysis 4	Right of Way 4
Alternative 5	Technology 5	Right of Way 5	Analysis 5	Right of Way 5
Alternative 6	Technology 6	Right of Way 6	Analysis 6	Right of Way 6
Alternative 7	Technology 7	Right of Way 7	Analysis 7	Right of Way 7
Alternative 8	Technology 8	Right of Way 8	Analysis 8	Right of Way 8
Alternative 9	Technology 9	Right of Way 9	Analysis 9	Right of Way 9
Alternative 10	Technology 10	Right of Way 10	Analysis 10	Right of Way 10



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## Technology / Right of Way Evaluation

Alternative	Technology	Right of Way	Evaluation
Alternative 1	Technology 1	Right of Way 1	Evaluation 1
Alternative 2	Technology 2	Right of Way 2	Evaluation 2
Alternative 3	Technology 3	Right of Way 3	Evaluation 3
Alternative 4	Technology 4	Right of Way 4	Evaluation 4
Alternative 5	Technology 5	Right of Way 5	Evaluation 5
Alternative 6	Technology 6	Right of Way 6	Evaluation 6
Alternative 7	Technology 7	Right of Way 7	Evaluation 7
Alternative 8	Technology 8	Right of Way 8	Evaluation 8
Alternative 9	Technology 9	Right of Way 9	Evaluation 9
Alternative 10	Technology 10	Right of Way 10	Evaluation 10



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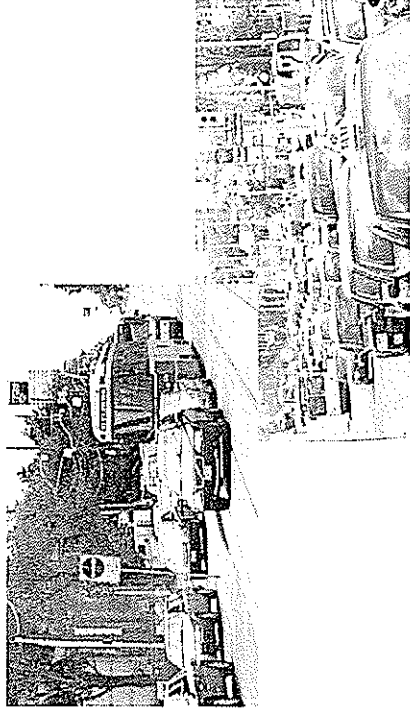




# Technology / R.O.W. Evaluation

Objectives	Bus Mixed Traffic	Streetcar Mixed Traffic	Streetcar Dedicated ROW	Bus Dedicated ROW
Land Use	●	●	●	●
Transportation	●	●	●	●
Socio-Economic	●	●	●	●
Natural	●	●	●	●
Cultural	●	●	●	●
Cost	●	●	●	●
OVERALL	●	●	●	●

# Service Reliability



# Downtown Streetcar Network Plan



# Transfer vs. Service Reliability

- Dedicated Right of Way results in greater service reliability
- Buses in dedicated Right of Way require a transfer

## Technology / R.O.W. Evaluation

Objectives	Bus Mixed Traffic		Streetcar Mixed Traffic		Streetcar Dedicated ROW		Bus Dedicated ROW	
	●	○	●	○	●	○	●	○
Land Use	○	○	●	○	●	○	○	○
Transportation	○	○	●	○	●	○	○	○
Socio-Economic	●	○	●	○	●	○	○	○
Natural	○	○	●	○	●	○	○	○
Cultural	●	○	●	○	●	○	○	○
Cost	●	○	●	○	●	○	○	○
OVERALL	○	○	●	○	●	○	○	○

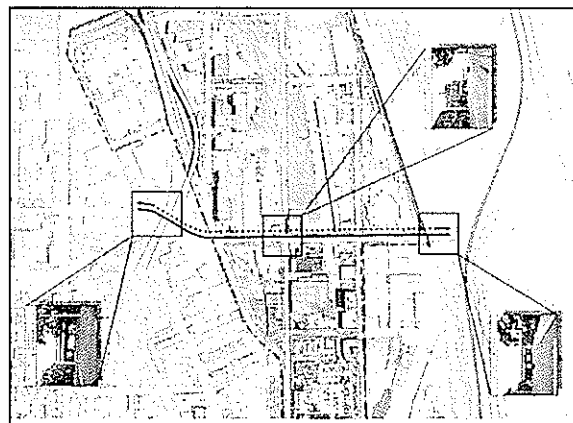
## Technical Recommendations for West Don Lands Planning Alternatives

*To be discussed during the workshop*

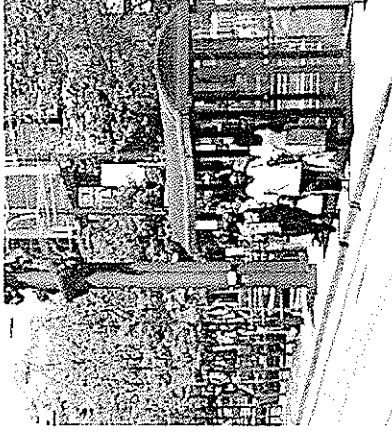
- Preferred Corridor: Cherry Street
- Preferred Technology: Streetcar
- Preferred Right of Way: Transit Priority, either through dedicated right of way or by other means

## Issues to be considered in the development of Design Alternatives

- ### Constraints
- Sumach under Richmond Adelaide
  - CN Police and Canary Restaurant
  - Distillery District
  - Existing and proposed intersecting streets
  - Rail underpass
- ### Develop alignment around constraints



## Streetcar Platforms



- Make streetcars accessible and improve pedestrian safety.



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## Platform Locations

- Generally one stop every 300 m
- Precinct Plan:
  - King Street
  - Front Street
  - Loop
- *Designs with flexibility will have advantages*



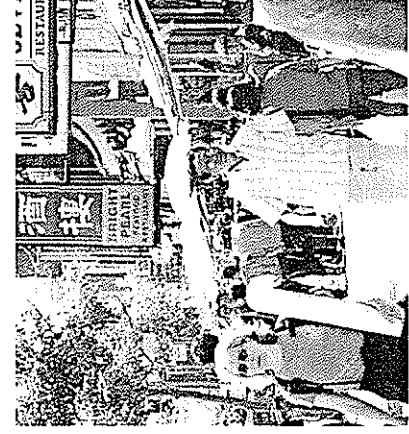
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## Sidewalks



- Improved pedestrian realm.



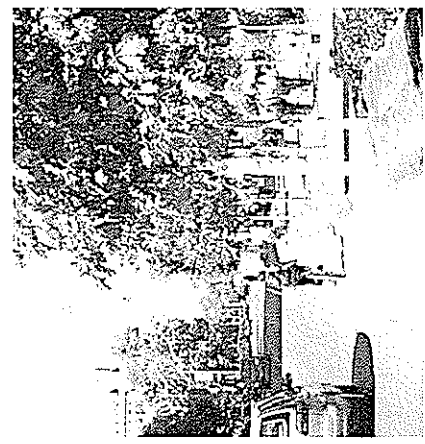
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## On-Street Bike Lanes



- Encourages bicycle use



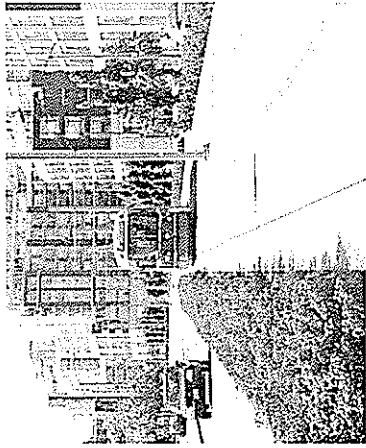
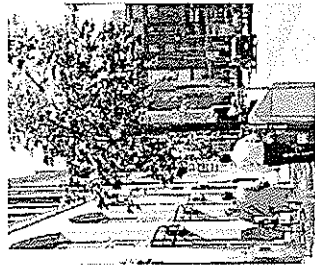
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## Urban Design / Landscape Features

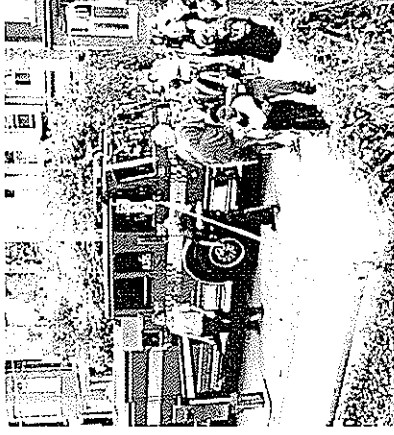


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## Emergency Vehicle Access



Toronto Fire Truck with emergency lights



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## Parking and Loading Lanes / Bays



King Street West of Spadina (5' plan sidewalk, 11'25" in curb lane)

- Supports retail

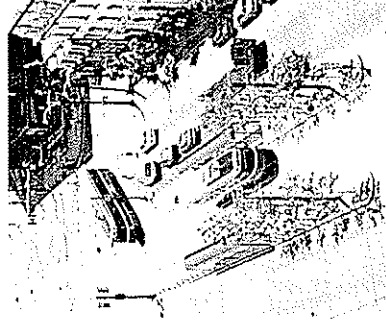


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## Location-specific needs



- Switches at King Street
- South End:
  - Turn around loop in the short term
  - Connection to East Bayfront and Port in mid to long term

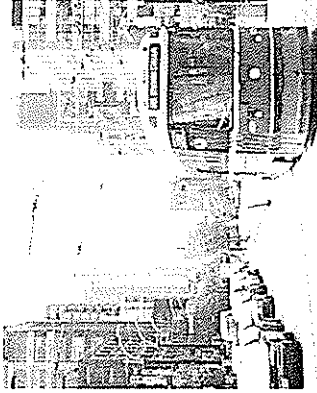


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## Accommodating Traffic



- Future Cherry Street Traffic Demand 1,300 to 1,600 vehicles per hour = one lane per direction
- Special turn lanes



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## Transit Priority

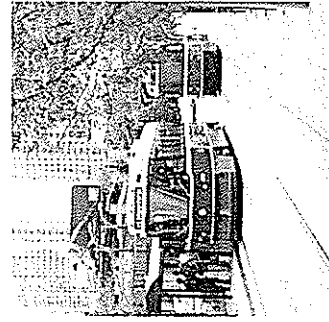


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## Dedicated Transit Lanes



- Separated by raised medians:
  - Wide with landscaping
  - Narrow, no landscaping
- Location:
  - Middle of road
  - Side of road

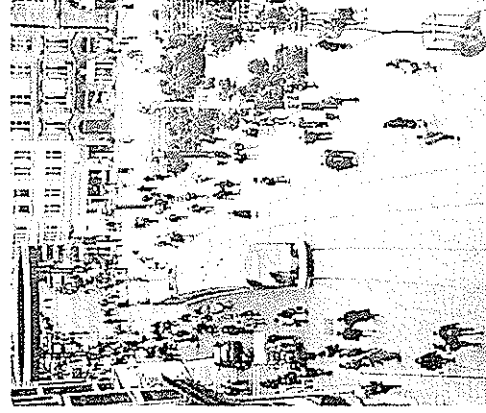


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## Transit Mall



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Can Transit priority be provided with traffic and transit operating together?

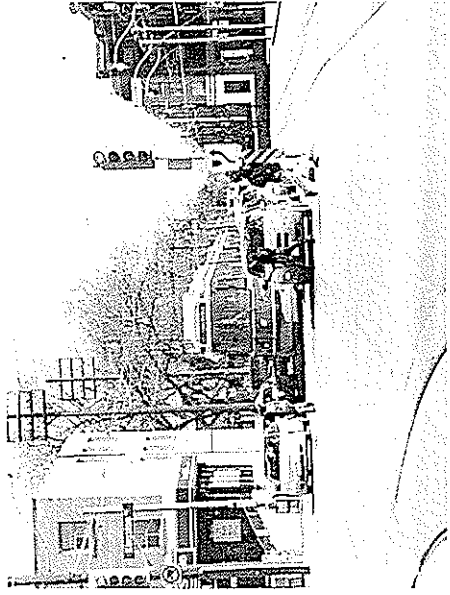


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## Separate turn lanes



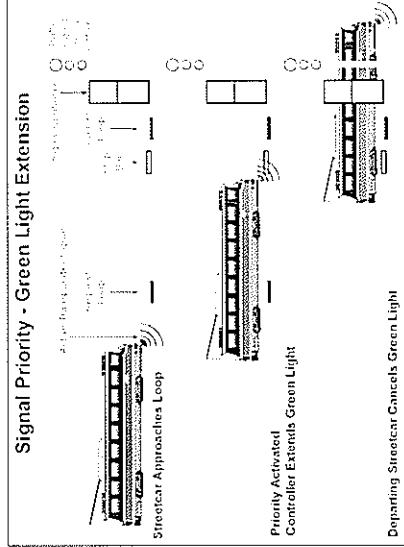
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## Transit Signal Priority

- Give transit priority at signals – take time away from other users



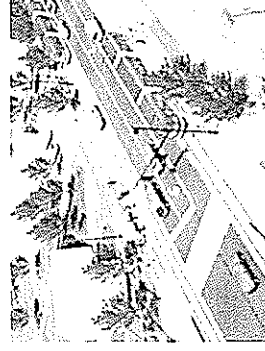
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## Alternative track locations

- Consider ideas from community design charrette



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## Agenda for Workshop Part #1

- Discuss planning recommendations:
  - Selection of corridor
  - Selection of technology



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## Agenda for Workshop Part #2

- Provide input into design phase:
  - Alternative designs to be considered
  - Approach to transit priority



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Thank you



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## Next Steps and Closing Remarks

- Receive and review comments
- Finalize Planning Analysis
- Undertake Design Alternatives
- Public Workshop #2 in June 2007



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# ATTACHMENT C

Workbook





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# **TTC-TWRC**

## **Waterfront Transit Environmental Assessments – *West Don Lands***

### **EA Public Workshop #1**

Enoch Turner Schoolhouse  
106 Trinity Street, Toronto

March 21, 2007

## **Workbook**

### **What's Inside...**

Meeting Agenda  
Worksheets  
Comment Form

# TTC-TWRC Waterfront Transit EAs – *West Don Lands* EA Public Workshop 1

March 21, 2007 – 6:00 p.m. to 9:30 p.m.  
Enoch Turner Schoolhouse  
106 Trinity Street, Toronto

## MEETING AGENDA

---

- |                  |  |
|------------------|--|
| 6:00 – 6:45 p.m. | <b>Registration/Display Board Review</b>   |
| 6:45 – 7:45 p.m. | <b>Welcome and Presentation</b><br><br>Glenn Pothier, GLPi<br><i>"Introduction, Study Guide, and Workbook"</i><br><br>Kristin Jenkins, Toronto Waterfront Revitalization Corporation<br>Bill Dawson, Toronto Transit Commission<br><i>"Welcome and Context Setting"</i><br><br>Scott Thorburn, URS Canada Inc.<br><i>"Presentation of Recommended Planning Alternatives"</i> |
| 7:45 – 9:00 p.m. | <b>Workshop Discussion Groups</b><br><br>Participants will be given time to go through questions in the workbook about the recommended Planning Alternatives as well as key design elements in the next phase of this EA study. At your table, please discuss your responses and consolidate common themes and unique or creative ideas in the workbook provided.            |
| 9:00 – 9:30 p.m. | <b>Summary of Discussions</b><br><br>Glenn Pothier, GLPi<br><br><b>Next Steps and Closing Remarks</b><br><br>Bill Dawson, Toronto Transit Commission   |
-

**Workshop Questions 1 and 2 Related to  
the Current Phase of the EA Study  
(*Planning Alternatives*)**

# QUESTION 1:

What are your views on 'Cherry Street' being recommended as the preferred corridor for providing transit service to the West Don Lands? (Please identify perceived strengths, weaknesses, and questions)

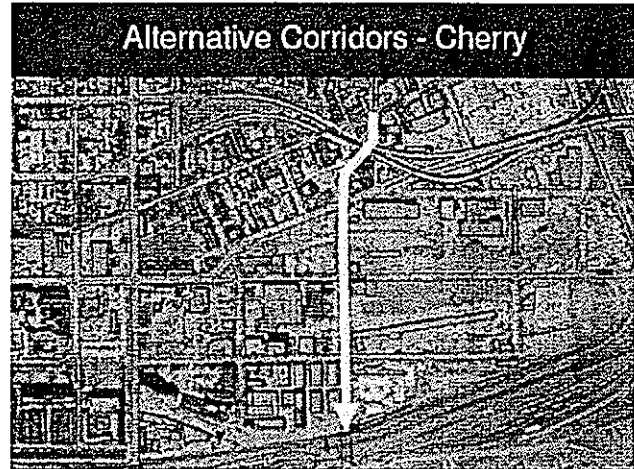
1

### Corridor evaluation

Objectives	Cherry Street	Cherry / Front / Parliament	Cherry and Parliament
Land Use	●	①	②
Transportation	①	②	●
Socio-Economic	●	①	②
Natural	●	●	●
Cultural	●	①	①
Cost	●	①	②
<b>OVERALL</b>	●	①	②

URS | TTC-TWRC West Don Lands Environmental Assessment

4



2

### Cherry and Parliament

- Twice the cost without twice the benefit
- Not carried forward

URS | TTC-TWRC West Don Lands Environmental Assessment

5

### Cherry Corridor Preferred

- Most cost effective solution
- Provides required service coverage
- Minimizes potential conflicts with Cultural Heritage Resources

URS | TTC-TWRC West Don Lands Environmental Assessment

3

### Cherry / Front / Parliament

- Additional cost over Cherry without the benefit
- Operational Issues
- Not carried forward

URS | TTC-TWRC West Don Lands Environmental Assessment



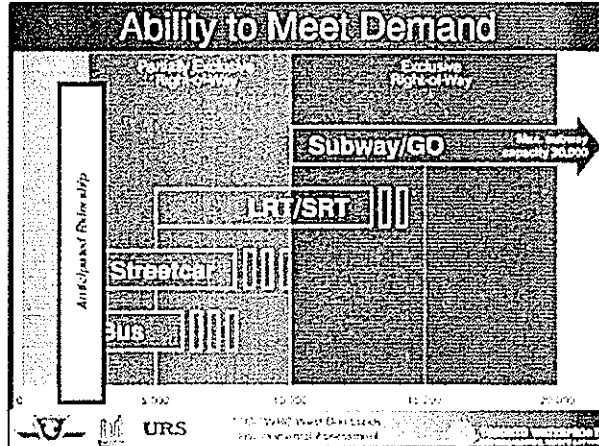
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What are your views on streetcars being recommended as the preferred technology for providing transit service to the West Don Lands? (Please identify perceived strengths, weaknesses, and questions)

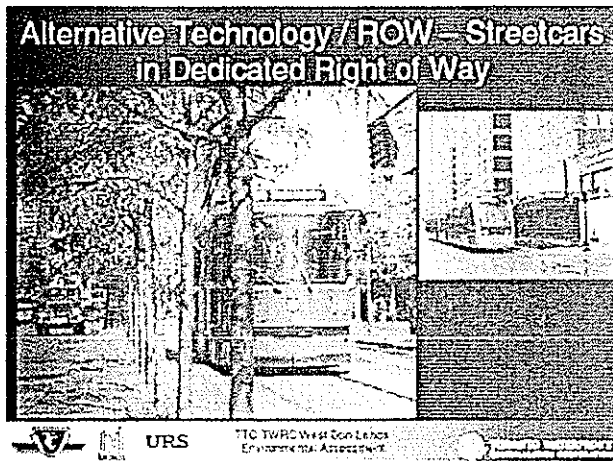
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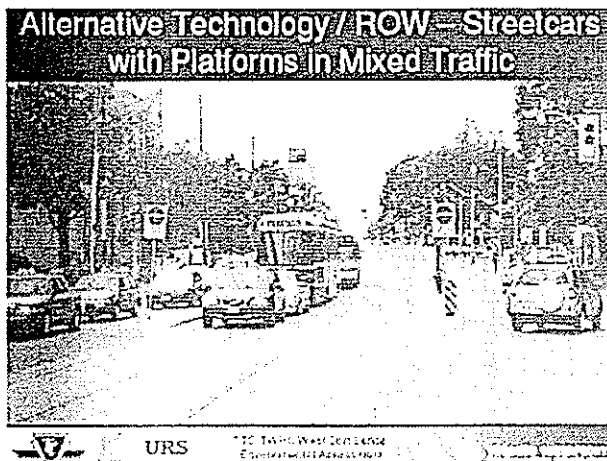
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### Transfer vs. Service Reliability

- Dedicated Right of Way results in greater service reliability
- Buses in dedicated Right of Way require a transfer

URS  
TTC TWRC West Don Lands  
Environmental Assessment

3



6

### Technology / R.O.W. Evaluation

Objectives	Bus Mixed Traffic	Streetcar Mixed Traffic	Streetcar Dedicated ROW	Bus Dedicated ROW
Land Use	1	2	3	4
Transpiration	1	2	3	4
Socio-Economic	1	2	3	4
Natural	1	2	3	4
Cultural	1	2	3	4
Cost	1	2	3	4
OVERALL	1	2	3	4

URS  
TTC TWRC West Don Lands  
Environmental Assessment

**Strengths:**

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**Weaknesses:**

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**Questions:**

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**Workshop Questions 3 and 4 Related to  
the Next Phase of the EA Study  
*(Design Alternatives)***




### QUESTION 3:

There are various things to consider when designing the right-of-way along Cherry Street to provide for streetcar service – these include 1) sidewalks and pedestrian connections, 2) bike lanes, 3) streetscaping, 4) transit lanes, 5) transit stops, 6) traffic lanes / turning lanes, 7) parking / Loading, 8) emergency vehicle access, etc. Do you have suggestions for additional considerations? Of all of these, which would you say are of greatest importance and should be given primary emphasis in the design of the right-of-way?

#### 1. Sidewalk Width/Pedestrian Connections

**Sidewalks**

- Improved pedestrian realm



URS

#### 4. Location of Dedicated Transit Lanes (middle of road or side of road)

**Alternative track locations**

- Consider ideas from community design charrette




URS

#### 7. Parking & Loading Lanes

**Parking and Loading Lanes / Bays**

- Supports retail



URS

#### 2. Bike Lanes

**On-Street Bike Lanes**

- Encourages bicycle use

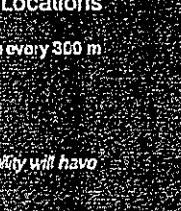


URS

#### 5. Transit Stop Locations

**Platform Locations**


- Generally one stop every 300 m
- Precinct Plan:
  - King Street
  - Front Street
  - Loop
- Designs with flexibility will have advantages



URS

#### 8. Emergency Vehicle Access


**Emergency Vehicle Access**



URS

#### 3. Urban Design & Landscape Features

**Urban Design / Landscape Features**



URS

#### 6. Number of Traffic Lanes & Turning Lanes

**Accommodating Traffic**

- Future Cherry Street Traffic Demand 1,300 to 1,600 vehicles per hour – one lane per direction
- Special turn lanes



URS









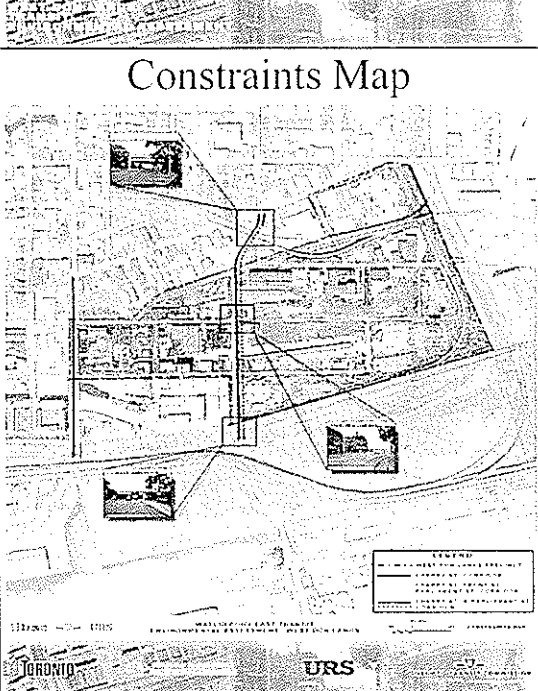
# ATTACHMENT D



## Display Panels

Welcome  
 West Don Lands Transit  
 Environmental  
 Assessment  
  
 Open House  
 March 21, 2007  
  
 Please sign in

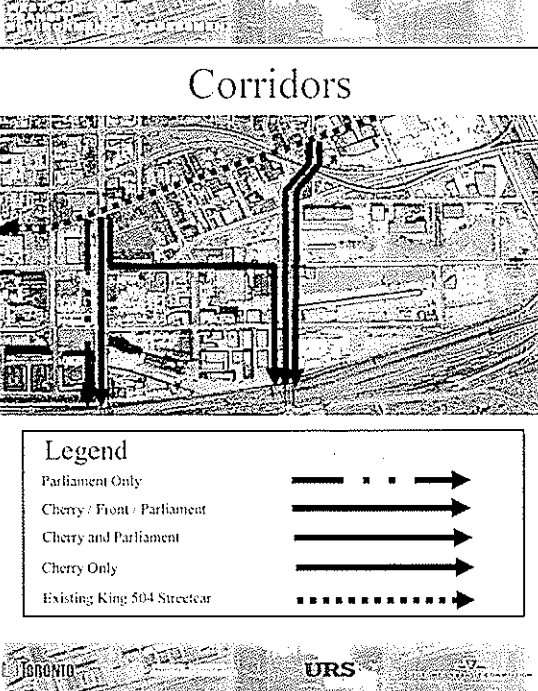





## Constraints Map







## Corridors








## Technologies





Streetcar in Dedicated  
Right of Way


Bus in Dedicated  
Right of Way








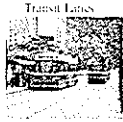






Streetcar in Mixed  
Traffic









## Considerations During Development of Alternative Designs

<p>Sidewalks</p> 	<p>Bike Lanes</p> 	<p>Streetcamps</p> 
<p>Emergency Access</p> 	<p>Parking and Loading</p> 	<p>Transit Lanes</p> 
<p>Transit Priority</p> 	<p>Transit Stop Locations</p> 	<p>Number of Traffic Lanes</p> 



# ATTACHMENT E

Group Discussion Workbooks and  
Other Completed Workbooks Received





TORONTO WATERFRONT  
REVITALIZATION CORPORATION



# **TTC-TWRC Waterfront Transit Environmental Assessments – *West Don Lands***

## **EA Public Workshop #1**

Enoch Turner Schoolhouse  
106 Trinity Street, Toronto

March 21, 2007

## **Workbook**

### **What's Inside...**

Meeting Agenda  
Worksheets  
Comment Form

# QUESTION 1:

What are your views on 'Cherry Street' being recommended as the preferred corridor for providing transit service to the West Don Lands? (Please identify perceived strengths, weaknesses, and questions)

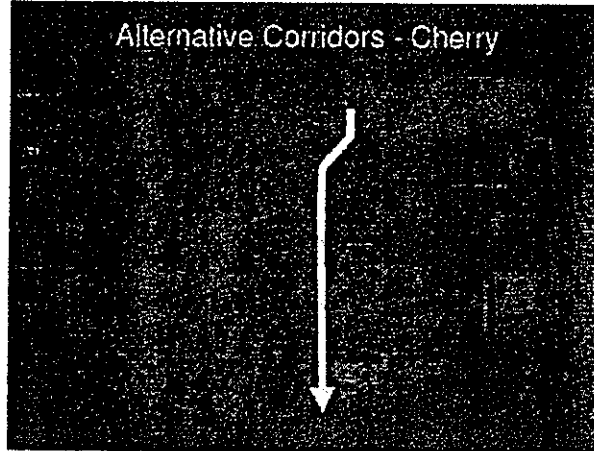
1

### Corridor evaluation

Objectives	Cherry Street	Cherry / Front / Parliament	Cherry and Parliament
Land Use	●	①	③
Transportation	①	③	●
Socio-Economic	●	③	③
Natural	●	●	●
Cultural	●	①	①
Cost	●	①	③
<b>OVERALL</b>	●	①	③

Logos: URS, TTC/TWDC West Don Lands Environmental Assessment, TORONTO WATERFRONT

4



2

### Cherry and Parliament

- Twice the cost without twice the benefit
- Not carried forward

Logos: URS, TTC/TWDC West Don Lands Environmental Assessment, TORONTO WATERFRONT

5

### Cherry Corridor Preferred

- Most cost effective solution
- Provides required service coverage
- Minimizes potential conflicts with Cultural Heritage Resources

Logos: URS, TTC/TWDC West Don Lands Environmental Assessment, TORONTO WATERFRONT

3

### Cherry / Front / Parliament

- Additional cost over Cherry without the benefit
- Operational Issues
- Not carried forward

Logos: URS, TTC/TWDC West Don Lands Environmental Assessment, TORONTO WATERFRONT

Strengths:

- Central location serves most people
- width of Parliament fixed but more flexibility setting the width of Cherry St.
- simple connection to King
- easy to expand south to Pittlands and East Bayfront
- supports walk/live city goal.

Weaknesses:

- does not serve North/South traffic

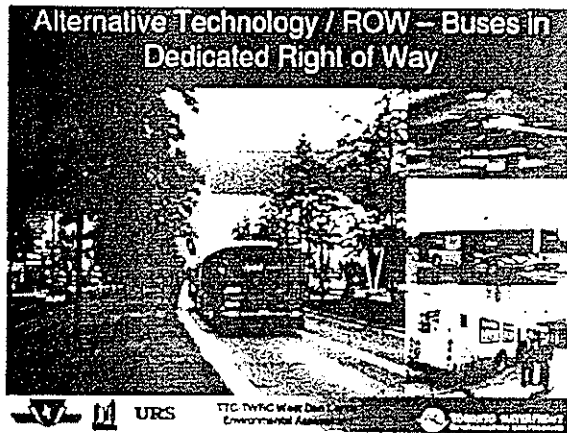
Questions:

- ① A Parliament branch of the Harbourfront LRT + Bloor/Danforth (mirror of Spadina LRT) should be kept under consideration.
- ② What is the total population to be served? (include those living in the Distillery District area)

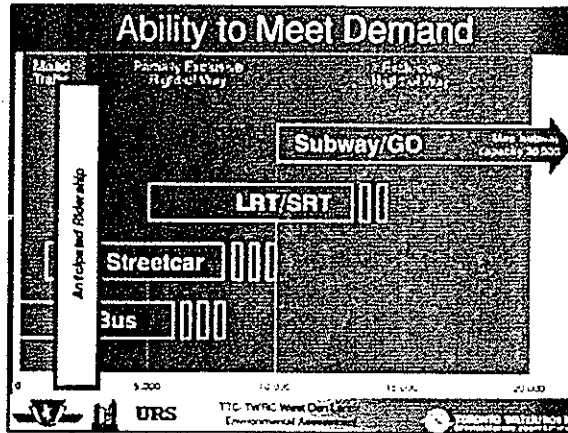
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1



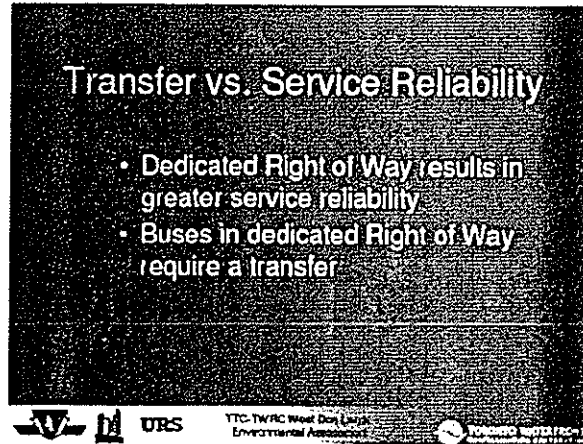
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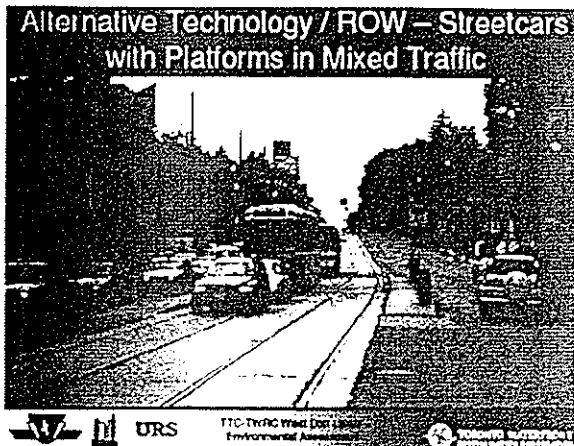
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Technology / R.O.W. Evaluation

Objectives	Bus Mixed Traffic	Streetcar Mixed Traffic	Streetcar Dedicated ROW	Bus Dedicated ROW
Land Use	●	●	●	●
Transportation	●	●	●	●
Socio-Economic	●	●	●	●
Natural	●	●	●	●
Cultural	●	●	●	●
Cost	●	●	●	●
OVERALL	●	●	●	●

URS TTC-TWRG West Don Lands Environmental Assessment

Strengths:

- environmentally friendly
- high carrying capacity
- lower operating cost
- connects well to existing network
- electric transit attracts riders
- smooth ride
- work well in poor weather
- part of Toronto's history

Weaknesses:

- a breakdown can disrupt service
- currently non-accessible

Questions:

1. TTC commitment to green power, like Calgary?

### QUESTION 3:

There are various things to consider when designing the right-of-way along Cherry Street to provide for streetcar service – these include 1) sidewalks and pedestrian connections, 2) bike lanes, 3) streetscaping, 4) transit lanes, 5) transit stops, 6) traffic lanes / turning lanes, 7) parking / Loading, 8) emergency vehicle access, etc. Do you have suggestions for additional considerations? Of all of these, which would you say are of greatest importance and should be given primary emphasis in the design of the right-of-way?

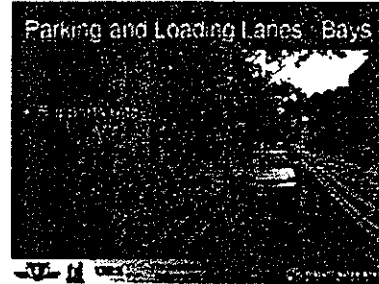
#### 1. Sidewalk Width/Pedestrian Connections



#### 4. Location of Dedicated Transit Lanes (middle of road or side of road)



#### 7. Parking & Loading Lanes



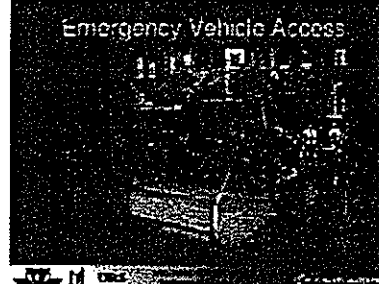
#### 2. Bike Lanes



#### 5. Transit Stop Locations



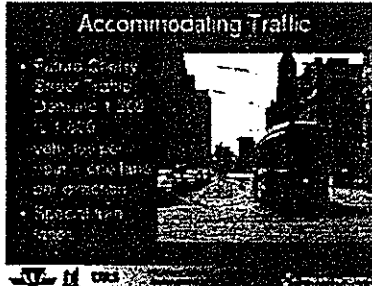
#### 8. Emergency Vehicle Access



#### 3. Urban Design & Landscape Features



#### 6. Number of Traffic Lanes & Turning Lanes



Question 3:

A. Do you have suggestions for additional right-of-way considerations?

- pedestrians should have priority

B. Of the design considerations, which would you say are of greatest relative importance?

- Move bike lanes off road (like Martin Goodman trail) safer for cyclists and cars can not block lanes)

- street should be as narrow as possible

- discourage traffic by street design








## QUESTION 4:

Although the preferred solution to the 'transit first' approach for Cherry Street is to run streetcars in a *dedicated right-of-way* (this would separate the streetcars from all other traffic), the option of *streetcars running in mixed traffic* is also being carried forward for further consideration. What are your views on the various options presented this evening in support of the transit-first objective?

### 1. Dedicated Transit Lanes

#### Dedicated Transit Lanes

- Separated by raised medians
  - Way with landscape
  - Handrails
  - Landscaping
- Location:
  - Mid-block
  - Side of road



Logos: URS, TRINITY & GENERAL

### 3. Separate Turn Lanes in Mixed Traffic

#### Separate turn lanes



Logos: URS, TRINITY & GENERAL

### 2. Transit Mall

#### Dedicated Transit Lanes

- Transit Mall



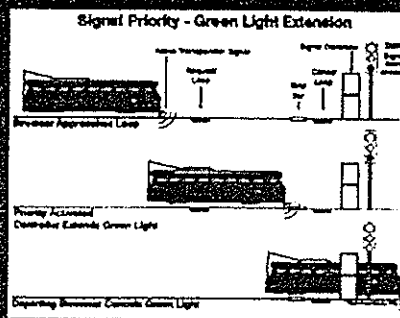
Logos: URS, TRINITY & GENERAL

### 4. Transit Signal Priority in Mixed Traffic

#### Transit Signal Priority

Signal Priority - Green Light Extension

- Give transit priority at signals - take time away from other users



Logos: URS, TRINITY & GENERAL

1. Dedicated Transit Lanes:

- great idea but it's only 800m! Saves a little time, the biggest factor is King St.

2. Transit Mall:

- most pedestrian friendly

3. Separate Turn Lanes in Mixed Traffic:

- No turn lane to Mill, East-West traffic can use Eastern and Front.

4. Transit Signal Priority in Mixed Traffic:

# COMMENT FORM

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**Andrea Kelemen**  
Communications and Marketing Department  
Toronto Waterfront Revitalization Corporation  
20 Bay Street, Suite 1310  
Toronto, Ontario M5J 2N8  
Tel: (416) 214-1344 ext. 248  
Fax: (416) 214-4591  
E-mail: [transit@twaterfront.ca](mailto:transit@twaterfront.ca)



TORONTO WATERFRONT  
REVITALIZATION CORPORATION



# **TTC-TWRC Waterfront Transit Environmental Assessments – *West Don Lands***

## **EA Public Workshop #1**

Enoch Turner Schoolhouse  
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March 21, 2007

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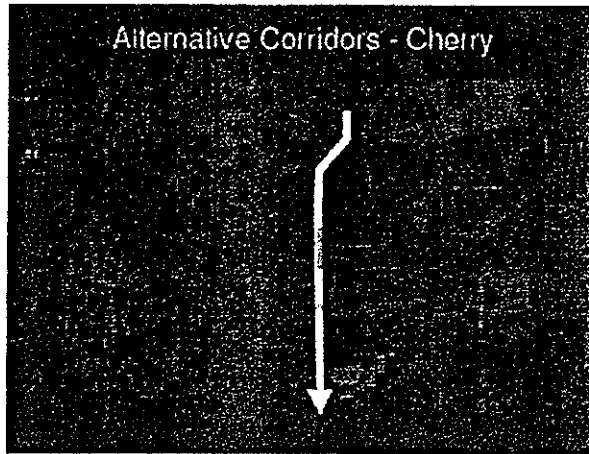
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### Corridor evaluation

Objectives	Cherry Street	Cherry / Front / Parliament	Cherry and Parliament
Land Use	●	①	③
Transportation	①	③	●
Socio-Economic	●	①	③
Natural	●	●	●
Cultural	●	①	①
Cost	●	①	③
OVERALL	●	①	③

Logos: URS, TTC - TWHC West Don Lands Environmental Assessment, TORONTO WATERFRONT DEVELOPMENT CORPORATION

4



2

### Cherry and Parliament

- Twice the cost without twice the benefit
- Not carried forward

Logos: URS, TTC - TWHC West Don Lands Environmental Assessment, TORONTO WATERFRONT DEVELOPMENT CORPORATION

5

### Cherry Corridor Preferred

- Most cost effective solution
- Provides required service coverage
- Minimizes potential conflicts with Cultural Heritage Resources

Logos: URS, TTC - TWHC West Don Lands Environmental Assessment, TORONTO WATERFRONT DEVELOPMENT CORPORATION

3

### Cherry / Front / Parliament

- Additional cost over Cherry without the benefit
- Operational Issues
- Not carried forward

Logos: URS, TTC - TWHC West Don Lands Environmental Assessment, TORONTO WATERFRONT DEVELOPMENT CORPORATION

Strengths:

Not a good alternative ?

Weaknesses:

- Add to cherry st.

Possibly have transit corridor  
along Park

- safety issues

- businesses.

- help people get to Park

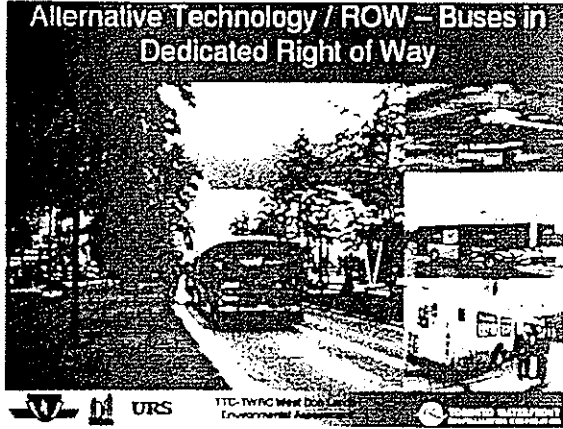
Glad to hear that Parliament St.  
still being considered as a  
major corridor

Questions:

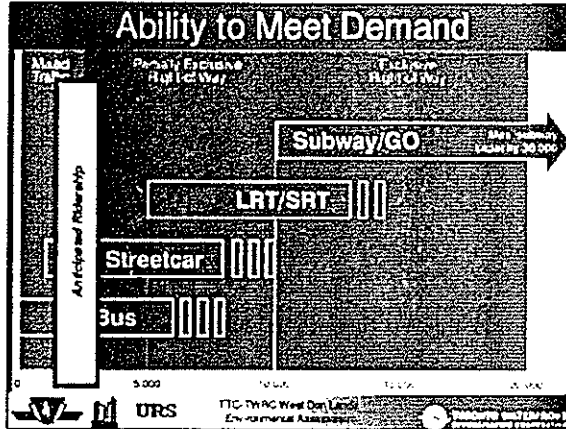
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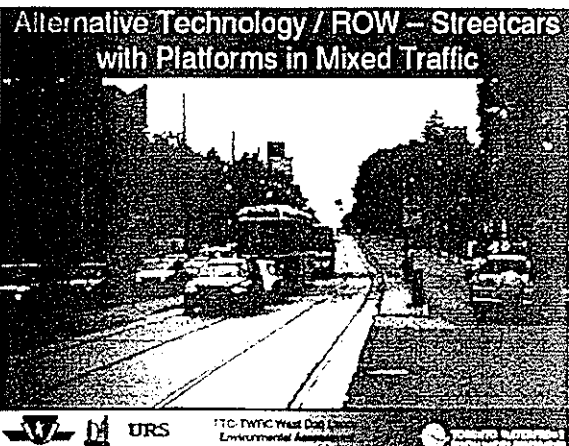
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### Transfer vs. Service Reliability

- Dedicated Right of Way results in greater service reliability
- Buses in dedicated Right of Way require a transfer

URS TTC-TYRC West Don Lands Environmental Assessment

3



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### Technology / R.O.W. Evaluation

Objectives	Bus Mixed Traffic	Streetcar Mixed Traffic	Streetcar Dedicated ROW	Bus Dedicated ROW
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OVERALL	1	2	3	4

URS TTC-TYRC West Don Lands Environmental Assessment



Strengths:

We like streetcars

- quiet, large capacity
- comfortable

buses a problem - need to pull out into traffic

Weaknesses:

No weaknesses.

Questions:

### QUESTION 3:

There are various things to consider when designing the right-of-way along Cherry Street to provide for streetcar service – these include 1) sidewalks and pedestrian connections, 2) bike lanes, 3) streetscaping, 4) transit lanes, 5) transit stops, 6) traffic lanes / turning lanes, 7) parking / Loading, 8) emergency vehicle access, etc. Do you have suggestions for additional considerations? Of all of these, which would you say are of greatest importance and should be given primary emphasis in the design of the right-of-way?

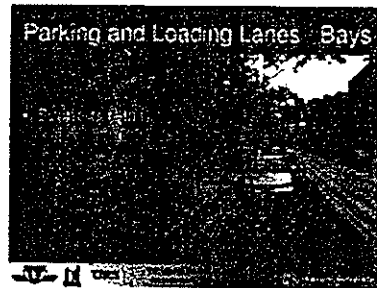
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#### 4. Location of Dedicated Transit Lanes (middle of road or side of road)



#### 7. Parking & Loading Lanes



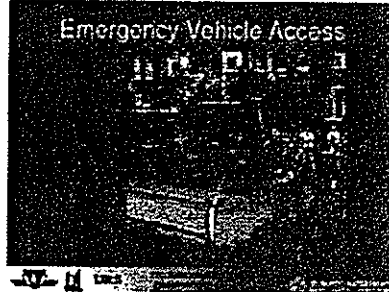
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#### 5. Transit Stop Locations



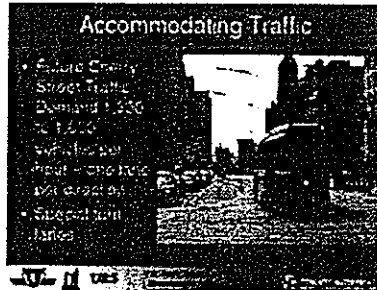
#### 8. Emergency Vehicle Access



#### 3. Urban Design & Landscape Features



#### 6. Number of Traffic Lanes & Turning Lanes





C. Do you have any other general comments about design considerations?

Suggestion -

have transit through the  
Park - no cars

- adds safety

- easy access to Park

- enhance cultural activity in  
Park area

Cherry St. - have vehicular  
as well as transit

Prefer to have a transit right  
of way on Cherry with  
streetcars down 1 side of  
street

Cherry St. should not be  
too wide



## QUESTION 4:

Although the preferred solution to the 'transit first' approach for Cherry Street is to run streetcars in a *dedicated right-of-way* (this would separate the streetcars from all other traffic), the option of *streetcars running in mixed traffic* is also being carried forward for further consideration. What are your views on the various options presented this evening in support of the transit-first objective?

### 1. Dedicated Transit Lanes

**Dedicated Transit Lanes**

- Separated by raised medians:
  - Wide with landscaping
  - Narrow with landscaping
- Location:
  - Middle of road
  - Sidewalk main

### 3. Separate Turn Lanes in Mixed Traffic

**Separate turn lanes**

### 2. Transit Mall

**Dedicated Transit Lanes**

- Transit Mall

### 4. Transit Signal Priority In Mixed Traffic

**Transit Signal Priority**

Signal Priority - Green Light Extension

- Give transit priority at signals - take time away from other users

Question 4:

1. Dedicated Transit Lanes:

- along 1 side of street

2. Transit Mall:

have concerns about

3. Separate Turn Lanes in Mixed Traffic:

4. Transit Signal Priority in Mixed Traffic:

Important -

# COMMENT FORM

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Book 3.9



TORONTO WATERFRONT  
REVITALIZATION CORPORATION



 TORONTO

# TTC-TWRC Waterfront Transit Environmental Assessments – *West Don Lands*

## EA Public Workshop #1

Enoch Turner Schoolhouse  
106 Trinity Street, Toronto

March 21, 2007

## Workbook

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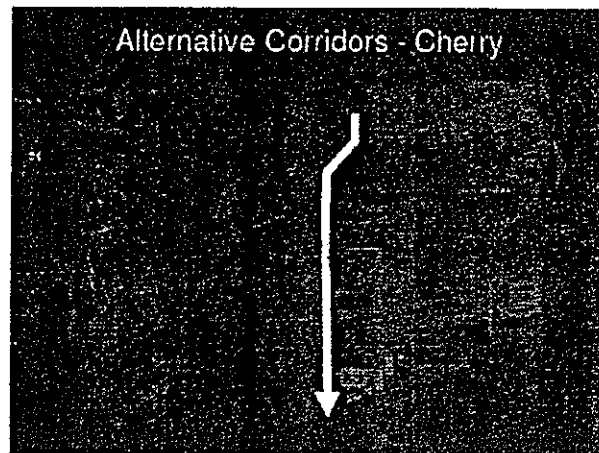
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Cost	●	○	○
<b>OVERALL</b>	●	○	○

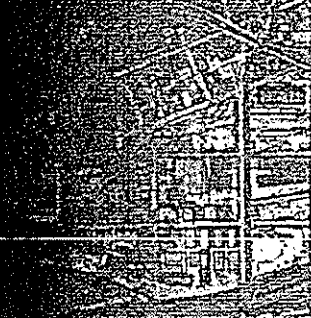
Logos: URS, TTC/TWRC West Don Lands Environmental Assessment, TORONTO WATERFRONT

4



2

### Cherry and Parliament



- Twice the cost without twice the benefit
- Not carried forward

Logos: URS, TTC/TWRC West Don Lands Environmental Assessment, TORONTO WATERFRONT

5


### Cherry Corridor Preferred

- Most cost effective solution
- Provides required service coverage
- Minimizes potential conflicts with Cultural Heritage Resources

Logos: URS, TTC/TWRC West Don Lands Environmental Assessment, TORONTO WATERFRONT

3

### Cherry / Front / Parliament



- Additional cost over Cherry without the benefit
- Operational Issues
- Not carried forward

Logos: URS, TTC/TWRC West Don Lands Environmental Assessment, TORONTO WATERFRONT

Strengths:

- central

- makes sense

Weaknesses:

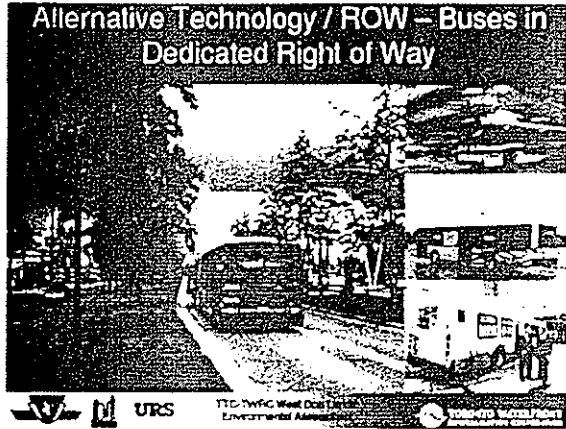
Not want it closed to traffic because close to expressway and therefore required for other traffic

Questions:

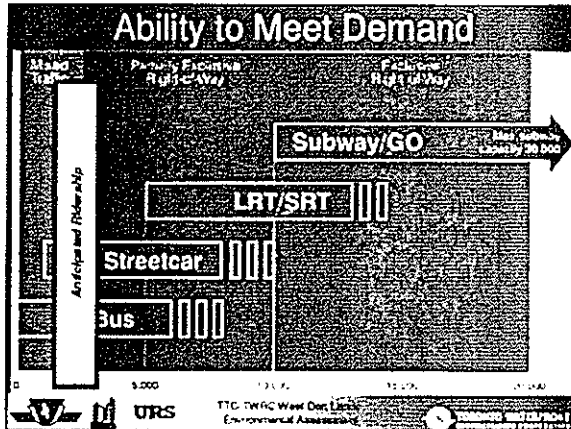
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4



2

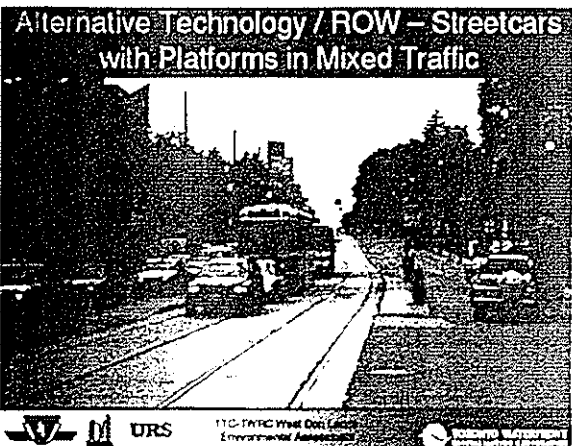


5

Transfer vs. Service Reliability

- Dedicated Right of Way results in greater service reliability
- Buses in dedicated Right of Way require a transfer

3



6

Technology / R.O.W. Evaluation

Objectives	Bus Mixed Traffic	Streetcar Mixed Traffic	Streetcar Dedicated ROW	Bus Dedicated ROW
Land Use	1	2	3	4
Transportation	1	2	3	4
Socio-Economic	1	2	3	4
Natural	1	2	3	4
Cultural	1	2	3	4
Cost	1	2	3	4
OVERALL	1	2	3	4

## Strengths:

- smooth
- compact
- carries more people
- at point of use NO emissions

## Weaknesses:

- noisy & have vibrations  
(even the new rails & cars  
compared to hydrogen powered buses)
- sourced from the grid; therefore bad  
because source (grid) gets energy mostly  
from non-renewable polluting energy sources
- expensive rail & wire infrastructure
- maintenance of streets (every few years  
digging up the rails) is expensive
- service stops or is backed up when 1 car  
is out of service or stopped
- hydrogen powered buses are smooth

## Questions:

- where is the bus network? (a map of streetcar paths was presented - what about people who need transfer from e.g. hybrid buses?)
- what are the costs of installation & maintenance of rails & electric wires compared to operating costs of increased drivers with buses?

### QUESTION 3:

There are various things to consider when designing the right-of-way along Cherry Street to provide for streetcar service – these include 1) sidewalks and pedestrian connections, 2) bike lanes, 3) streetscaping, 4) transit lanes, 5) transit stops, 6) traffic lanes / turning lanes, 7) parking / Loading, 8) emergency vehicle access, etc. Do you have suggestions for additional considerations? Of all of these, which would you say are of greatest importance and should be given primary emphasis in the design of the right-of-way?

#### 1. Sidewalk Width/Pedestrian Connections



#### 4. Location of Dedicated Transit Lanes (middle of road or side of road)



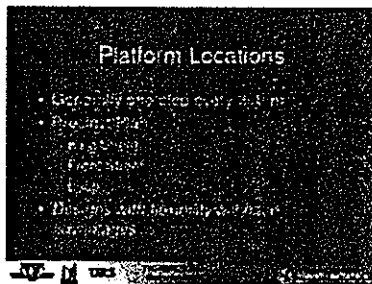
#### 7. Parking & Loading Lanes



#### 2. Bike Lanes



#### 5. Transit Stop Locations



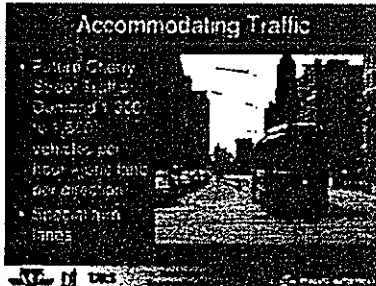
#### 8. Emergency Vehicle Access



#### 3. Urban Design & Landscape Features



#### 6. Number of Traffic Lanes & Turning Lanes



Question 3:

A. Do you have suggestions for additional right-of-way considerations?

Greenway: continuously green  
landscaping to maximize green

B. Of the design considerations, which would you say are of greatest relative importance?

- sidewalks and pedestrian  
connections

- green foliage







## QUESTION 4:

Although the preferred solution to the 'transit first' approach for Cherry Street is to run streetcars in a *dedicated right-of-way* (this would separate the streetcars from all other traffic), the option of *streetcars running in mixed traffic* is also being carried forward for further consideration. What are your views on the various options presented this evening in support of the transit-first objective?

### 1. Dedicated Transit Lanes

**Dedicated Transit Lanes**

- Separated by raised medians:
  - Wide with landscaping
  - Narrow, no landscaping
- Location:
  - Middle of road
  - Side of road

### 3. Separate Turn Lanes In Mixed Traffic

**Separate turn lanes**

### 2. Transit Mall

**Dedicated Transit Lanes**

- Transit Mall

### 4. Transit Signal Priority In Mixed Traffic

**Transit Signal Priority**

• Give transit priority at signals - take time away from other users

**Signal Priority - Green Light Extension**

• Priority Adjustment - Controller Extends Green Light

1. Dedicated Transit Lanes:

Would also work for buses

2. Transit Mall:

Would also work for buses

- better because no barriers for pedestrians and is not good for retail business because impedes deliveries

- not appropriate for Cherry street because too close to Lakeshore + QEW + DVP expressways

3. Separate Turn Lanes in Mixed Traffic:

- good

4. Transit Signal Priority in Mixed Traffic:

- moves traffic quickly unless the signals are not working

**COMMENT FORM**

The Bus vs Streetcar decision  
should not be made until accurate,  
up-to-date information has been  
obtained and considered

~~It~~ : Hydrogen and Fuel Cells Canada  
was offered to meet and present.  
This offer should be accepted  
before the final decision is made  
between streetcars and buses

Add more greenspace to the design

**Please Print**

**Name:**

**Email:**

**Address:**

Thank you for your participation. Comments and information regarding this study are being collected solely for the purpose of conducting the environmental assessment. With the exception of personal information, all comments will become part of the public record.

**Please return your workbook at the end of tonight's workshop**

You may also email, mail, or fax your comments by Wednesday, April 4, 2007 to:

**Andrea Kelemen**  
Communications and Marketing Department  
Toronto Waterfront Revitalization Corporation  
20 Bay Street, Suite 1310  
Toronto, Ontario M5J 2N8  
Tel: (416) 214-1344 ext. 248  
Fax: (416) 214-4591  
E-mail: [transit@twaterfront.ca](mailto:transit@twaterfront.ca)

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TORONTO WATERFRONT  
REVITALIZATION CORPORATION



# **TTC-TWRC Waterfront Transit Environmental Assessments – *West Don Lands***

## **EA Public Workshop #1**

Enoch Turner Schoolhouse  
106 Trinity Street, Toronto

March 21, 2007

## **Workbook**

### **What's Inside...**

Meeting Agenda  
Worksheets  
Comment Form

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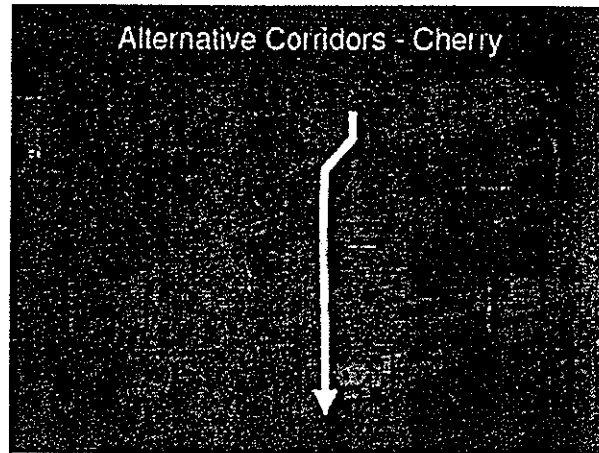
1

### Corridor evaluation

Objectives	Cherry Street	Cherry / Front / Parliament	Cherry and Parliament
Land Use	●	①	②
Transportation	①	②	●
Socio-Economic	●	①	②
Natural	●	●	●
Cultural	●	①	①
Cost	●	①	②
<b>OVERALL</b>	●	①	②

Logos: URS, TTC TWPAC West Don Lands Environmental Assessment, Government of Ontario

4



2

### Cherry and Parliament

- Twice the cost without twice the benefit
- Not carried forward

Logos: URS, TTC TWPAC West Don Lands Environmental Assessment, Government of Ontario

5

### Cherry Corridor Preferred

- Most cost effective solution
- Provides required service coverage
- Minimizes potential conflicts with Cultural Heritage Resources

Logos: URS, TTC TWPAC West Don Lands Environmental Assessment, Government of Ontario

3

### Cherry / Front / Parliament

- Additional cost over Cherry without the benefit
- Operational Issues
- Not carried forward

Logos: URS, TTC TWPAC West Don Lands Environmental Assessment, Government of Ontario

## Strengths:

1. King Cherry Street

- seems a good choice - ~~is~~ pretty much the centre of the neighbourhood

## Weaknesses:

you need to incorporate road traffic  
 cars not dedicated

- may not ~~be~~ serve the ~~the~~ eastern edge of WDL ~~is~~ useful enough - may need to add bus service along the Park

- concern about the # of people collected at King & Sunach

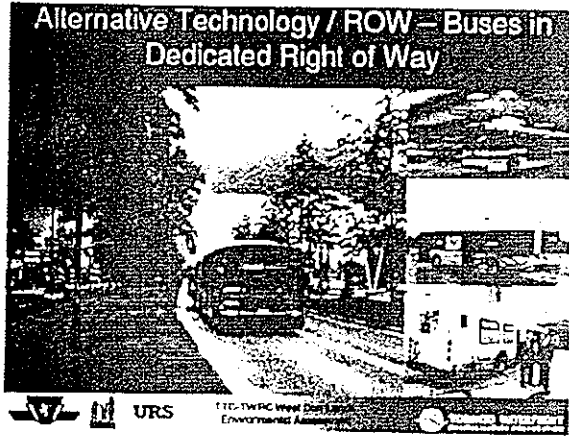
## Questions:

- how will this impact people living at King & Sunach

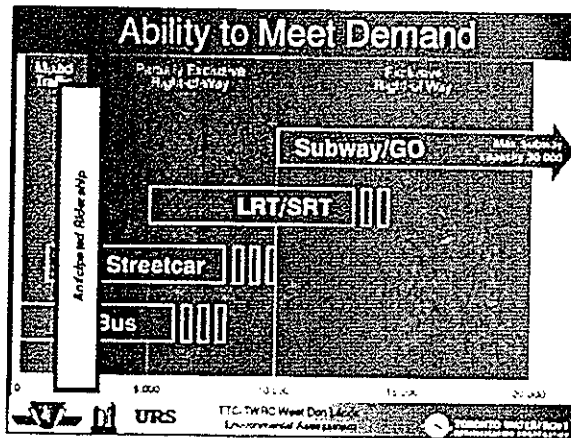
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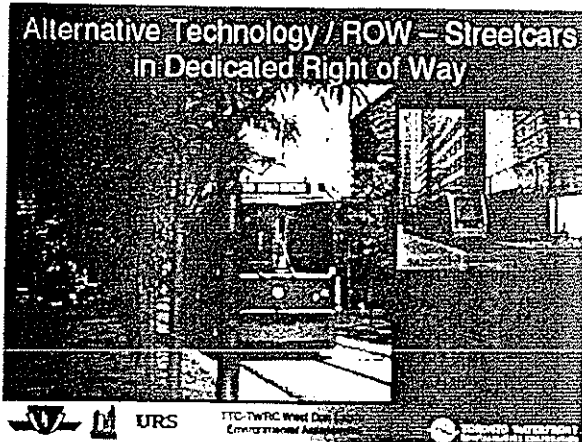
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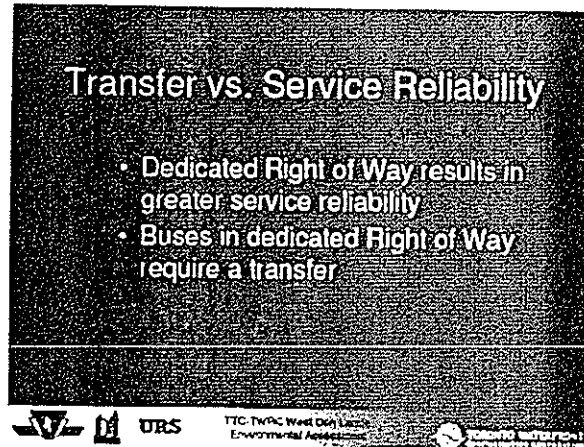
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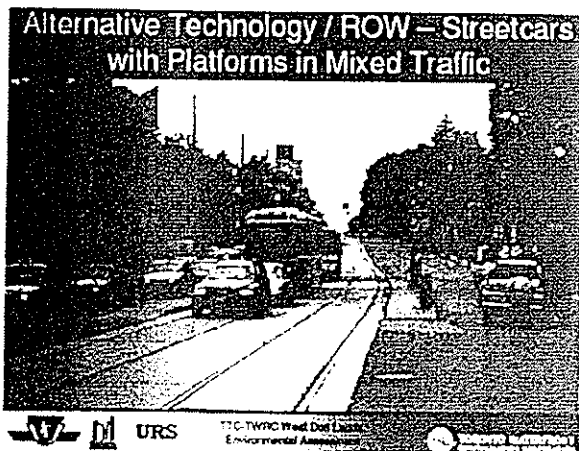
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5



3



6

Technology / R.O.W. Evaluation

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Natural	1	2	3	4
Cultural	1	2	3	4
Cost	1	2	3	4
OVERALL	1	2	3	4

URS TTC-TWRG West Don Lands Environmental Assessment



## Question 2

### Strengths:

- agree with choice
- Best
- hold a lot of people
- real warm summer & winter ☺
- non-polluting
- ~~is~~ more comfortable than buses
- connect with the rest of the Donut's network

One member of the table would prefer to look at other technology such as trolley bus or solar <sup>power</sup> Streetcar)

### Weaknesses:

- concern about ~~the~~ noise at the Sunnyside Queen Turn - need to address this ensure that this is addressed.
- \* - noise vibration control, good track bed is crucial -
- current cars are heavy and ~~do~~ need to be replaced by lighter vehicles

### Questions:

concern of one member 2. member.  
(-is there a different braking technology that would not use sand? - ~~sand~~ that is a

### QUESTION 3:

There are various things to consider when designing the right-of-way along Cherry Street to provide for streetcar service – these include 1) sidewalks and pedestrian connections, 2) bike lanes, 3) streetscaping, 4) transit lanes, 5) transit stops, 6) traffic lanes / turning lanes, 7) parking / Loading, 8) emergency vehicle access, etc. Do you have suggestions for additional considerations? Of all of these, which would you say are of greatest importance and should be given primary emphasis in the design of the right-of-way?

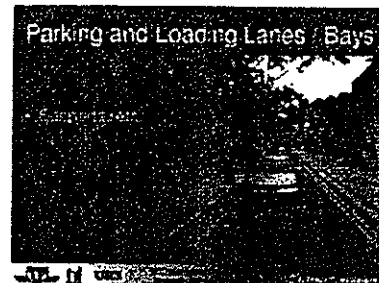
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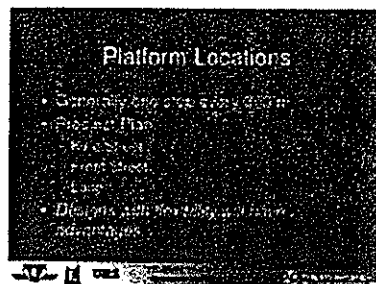
#### 7. Parking & Loading Lanes



#### 2. Bike Lanes



#### 5. Transit Stop Locations



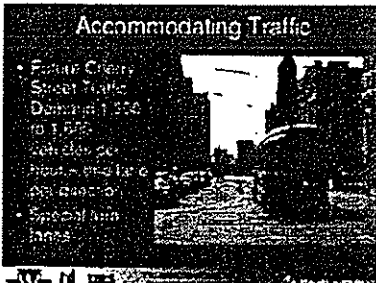
#### 8. Emergency Vehicle Access



#### 3. Urban Design & Landscape Features



#### 6. Number of Traffic Lanes & Turning Lanes



(one member of the table specifically wanted to see U-turn lanes incorporated. This wasn't necessary supported by other members)

A. Do you have suggestions for additional right-of-way considerations?

Question 3:

- 9. adequate vehicle access for residents
- 10. curb to curb width should be reduced - "not 5 ft 6 in."
- 11. opportunities to support retail development and active use → ie width + street furniture

B. Of the design considerations, which would you say are of greatest relative importance?

~~10~~ ~~11~~ ~~3~~ <sup>1</sup> <sup>11</sup> <sup>3</sup> quality of street & pedestrian and business is v. important

↓  
Range of views as to how <sup>much</sup> traffic access is needed for this - ~~a number~~ <sup>4 people had</sup> ~~think~~ ~~at least~~ ~~think~~ ~~on~~ ~~set~~ ~~on~~ serious concerns by a # of table members about no traffic but <sup>(some)</sup> <sup>3 people</sup> are open to exploring a traffic

4 people felt #1 priority is to do the street stay open - to support internal and limited thru N  
↓  
very contentious issue

- all of the criteria are important →  
- emergency vehicle access is NB.  
but needs to be modified to fit the neighborhood - not too narrow way out.

~~11~~ ~~10~~ ~~9~~ ~~3~~ ~~1~~ ~~11~~ ~~3~~  
one member wants a ~~traffic~~ ~~lane~~  
one member wants a ~~traffic~~ ~~lane~~

C. Do you have any other general comments about design considerations?

(- some interest in steel cas out side of road -)



## QUESTION 4:

Although the preferred solution to the 'transit first' approach for Cherry Street is to run streetcars in a *dedicated right-of-way* (this would separate the streetcars from all other traffic), the option of *streetcars running in mixed traffic* is also being carried forward for further consideration. What are your views on the various options presented this evening in support of the transit-first objective?

### 1. Dedicated Transit Lanes

**Dedicated Transit Lanes**

- Separated by raised medians
  - Wide with landscaping
  - Narrow, no landscaping
- Location
  - Middle of road
  - Side of road

Logos: URS, TRISTAR PARTNERS

### 3. Separate Turn Lanes in Mixed Traffic

**Separate turn lanes**

Logos: URS, TRISTAR PARTNERS

### 2. Transit Mall

**Dedicated Transit Lanes**

- Transit Mall

Logos: URS, TRISTAR PARTNERS

### 4. Transit Signal Priority in Mixed Traffic

**Transit Signal Priority**

**Signal Priority - Green Light Extension**

- Give transit priority at signals – take time away from other users

Diagram labels:
 

- Approach Transponder Signal
- Signal Controller
- Vehicle Approaches Loop
- Priority Extension Controller Extends Green Light
- Priority Extension Controller Cancels Green Light

Logos: URS, TRISTAR PARTNERS

1. Dedicated Transit Lanes:

- big waste of space for these 3 blocks
- not necessary in this context - 3 block spur off of King St. mixed transit route

2. Transit Mall:

- very contentious at our table
- ~~4~~ 4 would oppose
- 3 would be interested in exploring.

3. Separate Turn Lanes in Mixed Traffic:

- left turns at some length

4. Transit Signal Priority in Mixed Traffic:

Support.





Book 5 of 5



TORONTO WATERFRONT  
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TORONTO

# TTC-TWRC Waterfront Transit Environmental Assessments – *West Don Lands*

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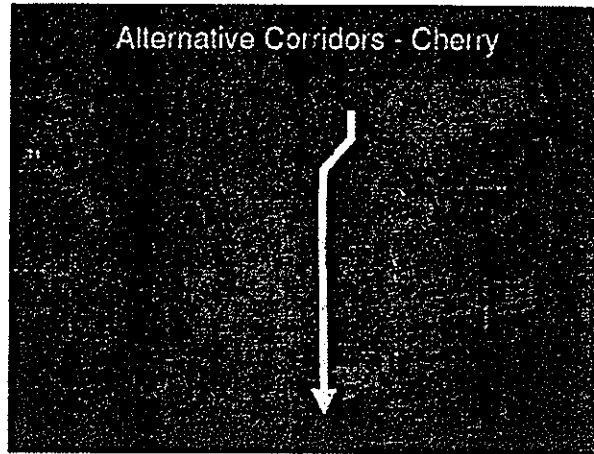
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### Corridor evaluation

Objectives	Cherry Street	Cherry / Front / Parliament	Cherry and Parliament
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Natural	●	●	●
Cultural	●	①	①
Cost	●	①	②
<b>OVERALL</b>	●	①	②

Logos: URS, TTC TWINC West Don Lands Environmental Assessment, TORONTO INTERNATIONAL

4



2

### Cherry and Parliament

- Twice the cost without twice the benefit
- Not carried forward

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5

### Cherry Corridor Preferred

- Most cost effective solution
- Provides required service coverage
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3

### Cherry / Front / Parliament

- Additional cost over Cherry without the benefit
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Question 1

Strengths: WILL SERVED MORE PEOPLE IN W. DONOROS

- PROVIDES WIDTH, MOST COST EFFICIENT PLAN
- CENTRALLY LOCATED CORRIDOR

Weaknesses:

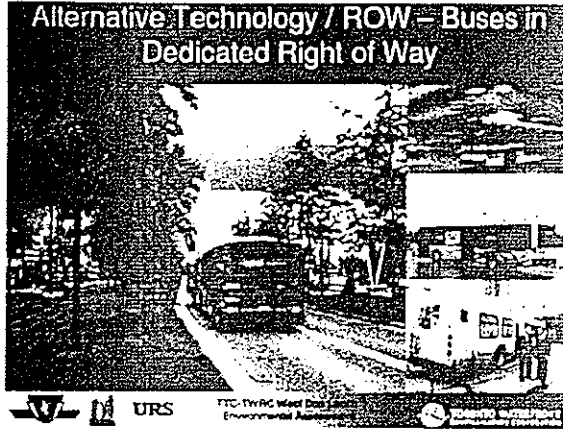
- PARLIAMENT CONNECTS DIRECTLY W/ SUBWAY, BETTER CHOICE?  
BUT MAY SEE ST. CARS ON PARLIAMENT ANYWAY IN FUTURE
- PRE-MATURE, <sup>CARRY</sup> START DOESN'T LEAD ANYWHERE (YET?)

Questions:

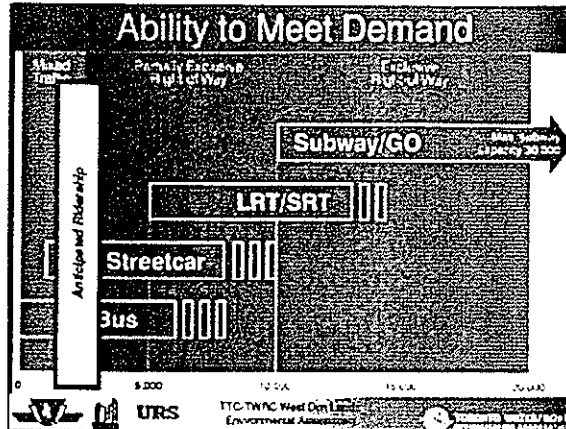
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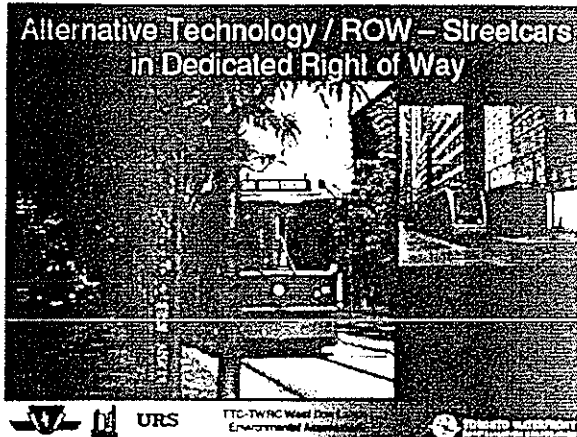
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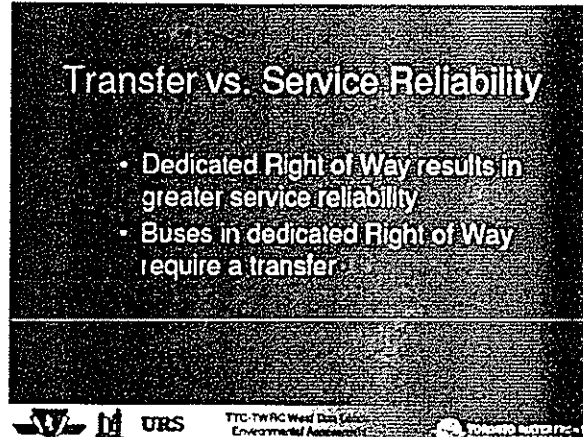
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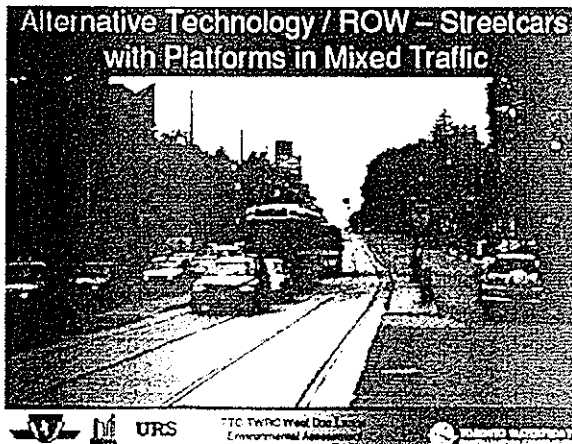
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6

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URS TTC-TWRG West Don Environmental Assessment

Question 2

Strengths: - STREET CARS FIT IN W/ BIG PICTURE, CONNECTABILITY

- NEWER STREETCARS, LIGHTER LESS ROAD BREA PROBLEM
- TRADITION OF STREETCARS
- BANGS? 030?
- DEDICATED LANE GOOD
- ROW ON 1 SIDE, ALLOWS MORE LANDSCAPING, ART STREET FUNCTIONS.
- WHAT ABOUT STREETCARS + NO CARS
- LANEWAYS FOR CARS, BLVD FOR STREETCARS/MALL  
= UNIQUE AREA FOR PEDESTRIANS


Weaknesses: - DEDICATED ROW REQUIRES WIDER ROAD

- NO APPARENT INNOVATIVE LANDSCAPING (ART?)

- PUSH PROPOSAL SOUTH

Questions: ENERGY COMPARISON BETWEEN ELECTRICITY + STREET

- HOLD UP 2-3 STREETCARS FOR RUSH HOUR + BUSSES ALTERNATIVE TRAILS

- STREET CAR MODEL 

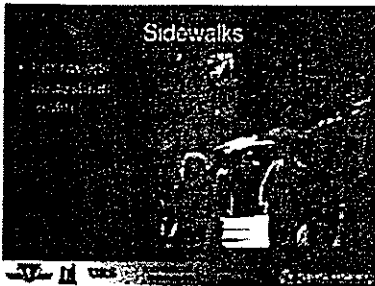
- 'WHAT BETTER FUTURE CONNECTIONS BEYOND THIS PLAN

E-W + N-S? i.e. EASTERN AVE? ALLEVIATE KING ST. SUMMIT  
FRONT ST LINE?

### QUESTION 3:

There are various things to consider when designing the right-of-way along Cherry Street to provide for streetcar service – these include 1) sidewalks and pedestrian connections, 2) bike lanes, 3) streetscaping, 4) transit lanes, 5) transit stops, 6) traffic lanes / turning lanes, 7) parking / Loading, 8) emergency vehicle access, etc. Do you have suggestions for additional considerations? Of all of these, which would you say are of greatest importance and should be given primary emphasis in the design of the right-of-way?

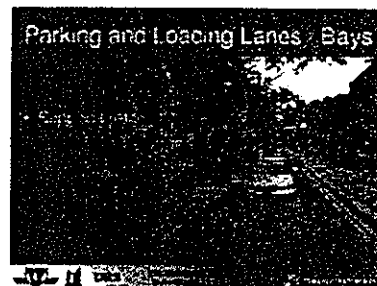
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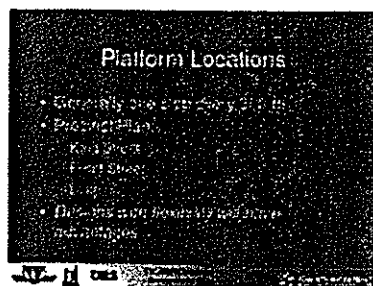
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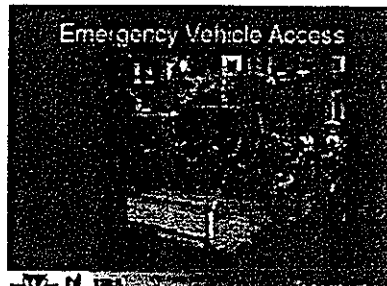
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#### 5. Transit Stop Locations



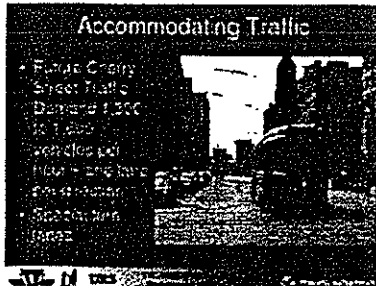
#### 8. Emergency Vehicle Access



#### 3. Urban Design & Landscape Features



#### 6. Number of Traffic Lanes & Turning Lanes



Question 3:

A. Do you have suggestions for additional right-of-way considerations?

- BUILD ON ONE SIDE ✓ (PROPERLY)

- DOWN CENTER

- ON EITHER SIDE

- MIXED TRAFFIC

B. Of the design considerations, which would you say are of greatest relative importance?







## QUESTION 4:

Although the preferred solution to the 'transit first' approach for Cherry Street is to run streetcars in a *dedicated right-of-way* (this would separate the streetcars from all other traffic), the option of *streetcars running in mixed traffic* is also being carried forward for further consideration. What are your views on the various options presented this evening in support of the transit-first objective?

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- Transit Mall

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**Transit Signal Priority**

• Give transit priority at signals - take time away from other users

**Signal Priority - Green Light Extension**

Priority Accessed  
Controller Commands Green Light  
Separating Between Conclude Green Light

## Question 4:

### 1. Dedicated Transit Lanes:

- LOOK AT THIS FOR ALL NEW LINES
- NEW AREA, GO IN WITH NEW CONCEPTS
- WEST DOWNLANE, RUN IT FOR LESS CARS

### 2. Transit Mall: - OK, LIKE IDEA

- LANEWAYS FOR CARS
- NOON PARKING, WALK TO IT
- DESIGN BUILDINGS AROUND TRANSIT MALL
- BASS TRACK (NEW ORLEANS HAS)
- CARSHARE PROGRAM AND NOON PARKING
- IF OWN OR RENT IN WEST DOWNLANE GET FREE TRANSIT PASS (PAY EXTRA IN PROPERTY TAX)

### 3. Separate Turn Lanes in Mixed Traffic:

- AS LONG AS STILL DEDICATED

- TTC NOT WORK IN SILCO WORK W/ PLANNERS  
+ ARCHITECTS ON COMMUNITY DESIGN

### 4. Transit Signal Priority in Mixed Traffic:

ACCUMULATE E-W TRAFFIC IN TRANSIT MALL





TORONTO WATERFRONT  
REVITALIZATION CORPORATION



TORONTO

Individual Submission  
#1

# TTC-TWRC Waterfront Transit Environmental Assessments – *West Don Lands*

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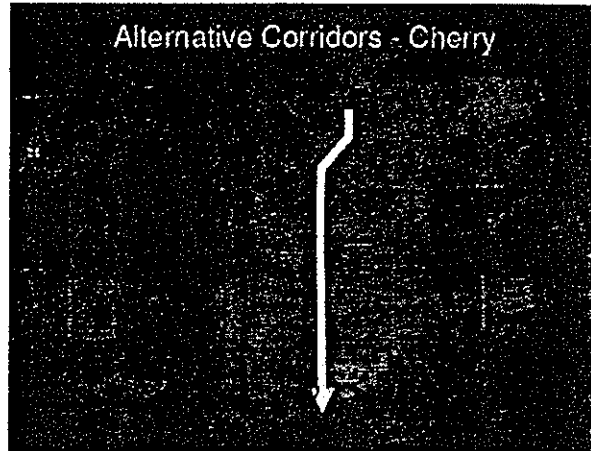
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Natural	●	●	●
Cultural	●	●	●
Cost	●	●	●
<b>OVERALL</b>	●	●	●

Logos: URS, TTC - TTC West Don Lands Environmental Assessment, SPACED WATERFRONT

4



2

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- Twice the cost without twice the benefit
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- Most cost effective solution
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### Cherry / Front / Parliament

- Additional cost over Cherry without the benefit
- Operational Issues
- Not carried forward

Logos: URS, TTC - TTC West Don Lands Environmental Assessment, SPACED WATERFRONT

Strengths:

Serves most people

pos. to extend to

Weaknesses:

Does not serve N-S traffic;  
adeq area badly served for  
northward connections.

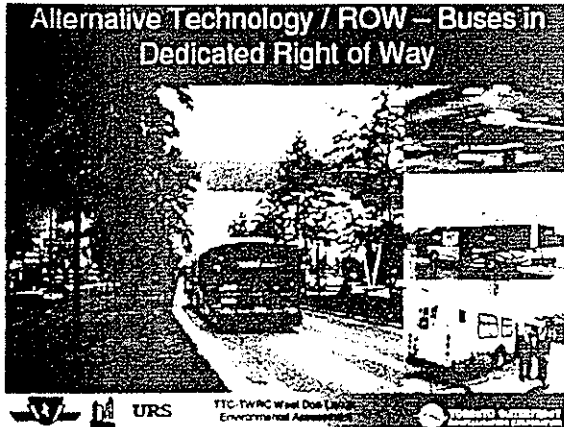
Questions:

Parliament branch of Harbourfront CRT  
to Bloor-Danforth (mirror of Spadina CRT)  
must be kept under considerationMust connect with EBF LRT  
Is demand underestimated - 3 towers coming  
in distilleries

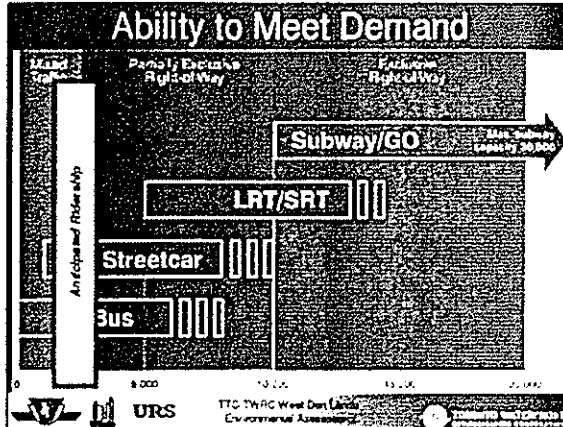
**QUESTION 2:**

What are your views on streetcars being recommended as the preferred technology for providing transit service to the West Don Lands? (Please identify perceived strengths, weaknesses, and questions)

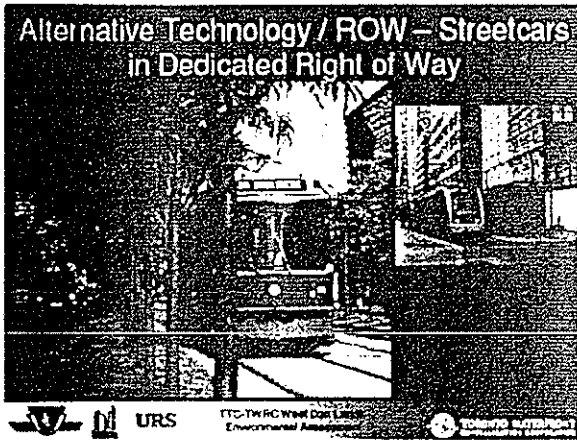
1



4



2



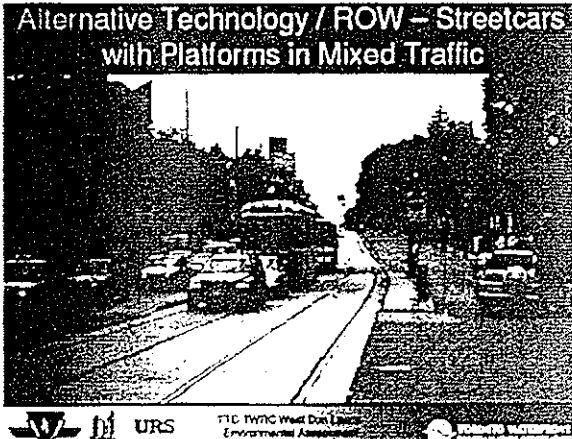
5

Transfer vs. Service Reliability

- Dedicated Right of Way results in greater service reliability
- Buses in dedicated Right of Way require a transfer

Logos: URS, TTC/TWRC West Don Lands Environmental Assessment, Toronto Metropolitan University

3



6

Technology / R.O.W. Evaluation

Objectives	Bus Mixed Traffic	Streetcar Mixed Traffic	Streetcar Dedicated ROW	Bus Dedicated ROW
Land Use	○	○	●	●
Transportation	○	○	●	○
Socio-Economic	●	●	○	○
Natural	○	○	●	○
Cultural	○	○	●	○
Cost	○	○	●	○
OVERALL	○	○	●	○

Logos: URS, TTC/TWRC West Don Lands Environmental Assessment, Toronto Metropolitan University



Strengths:

Environmentally friendly  
High capacity  
Lower operating ~~connects~~ costs  
Connectivity  
People prefer stations  
Better in bad weather  
More fun - Toronto icon

Weaknesses:

Power failure

Questions:

Sustainable power source

### QUESTION 3:

There are various things to consider when designing the right-of-way along Cherry Street to provide for streetcar service – these include 1) sidewalks and pedestrian connections, 2) bike lanes, 3) streetscaping, 4) transit lanes, 5) transit stops, 6) traffic lanes / turning lanes, 7) parking / Loading, 8) emergency vehicle access, etc. Do you have suggestions for additional considerations? Of all of these, which would you say are of greatest importance and should be given primary emphasis in the design of the right-of-way?

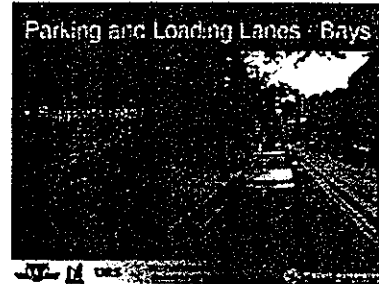
#### 1. Sidewalk Width/Pedestrian Connections



#### 4. Location of Dedicated Transit Lanes (middle of road or side of road)



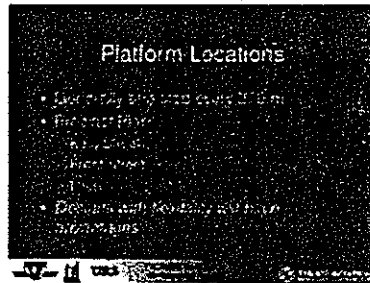
#### 7. Parking & Loading Lanes



#### 2. Bike Lanes



#### 5. Transit Stop Locations



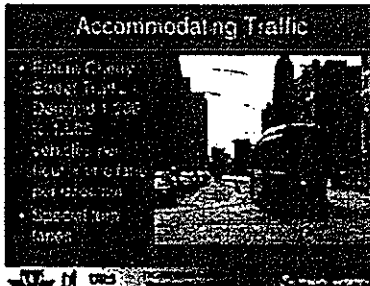
#### 8. Emergency Vehicle Access



#### 3. Urban Design & Landscape Features



#### 6. Number of Traffic Lanes & Turning Lanes



Question 3:

A. Do you have suggestions for additional right-of-way considerations?

Pedestrian comfort should have priority

B. Of the design considerations, which would you say are of greatest relative importance?

Narrowest possible community-friendly street

Discourage traffic

Transit replaces cars





## QUESTION 4:

Although the preferred solution to the 'transit first' approach for Cherry Street is to run streetcars in a *dedicated right-of-way* (this would separate the streetcars from all other traffic), the option of *streetcars running in mixed traffic* is also being carried forward for further consideration. What are your views on the various options presented this evening in support of the transit-first objective?

### 1. Dedicated Transit Lanes



#### Dedicated Transit Lanes

- Separated by raised medians:
  - Wide with landscaping
  - Narrow, no landscaping
- Location:
  - Middle of road
  - Side of road



### 3. Separate Turn Lanes in Mixed Traffic

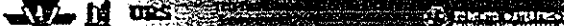

#### Separate turn lanes



### 2. Transit Mall

#### Dedicated Transit Lanes


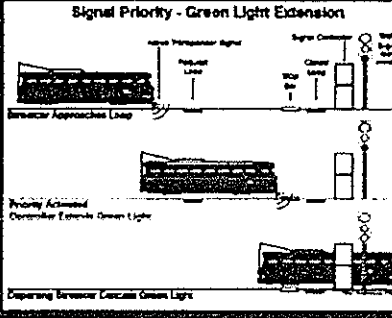
- Transit Mall



### 4. Transit Signal Priority in Mixed Traffic

#### Transit Signal Priority

- Give transit priority at signals – take time away from other users



Question 4:

1. Dedicated Transit Lanes:

Street too short to make a difference.

2. Transit Mall:

Preferred solution

3. Separate Turn Lanes in Mixed Traffic:

No turn lane to Mill - E/W traffic  
can use front + Eastern + Lakeshore

4. Transit Signal Priority in Mixed Traffic:

Always

# COMMENT FORM

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**Please Print**

**Name:**

**Email:**

**Address:**

Thank you for your participation. Comments and information regarding this study are being collected solely for the purpose of conducting the environmental assessment. **With the exception of personal information**, all comments will become part of the public record.

**Please return your workbook at the end of tonight's workshop**

You may also email, mail, or fax your comments by Wednesday, April 4, 2007 to:

**Andrea Kelemen**  
Communications and Marketing Department  
Toronto Waterfront Revitalization Corporation  
20 Bay Street, Suite 1310  
Toronto, Ontario M5J 2N8  
Tel: (416) 214-1344 ext. 248  
Fax: (416) 214-4591  
E-mail: [transit@twaterfront.ca](mailto:transit@twaterfront.ca)



Individual  
Submission #2



"Andrea Kelemen"  
<akelemen@towaterfront.ca>

To <Mark\_Nykoluk@URSCorp.com>

cc "Wang, Hank" <HWang@mrc.ca>

11/04/2007 01:53 PM

bcc

Subject FW: Comments of West Don Lands transit EA

History:      ↻ This message has been forwarded.

Mark and Hank:

Please find attached sign in sheets from both public workshops. Below is the only comment that I received on WDL. The ad was in the Toronto Star on March 7 (please see attached).

Thanks,  
Andrea

**From:** [REDACTED]  
**Sent:** Friday, April 6, 2007 9:33 AM  
**To:** Transit  
**Subject:** Comments of West Don Lands transit EA  
Good morning:

I attach my comments on the Questions and Comments on the West Don Lands Transit EA. Unfortunately it is not possible to complete the question pdf form online so I hope this e-mail is OK.

**QUESTION 1. Selection of Cherry Street as preferred corridor:**

**Strengths:**

1. It is clearly a good central location and will serve residents on both sides of Cherry Street from King to the Lake.

**Weakness:**

1. I think it very unfortunate that the continuation of the Parliament Street streetcar line from King to Lakeshore has been eliminated. There is about to be a "population explosion" in the Distillery District and in Regents Park and it seems very short-sighted not to build this short stretch of line NOW. Having it built will allow riders to go north. Having both Cherry and Parliament connecting to the proposed Queen's Quay LRT will allow greater operational flexibility.
2. The planned line does not seem to offer convenient transit to the NORTH. I suggest that any line up Cherry needs to go to BOTH the Yonge subway at King AND the Danforth subway at Broadview. SEE ALSO QUESTION/COMMENT ABOUT EAST-WEST TRAFFIC BELOW.

Question 2. Streetcars are recommended as preferred technology.

**Strengths:**

1. Environmentally friendly, lower operating costs, connects to existing network, streetcars attract riders.

**Weaknesses:**

1. Somewhat inflexible.

**Question**

1. I assume that the link at King Street will allow for streetcars to turn in BOTH directions East AND West.

2. As the line will eventually go through the railway bridge on Cherry to link with the proposed LRT on Queen's Quay/Portlands I wonder why you intend to install a loop North of the railway berm now. Why not bring line through the bridge right now and add, temporary?, loop south of the railway berm until the Queen's Quay East line is built.

3. Once there is a LRT on Queens Quay I suspect it will be faster for many residents to walk to catch it if they are going to the Yonge Subway - it can be in its own right of way for almost all the route. I see the Cherry/Parliament traffic being far more useful for North-South traffic.

Question 3 and 4: Right of way

**QUESTIONS:** If the line is to go from King to Lakeshore it will be about 900 metres long. Though I realise having streetcars in their own right-of-way is better I doubt that speeding things up for this 900 metres will make much difference to customers since once the streetcar reaches King Street it will be in mixed traffic. You should not make Cherry too wide just to accommodate a separate ROW.

It will be important not to have Cherry Street so wide that pedestrians are 'scared' to cross it. Of course there needs to be cycle lanes but do these need to be actually ON Cherry. Could they be one block east?? Hopefully these cycle routes will not mixed with cars as cycle lanes in traffic are not too good!

In theory I like the idea of a transit mall on Cherry Street used only by streetcars, cycles and pedestrians. I hope you will look very seriously at this idea and look closely at how this could be arranged without causing TOO many problems for car and truck traffic. (If Toronto is REALLY a "Transit City" then transit should surely get priority!)

Good luck!

[REDACTED]

[REDACTED]

135 George Street South # [REDACTED]  
Toronto, ON  
CANADA [REDACTED]

[REDACTED]

[REDACTED]@[REDACTED].ca

[REDACTED]



Sign in Sheet - EBF Transit EA Public workshop - march 28 2007.PDF



Sign in Sheet - WDL Transit EA public workshop - March 21 2007.PDF Toronto Star proof - Combined Meeting Notice.pdf



# **APPENDIX A-2**

Phase Two: Design Alternatives

Public Drop In Centre

July 2007



# **TTC-TWRC Waterfront Transit Environmental Assessments – *West Don Lands***

**Summary Report on  
EA PUBLIC  
DROP-IN-CENTRE**

**URS**

August 16, 2007

## TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
2.0	ATTENDANCE AND COMMENTS .....	3

## ATTACHMENTS

- A – Notice of Meeting
- B – Display Panels
- C – Comments Received

## 1.0 INTRODUCTION

The West Don Lands Transit Class EA Public Drop In Centre was held on Thursday, July 26, 2007. The Drop-in centre was held between 4:00 to 8:00 p.m. The meeting was held in the Waterfront Toronto, 20 Bay Street, Suite 1310, in the City of Toronto.

The purpose of the meeting was the following:

- Introduce the Study to the Public;
- Present the short list of alternative, and;
- Obtain public comments.

A copy of the display material has been provided in Attachment "B".

Representatives from TTC and Consulting team were on hand to respond to questions.

The following members of the Project Team were in attendance:

City of Toronto	John Kelly, Manager of Infrastructure Planning Nigel Tahair, Infrastructure Planning
Toronto Transit Commission (TTC)	Bill Dawson
Consulting Team.	Mark Nykoluk, URS Canada Inc. Scott Thorburn, URS Canada Inc. Matt Slazyk, URS Canada Inc. Shima Rezazadeh, URS Canada Inc. Brent Raymond, dTAH Roger du Toit, dTAH Alun Lloyd, BA Group
Toronto Waterfront	Pina Mallozzi Antonio Medeiros Pino Dimascio

## 2.0 ATTENDANCE AND COMMENTS

Upon arriving, people were asked to sign the meeting register. Forty (40) people signed in. Eighteen (18) comment sheets were filled out and have been received as of August 09, 2007.

These Comment Sheets have been provided in Attachment "C".

The following is a summary of the comments:

- 6 out of 18 comments received from attendees preferred Option 8 (Dedicated Transit on Both Side), 4 preferred Option 5 (Dedicated Transit in Middle) and 3 out of 18 preferred Option 3 (Dedicated Transit on East Side);

- 9 out of 18 comments received were concerned about the safety of cyclists in both Option 3 and 8 regarding crossing tracks to be able to get to the bike lanes, Crossover of traffic into the bike lanes and the right and left turn restrictions for cyclists.
- Should consider impacts to Heritage Buildings; and
- Include on Street Parking to avoid illegal Drop off/Pick ups;



# ATTACHMENT A

## Notice of Meeting



WATERFRONToronto



Toronto Transit  
Commission

### West Don Lands Public Drop-in Centre - July 26, 2007

Waterfront Toronto and the Toronto Transit Commission (TTC) would like to invite you to attend a drop-in centre with displays on the short-list of alternatives for the design of Cherry Street in the West Don Lands. The event will take place on:

**Thursday, July 26, 2007  
4:00 pm to 8:00 pm  
Waterfront Toronto  
20 Bay Street, Suite 1310**

We would like to hear your views and preferences for the design for Cherry Street through the West Don Lands area.

The TTC and Waterfront Toronto are undertaking an Environmental Assessment (EA) study of the transit services required to support development of the West Don Lands. A number of public workshops have been held over the past 18 months. Based on this input and a technical assessment of a wide range of options, the project team has developed a short-list of three options all of which involve the construction of streetcar tracks on Cherry Street between King Street and Lake Shore Boulevard ultimately to connect with new streetcar lines on Queens Quay East and into the Port Lands area. A complete description of the project and the assessments undertaken to date can be found on the project web site listed below.

A final public information centre will be held in the fall to present the recommended alternative before it is submitted for approval by City Council and the Ministry of the Environment. If you wish to receive information, become involved in the study, or have additional questions about the study, please see our web site at [www.waterfrontoronto.ca](http://www.waterfrontoronto.ca) and go to "Current Projects". You can also contact either of the following:

Bill Dawson  
Project Manager  
TTC/TWRC Transit EA Projects  
Toronto Transit Commission  
[transit@waterfrontoronto.ca](mailto:transit@waterfrontoronto.ca)  
416-393-4490

Andrea Kelemen  
Communications and Marketing Department  
Waterfront Toronto  
[transit@waterfrontoronto.ca](mailto:transit@waterfrontoronto.ca)  
416-214-1344

We look forward to seeing you on July 26<sup>th</sup>!

# ATTACHMENT B

## Display Panels

# Welcome West Don Lands Transit Environmental Assessment

## Cherry Street Options July 26, 2007

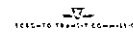
Please sign in



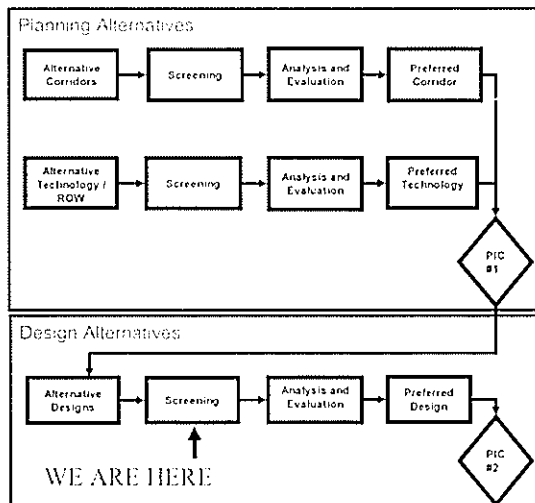
## Purpose of PIC

### INFORMAL:

- Project Update
- Review of:
  - Long List
  - Screening Process
  - Short List
- Public Comments on Cherry Street Options



## Decision Making Process from ToR



## EA Public Workshop No.1 March 21, 2007

45 attendees

### Corridor Results:

#### "Cherry Street"

- Centre of the neighbourhood – serves most people;
- Ability for future expansion;
- Minimizes potential conflicts with Cultural Heritage Resources (Parliament Building Site);
- Most cost effective solution.

### Technology Results:

#### "Streetcars"

- Environmentally friendly;
- Minimizes operating costs.
- Connects well with the existing network.



WEST DON LANDS  
TRANSIT  
ENVIRONMENTAL ASSESSMENT

## Analysis of Planning Alternatives (Corridor)

### Corridor evaluation

Criteria	Cherry Street	Spadina Avenue	St. Lawrence
Location	●	○	○
Transitability	●	○	○
Cost Efficiency	●	○	○
Flexibility	●	○	○
Cost	●	○	○
OVERALL	●	○	○

### Comments Received on Cherry as Preferred Corridor:

- Centre of neighbourhood
- Ability to expand in future
- Most cost effective plan

**Technically Preferred Corridor – Cherry:**

URS CANADA / DU TOIT ALLSOPP HILLIER / BA GROUP

WEST DON LANDS  
TRANSIT  
ENVIRONMENTAL ASSESSMENT

## Analysis of Planning Alternatives (Technology /ROW)

### Technology / R.O.W. Evaluation

Criteria	Streetcar	Light Rail	Heavy Rail	Transit Bus	Other
Location	●	○	○	○	○
Transitability	●	○	○	○	○
Cost Efficiency	●	○	○	○	○
Flexibility	●	○	○	○	○
Cost	●	○	○	○	○
OVERALL	●	○	○	○	○

### Comments Received on Streetcar as Technology:

- No local emissions
- Rider Comfort
- Connects well with existing network

**Preferred Technology and Right of Way:**

- Technology: Streetcar
- ROW: Provide Transit Priority, (either through dedicated right of way or by other means)

URS CANADA / DU TOIT ALLSOPP HILLIER / BA GROUP

WEST DON LANDS  
TRANSIT  
ENVIRONMENTAL ASSESSMENT

## Design Alternatives

**Transit Mall:**  
Cherry Street is a transit mall, closed between Mill Street and Eastern Avenue.

**Transit Mixed with Traffic (with transit priority):**  
Both transit tracks are located in the centre of a four lane Cherry Street, and operate in mixed traffic. Only one general purpose lane for vehicles is provided in each direction.

URS CANADA / DU TOIT ALLSOPP HILLIER / BA GROUP

WEST DON LANDS  
TRANSIT  
ENVIRONMENTAL ASSESSMENT

## Design Alternatives

**Dedicated Transit in Median:**  
Both transit tracks are located side-by-side in the centre of Cherry Street, dedicated to transit and designed to inhibit automobile. The street lanes (either 2 lanes or 4 lanes) operate as a Market Place for general purpose use.

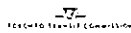
**Dedicated Transit on Outside Lanes:**  
Each transit track is located outside of the general purpose lanes. The outside lanes are dedicated to transit. The inner two lanes are for general purpose use, one general purpose lane for vehicles provided in each direction.

**Dedicated Transit at Side (west side or east side of Cherry Street):**  
Both transit tracks are located side-by-side on one side of Cherry Street (either east side or west side) in an exclusive ROW designed to inhibit automobile.

URS CANADA / DU TOIT ALLSOPP HILLIER / BA GROUP

## Long List of Alternatives

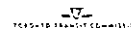
- 1: Mixed Traffic (with Transit Priority)
- 2: Transit Outside Lane (Dedicated through Mid-block)
- 3: Dedicated Transit East Side
- 4: Dedicated Transit West side
- 5: Dedicated Transit in Median – 2 lanes
- 6: Transit Mall
- 7: Dedicated Transit in Median – 4 lanes (from the WDL Master Plan)
- 8: Dedicated Transit Outside Lane (Dedicated Throughout)



## Screening Criteria #1 – *Encourage Transit Use / Reduce Auto Dependence*

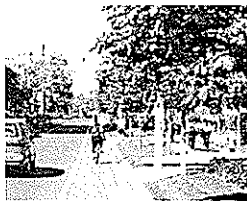
Alternative must provide Transit Priority:

- North / south transit operations must be given at least as much “green time” at signals as north south traffic (to minimize delay to transit vehicles at intersections);
- Designs should not create situations where vehicles have the potential to block streetcar operations.



## Screening Criteria #2 –

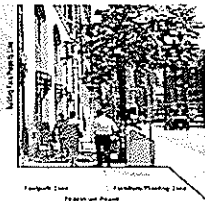
Meet TTC, City and Waterfront Toronto Design Criteria guidelines - emphasize connectivity and provision for all users



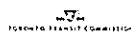
Provision for Bicycles



Platforms for Barrier Free Design



Pedestrian Realm



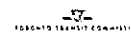
## ....and vehicles

Cherry is a primary north south corridor for the West Don Lands

- Future Cherry Street Traffic Demand 1,300 to 1,400 vehicles per hour
- One lane per direction, not two as in Master Plan

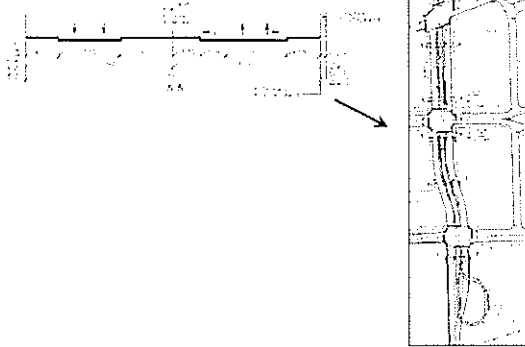


- Provide for emergency vehicles



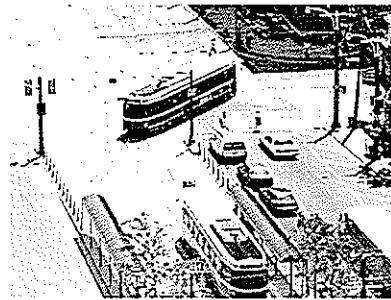
### Screening Criteria #3 – Right of Way narrower than EA Master Plan

- Master Plan - 35m to 37m



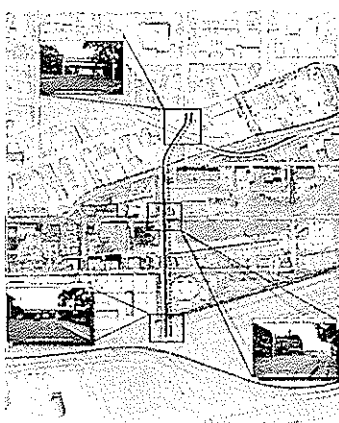
### Screening Criteria #4 – Network Integration

- Connect to King Street tracks
- Protect for connection to East Bayfront and the Port Lands



### Screening Criteria #5 – Avoids Significant impacts

- Situated under Richmond Adelaide
- CN Police and Canary Restaurant
- Distillery District
- Existing and proposed intersecting streets
- Rail underpass



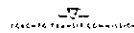
Alignments can be developed around Constraints

### Screening of Long-List of Alternatives

Criteria	Alternative 1: Transit Mixed with Traffic	Alternative 2: Transit Outside Lane (Dedicated Through Mid-block)	Alternative 3: Dedicated Transit East Side	Alternative 4: Dedicated Transit West Side	Alternative 5: Dedicated Transit in Median - 2 Lanes	Alternative 6: Transit Mall	Alternative 7: Dedicated Transit in Median - 4 Lanes (from the EA Master Plan)	Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughway)
1: Transit Mixed with Traffic	X	✓	✓	✓	✓	✓	✓	✓
2: Transit Outside Lane (Dedicated Through Mid-block)	X	✓	✓	✓	✓	✓	✓	✓
3: Dedicated Transit East Side	✓	✓	✓	✓	✓	✓	✓	✓
4: Dedicated Transit West Side	✓	✓	✓	✓	✓	✓	✓	X
5: Dedicated Transit in Median - 2 Lanes	✓	✓	✓	✓	✓	✓	✓	✓
6: Transit Mall	✓	X	✓	✓	✓	✓	✓	✓
7: Dedicated Transit in Median - 4 Lanes (from the EA Master Plan)	✓	✓	X	✓	✓	✓	✓	✓
8: Dedicated Transit Outside Lane (Dedicated Throughway)	✓	✓	✓	✓	✓	✓	✓	✓

## Short List of Alternatives Carried Forward

- Alternative 3: Dedicated Transit East Side
- Alternative 5: Dedicated Transit in Median – 2 lanes
- Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)



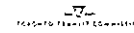
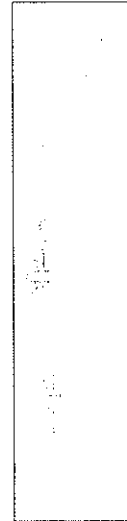
## Alternative 3: Dedicated Transit East Side

### Strengths:

- Northbound stops can be located at any block including mid-block.
- Northbound stops are located within regular sidewalk away from vehicular traffic.
- Waiting transit riders (both directions) have access to adjacent retail stores or other amenities while waiting for transit.
- On-street bike lanes can be provided along entire route (King to CN Overpass).
- Regular sidewalk widths on East side – punched at west side.
- Partial “visual expansion” of public realm on east side.
- Meets Waterfront Toronto’s transit first position.

### Challenges in Implementing Design:

- Vehicles are subjected to turn prohibitions at three major intersections (Mill Street, Front Street and Eastern Avenue).
- Property loss for development block on SE corner of King and O’Berry.
- One bike lane adjacent to transit tracks, separated by a 1.5m median.
- Streetcar tracks not separated from centre line with streetcar platform and other bus stops.
- Loading and delivery would have to either operate from rear of properties or cross transit lanes on one side of street.
- Average ROW dimensions: 31 to 33 metres.



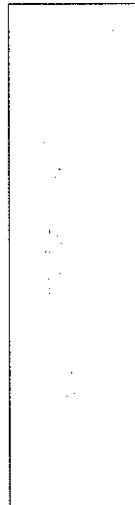
## Alternative 5: Dedicated Transit in Median – 2 lanes

### Strengths:

- Vehicles are not subject to turn prohibitions.
- On-street bike lanes can be provided along entire route (King to CN Overpass).
- Neither Pedestrians nor cyclists are adjacent to transit.
- Meets Waterfront Toronto’s transit first position.

### Challenges in Implementing Design:

- Full access reduced to right-in / right-out at 5 locations: lane north of Inglewood (west side), 3 locations King to Eastern (east side), and Street F.
- More difficult to modify transit stop placement. Would require detailed modification.
- Average ROW dimensions: 30 to 32 metres.



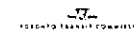
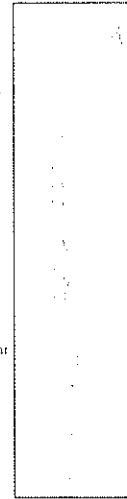
## Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)

### Strengths:

- Transit stops in both directions can be provided at any location including at mid-block.
- Transit stops in both directions are located within regular sidewalk away from vehicular traffic.
- Waiting transit riders (both directions) have access to adjacent retail stores or other amenities while waiting.
- On-street bike lanes can be provided along entire route (King to CN Overpass).
- Regular sidewalks; no punching at intersections.
- Partial “visual expansion” of public realm on both sides.
- Meets Waterfront Toronto’s transit first position.

### Challenges in Implementing Design:

- Vehicles are subjected to turn prohibitions at three major intersections (Mill Street, Front Street and Eastern Avenue).
- Property loss for development block on SE corner of King and Sumach, as well as impacts the Annual Hospital due to the streetcar turning radius (SW corner of King and Sumach).
- Uncontrolled accesses to remain may have to be altered to address inbound right-turn over-streetcar tracks (i.e. inbound right turn prohibited) at 5 local access locations: lane north of Inglewood (west side), 3 locations King to Eastern (east side), and Street F.
- Loading and delivery would have to either operate from rear of properties or cross transit lanes on one side of street.
- Average ROW dimension: 31 metres.





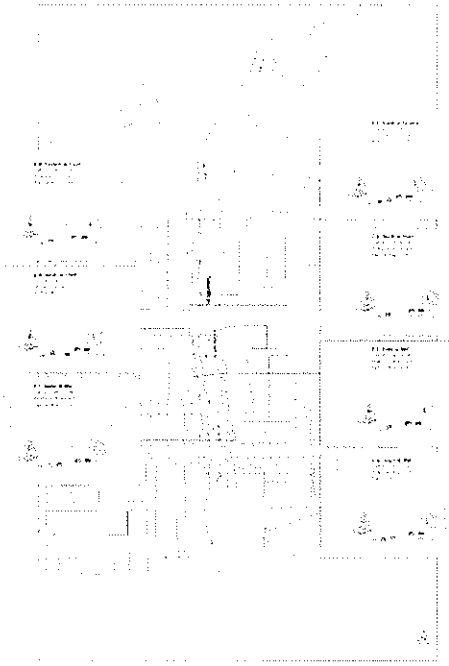
### Comparison of Options

Design Characteristic	EAMaster Plan 2005	Option 3C	Option 3D	Option 3E
Transit Lanes	Dedicated transit in centre median	Dedicated transit on east side	Dedicated transit in centre median	Dedicated transit on east side
Through Lanes	2 lanes of through traffic in each direction	1 lane of through traffic in each direction	1 lane of through traffic in each direction	1 lane of through traffic in each direction
Turn Lanes	Turn lanes at both directions of intersections	Right turn lanes - northbound Eastern - northbound Front Left turn lanes - both directions MPE	No right turn lanes Left turn lanes - both directions Eastern, Front, MPE	Right turn lanes - both directions Eastern, Front Left turn lanes - Front
No turn restrictions	No turn restrictions - northbound right turn - westbound left Eastern, Front	No turn restrictions	No turn restrictions	Turn restrictions - northbound right MPE - westbound left Eastern, Front
Bus Lanes	Dedicated bus lanes south of MPE only	Dedicated bus lanes entire corridor	Dedicated bus lanes entire corridor	Dedicated bus lanes entire corridor
Platform Location	Platforms in median	1 platform on boulevard, 1 in median	Platforms in median	Platforms on boulevards

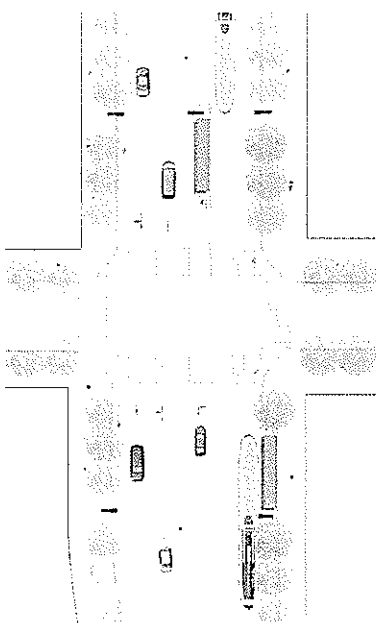
  

Dimensions	Average (m)	% of Total SGW	Average (m)	% of Total SGW	Average (m)	% of Total SGW	Average (m)	% of Total SGW
Travelway (Auto + Bus)	21.6	71.3%	19.7	67.0%	15.0	47.0%	18.8	62.0%
Transit (Bus + Light Rail)	4.1	12.9%	6.1	18.0%	5.8	18.0%	5.8	18.0%
Average Right of Way	30.7		31.8		30.7		30.3	

### Option 3: Transit on East Side

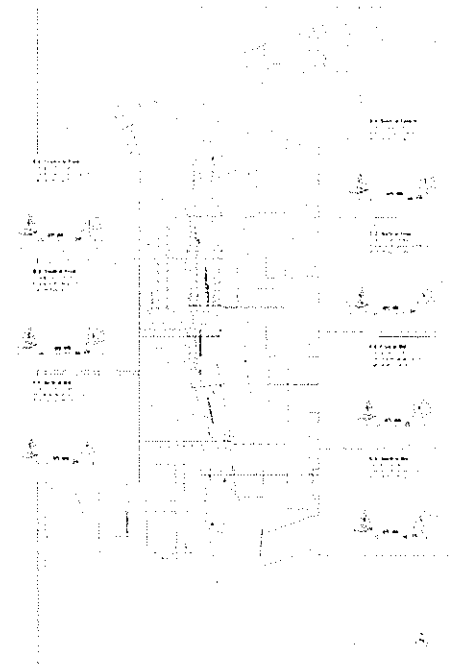


### Option 3: Transit on East Side

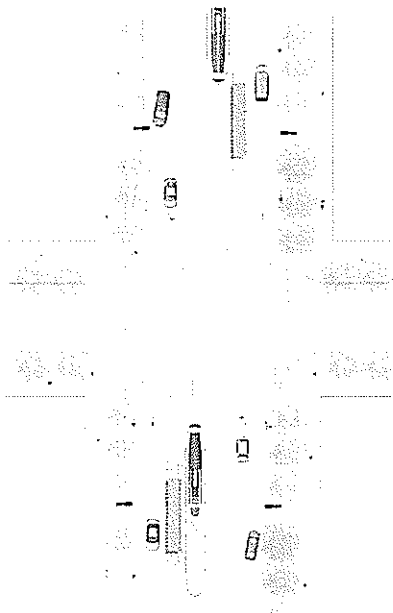


Cherry St. and Front St. E. Intersection

### Option 5: Transit in the Median

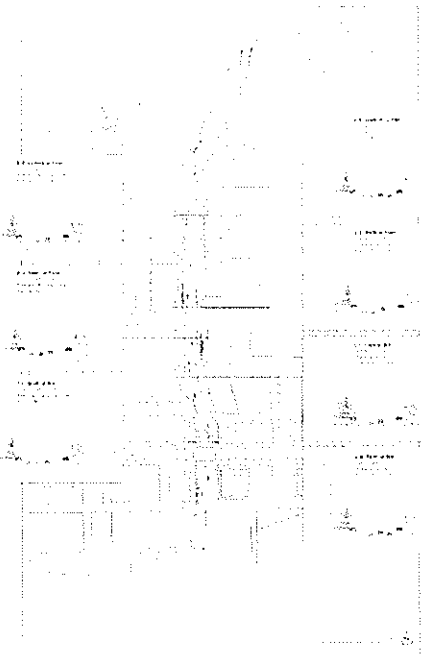


Option 1: Transit in Two Median

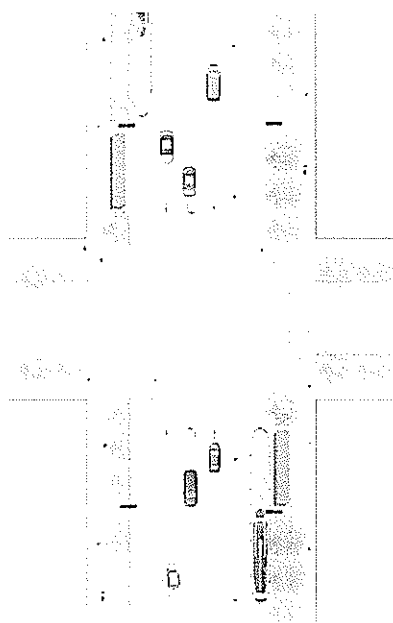


Cherry St and Front St E Intersection

Option 2: Transit on Both Sides

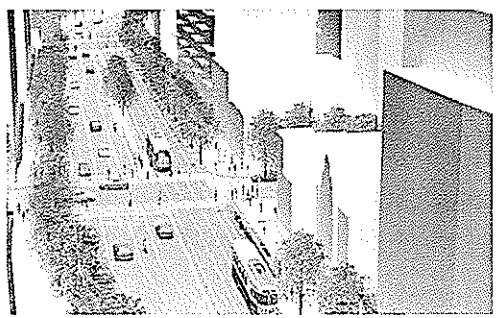


Option 3: Transit on Both Sides



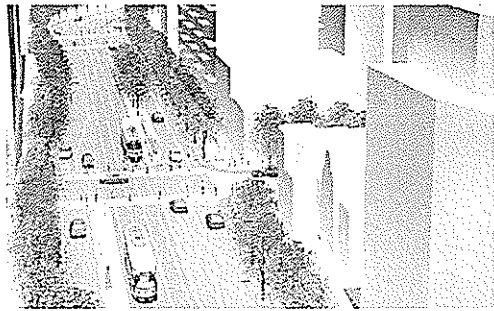
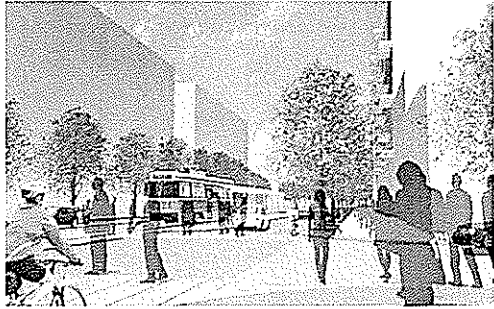
Cherry St and Front St E Intersection

Option 3: Transit on East Side





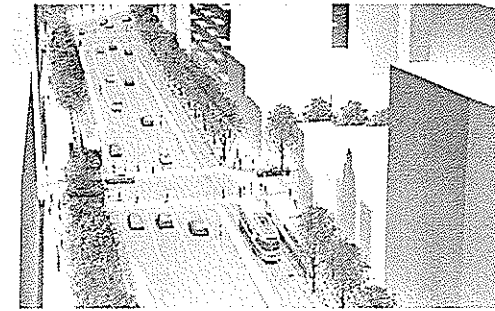
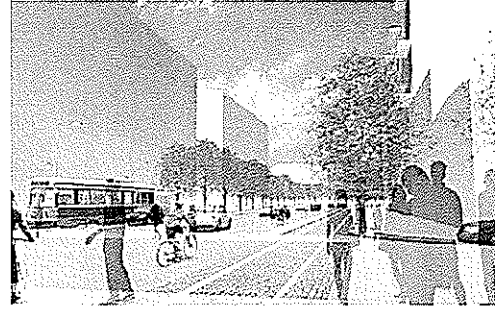
Option 5: Transit in the Median



Toronto

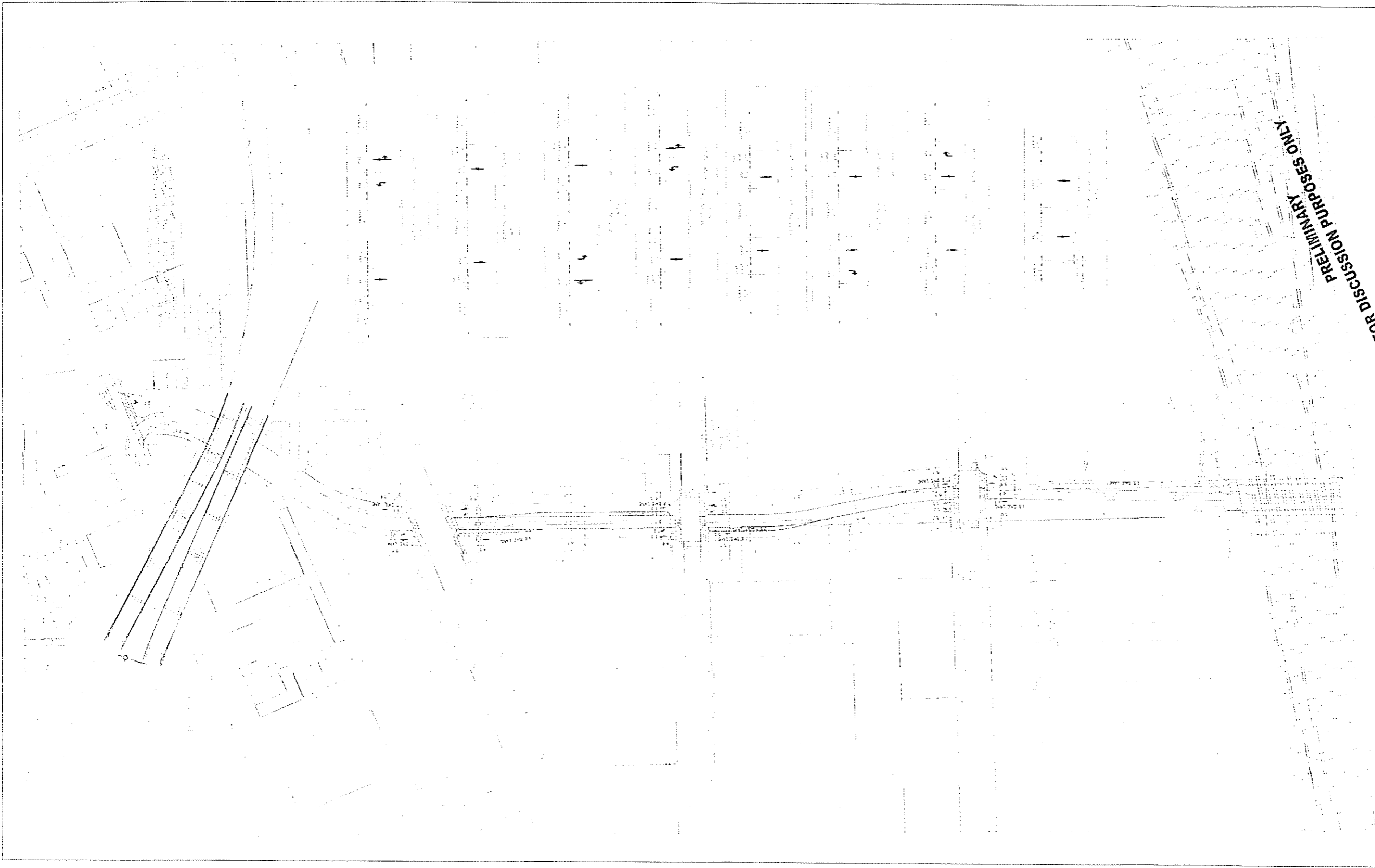


Option 7: Push-out Bikes

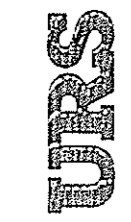


Toronto

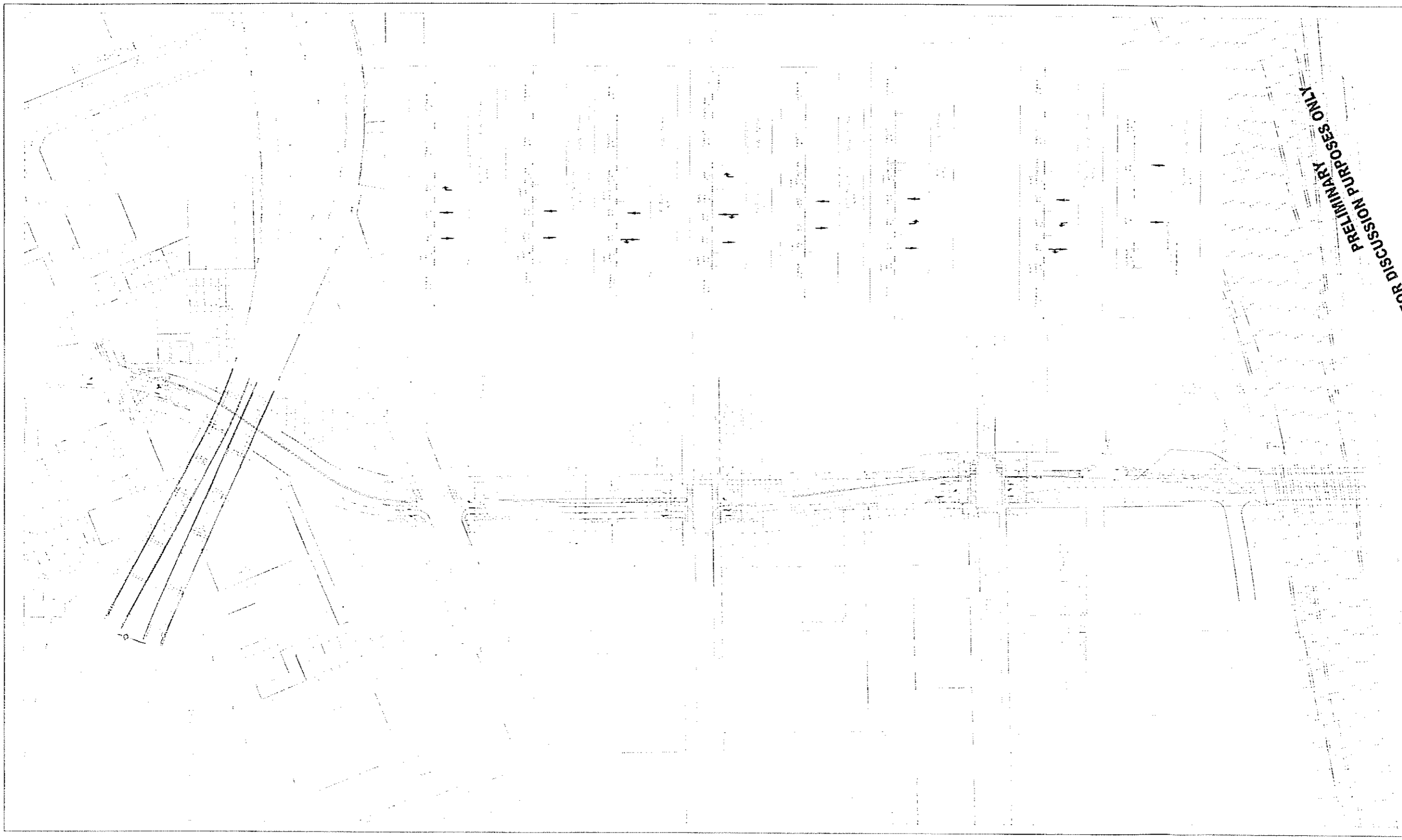




FOR DISCUSSION PURPOSES ONLY  
PRELIMINARY PROPOSED ONLY



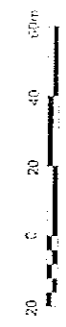
ALTERNATIVE 5  
TTC WATERFRONT EA  
Dedicated Transit in Median

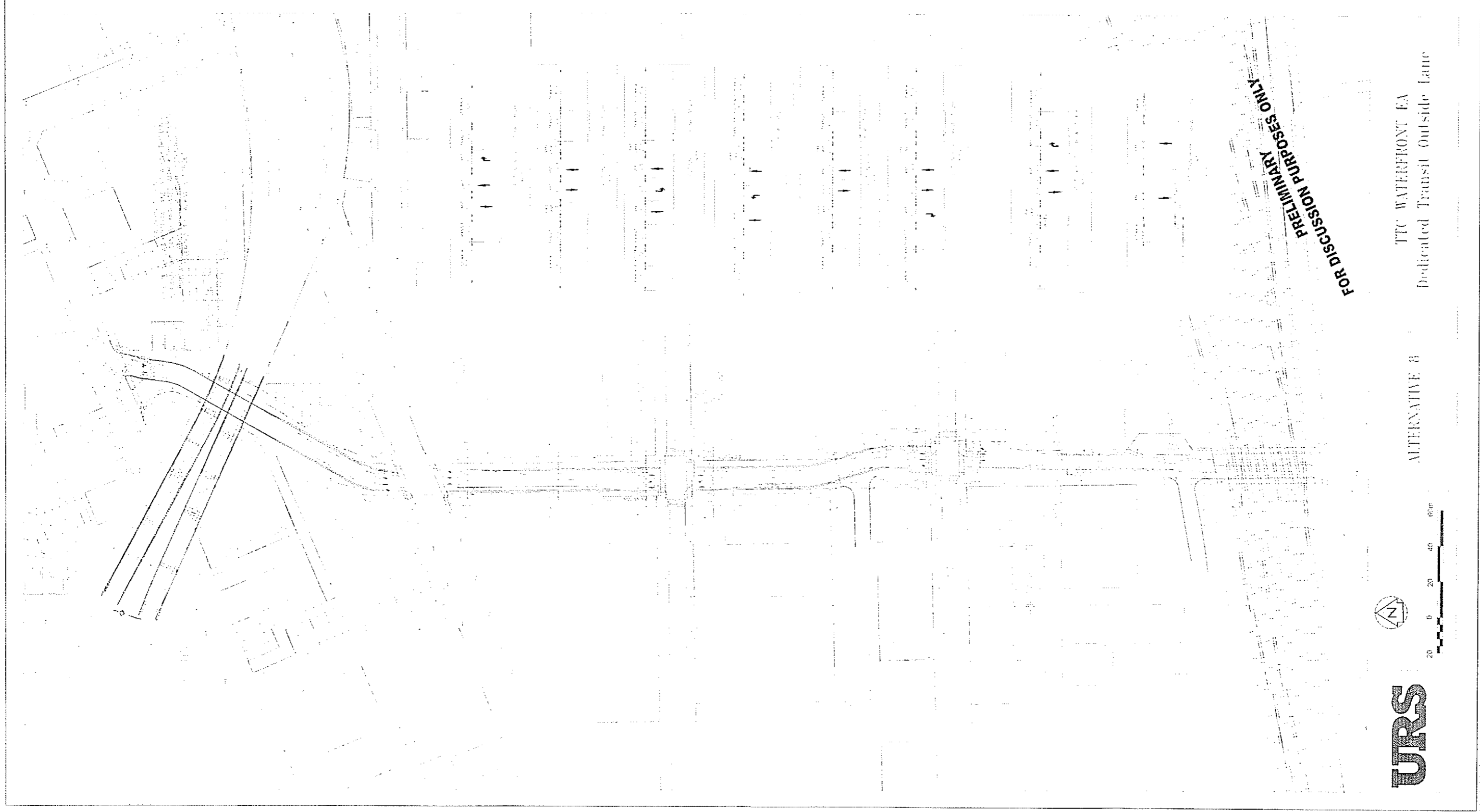


FOR DISCUSSION PURPOSES ONLY  
PRELIMINARY

TTC WATERFRONT EA  
Dedicated Transit on East Side

ALTERNATIVE 3

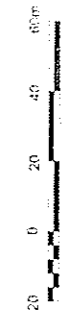




FOR DISCUSSION PURPOSES ONLY  
PRELIMINARY

TTC WATERFRONT EA  
Dedicated Transit Outside Lane

ALTERNATIVE 8



**URS**

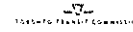
## Tell Us What You Think

- Please sign in so we can keep you updated on this project
- Please provide your comments on the three short-listed alternatives



## Next Steps

- Finalize Alternative Design Analysis
- Select Preferred Design
- Present Technical Recommendation at PIC #2 in September 2007



# ATTACHMENT C

## Comments Received





33015532 - 26.07.07

C1. - 621



# TTC-TWRC Waterfront Transit Environmental Assessments – *West Don Lands*

## EA Drop-In Centre



Waterfront Toronto  
20 Bay Street, Suite 1310  
Thursday, July 26, 2007  
4:00 pm to 8:00 pm

## Workbook

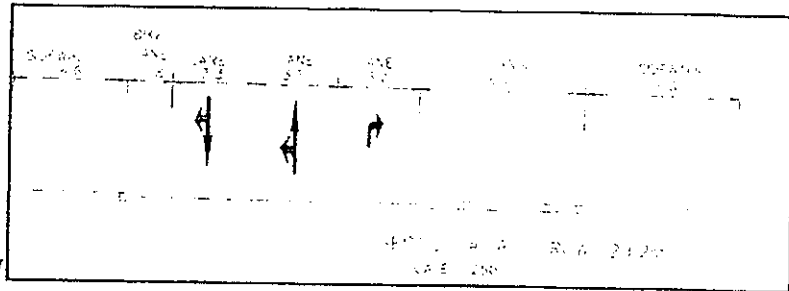
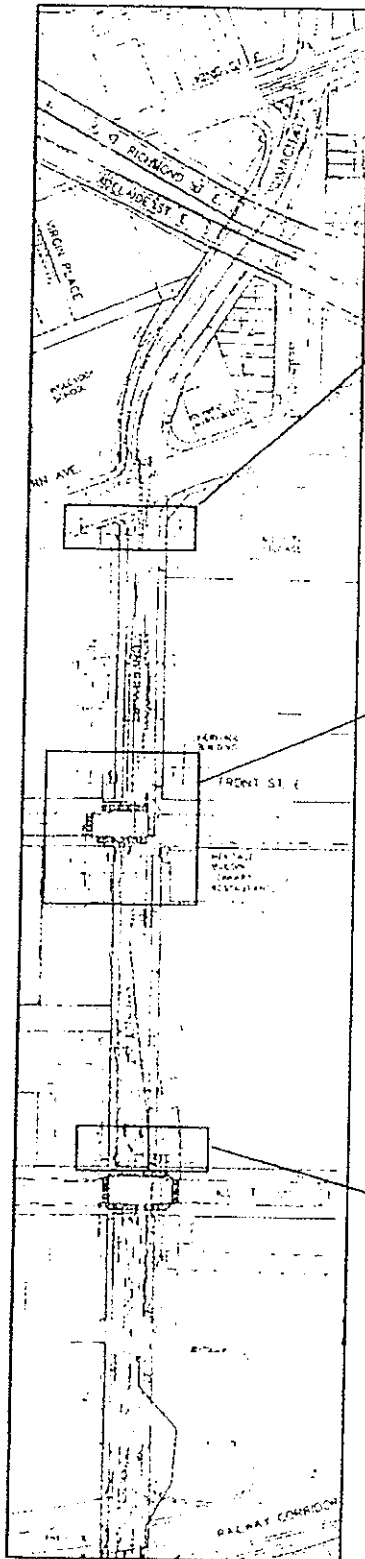
What's Inside...  
Comment Form



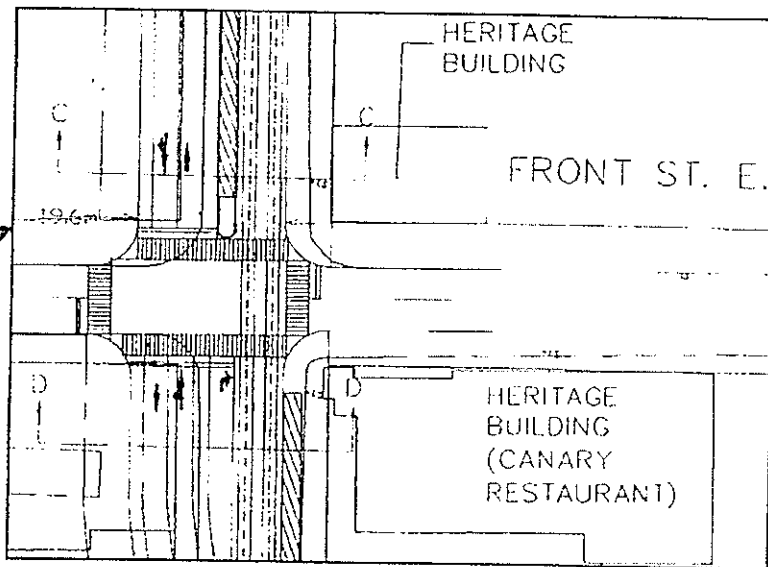
**Questions Related to the Short-Listed  
*Design Alternatives***

**QUESTION 1:**

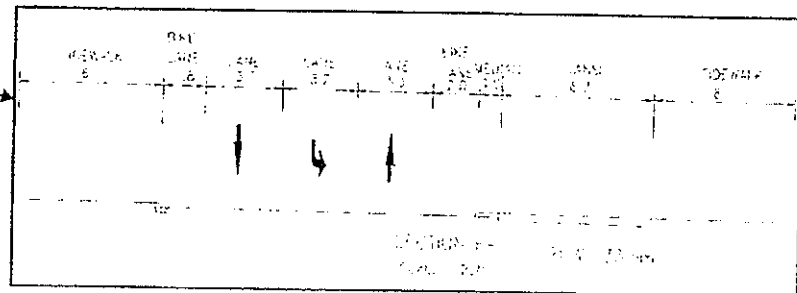
What are your views on 'the Short Listed Alternative 3: Dedicated Transit East Side? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

## Strengths:

- separation between traffic and transit C<sub>1</sub>
- no accommodation for parking C<sub>2</sub>

## Weaknesses:

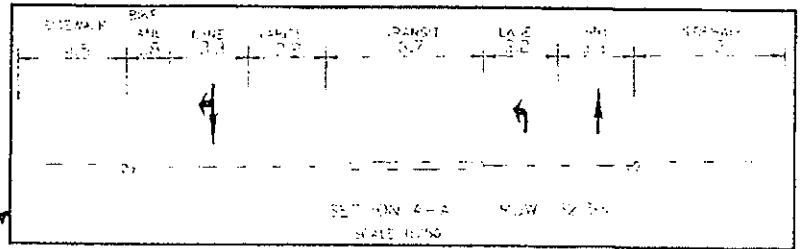
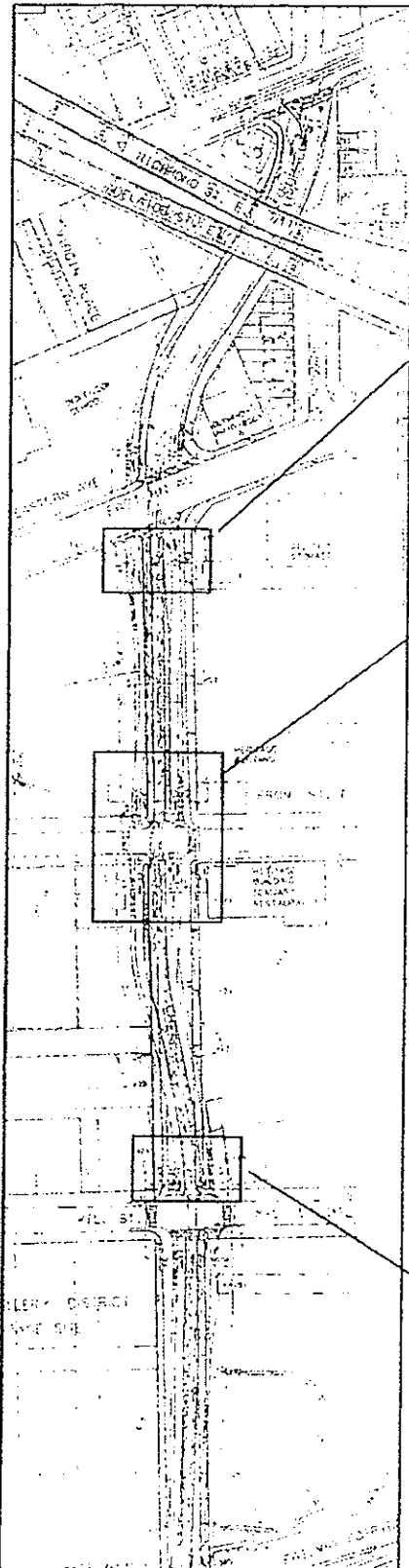
- \* - right hand turn lanes - I am concerned about the way it crosses the bike lane C<sub>3</sub>
- maximum width is 33.5m - we wanted narrower C<sub>4</sub>
- can't turn left onto Eastern C<sub>5</sub>
- dedicated left hand turns onto Mill but not Front - we would like to encourage traffic on Front not Mill C<sub>6</sub>

## Comments:

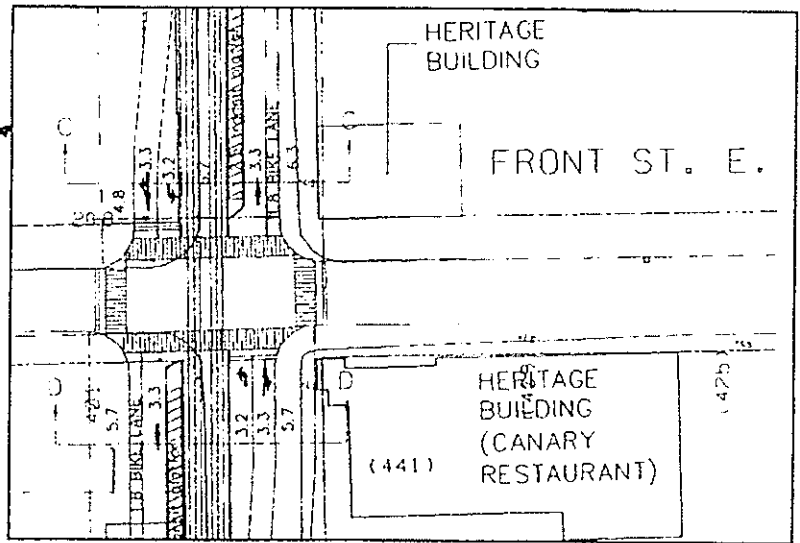
This was one of my original choices but I have a major concern with the cross over of the traffic into the bike lane to turn right C<sub>7</sub>

**QUESTION 2:**

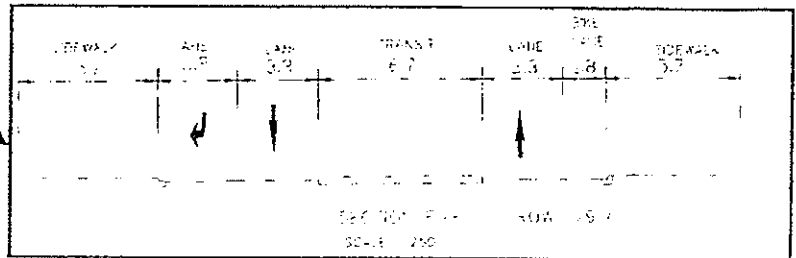
What are your views on the Short Listed Alternative 5: Dedicated Transit in Median – 2 lanes?  
 (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

QUESTION 2

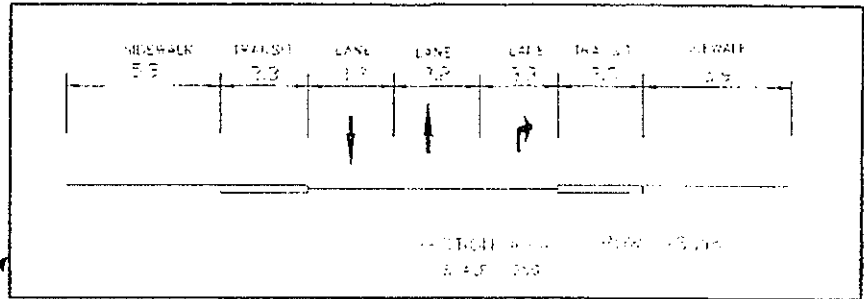
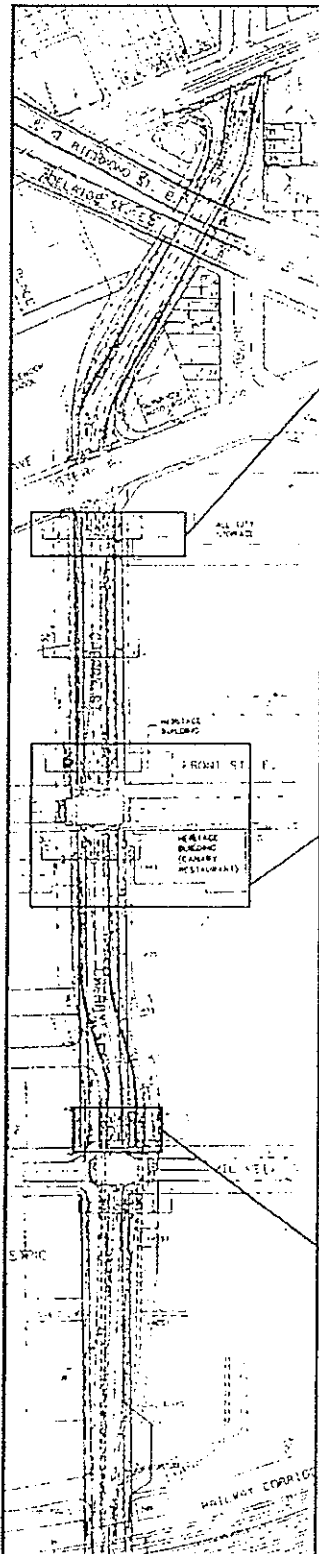
Strengths: - allows for dropoff + pickup of passengers on both sides → C8  
- ~~no~~ dedicated left hand turn at Front C9.  
- no dedicated turn lane @ Mill St C10.

Weaknesses: - allows for illegally parked cars. C11  
- people have to cross traffic to get to transit C9

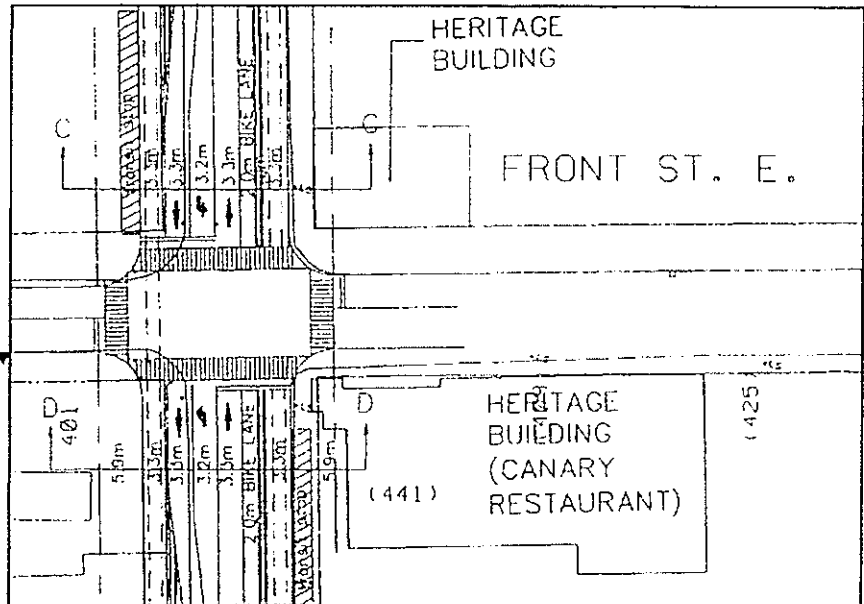
Comments:  
I personally do not like centre lane streetcars C14.

**Question 3:**

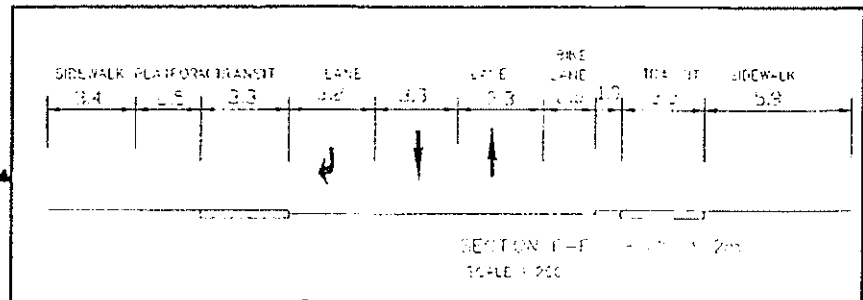
What are your views on 'the Short Listed Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection



Question 3

Strengths: Pedestrians separated from traffic C14

- no dedicated left hand turn on Hill C15
- ~~no~~ dedicated left hand turn onto Front C16
- no option for on street parking C17
- narrowest street width C18

Weaknesses:

- no left hand turn @ Eastern CA.
- no place to drop ~~passengers~~ <sup>passengers</sup> off / pick up passengers C20

Comments:

I like this option the best, C21

## COMMENT FORM

On the whole, I still think there is more work needed. I would still prefer a transit mall, but I think that ship has sailed. Every one of the options has good and bad points

Please Pr

Name:

Email:

Address:

sympatico.ca

Thank you for your participation. Comments and information regarding this study are being collected solely for the purpose of conducting the environmental assessment. With the exception of personal information, all comments will become part of the public record.

**Please return your workbook at the end of tonight's workshop**

You may also email, mail, or fax your comments by Wednesday, August 9, 2007 to:

Andrea Kelemen  
Communications and Marketing Department  
Waterfront Toronto  
20 Bay Street, Suite 1310  
Toronto, Ontario M5J 2N8  
Tel: (416) 214-1344 ext. 248  
Fax: (416) 214-4591  
E-mail: [transit@waterfronttoronto.ca](mailto:transit@waterfronttoronto.ca)

33015532 - 26-07-07

C.22 - 24



WATERFRONToronto



RECEIVED

**TTC-TWRC**  
**Waterfront Transit Environmental**  
**Assessments – *West Don Lands***

**EA Drop-In Centre**

Waterfront Toronto  
20 Bay Street, Suite 1310  
Thursday, July 26, 2007  
4:00 pm to 8:00 pm

**Workbook**

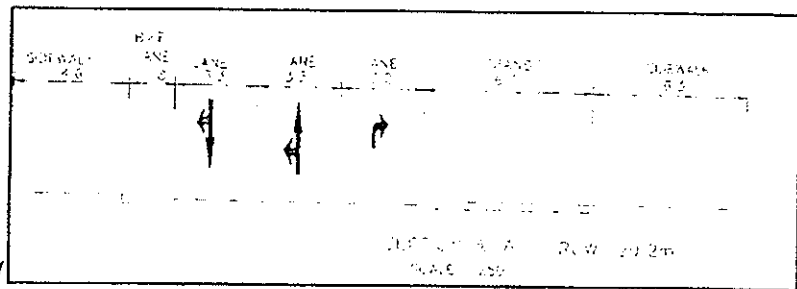
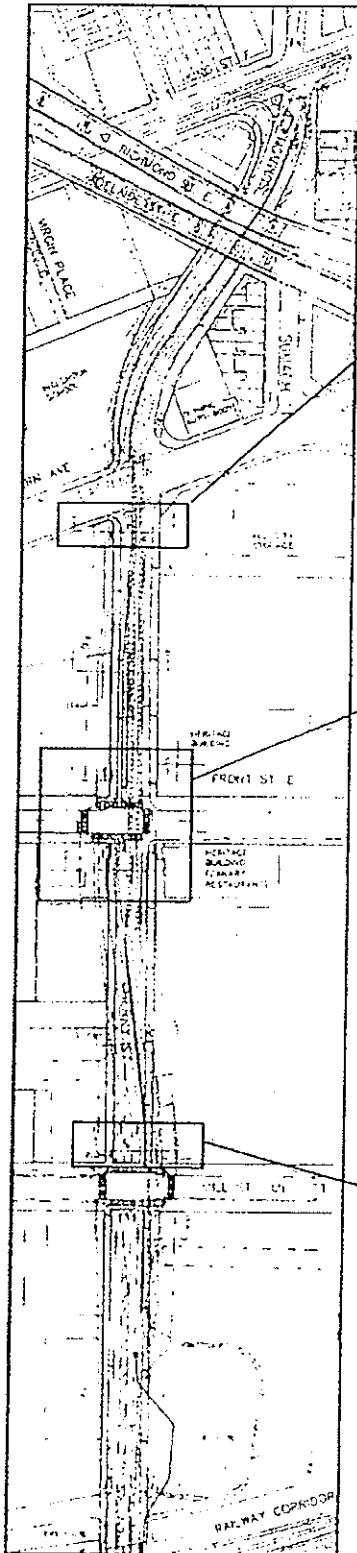
**What's Inside...**  
Comment Form



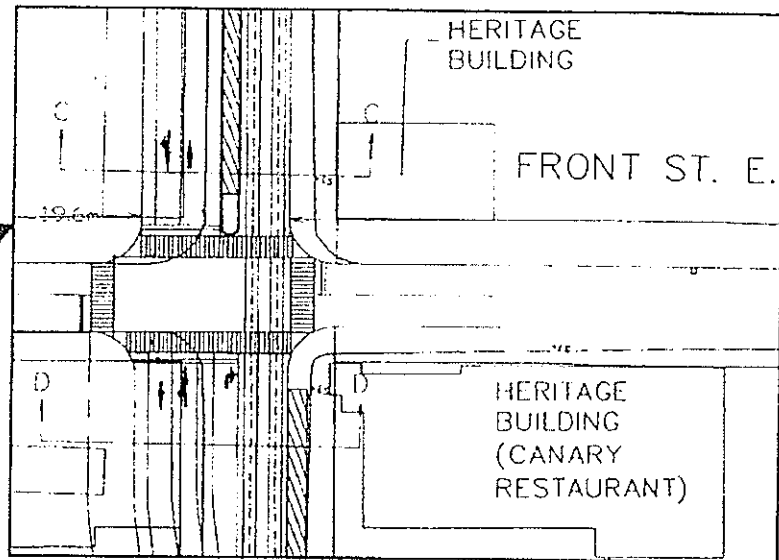
**Questions Related to the Short-Listed  
*Design Alternatives***

**QUESTION 1:**

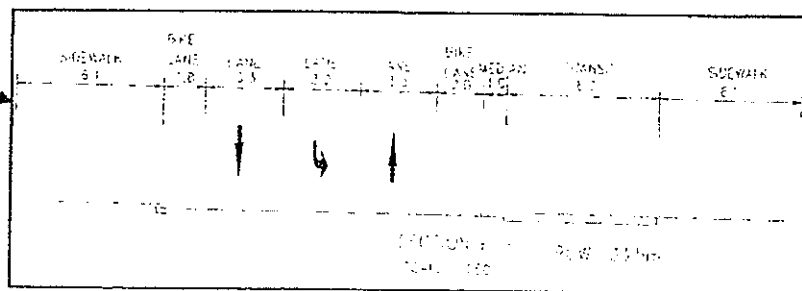
What are your views on 'the Short Listed Alternative 3: Dedicated Transit East Side? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Strengths:

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Weaknesses:

Offends the heritage buildings. Two sets of tracks are more than twice as bad as one C27.

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Comments:

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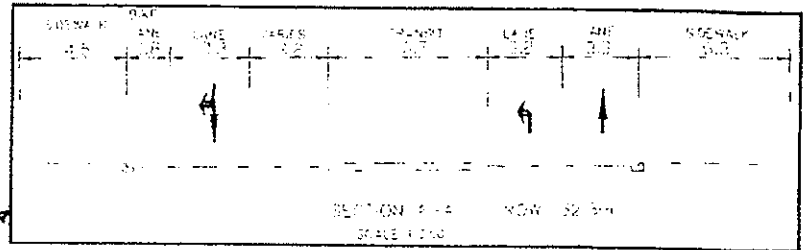
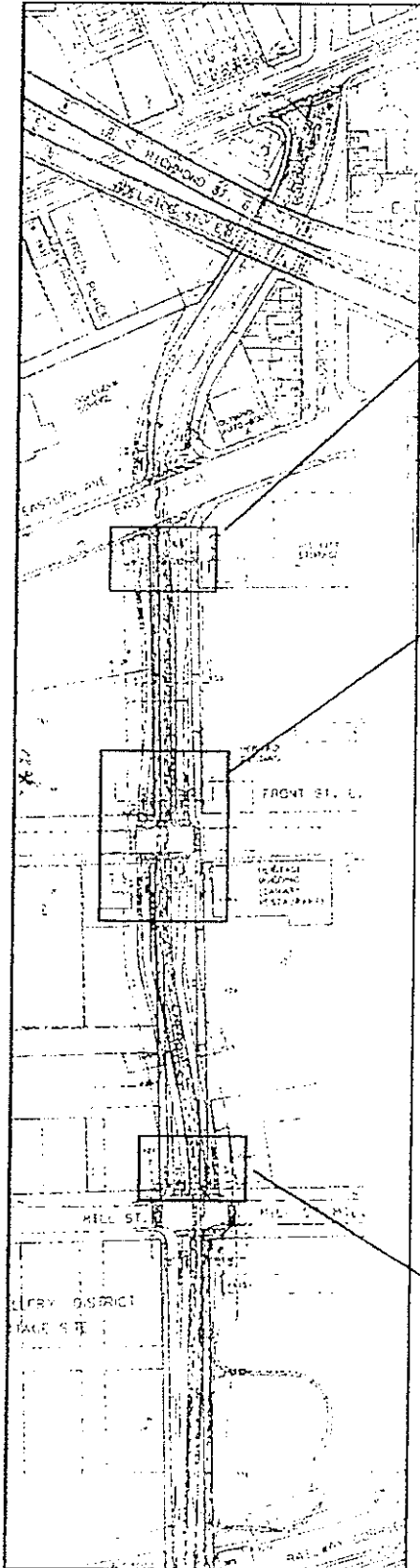
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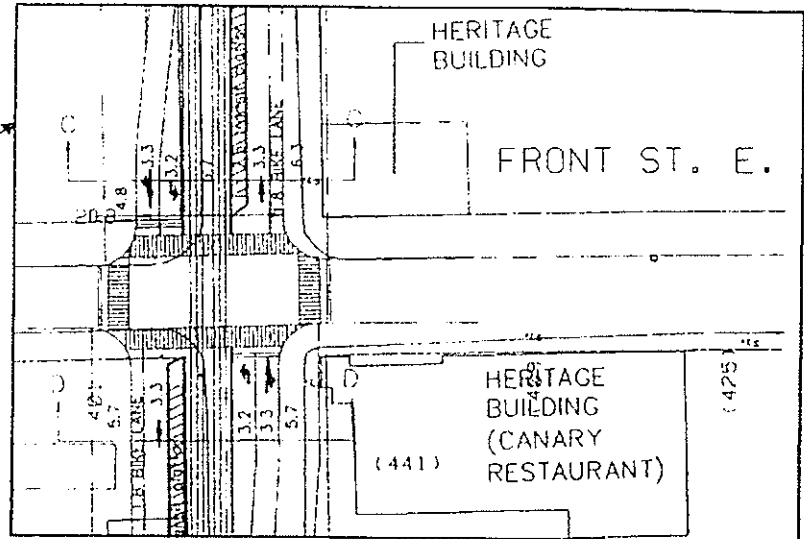
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**QUESTION 2:**

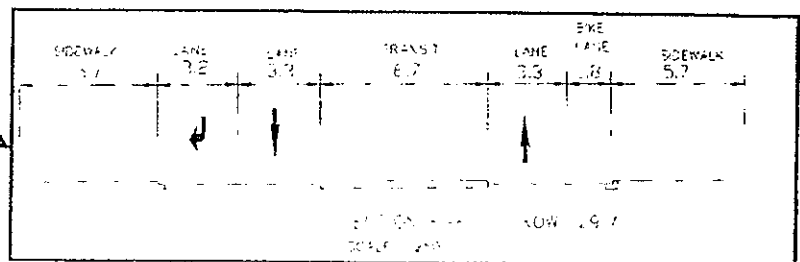
What are your views on 'the Short Listed Alternative 5: Dedicated Transit in Median – 2 lanes?'  
 (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection



QUESTION 2

Strengths:

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Weaknesses:

*Spadina is a cluttered mess. Why?  
repeat a bad idea elsewhere! C13*

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Comments:

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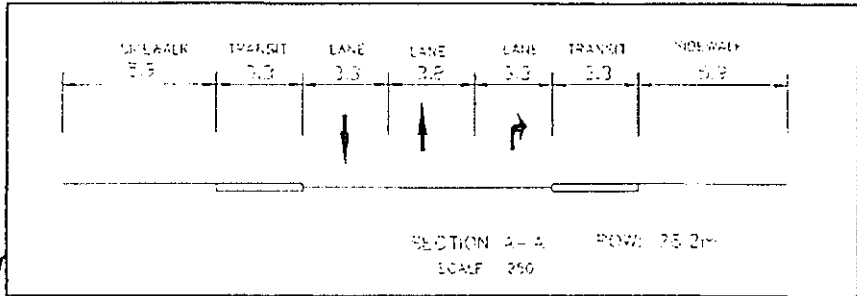
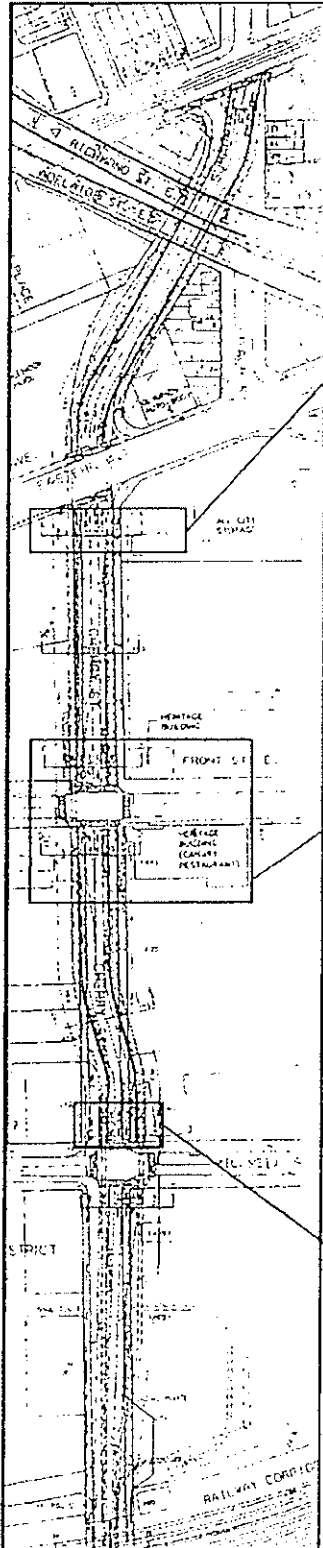
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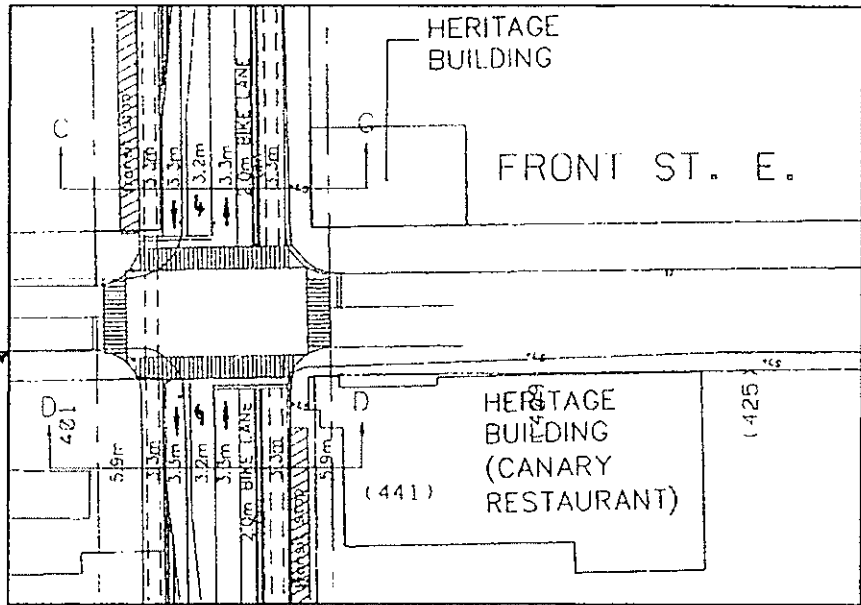
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**Question 3:**

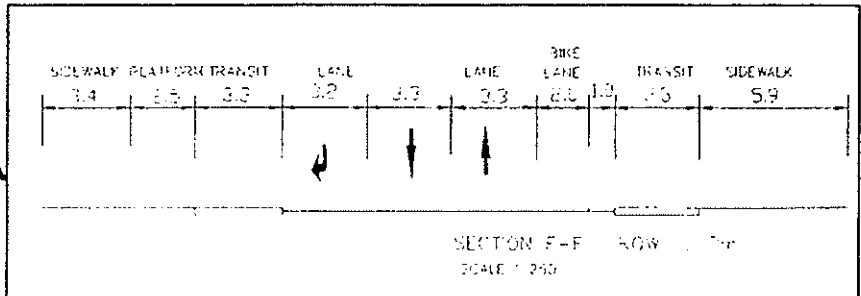
What are your views on 'the Short Listed Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)?' (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

**Strengths:**

Proximity to sidewalk simplifies pedestrian access,  
lets people window-shop while waiting to ride  
Separated tracks are MUCH safer for pedestrians C24

**Weaknesses:**

**Comments:**

# COMMENT FORM

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**Please Print**

**Name:**

**Email:**

**Address:**

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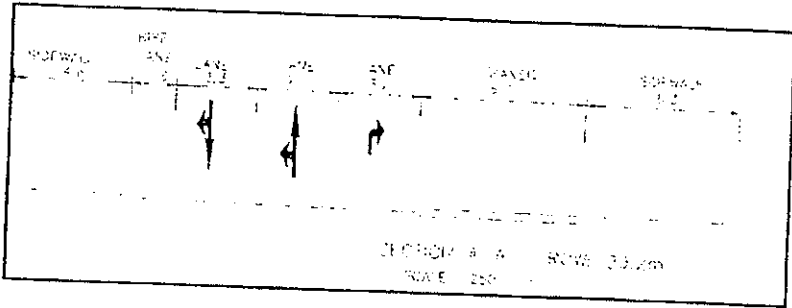
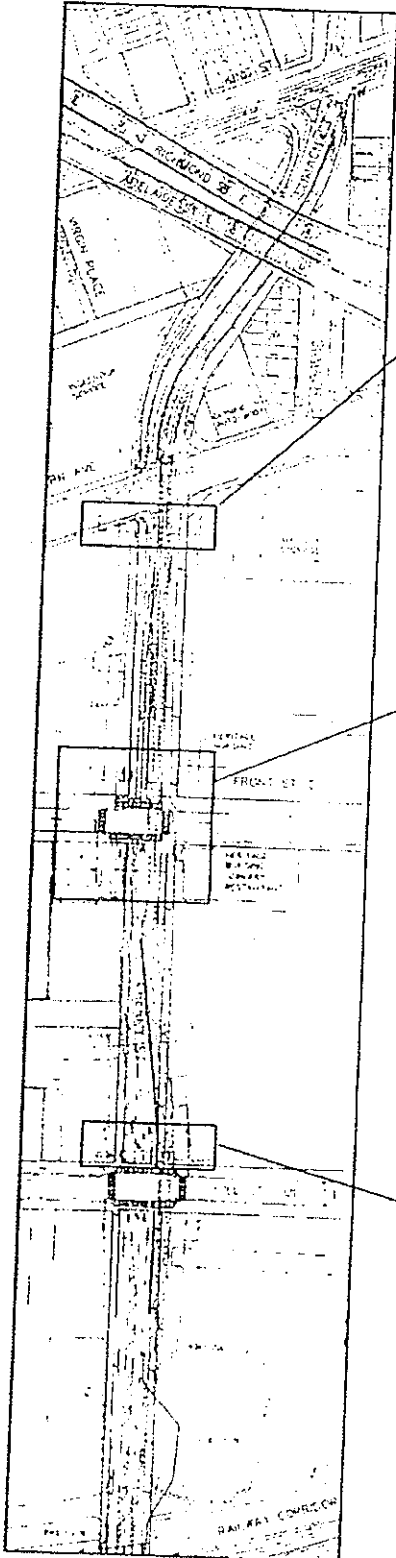
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C. 25 - C. 28

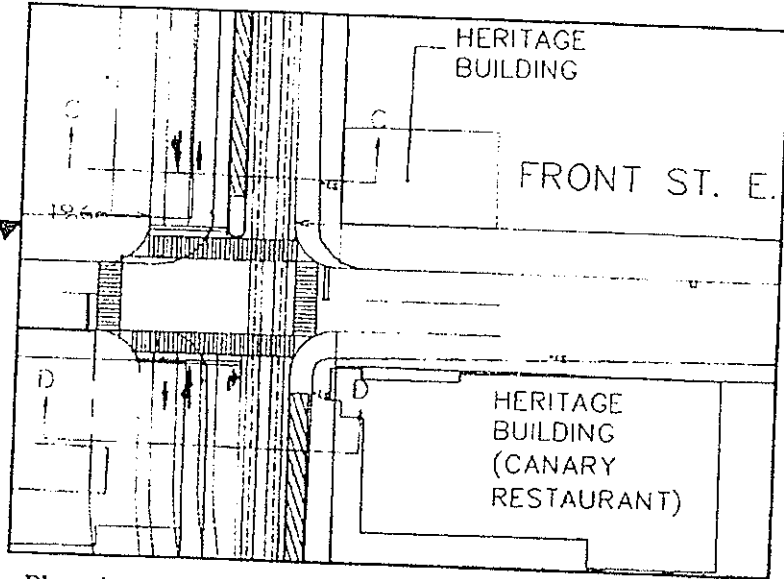
**Questions Related to the Short-Listed  
*Design Alternatives***

**QUESTION 1:**

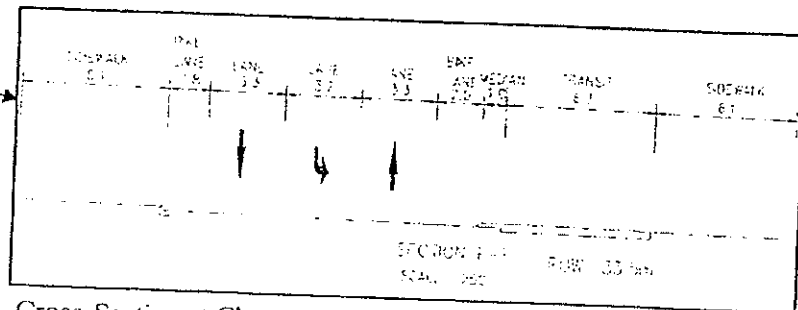
What are your views on the Short Listed Alternative 3: Dedicated Transit East Side? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Question 1

Strengths:

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Weaknesses:

*The blocking of vehicular traffic*

C25

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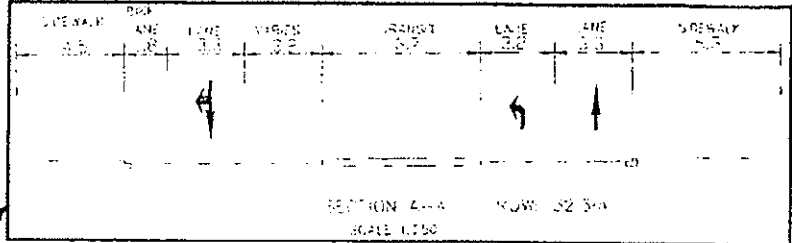
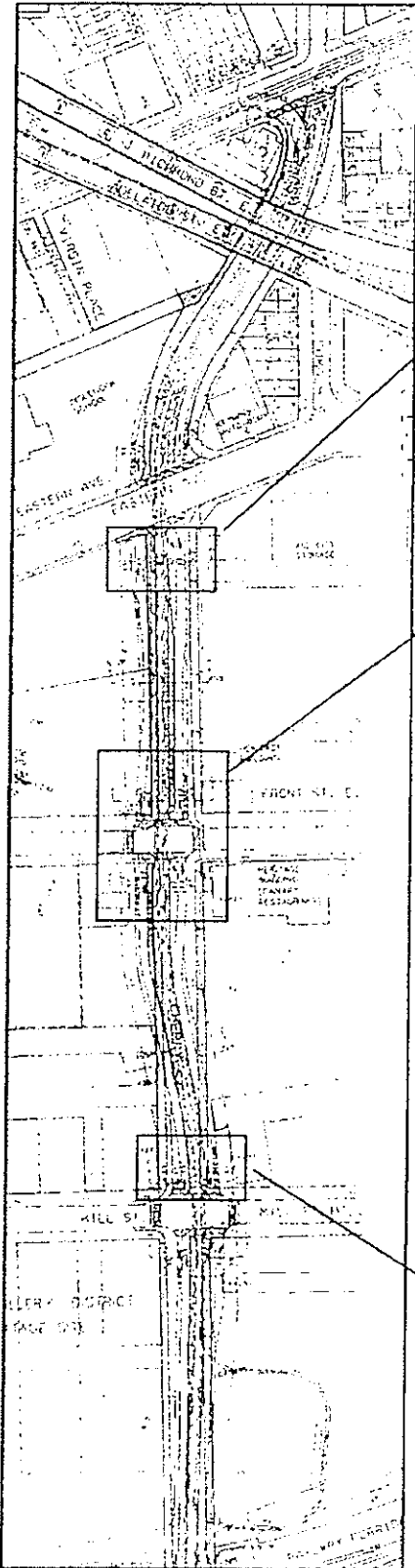
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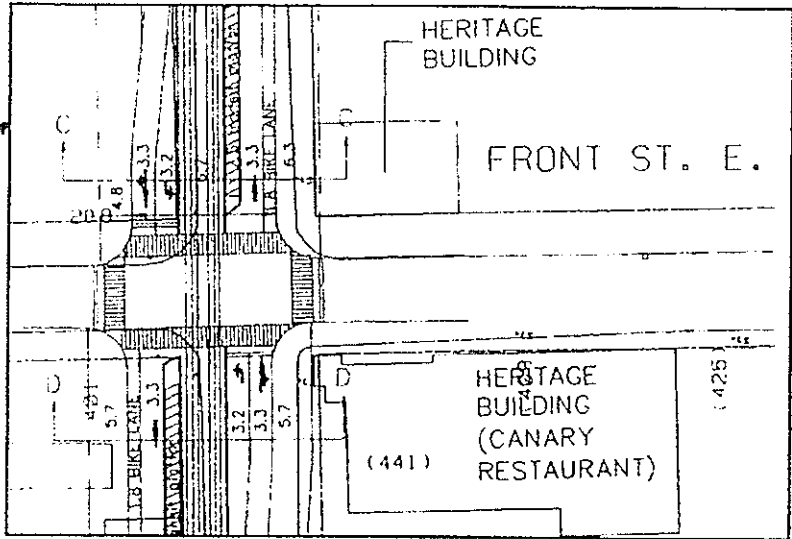
Comments:

**QUESTION 2:**

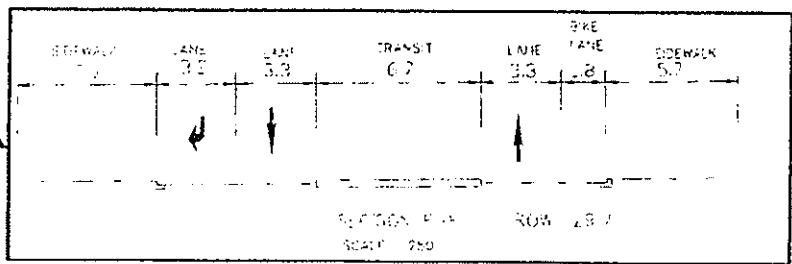
What are your views on the Short Listed Alternative 5: Dedicated Transit in Median – 2 lanes?  
 (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection

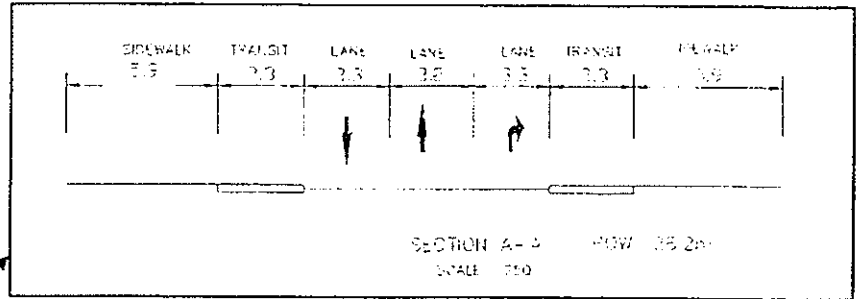
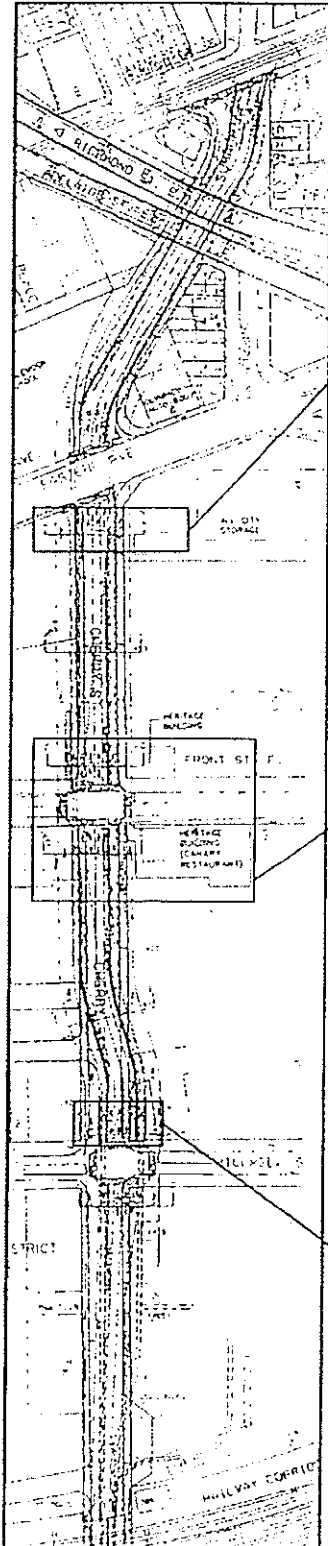


Cross-Section at Cherry/Mill Intersection

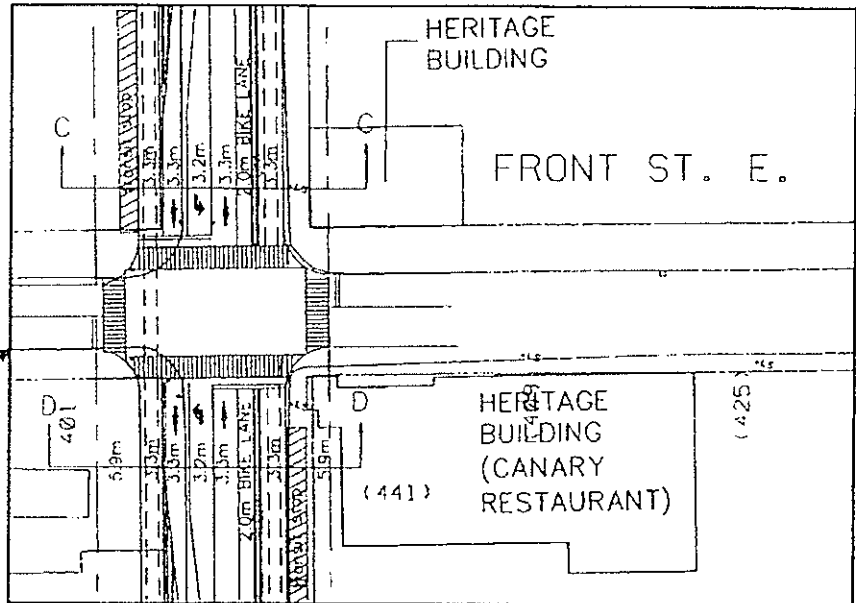


**Question 3:**

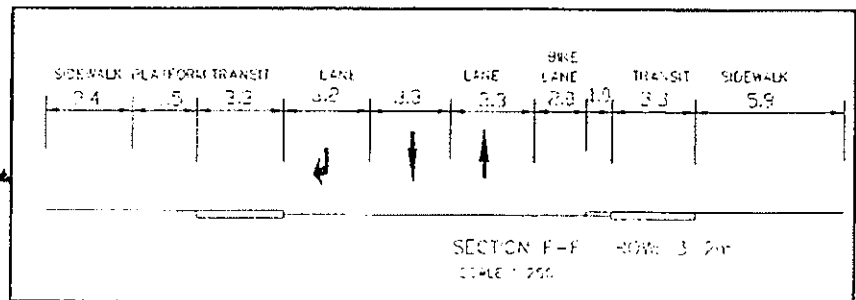
What are your views on 'the Short Listed Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)?' (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Question 3

Strengths:

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Weaknesses:

*Vehicular traffic blocks C&B.*

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Comments:

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# COMMENT FORM

[A series of 15 horizontal lines for writing a comment.]

[A series of 6 horizontal lines for contact information.]

Please Print

Name:

Email:

Address:

*ca*

Thank you for participating in the study. Comments collected for the purpose of conducting the environmental assessment. With the exception of personal information, all comments will become part of the public record.

**Please return your workbook at the end of tonight's workshop**

You may also email, mail, or fax your comments by Wednesday, August 9, 2007 to:

Andrea Kelemen  
 Communications and Marketing Department  
 Waterfront Toronto  
 20 Bay Street, Suite 1310  
 Toronto, Ontario M5J 2N8  
 Tel: (416) 214-1344 ext. 248  
 Fax: (416) 214-4591  
 E-mail: [transit@waterfronttoronto.ca](mailto:transit@waterfronttoronto.ca)

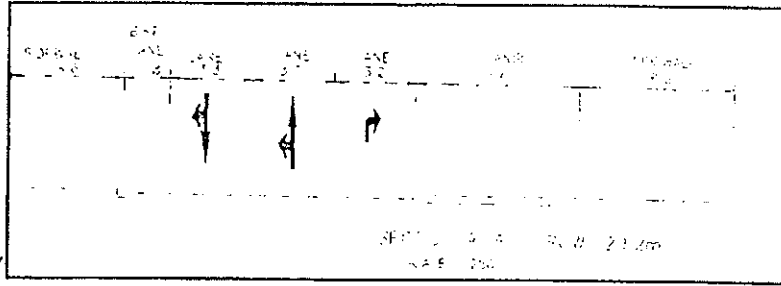
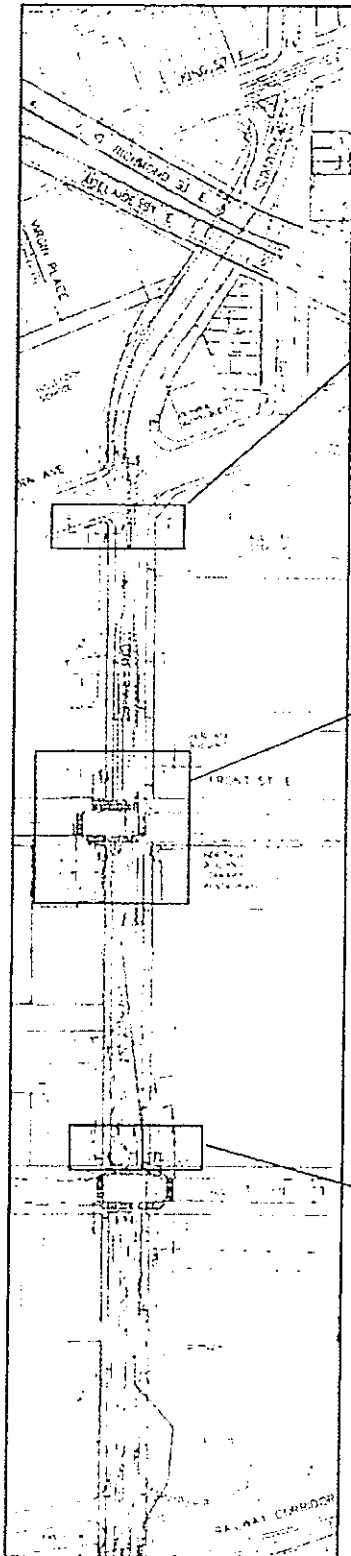
33015532- 26.07.07

C29 - C119

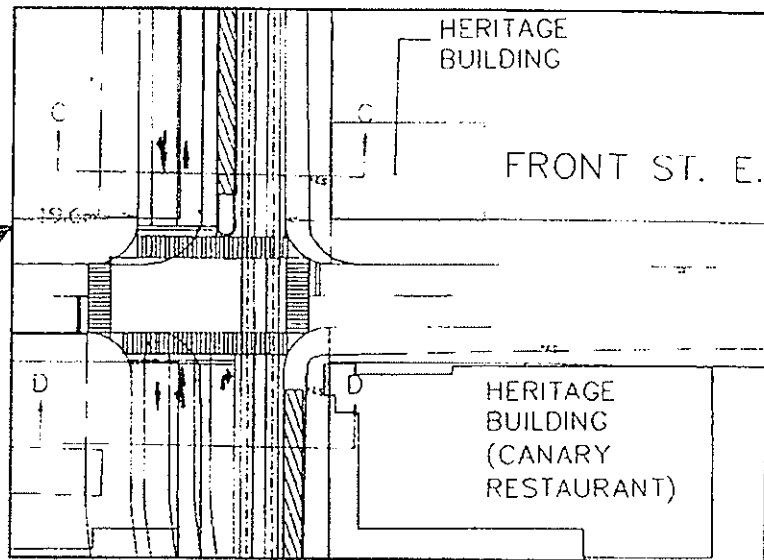
## **Questions Related to the Short-Listed *Design Alternatives***

**QUESTION 1:**

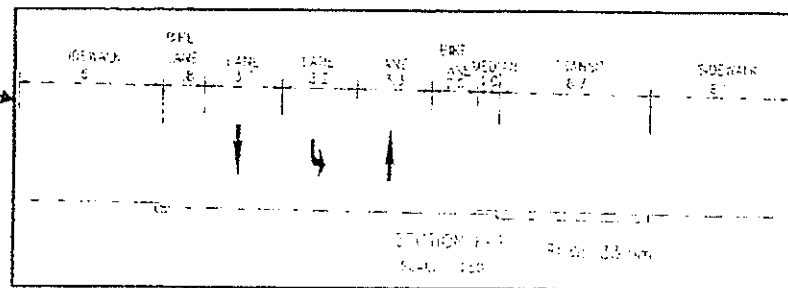
What are your views on 'the Short Listed Alternative 3: Dedicated Transit East Side'? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

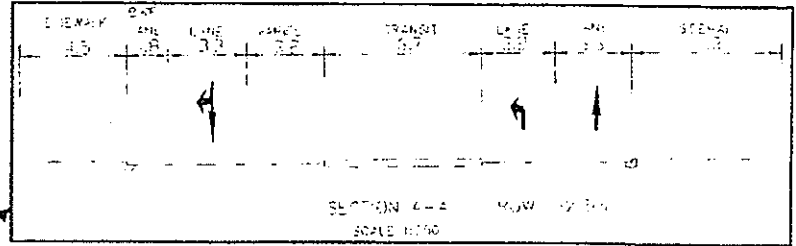
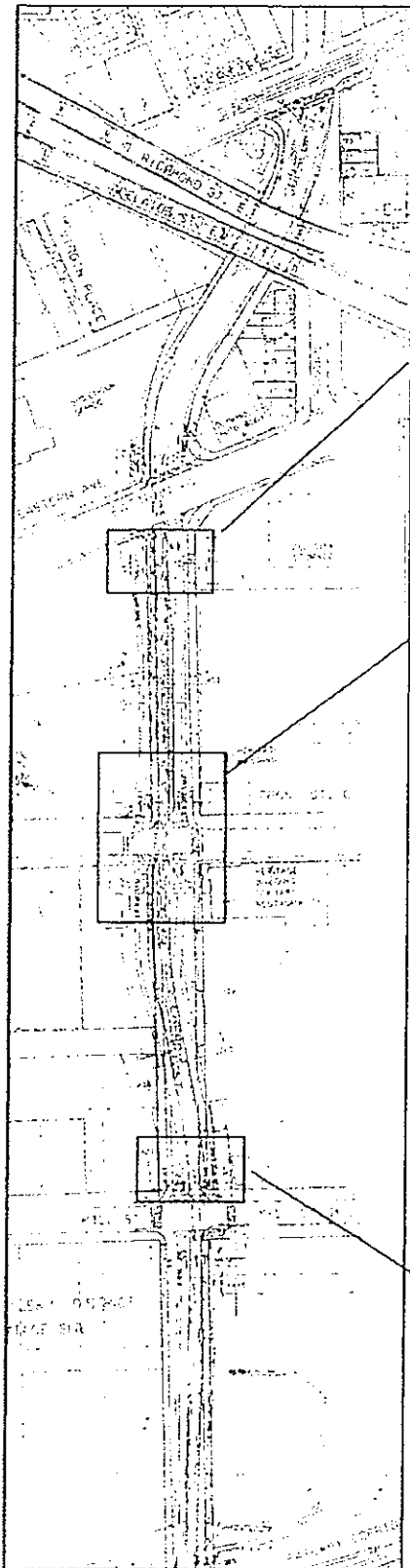
Strengths: - Like <sup>?</sup> Quay to the city design  
c29

Weaknesses: - No very good far  
bike lane) c30  
- odd asymmetrical design  
will puzzle people if

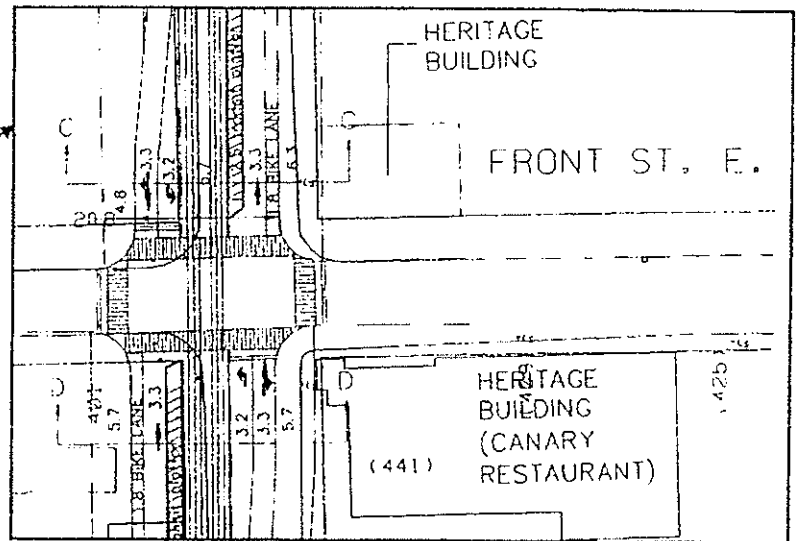
Comments: - Not my favorite (2)

**QUESTION 2:**

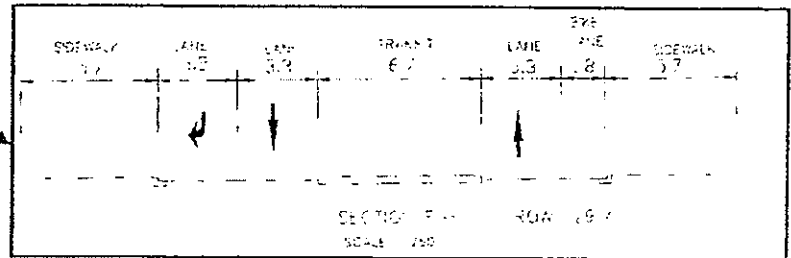
What are your views on 'the Short Listed Alternative 5: Dedicated Transit in Median – 2 lanes?  
(Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

QUESTION 2

Strengths: - familiar and easy to use <sup>C32</sup>

- bikes can pass using car lane <sup>C33</sup>

= easy access for all to curb <sup>C34</sup>

Weaknesses: - narrow traffic lanes if a car breaks down everything stops <sup>C35</sup>

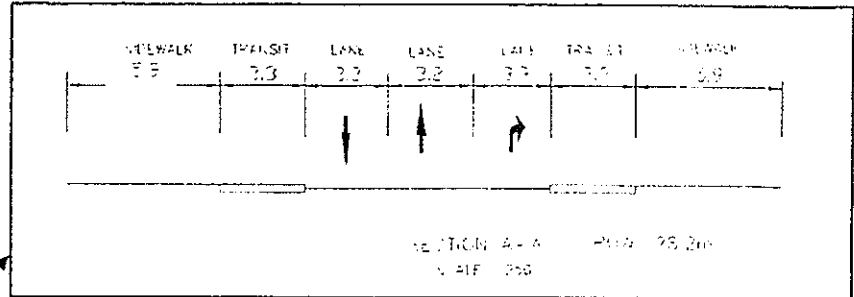
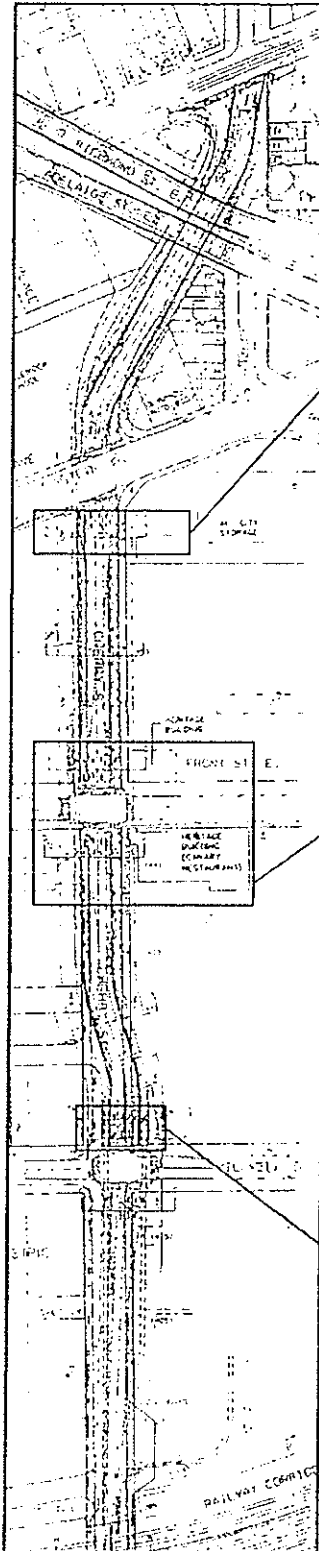
- Emergency vehicles will block and be blocked <sup>C36</sup>

Comments: m-1 second place

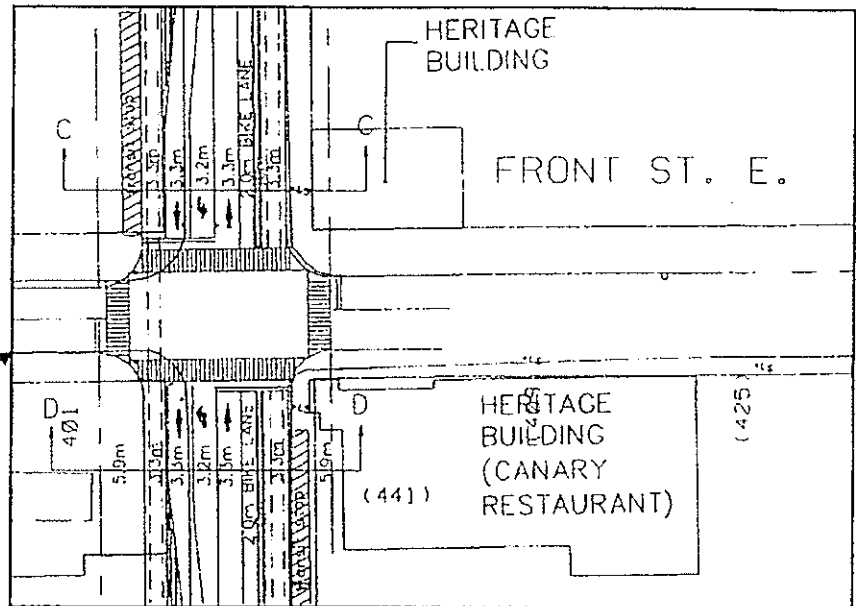


**Question 3:**

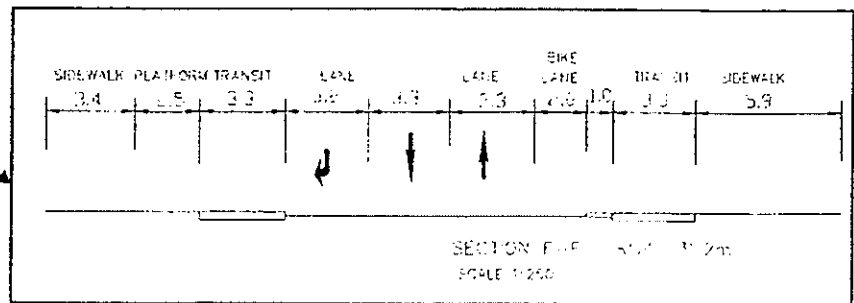
What are your views on 'the Short Listed Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)?' (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Question 3

Strengths: - Easy access to street cars  
from curb C37

- Fine taxi access C38

- cars can pass C39

- Best for emergency vehicles, C46

Weaknesses: - bikes must cross  
tracks to access  
bike racks on curb C47

- unusual but people  
will learn it C48

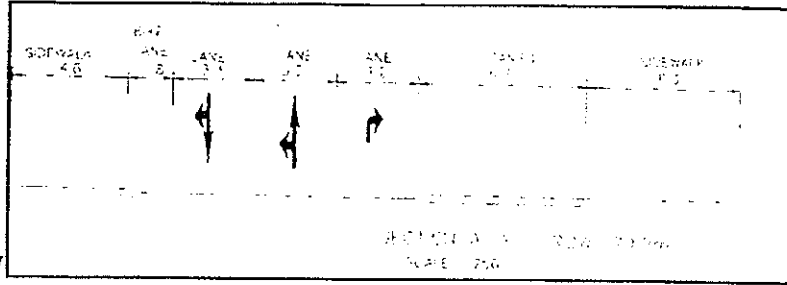
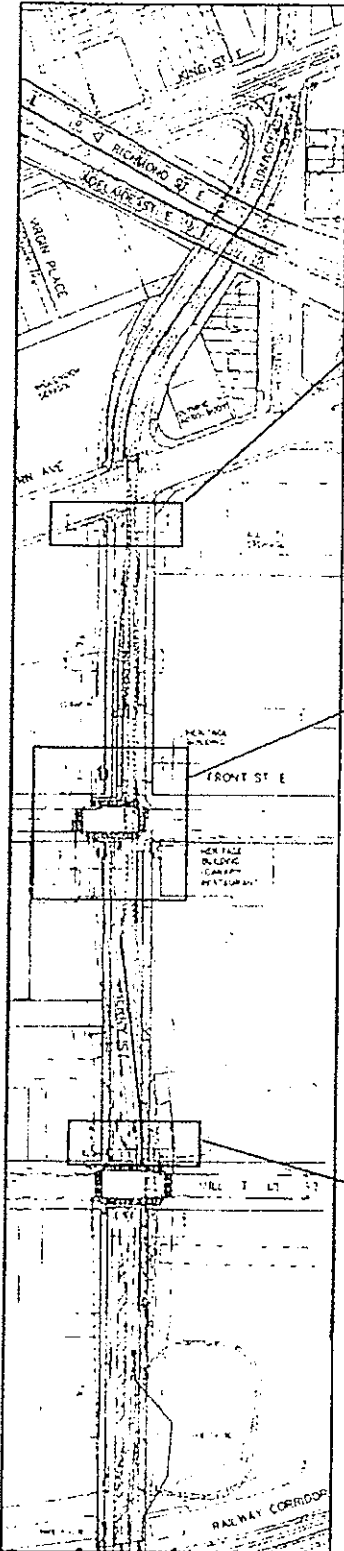
Comments: The best - build it C49



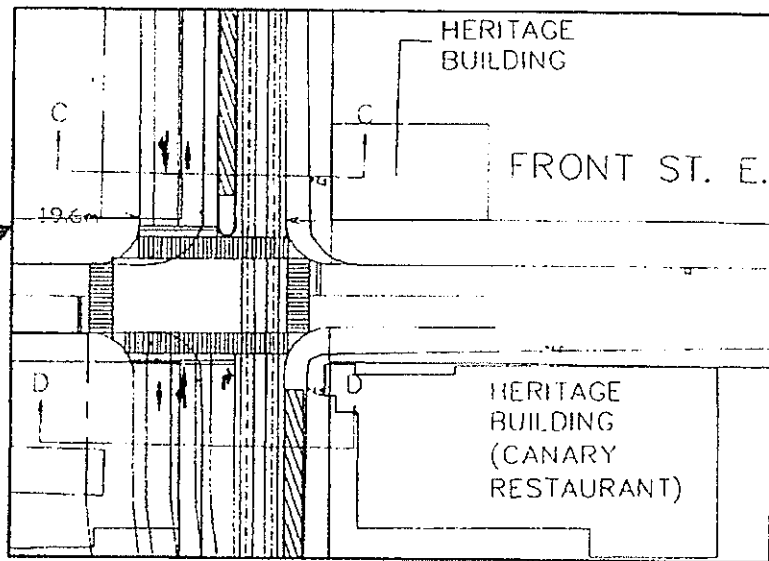


**QUESTION 1:**

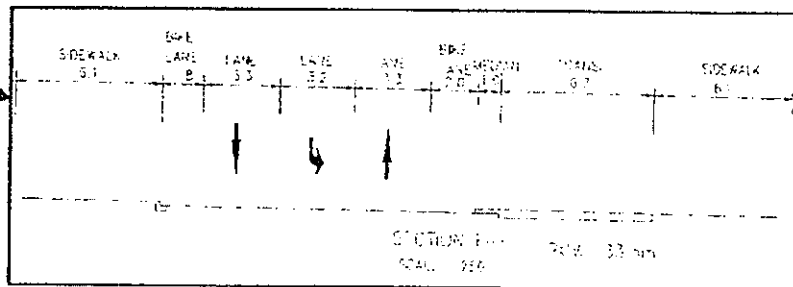
What are your views on the Short Listed Alternative 3: Dedicated Transit East Side? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Question 1

Strengths: - possible on-street parking C50

Weaknesses: • see 3 re proximity with sidewalks? C51

~~if possible~~

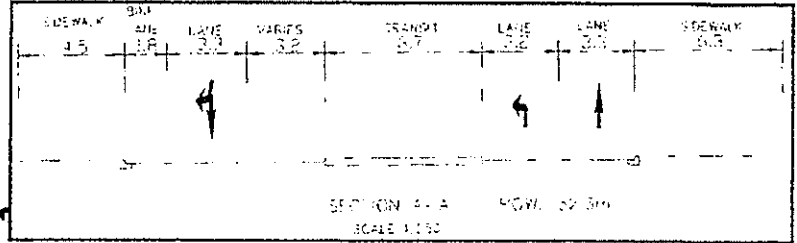
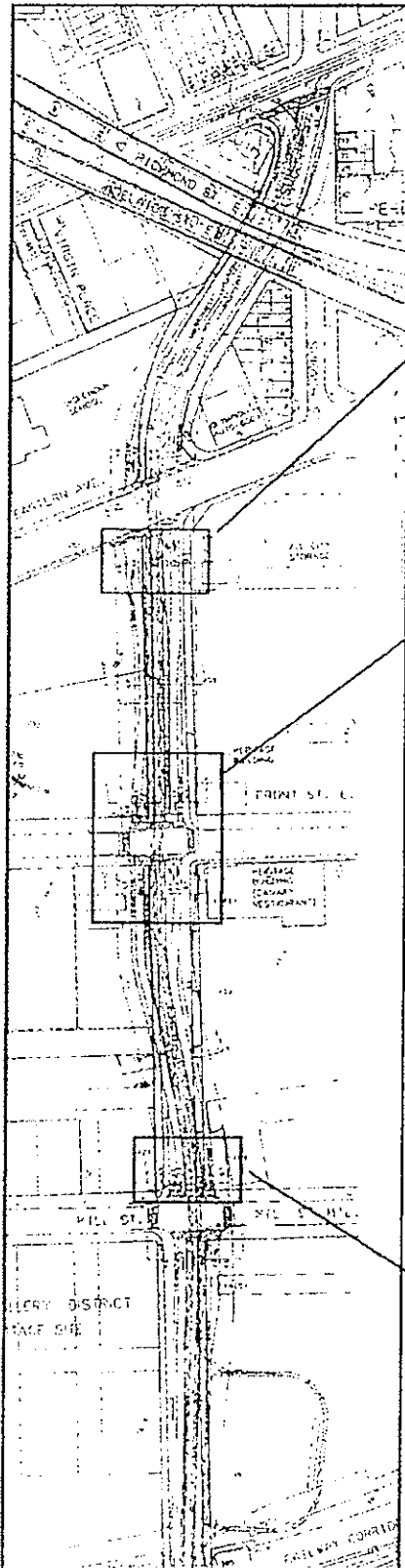
• right turn over 2 sets of tracks can be dangerous  
~~at~~ (hard to see) or impede streetcar operation  
in 2 directions (stacking) C52

Comments:

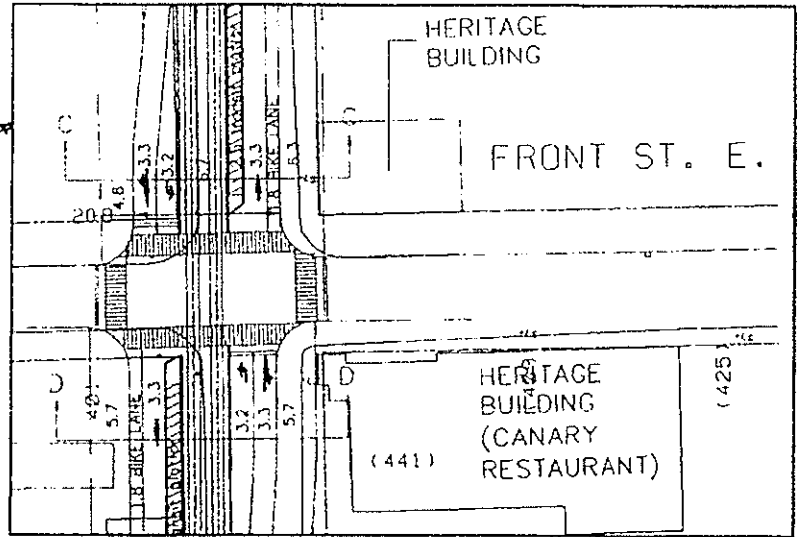
• Potential obstruction from illegal stopping/  
parking  
(eg courier) C53

## QUESTION 2:

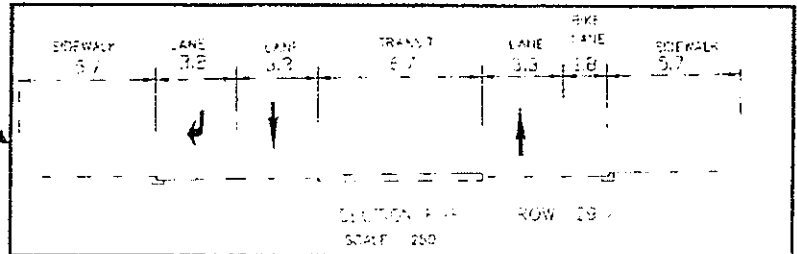
What are your views on the Short Listed Alternative 5: Dedicated Transit in Median – 2 lanes?  
(Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

QUESTION 2

Strengths: • legibility - people are familiar with this layout. C54

transit

- traffic unimpeded even if emergency vehicles are parked on the side C55
- no interference from illegal parking/stopping @ street edge
- accommodates on-street parking. C56

Weaknesses:

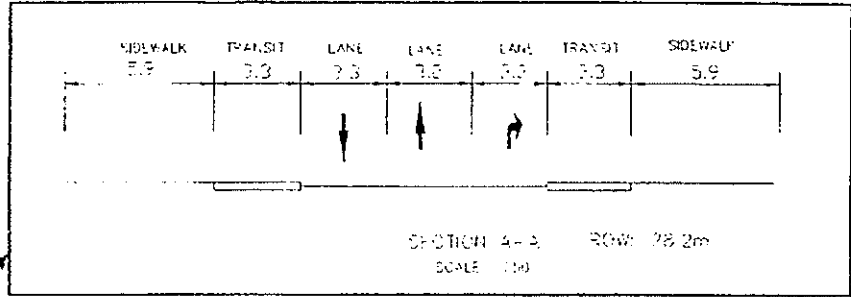
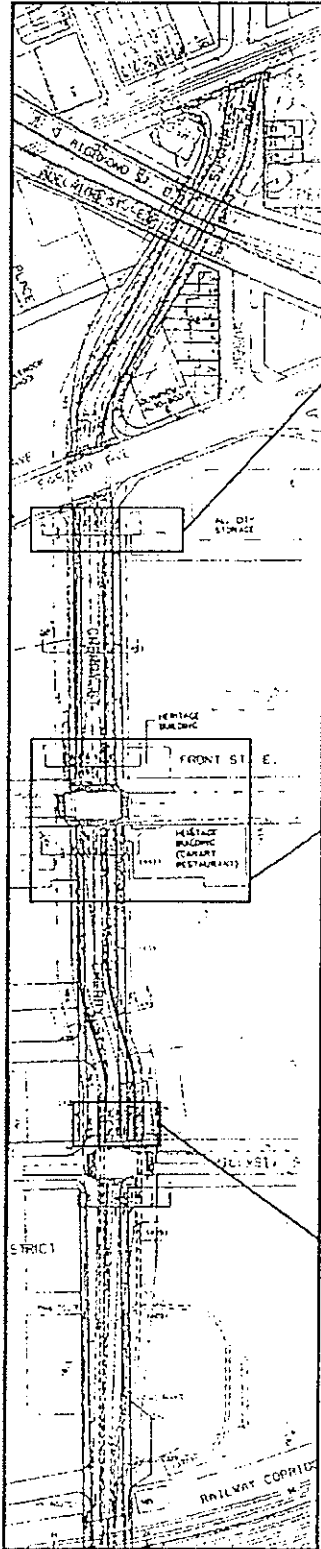
- Must cross street to access shelter. C57
- Pinching at intersections - bike paths disappear. C58

Comments:

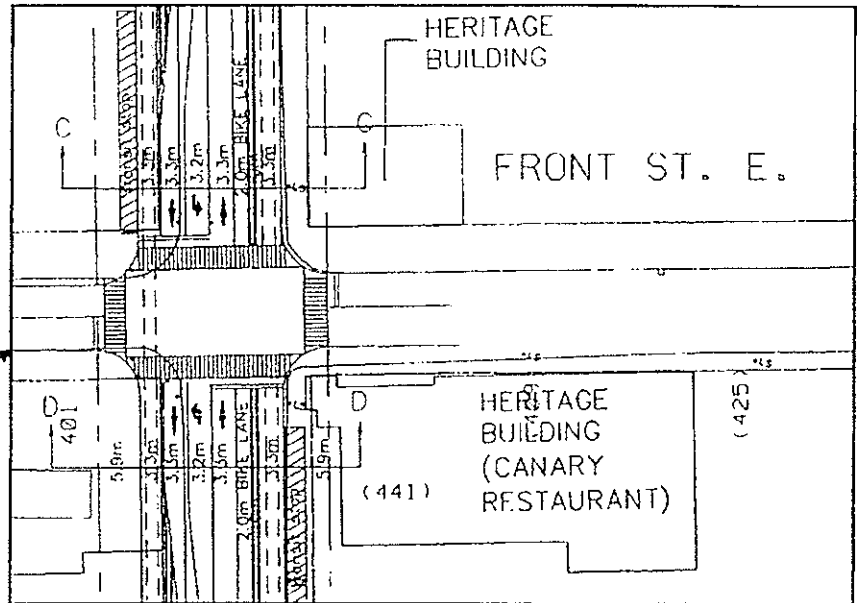


**Question 3:**

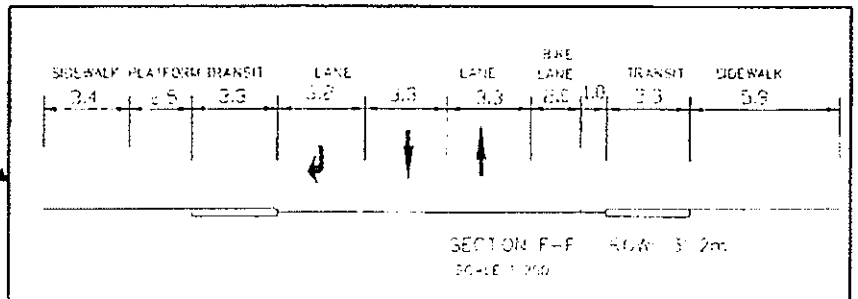
What are your views on 'the Short Listed Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Strengths:

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Weaknesses:

- Streetcars take longer to stop - may not be able to respond fast enough if someone jaywalks, an object rolls from the sidewalk, etc. C59
- no on-street parking possible C60
- bike lanes between traffic lanes. C61
- Unclear re continuity of bike lanes. C62
- Potential obstruction from illegal stopping/parking C63

Comments:

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COMMENT FORM

C64?

⊕ solutions should accommodate  
appearing by delivery vehicles, which will stop anywhere they can

I don't find any of the alternatives extremely satisfactory when it comes to cycling amenities. Lanes disappear, are sandwiched between traffic lanes, etc. <sup>(a) safety</sup> ✓  
Bike lanes should be as isolated from traffic and pedestrians as possible, and 2 directions could even be accommodated on the same side of the street, as is commonly the case in Scandinavia.

I think this is a great opportunity to get the best cycling facilities from the start. The alternatives as presented seem to perpetuate the current Toronto situation in which bike amenities are an afterthought.

On-street parking should be accommodated (support for retail, buffer)

Please Print

Name:

Email:

Address:

Thank you for conducting this public record.

Please return your workbook at the end of tonight's workshop

You may also email, mail, or fax your comments by Wednesday, August 9, 2007 to:

Andrea Kelemen  
Communications and Marketing Department  
Waterfront Toronto  
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E-mail: [transit@waterfronttoronto.ca](mailto:transit@waterfronttoronto.ca)

17

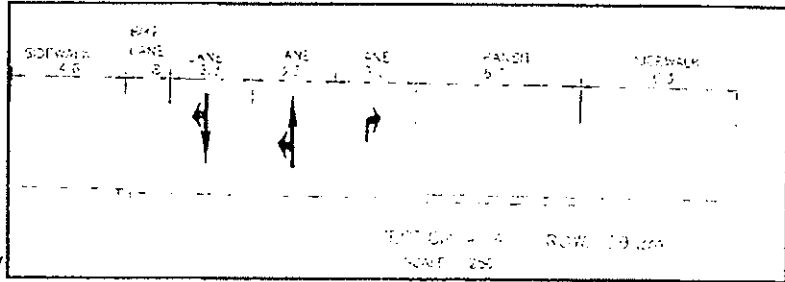
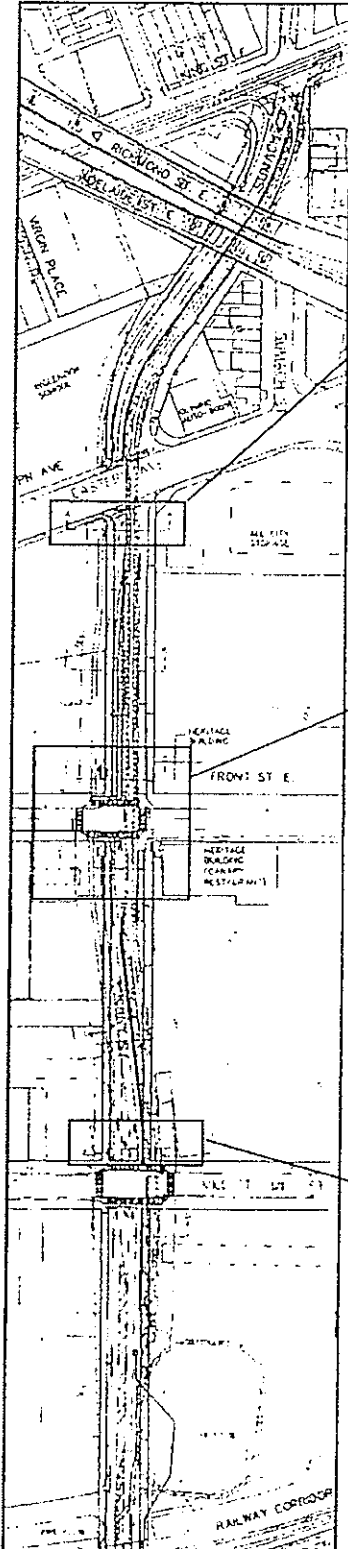
33015532 - 26.07.07

C65 - C67

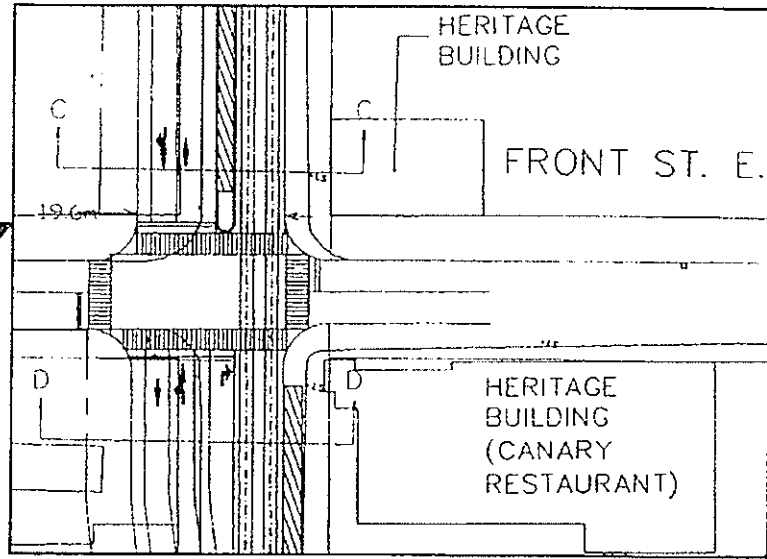
**Questions Related to the Short-Listed  
*Design Alternatives***

**QUESTION 1:**

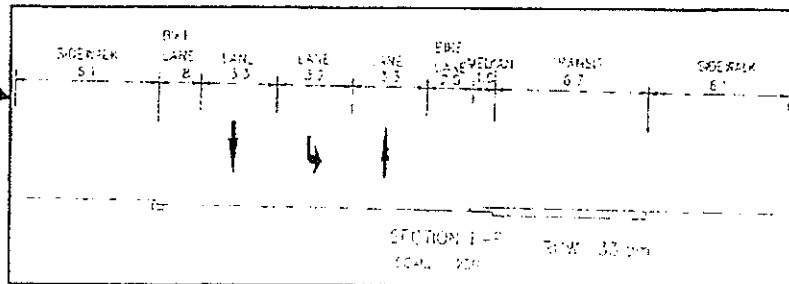
What are your views on the Short Listed Alternative 3: Dedicated Transit East Side? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Strengths:

- dedicated ✓
- wide lanes ✓
- 

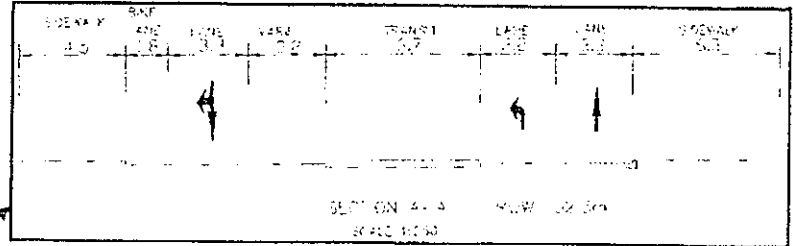
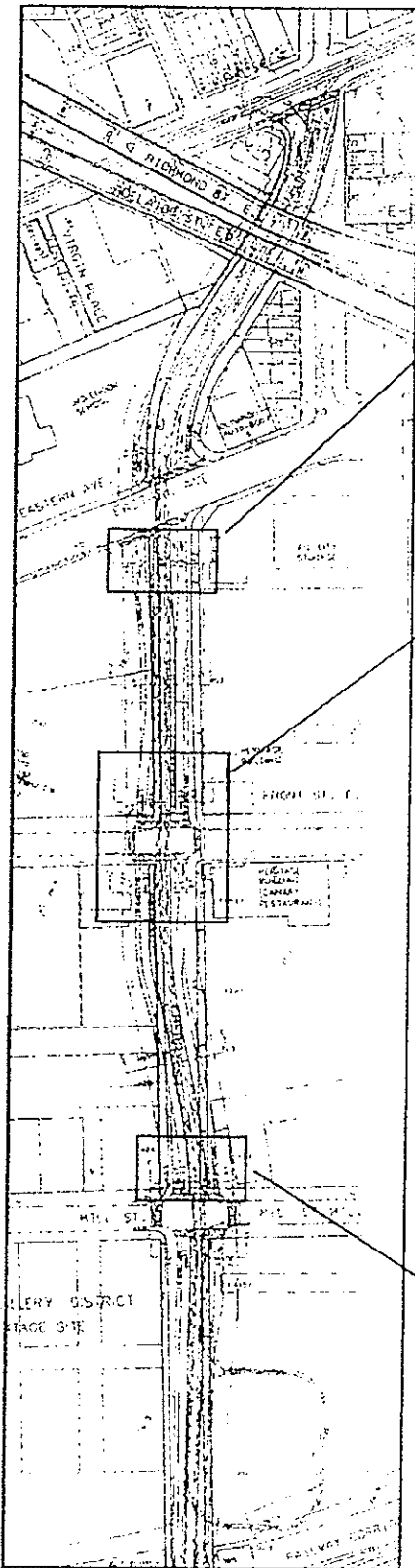
Weaknesses:

- difficult for turning cars - turning over heads C/S
- 

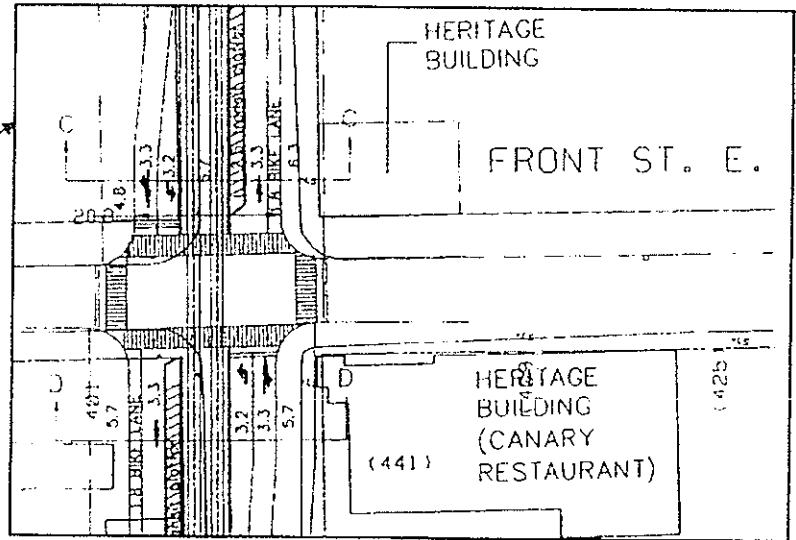
Comments:

**QUESTION 2:**

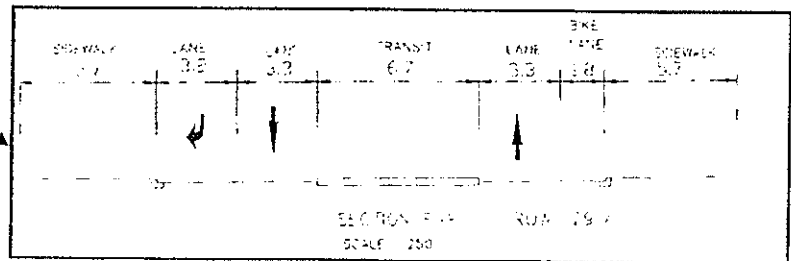
What are your views on 'the Short Listed Alternative 5: Dedicated Transit in Median – 2 lanes?  
(Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

QUESTION 2

Strengths:

- dedicated ✓

Weaknesses:

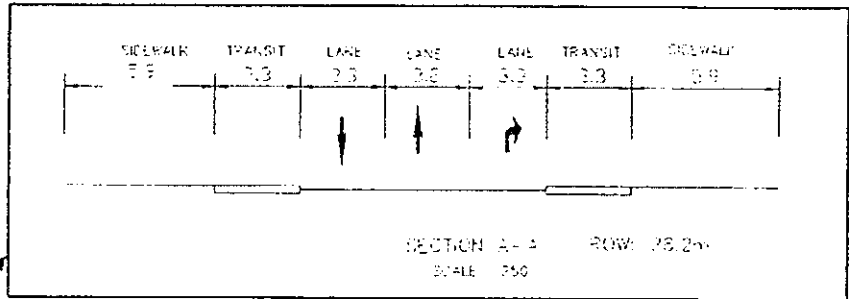
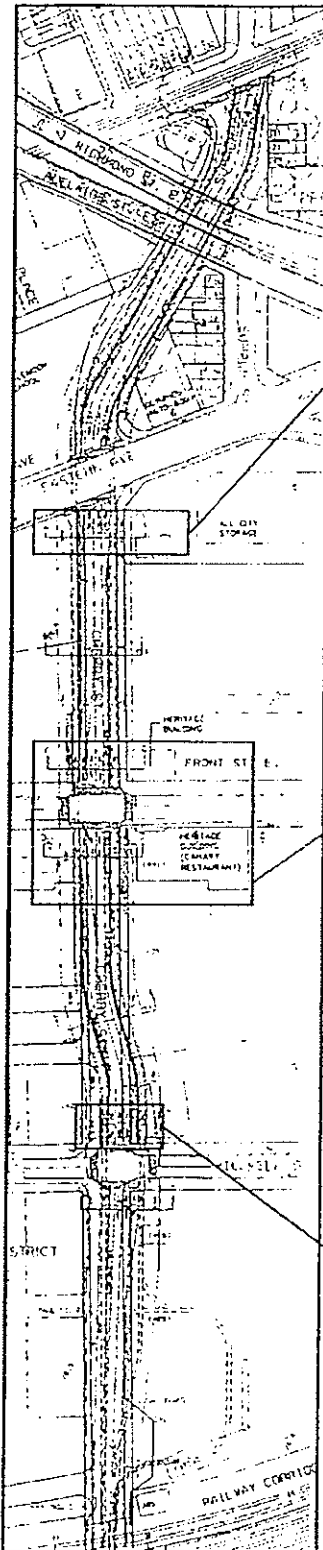
- transit riding time to cross (car lanes) C66

Comments:

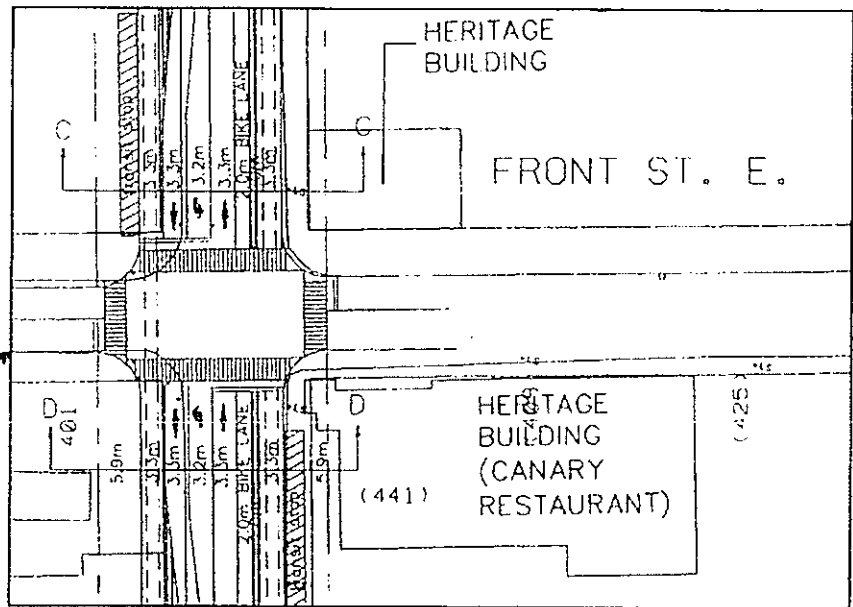


**Question 3:**

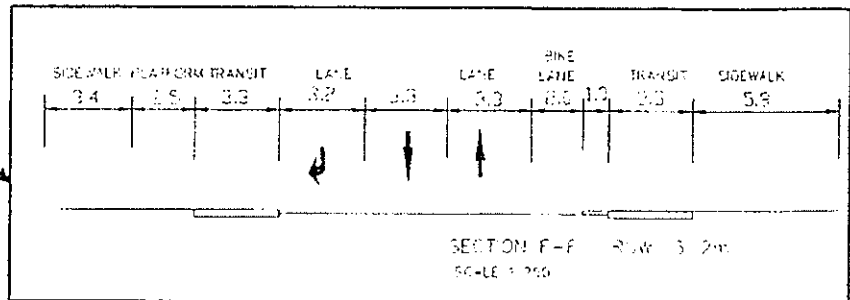
What are your views on the Short Listed Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Question 3

Strengths:

- most "transit first"
  - very handy for pedestrians
- } C67

Weaknesses:

Comments:



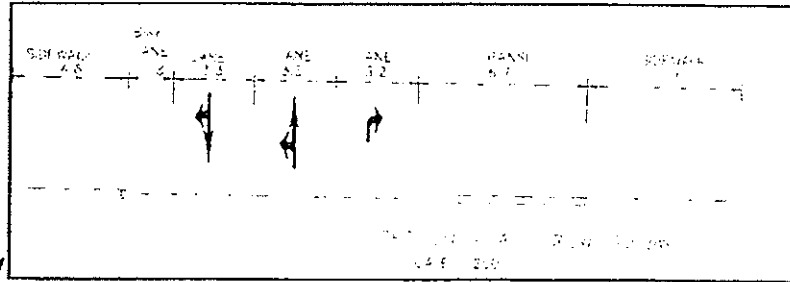
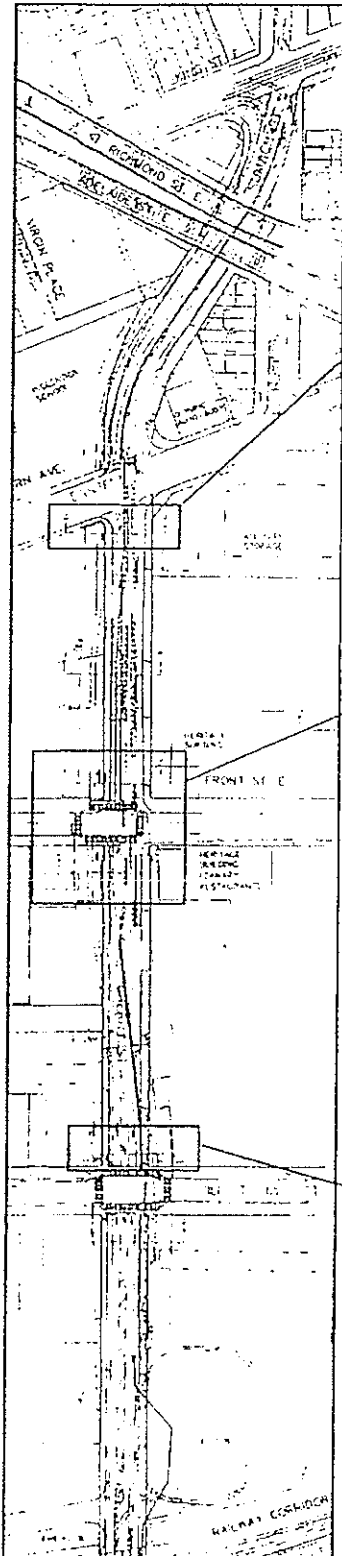
33015532 - 26.07.07

C68 - C70

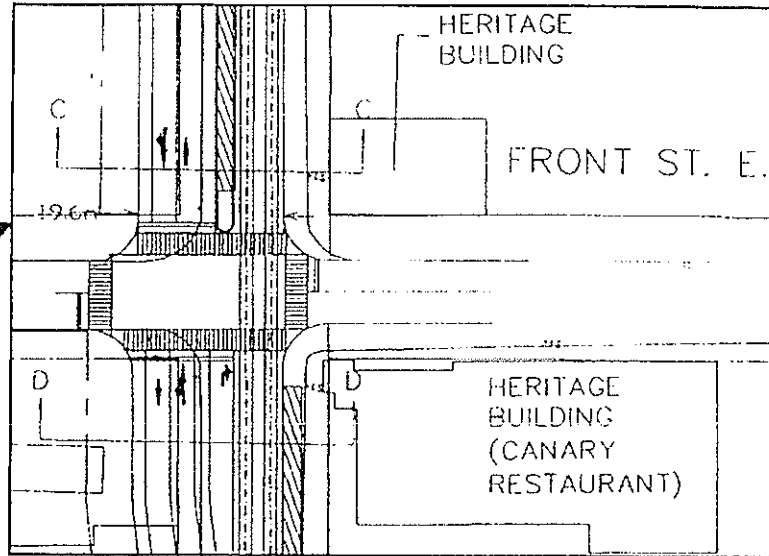
**Questions Related to the Short-Listed  
*Design Alternatives***

**QUESTION 1:**

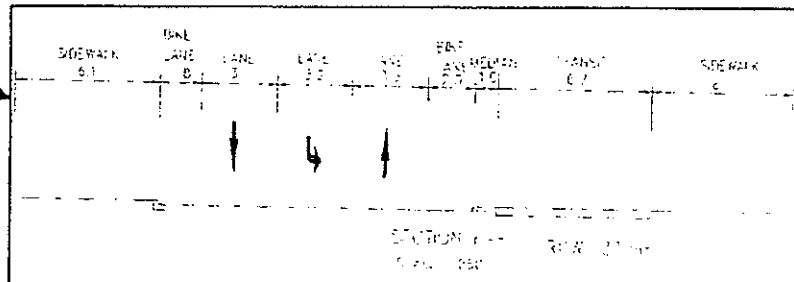
What are your views on the Short Listed Alternative 3: Dedicated Transit East Side? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection

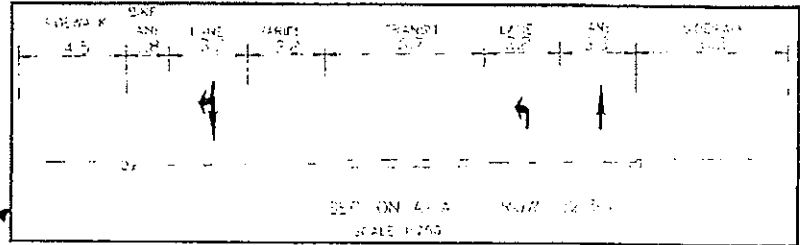
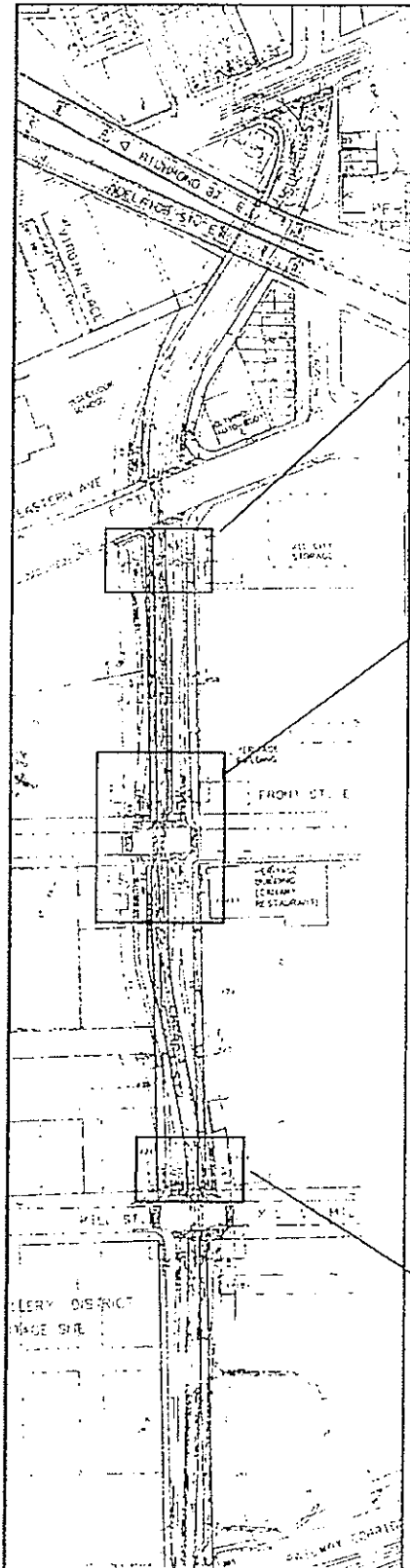


Cross-Section at Cherry/Mill Intersection

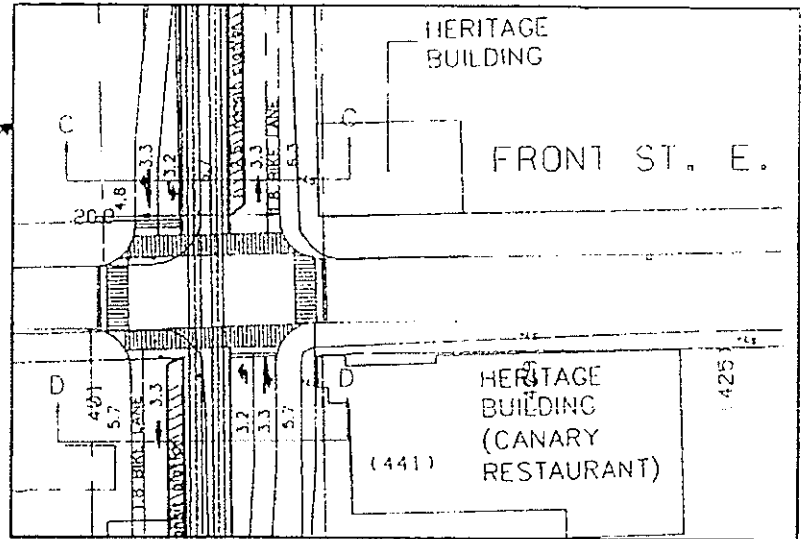


**QUESTION 2:**

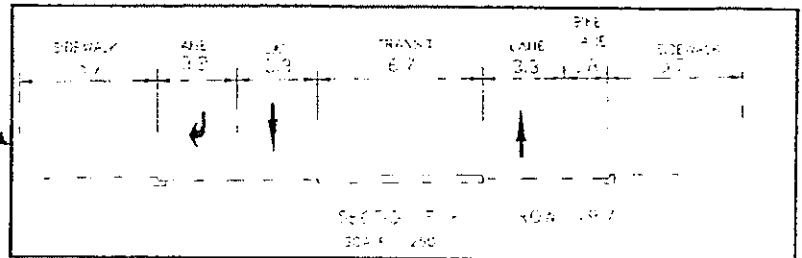
What are your views on the Short Listed Alternative 5: Dedicated Transit in Median – 2 lanes?  
 (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



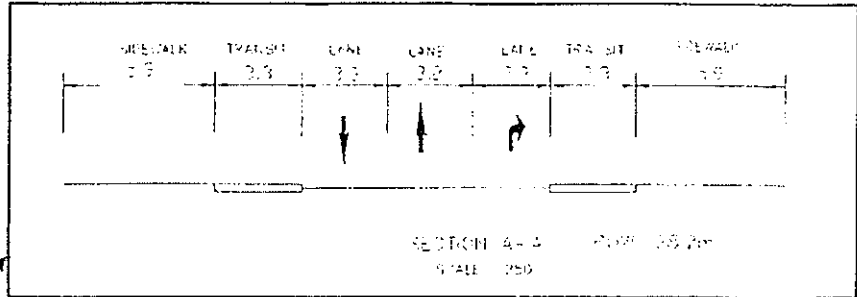
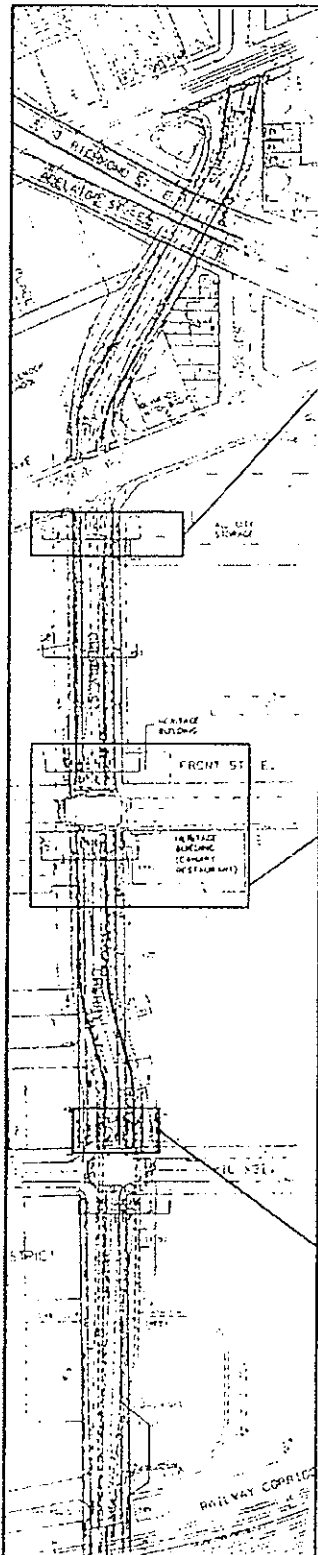
Cross-Section at Cherry/Mill Intersection



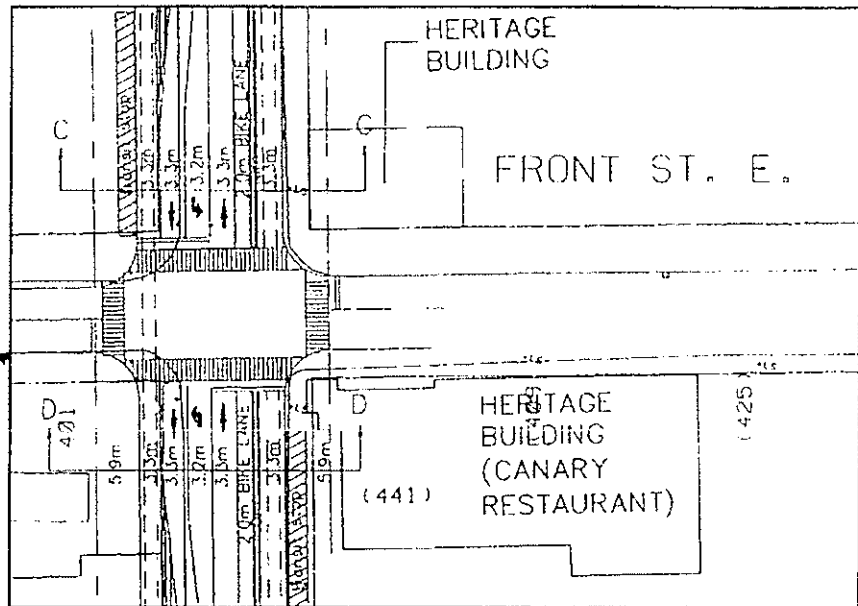


**Question 3:**

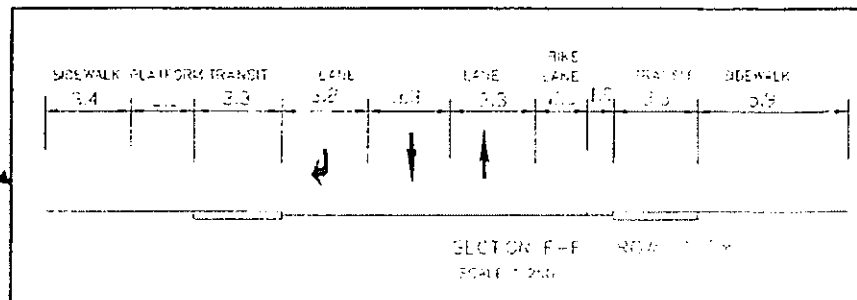
What are your views on 'the Short Listed Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)?' (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Question 3

**Strengths:** Streetcar platforms will be accessible to pedestrians and those with physical impairment since platforms are incorporated into the sidewalk zone C69

**Weaknesses:**

- Not a continuous bike lane C70
- no right turn northbound @ Eastern & Front this restricts traffic circulation C71

**Comments:**

# COMMENT FORM

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Please  
 Name:  
 Email:  
 Address

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Thank yo  
 conductin  
 public rec

this study are being collected solely for the purpose of  
 onal information, all comments will become part of the

Please return your workbook at the  
 end of tonight's workshop

You may also email, mail, or fax your  
 comments by Wednesday, August 9, 2007 to:

Andrea Kelemen  
 Communications and Marketing Department  
 Waterfront Toronto  
 20 Bay Street, Suite 1310  
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 E-mail: [transit@waterfronttoronto.ca](mailto:transit@waterfronttoronto.ca)

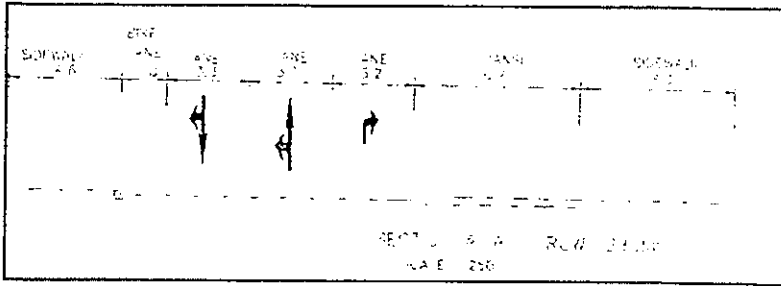
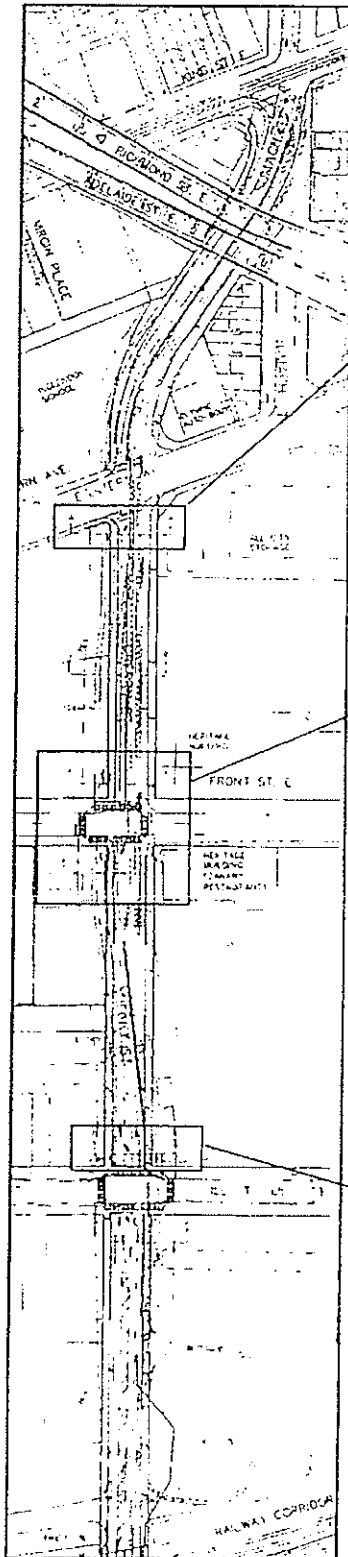
330155 32 - 26.07.07

C71-73

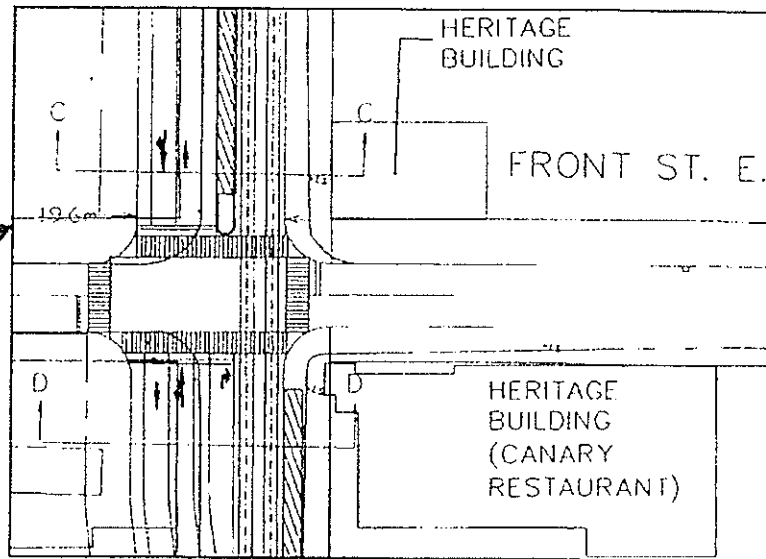
**Questions Related to the Short-Listed  
*Design Alternatives***

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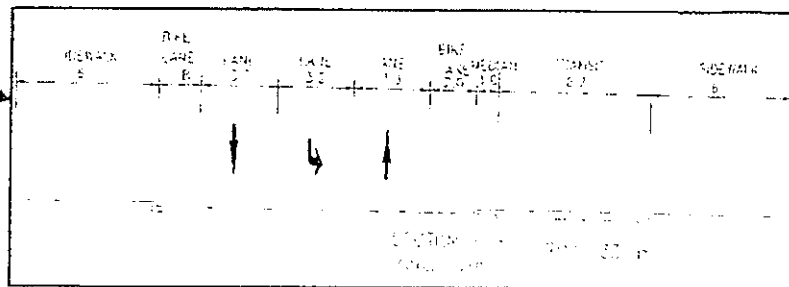
What are your views on 'the Short Listed Alternative 3: Dedicated Transit East Side? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Question 1

Strengths:

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Weaknesses:

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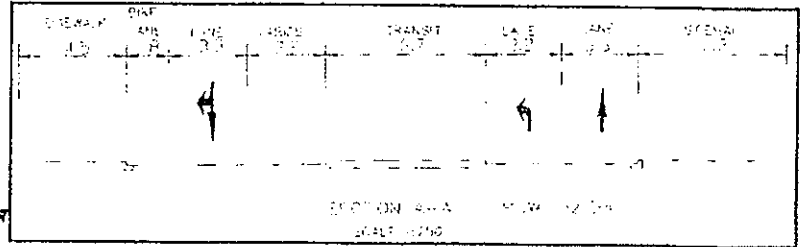
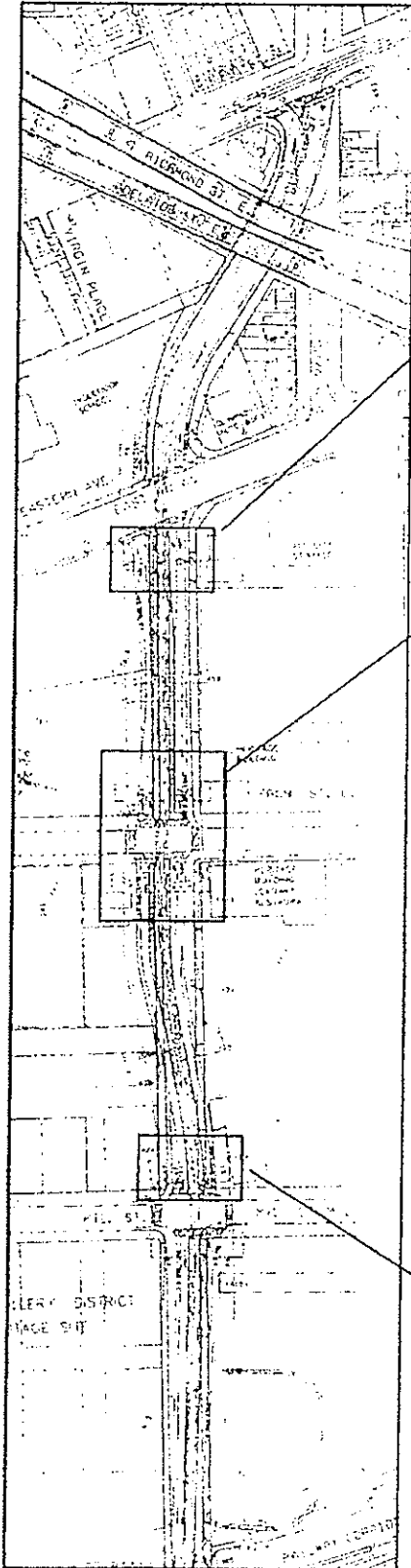
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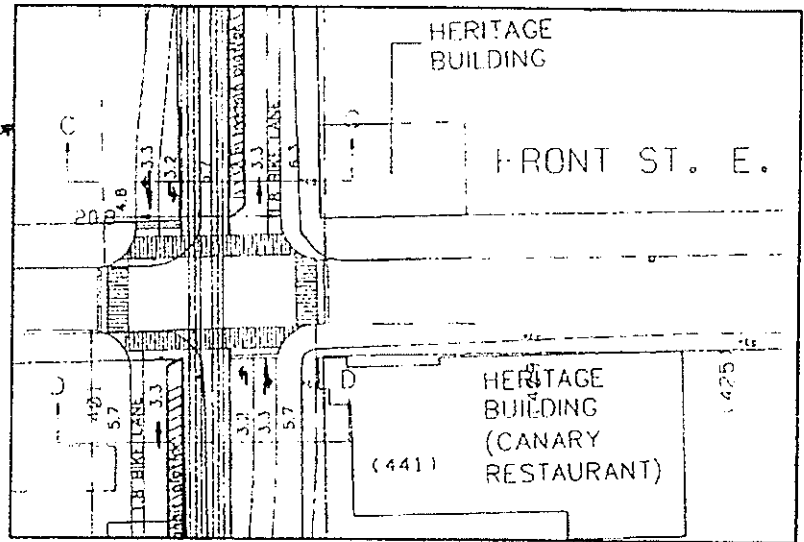
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**QUESTION 2:**

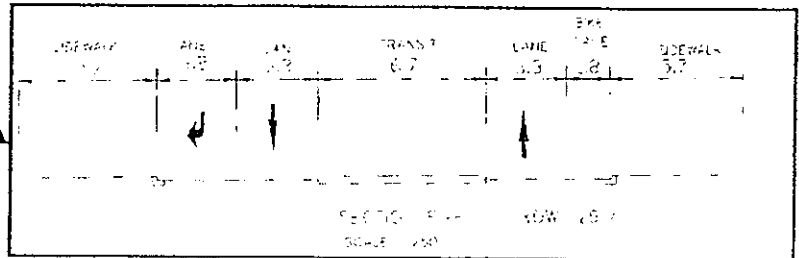
What are your views on 'the Short Listed Alternative 5: Dedicated Transit in Median – 2 lanes?  
(Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

QUESTION 2

Strengths:

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Weaknesses:

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Comments:

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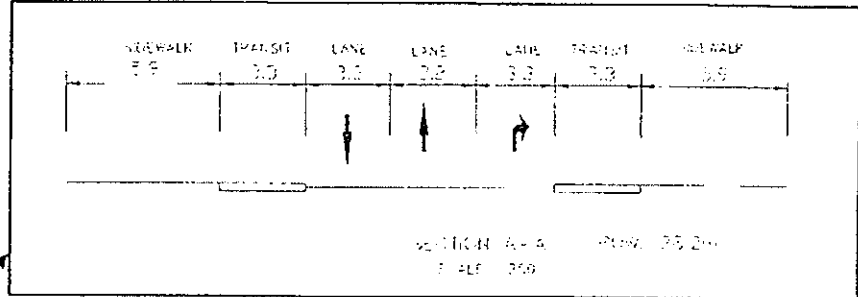
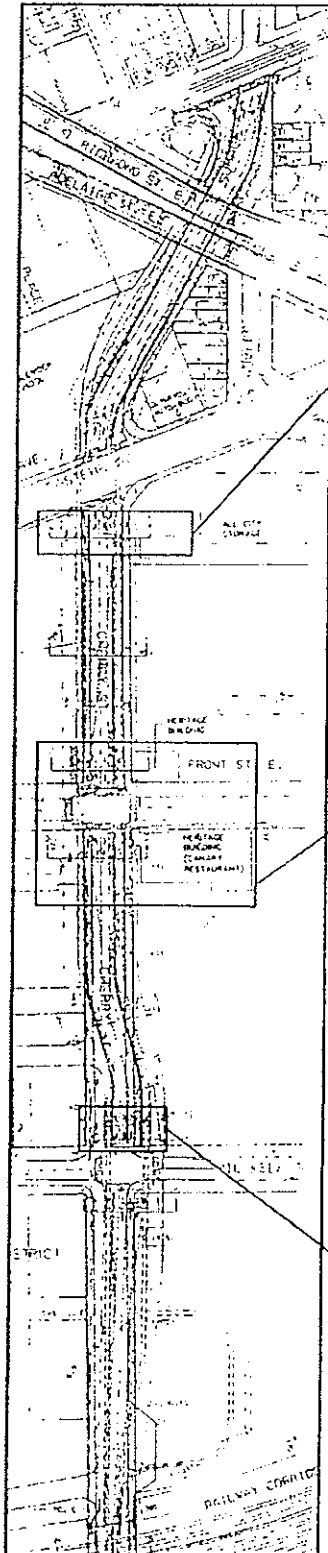
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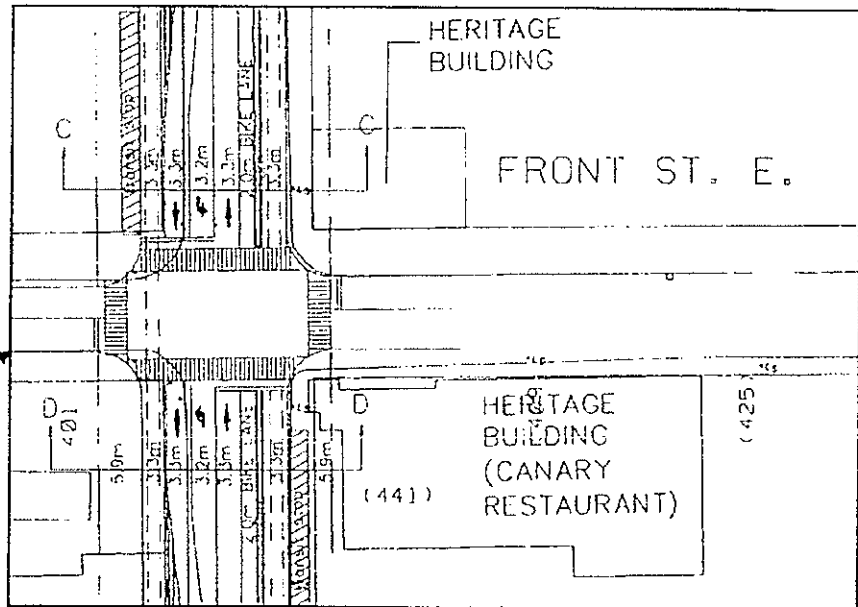


**Question 3:**

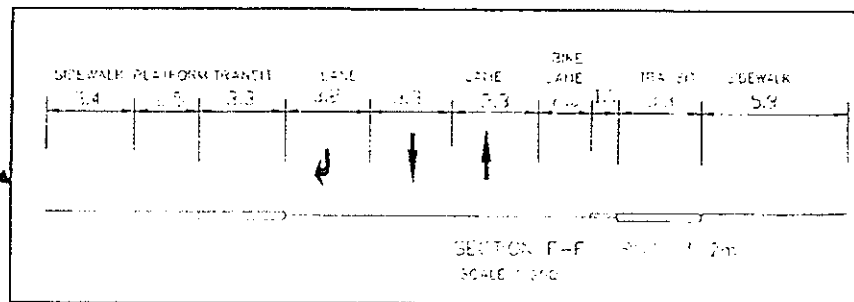
What are your views on 'the Short Listed Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)?' (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

**Question 3**

**Strengths:**

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**Weaknesses:**

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**Comments:**

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COMMENT FORM

C71

1) Right turn lane issue re: bikers

2) No left turns westbound until C72 Eastern - this would allow extra room for ~~the~~ platform in the centre between street cars (double door)

~~NO~~ No left turn onto Mill St. please

3) Like centre TTC platform! C73

Please Print

Name:

Email:

Address:

Thank you for your participation in conducting the environmental public record.

Information being collected solely for the purpose of consultation, all comments will become part of the public record.

Please return your workbook at the end of tonight's workshop

You may also email, mail, or fax your comments by Wednesday, August 9, 2007 to:

Transit Communications and Marketing Department  
Waterfront Toronto  
20 Bay Street, Suite 1310  
Toronto, Ontario M5J 2N8  
Tel: (416) 214-1344 ext. 248  
Fax: (416) 214-4591  
E-mail: [transit@waterfronttoronto.ca](mailto:transit@waterfronttoronto.ca)

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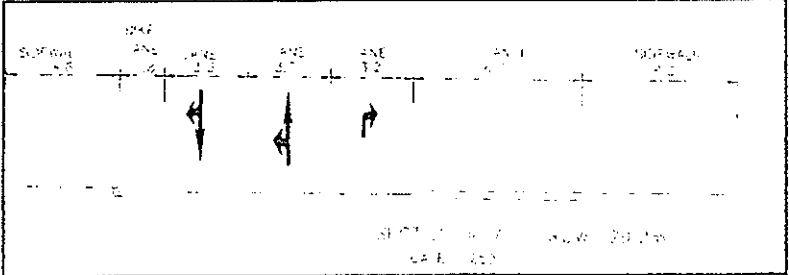
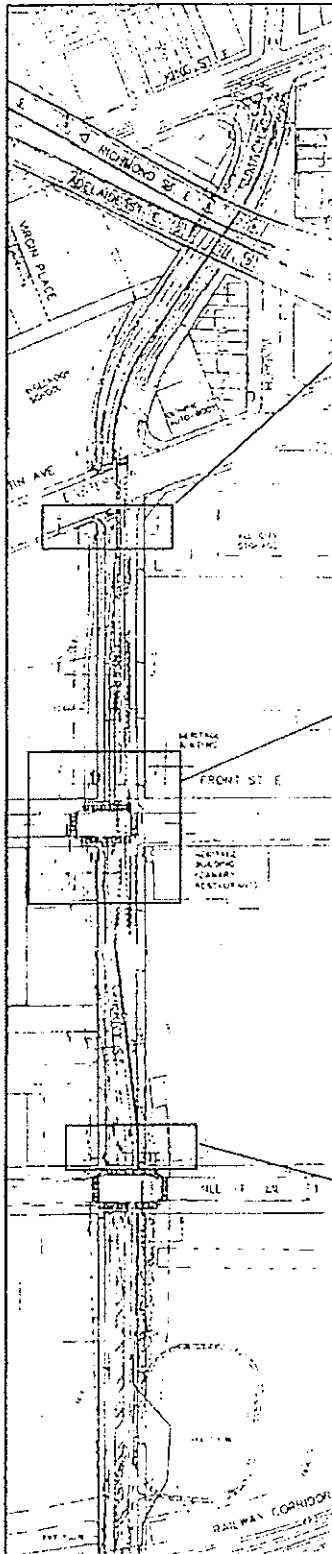
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C74 - C77

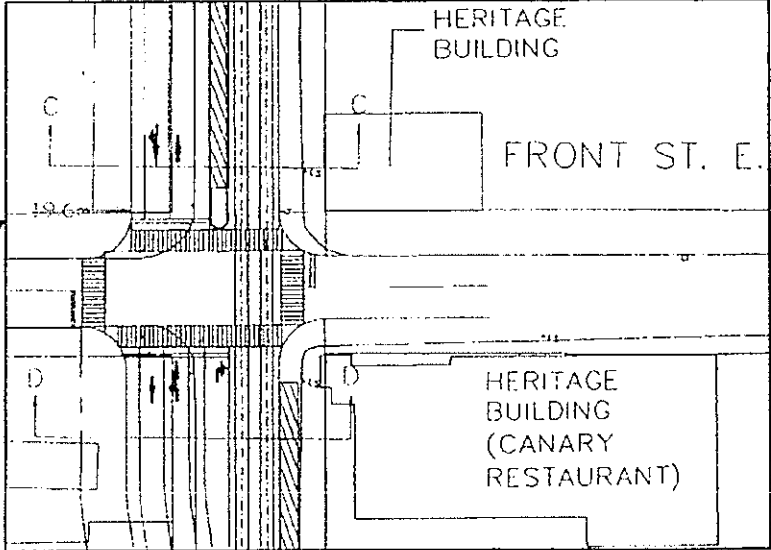
**Questions Related to the Short-Listed  
*Design Alternatives***

# QUESTION 1:

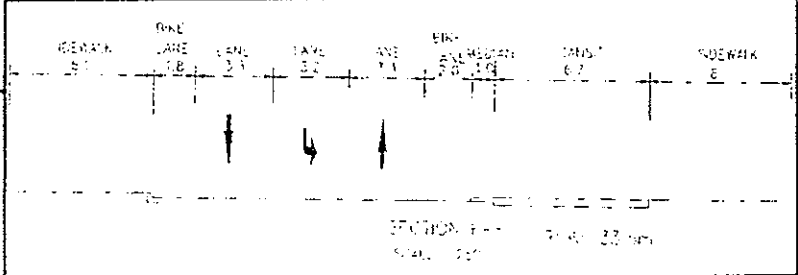
What are your views on 'the Short Listed Alternative 3: Dedicated Transit East Side? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

**Question 1**

**Strengths:**

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**Weaknesses:**

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**Comments:**

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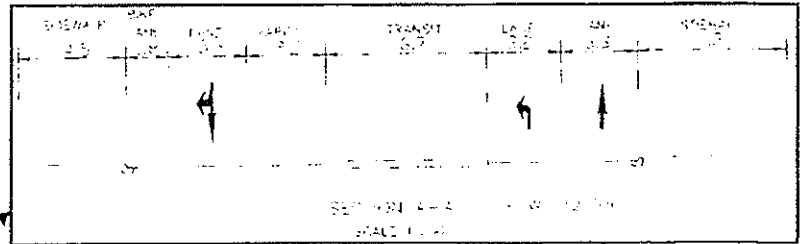
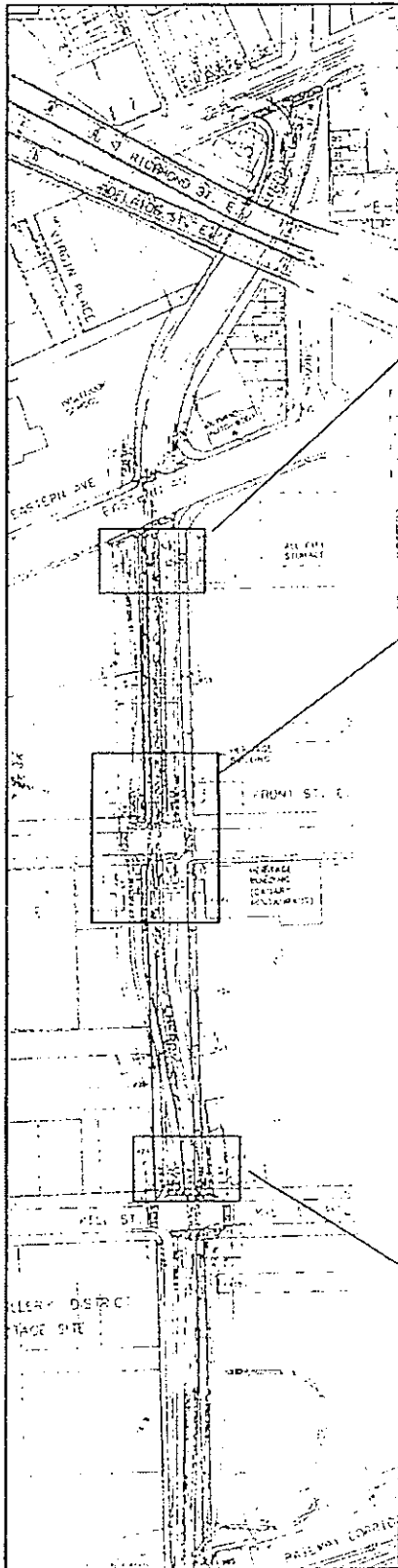
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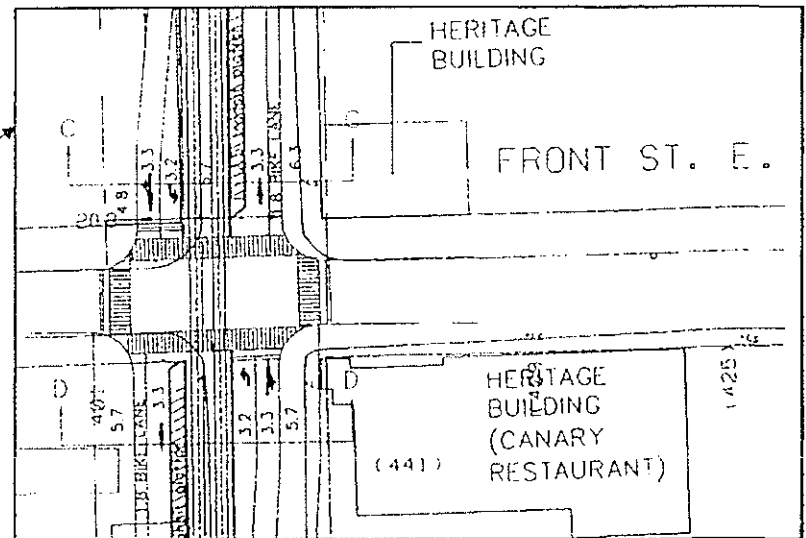
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**QUESTION 2:**

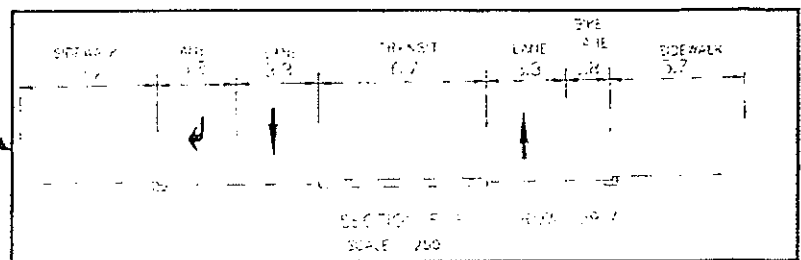
What are your views on 'the Short Listed Alternative 5: Dedicated Transit in Median – 2 lanes?  
(Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Strengths:

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Weaknesses:

TOO easy for motor vehicles to park in bike lane (all too common - ex. Collese st). As a cyclist, I prefer configuring the street so that motor vehicles are in the centre, or on one side. C74

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Comments:

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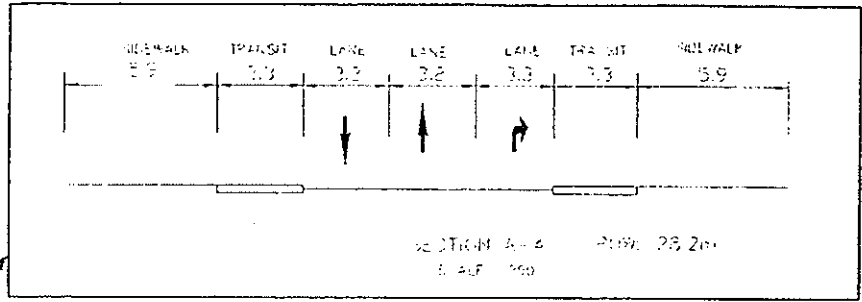
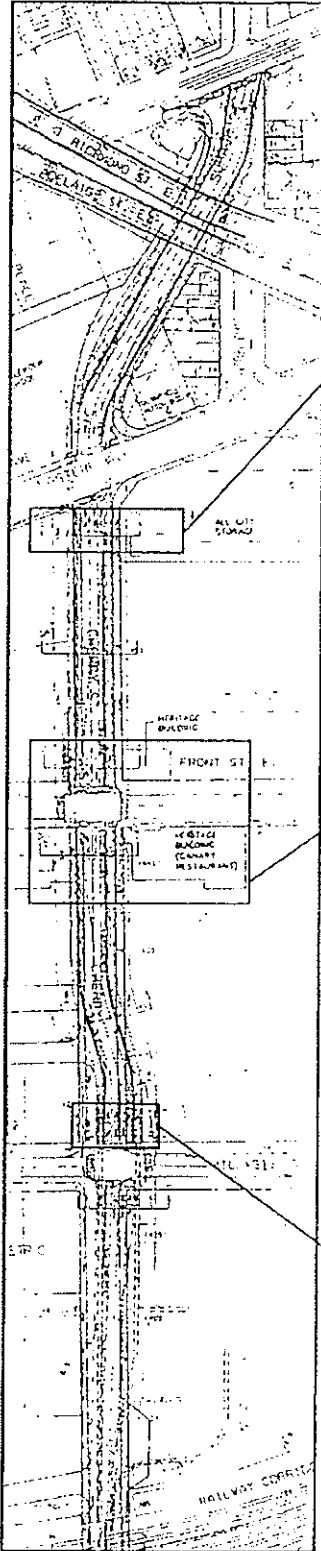
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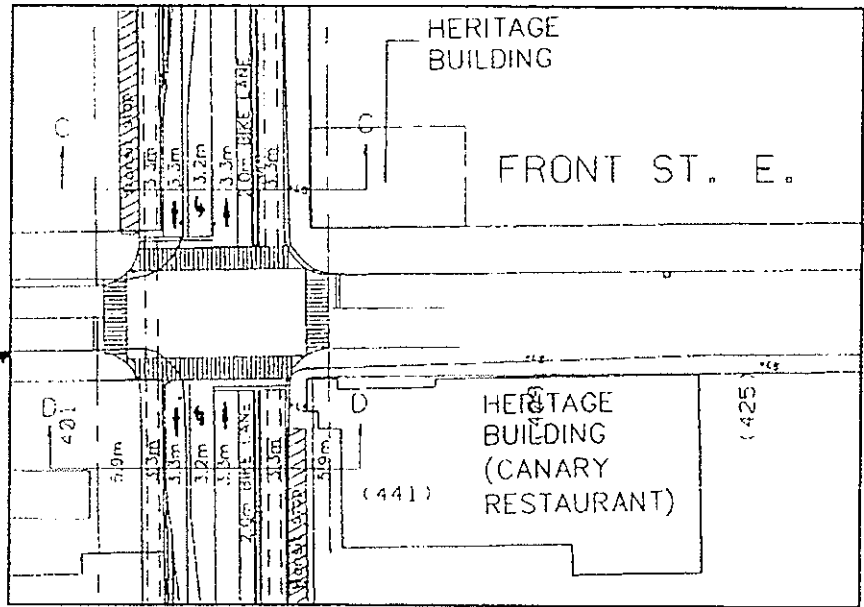


**Question 3:**

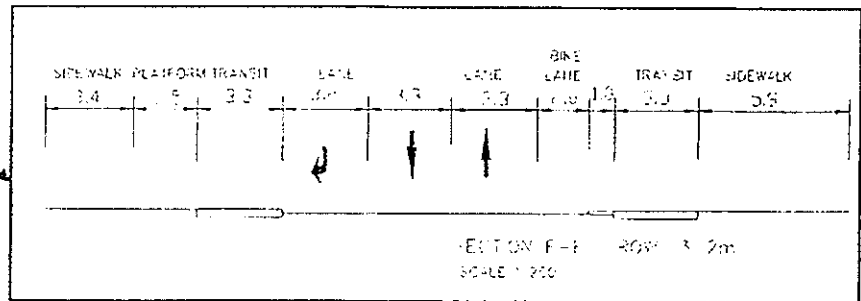
What are your views on "the Short Listed Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Strengths:

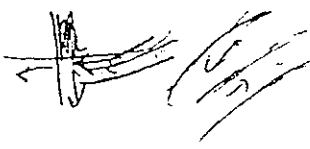
- ① Best protection for cyclists from motorists who tend to park in the bike lane. C75
- ② easiest configuration for riders to board and exit streetcar. They don't have to cross a lane of traffic. Safest too! C76

Weaknesses:

None

Comments:

COMMENT FORM



H b | M | b | H → H | M | b | H | c |

XY Please consider combining the bike lanes as variants for options alternatives 1 & 8. ie. They would like the Martin Goodman Trail and be consistent with the West 8 Plan. CFF

Please Pri

Name:

Email:

Address:

Thank you for conducting the public record.

Please re end of to

You may also email, mail, or fax your comments by Wednesday, August 9, 2007 to:

.. 2C Tc Tε Fax: (416) 214-4591 E-mail: [transit@waterfronttoronto.ca](mailto:transit@waterfronttoronto.ca)



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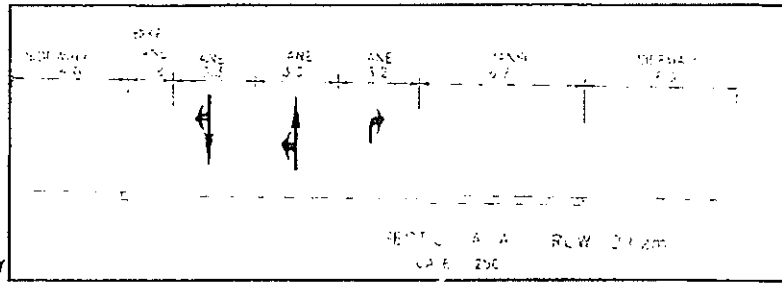
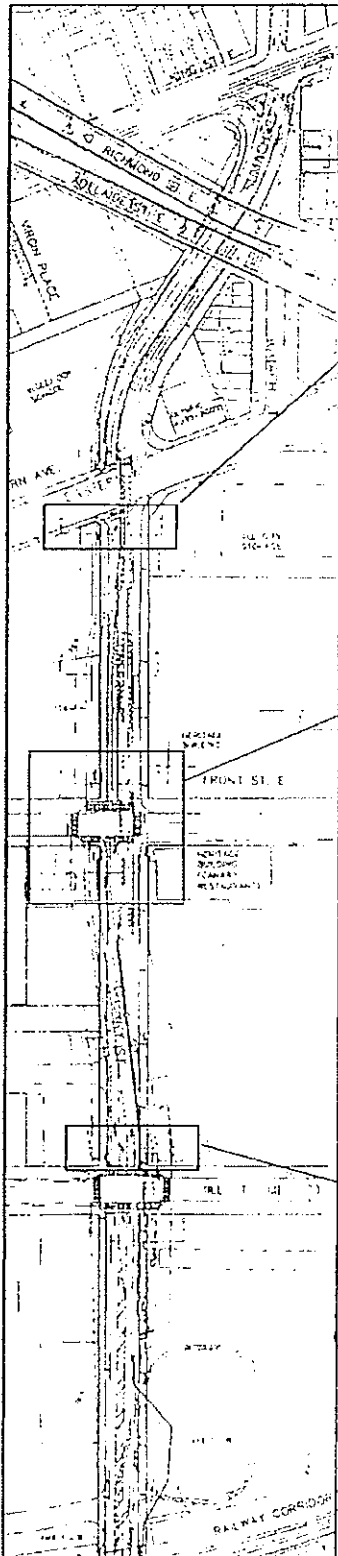
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C82 - C87

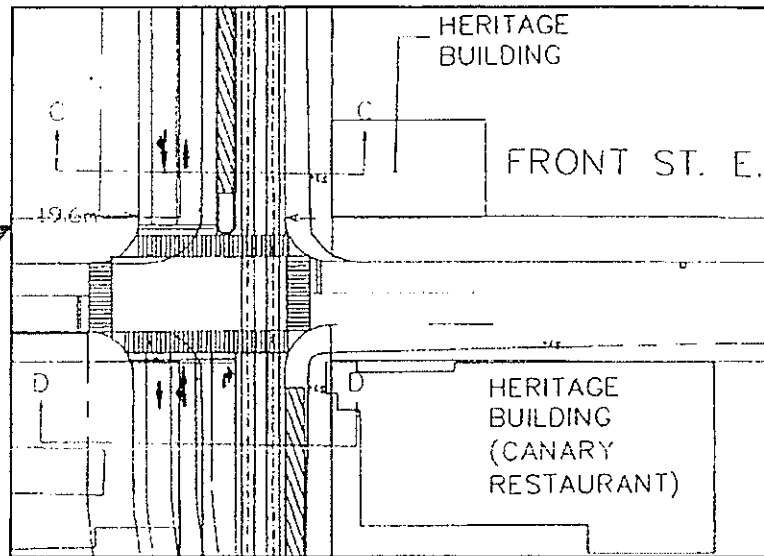
**Questions Related to the Short-Listed  
*Design Alternatives***

# QUESTION 1:

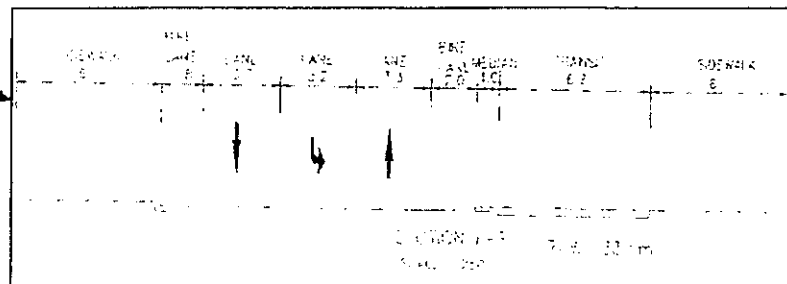
What are your views on 'the Short Listed Alternative 3: Dedicated Transit East Side?' (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Strengths: Keeps all transit together, east side less  
obtrusive (at least at present)

C82

General

Weaknesses: too st wide / C83

These comments apply to all proposals  
- right of way - how much way too generous  
- the traffic should look at putting pedestrian  
next to bikers, next to transit next to  
private vehicles - ?

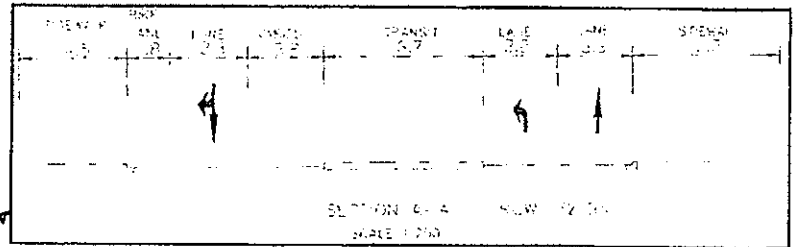
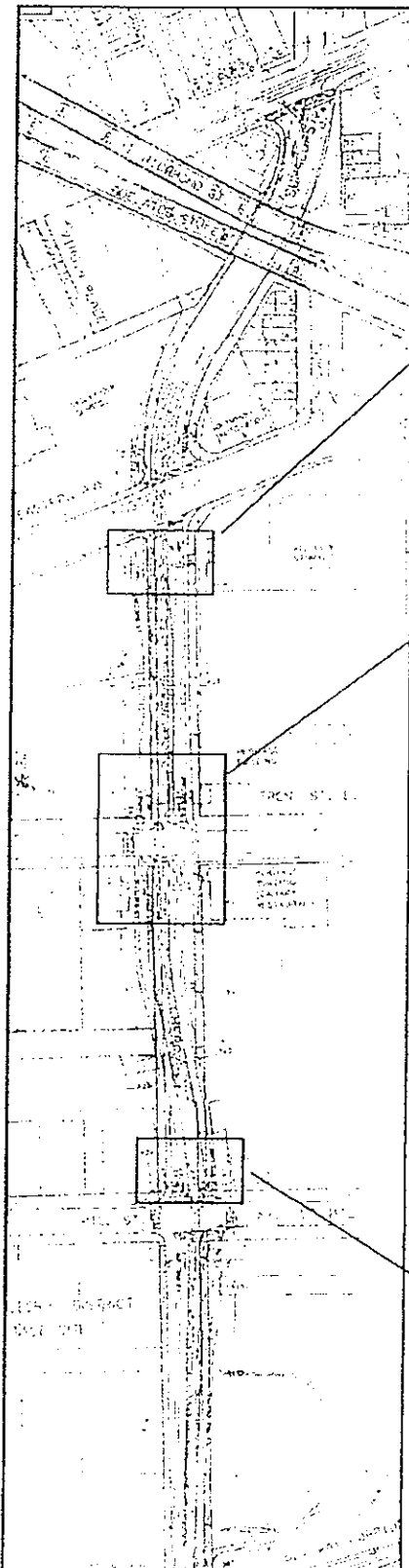
Comments: Bike lanes can be North & South on  
same side of road  
visibly & physically separated from pedestr.  
etc. C84

Is the turn around loop really necessary on  
the north of Lakeshore - ?

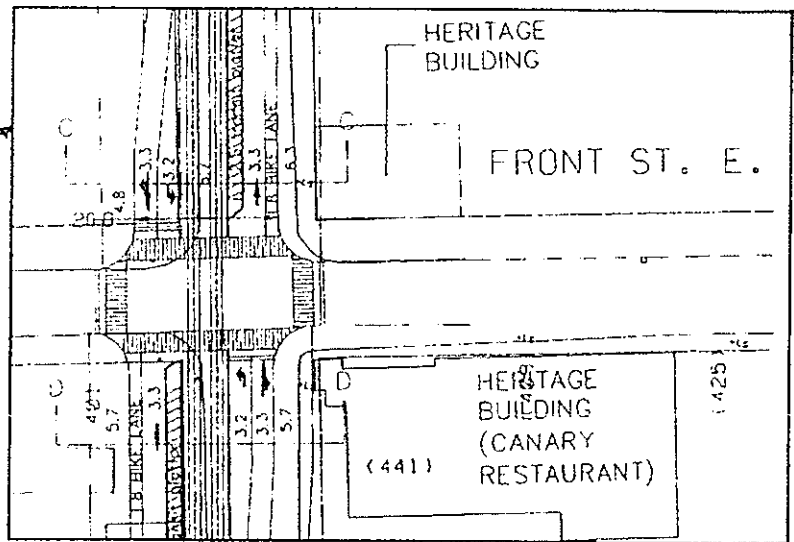
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## QUESTION 2:

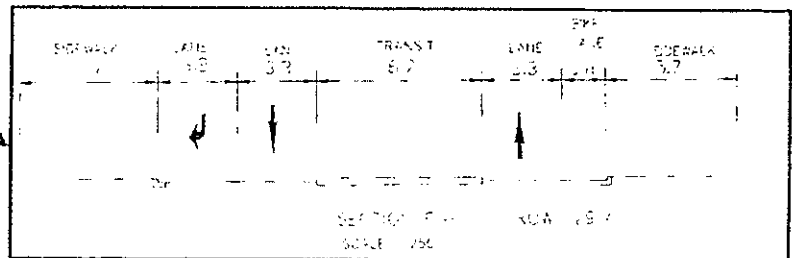
What are your views on 'the Short Listed Alternative 5: Dedicated Transit in Median – 2 lanes?'  
 (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

QUESTION 2

Strengths:

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Weaknesses:

Too wide right of way  
Attention to height of post joint as there  
is requirement  
CRS. 2  
0.

Comments:

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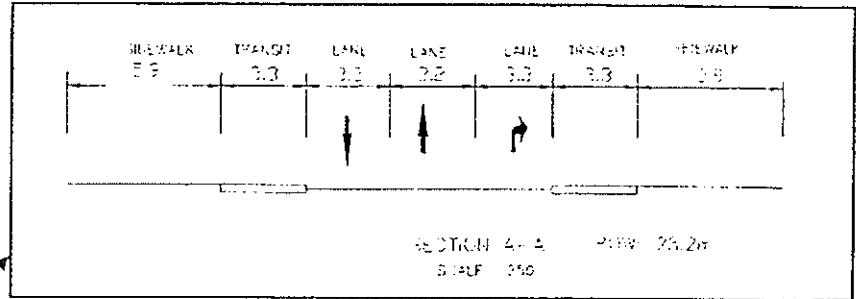
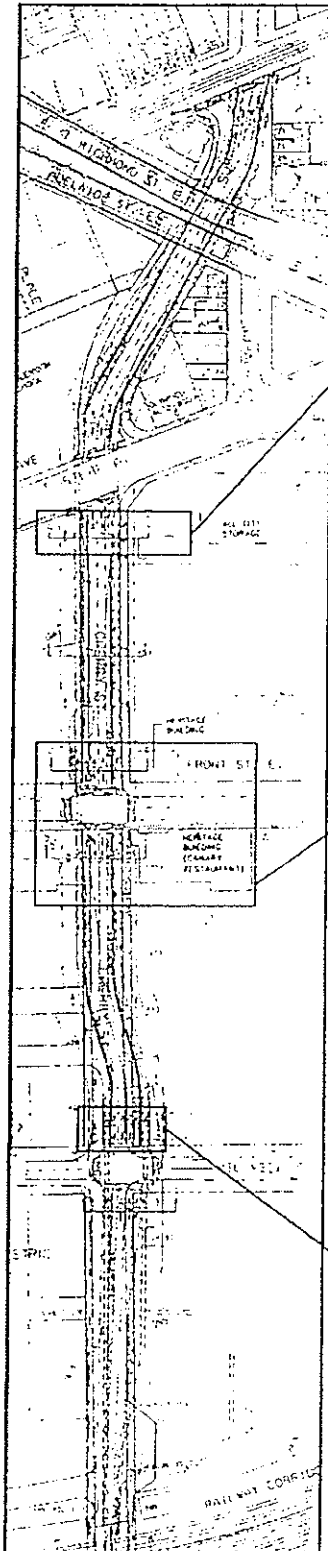
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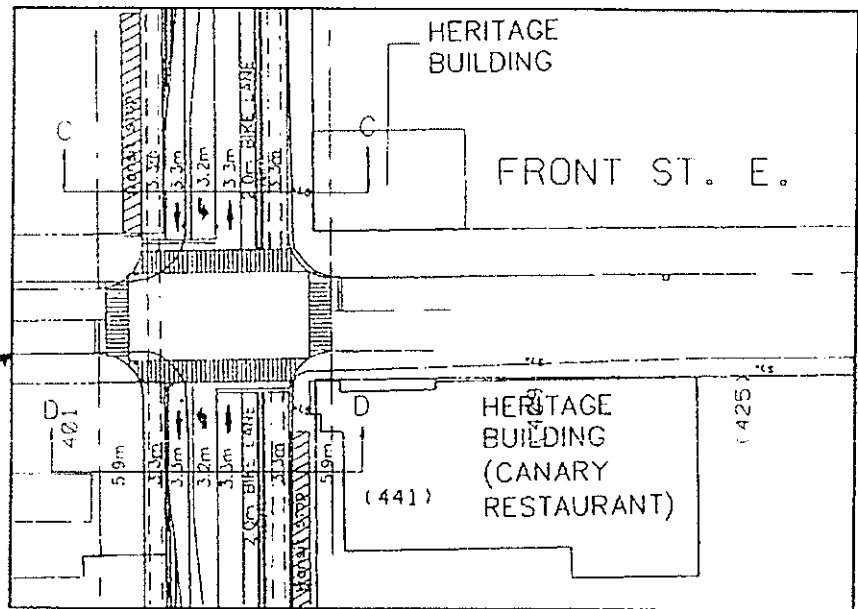


**Question 3:**

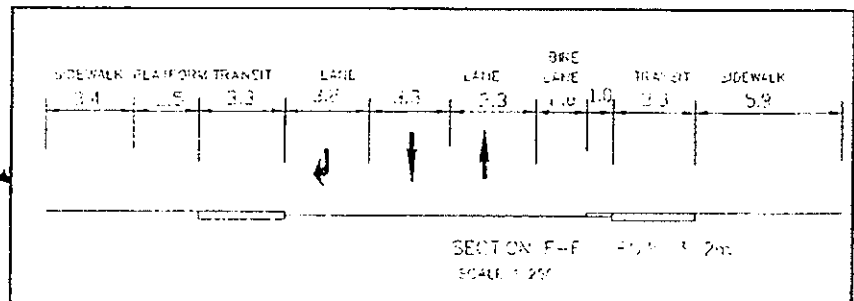
What are your views on 'the Short Listed Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)?' (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Question 3

Strengths:

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Weaknesses: *Too wide right of way*  
*c. 86*

Comments: *Billings Hazard*

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**COMMENT FORM**

Why did the dedicated transit mall  
did not make it in the short list?

The TTC/City/Waterfront criteria do not seem  
to be forward looking enough to counteract  
a dedicated mall in a fairly touristy &  
high density neighborhood - Shops, benches,  
planters, active transit would go a long way  
to limit access of private cars into the city.

That is the way of the future, do it now!

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\_\_\_\_\_  
**Please Print**  
**Name:** \_\_\_\_\_  
**Email:** \_\_\_\_\_  
**Address:** \_\_\_\_\_

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Thank you for your  
conducting the envi  
public record.

are being collected solely for the purpose of  
information, all comments will become part of the

**Please retur  
end of tonig**

You may also email, mail, or fax your  
comments by Wednesday, August 9, 2007 to:

Transit  
Planning and Marketing Department  
Toronto  
Suite 1310  
100 King Street West  
Toronto, Ontario M5J 2N8  
Tel: (416) 214-1344 ext. 248  
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E-mail: [transit@waterfronttoronto.ca](mailto:transit@waterfronttoronto.ca)

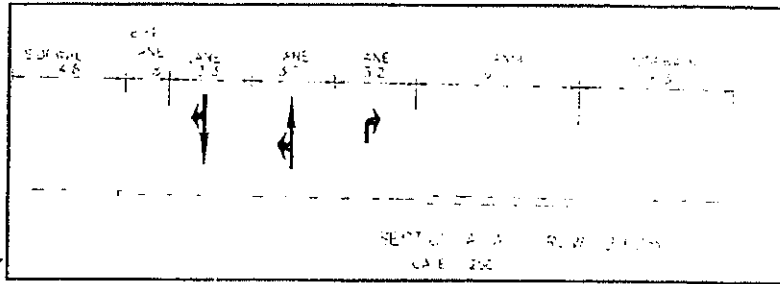
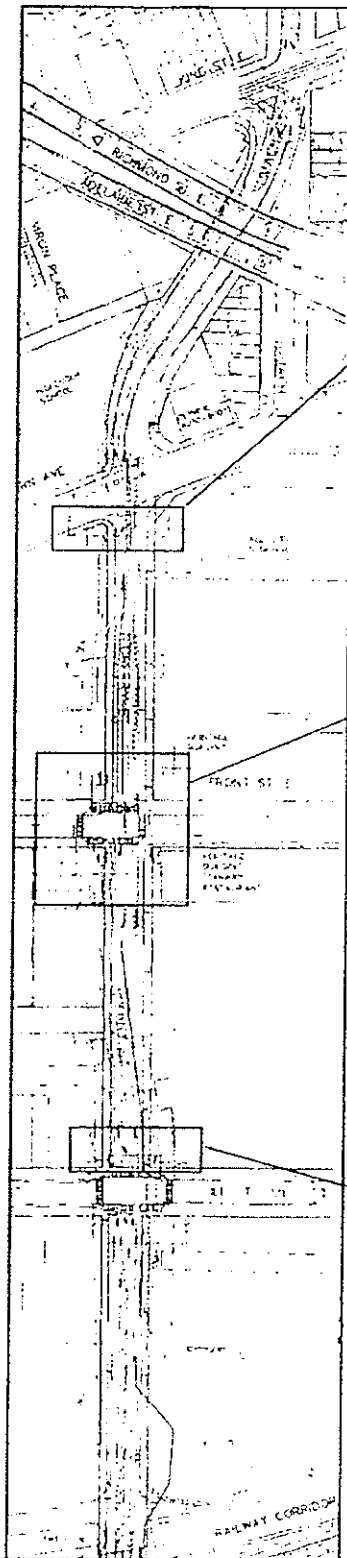
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C78 - C81

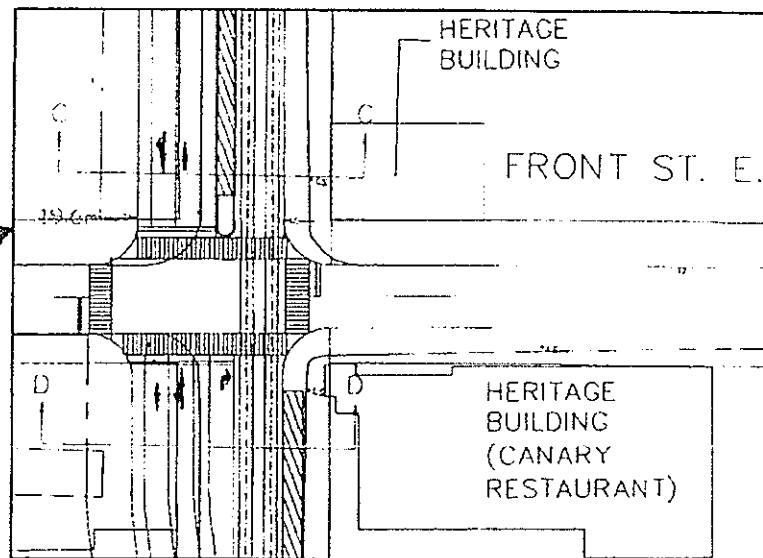
**Questions Related to the Short-Listed  
*Design Alternatives***

**QUESTION 1:**

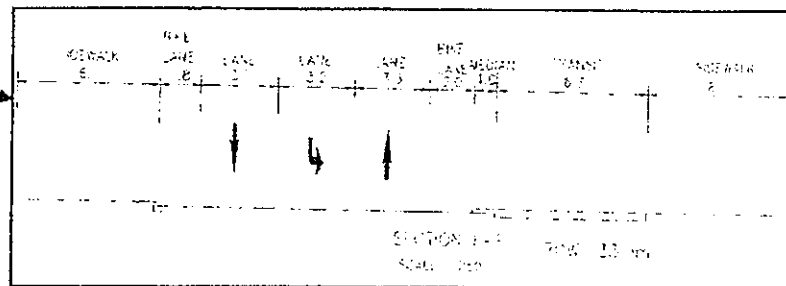
What are your views on 'the Short Listed Alternative 3: Dedicated Transit East Side? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Strengths:

Wider sidewalks C78

arrangement of lanes allows change of direction in peak times  
- as on Jarvis (two lanes going south, one north and vice versa. (not sure how this affects turn lanes).

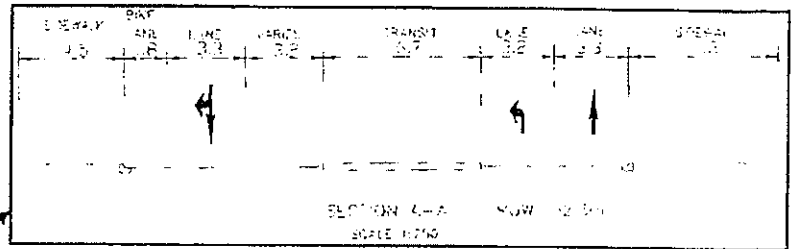
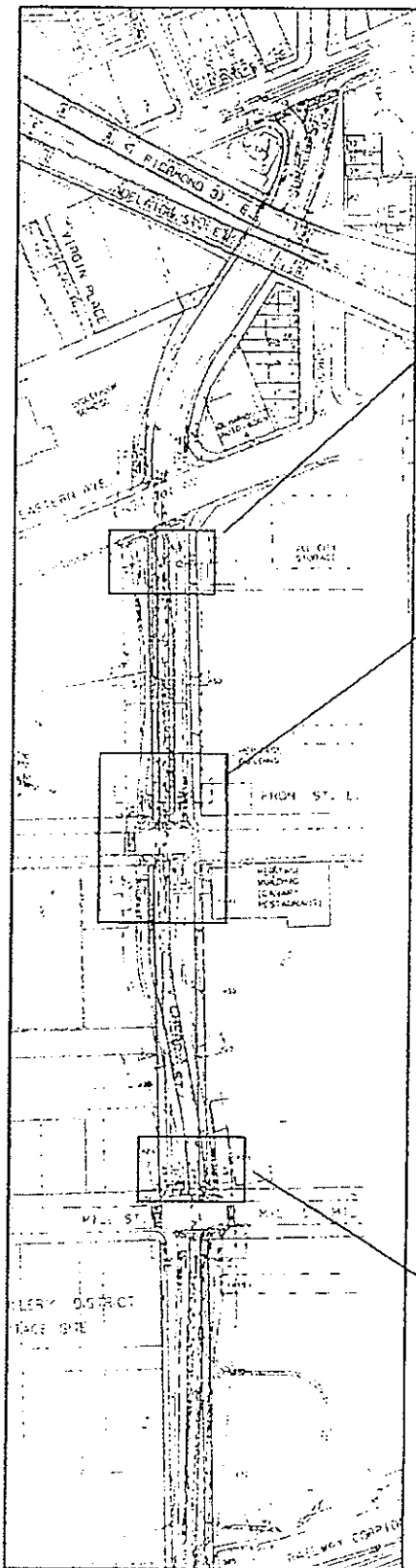
Weaknesses:

Comments:

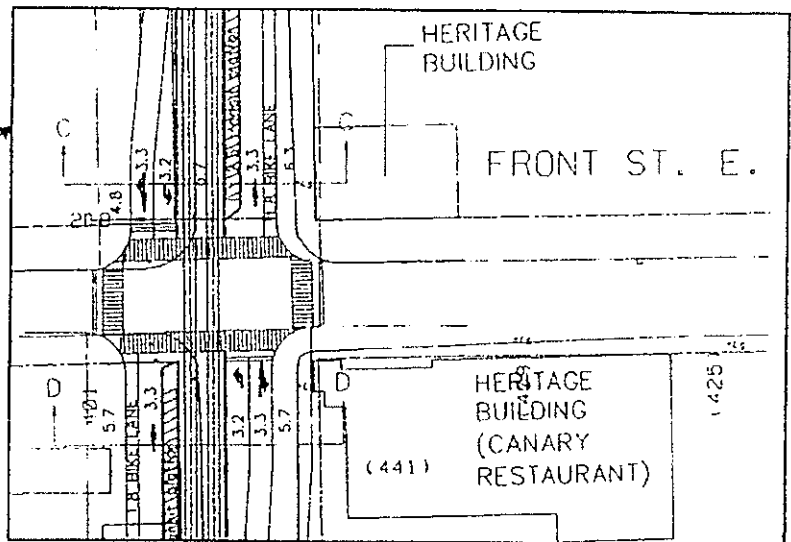
I prefer Alternative 3 because it keeps everything to one side of the road  
C79

## QUESTION 2:

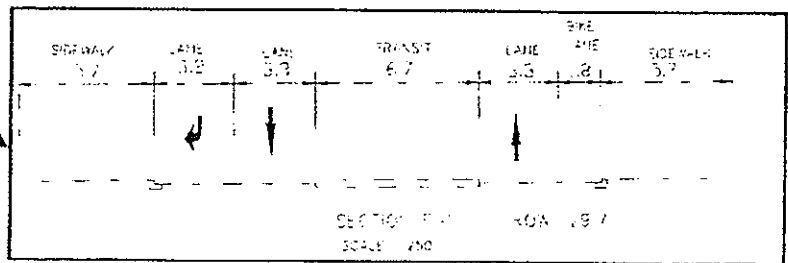
What are your views on 'the Short Listed Alternative 5: Dedicated Transit in Median – 2 lanes?  
(Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



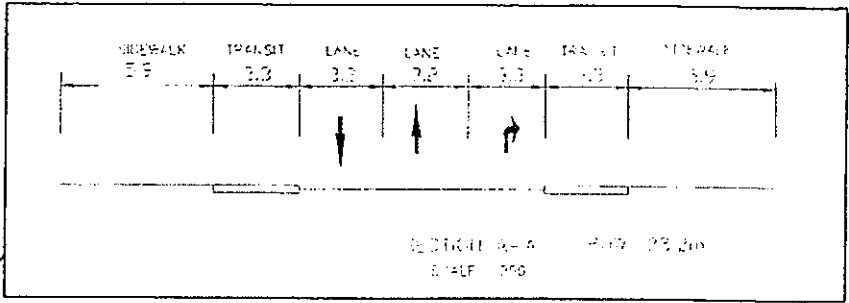
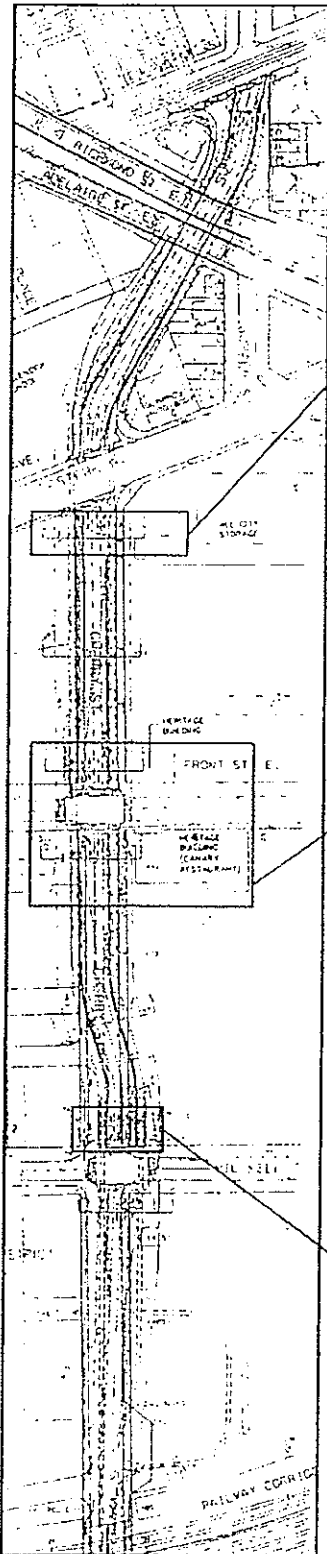
Cross-Section at Cherry/Mill Intersection



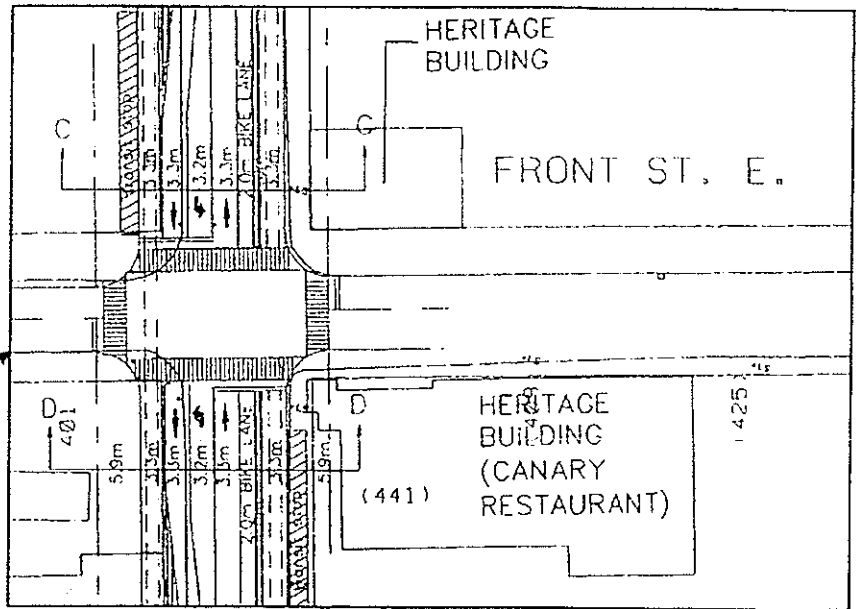


**Question 3:**

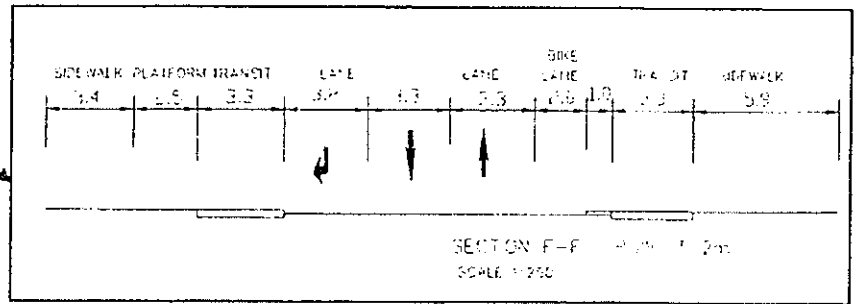
What are your views on the Short Listed Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Strengths:

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Weaknesses:

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Comments:

- This alternative, for me, spreads out a variety of activities in a small space - cars, bicycles, pedestrians, T.T.C.

6/81

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## COMMENT FORM

- I'm not technical nor do I have a working knowledge of how transit moves easily & safely - I have to leave that to the experts.
- Having just come back from Europe & used the street cars that I saw their own right of way I am in total favour of this concept

Please Print

Name:

ca

Email:

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Address:

Thank you for your  
conducting the env  
public record.

are being collected solely for the purpose of  
information, all comments will become part of the

**Please return your workbook at the  
end of tonight's workshop**

You may also email, mail, or fax your  
comments by Wednesday, August 9, 2007 to:

Andrea Kelemen  
Communications and Marketing Department  
Waterfront Toronto  
20 Bay Street, Suite 1310  
Toronto, Ontario M5J 2N8  
Tel: (416) 214-1344 ext. 248  
Fax: (416) 214-4591  
E-mail: [transit@waterfronttoronto.ca](mailto:transit@waterfronttoronto.ca)

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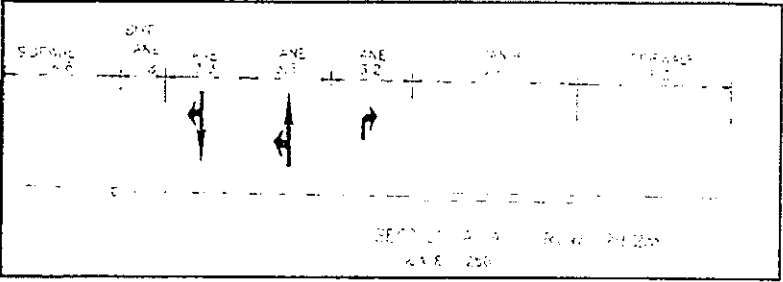
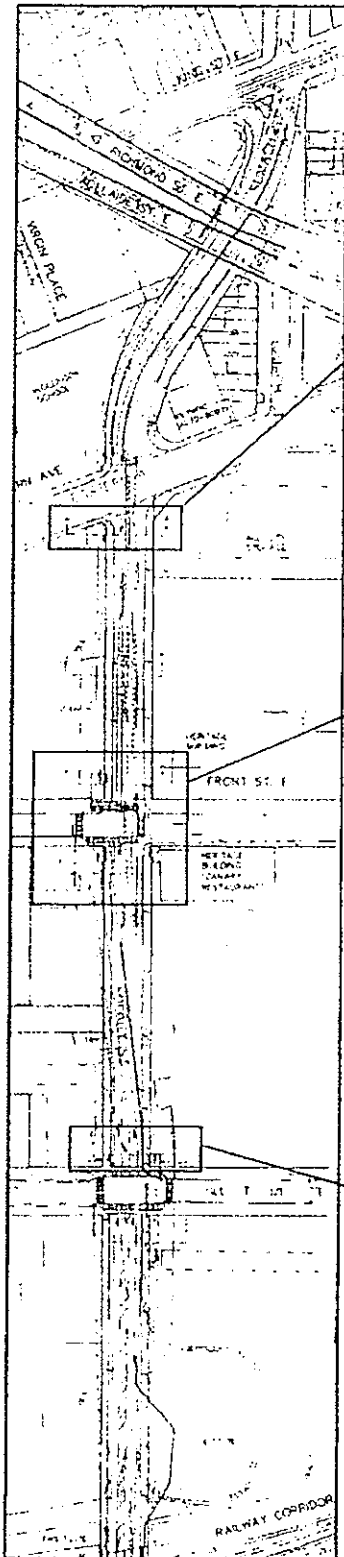
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C88 - C89

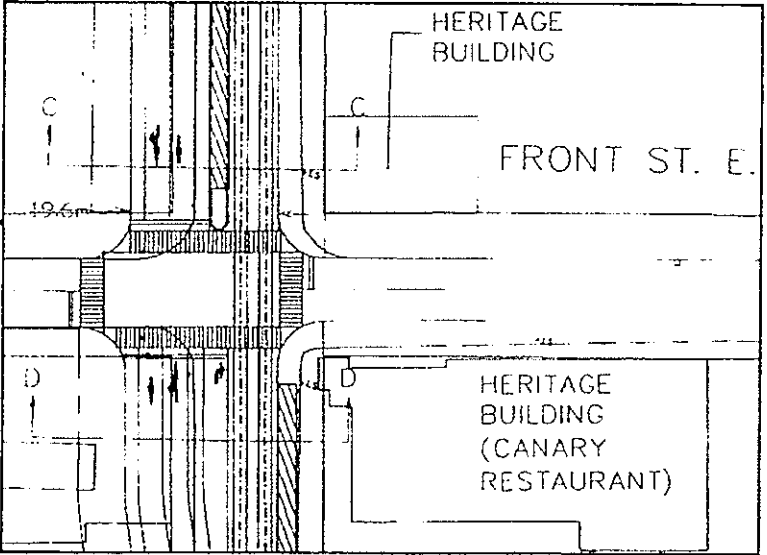
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*Design Alternatives***

**QUESTION 1:**

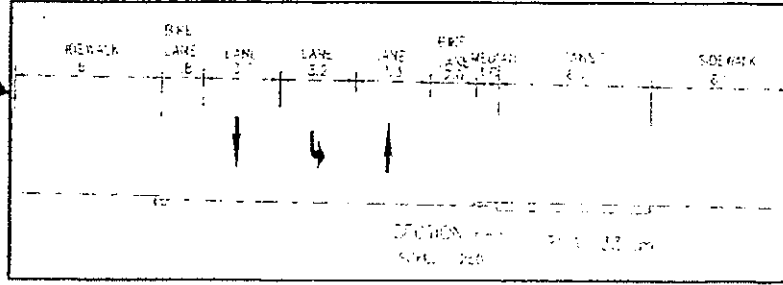
What are your views on the Short Listed Alternative 3: Dedicated Transit East Side? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Question 1

**Strengths:**

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**Weaknesses:**

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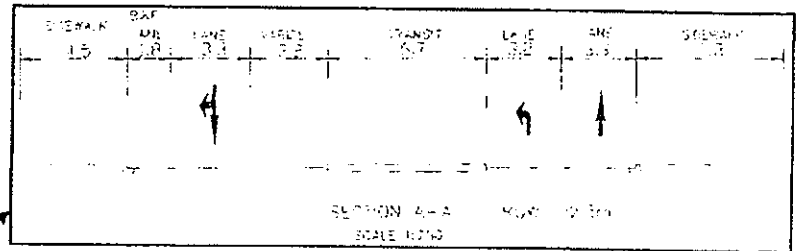
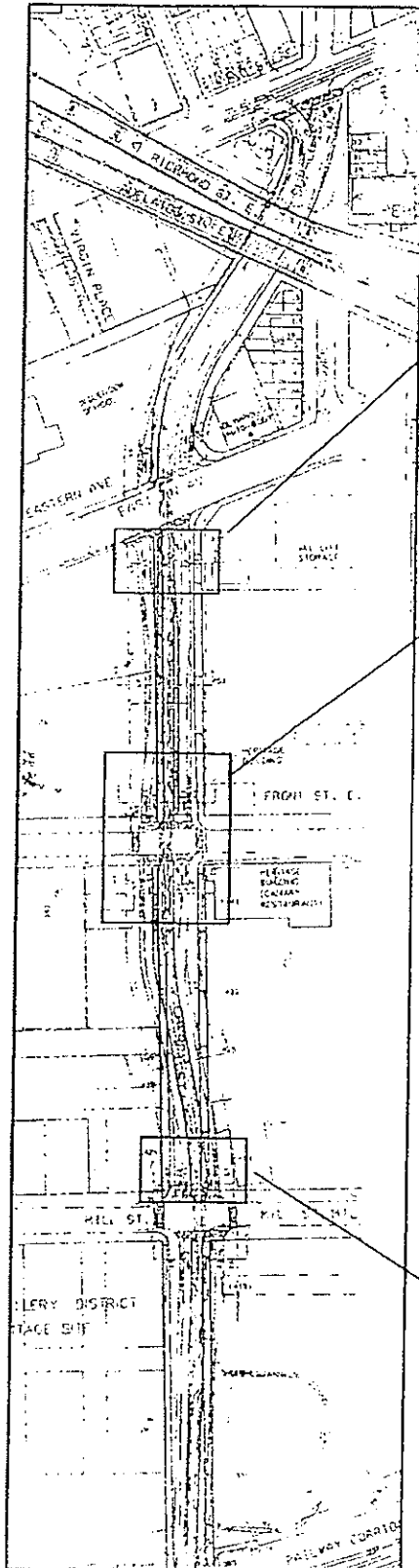
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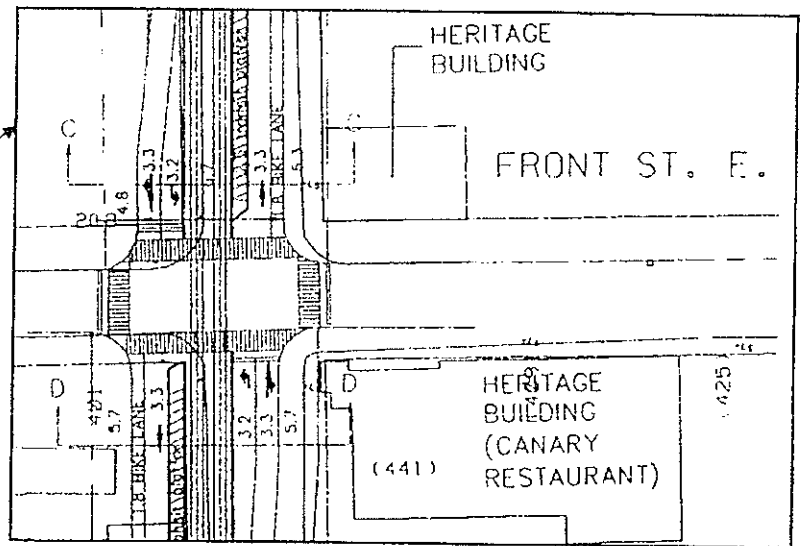
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**QUESTION 2:**

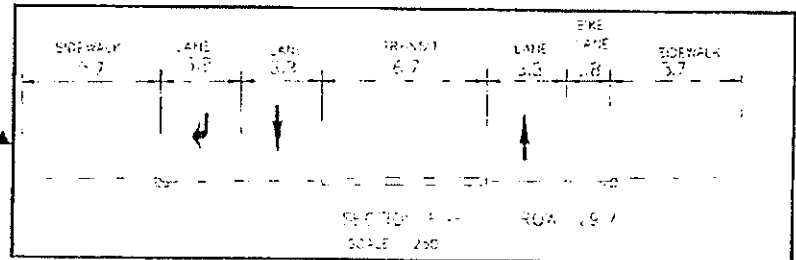
What are your views on 'the Short Listed Alternative 5: Dedicated Transit in Median – 2 lanes?  
 (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

QUESTION 2

**Strengths:**

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**Weaknesses:**

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**Comments:**

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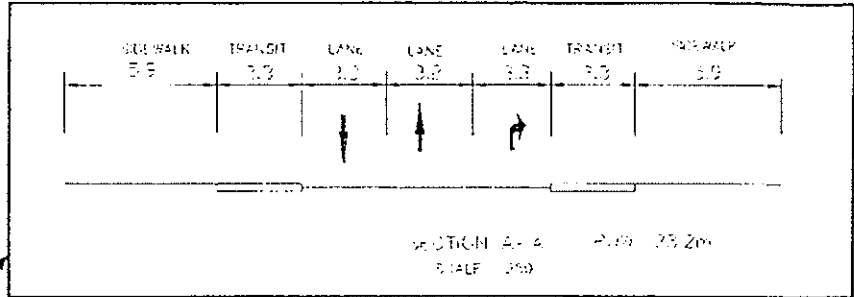
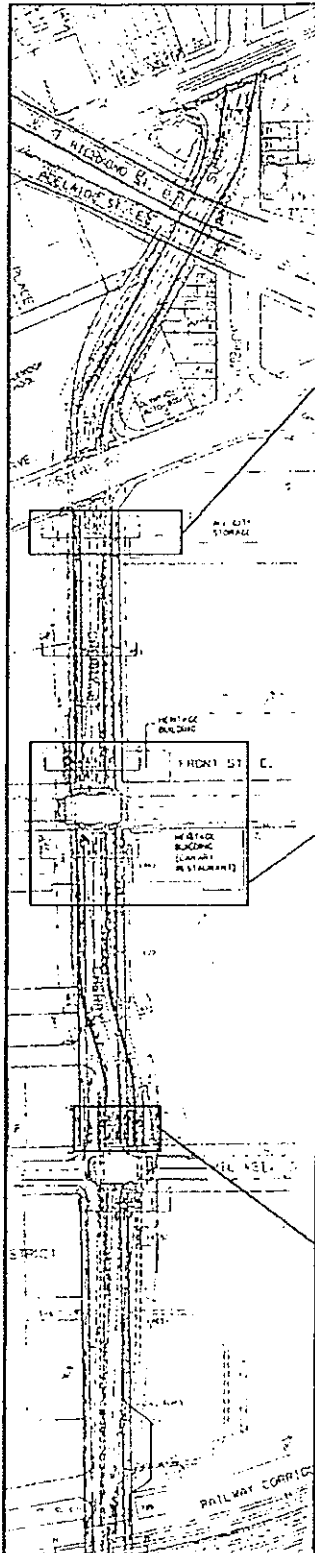
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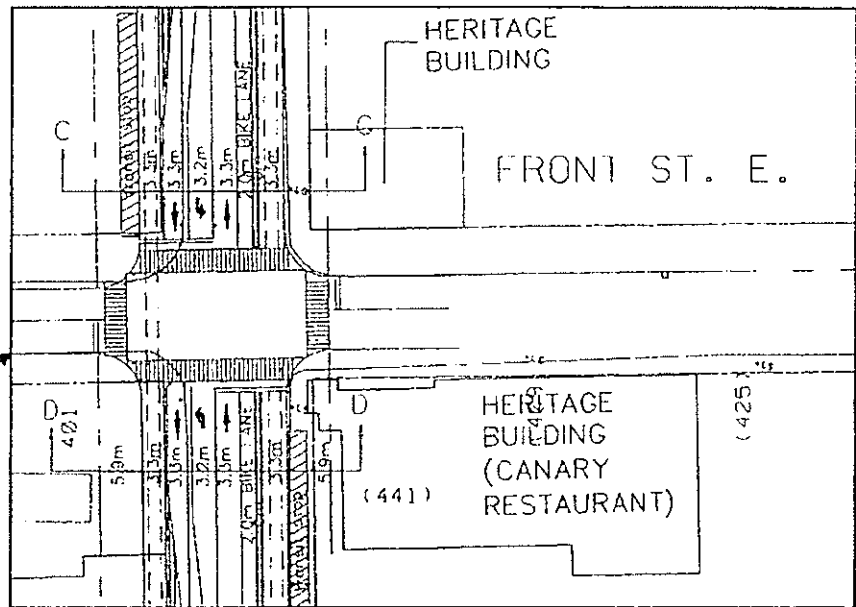


**Question 3:**

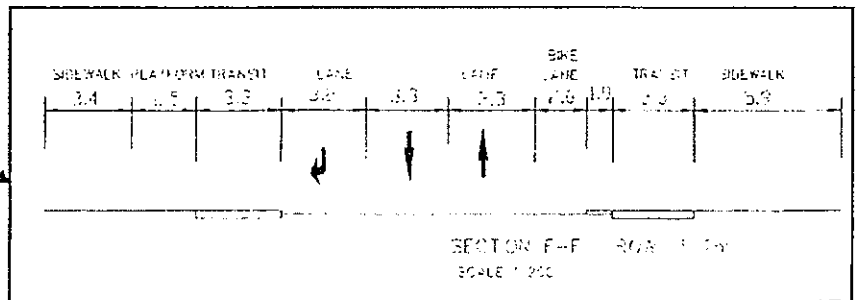
What are your views on the Short Listed Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection



All 3 } wider ROW → C.  
Options.

**COMMENT FORM**

1 All 3 options make the street too wide. It must be kept under 30 metres. This is quite possible. Left-turn lanes are not necessary when the street has a dedicated ROW. ~~using~~ Wider car lanes can be shared w/ bikes. This is a little street through a residential neighbourhood w/ Eglinton & Victoria C88 Park.

2 No decision on south of Eastern can be made until the King to Eastern segment has been studied. The drawings suggest that the treatment will be uniform along the route but the stakeholders N. of Eastern have not yet voiced their opinion in the discussion.

Please Print

Name:

Email:

Address:

CVS.com C88

Thank you for your participation in conducting the environmental assessment. Your comments will be added to the public record.

Comments collected solely for the purpose of the assessment. All comments will become part of the public record.

Please return your comments by the end of tonight's meeting.

Marketing Department

You may also email your comments by Wednesday, August 9, 2006 10:00 AM.

310  
2N8  
t. 248  
Fax: (416) 214-4591  
E-mail: [transit@waterfronttoronto.ca](mailto:transit@waterfronttoronto.ca)

33015532 - 26 07.07

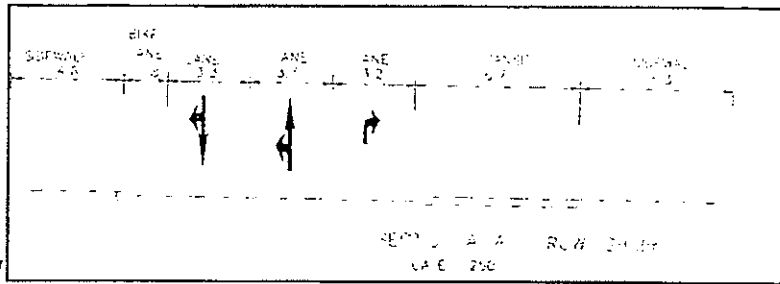
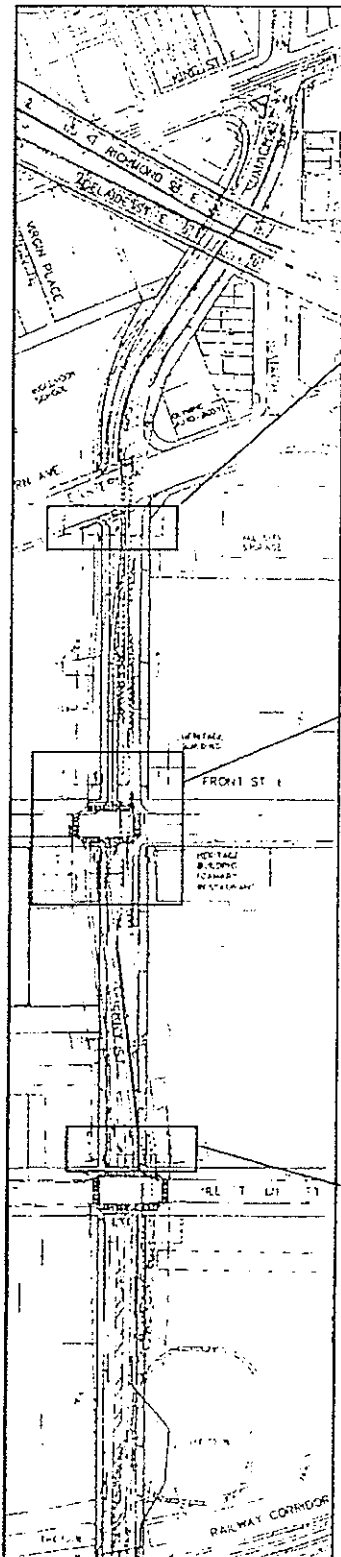
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C 90 - C 92

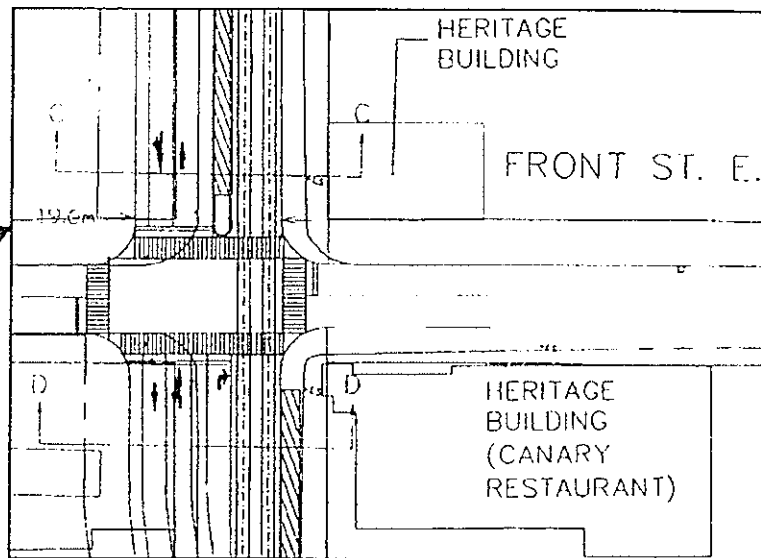
## **Questions Related to the Short-Listed *Design Alternatives***

# QUESTION 1:

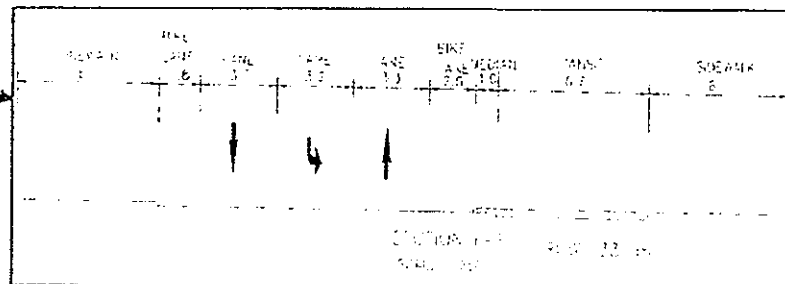
What are your views on 'the Short Listed Alternative 3: Dedicated Transit East Side? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

**Strengths:**

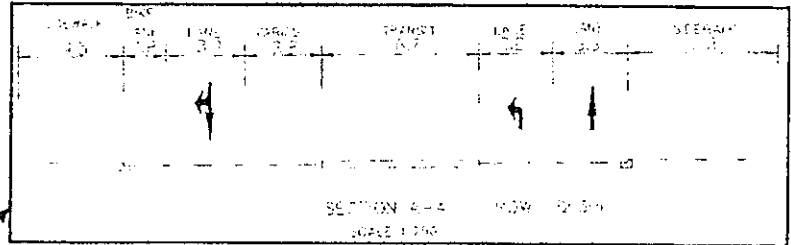
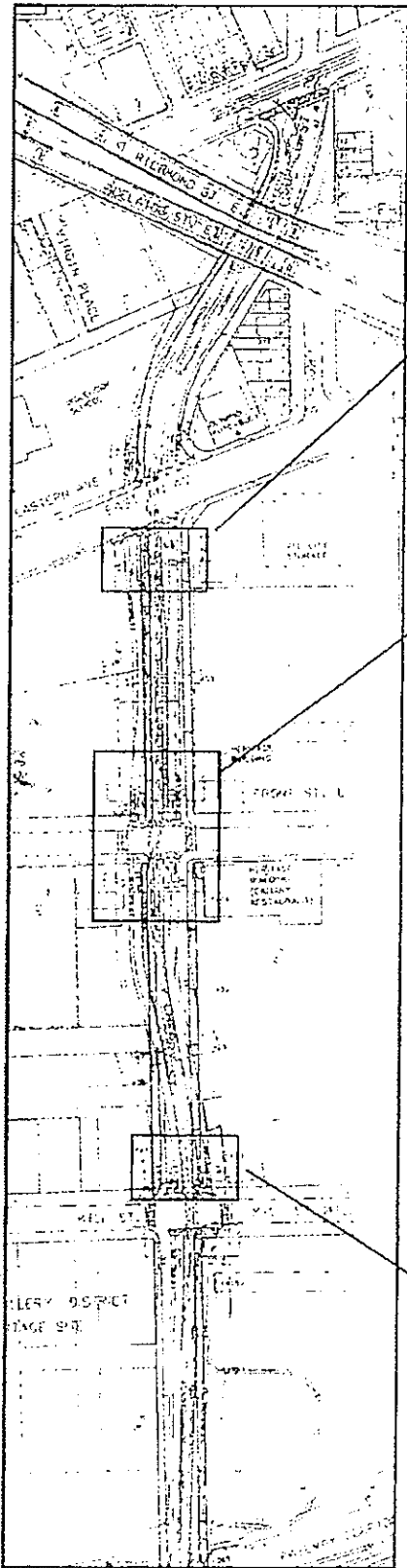
See general comments on last page.

**Weaknesses:**

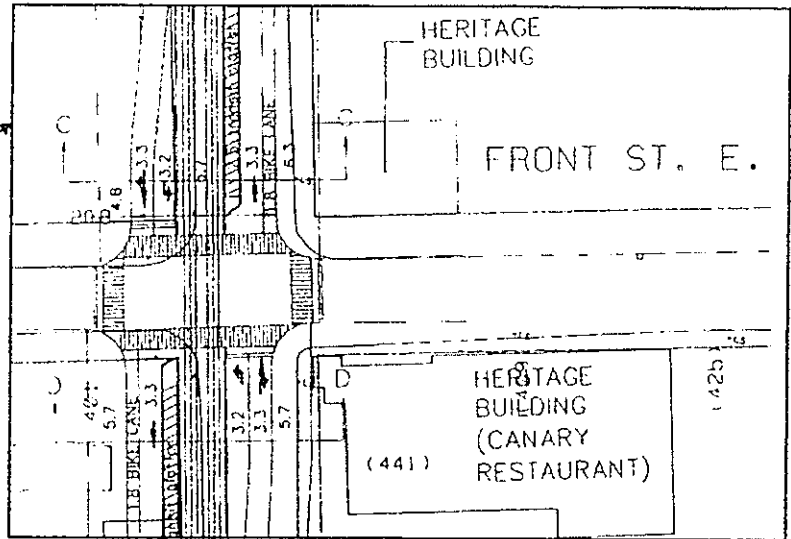
**Comments:**

**QUESTION 2:**

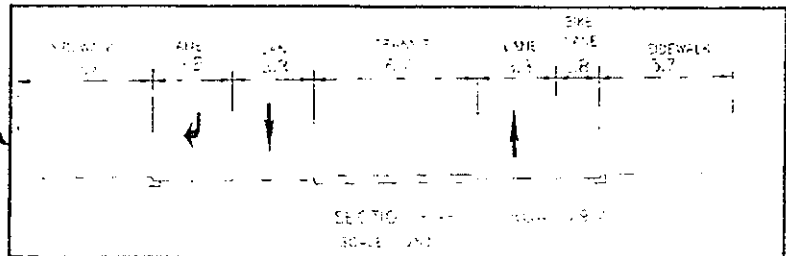
What are your views on 'the Short Listed Alternative 5: Dedicated Transit in Median – 2 lanes?  
(Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

QUESTION 2

Strengths:

See General comments on last page

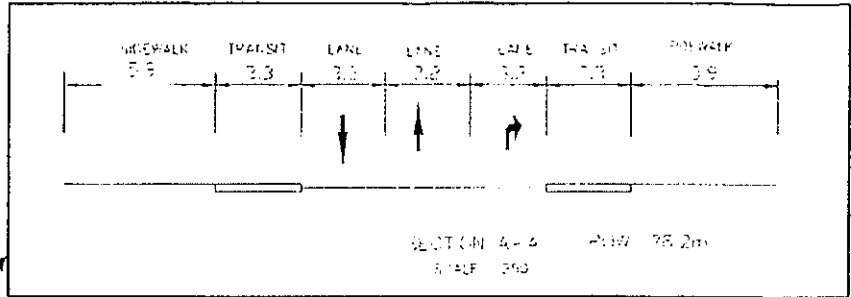
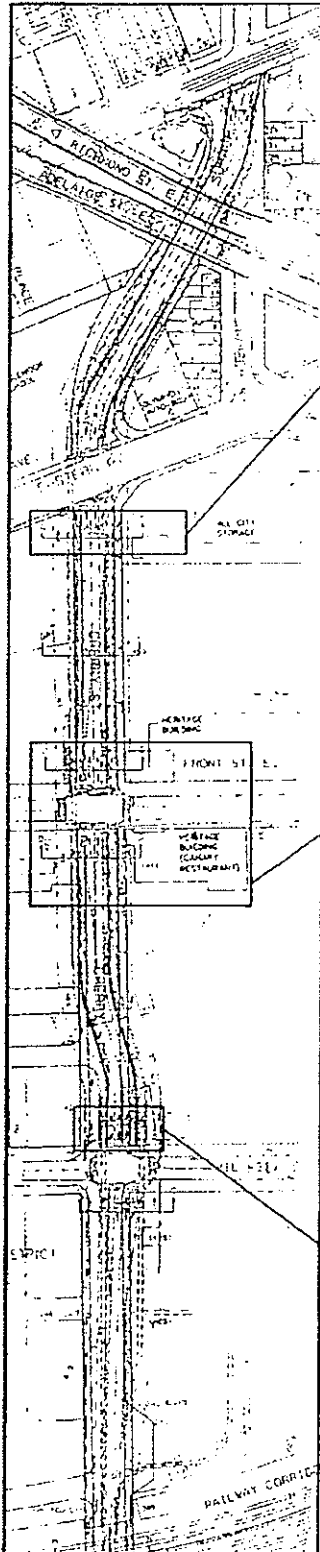
Weaknesses:

Comments:

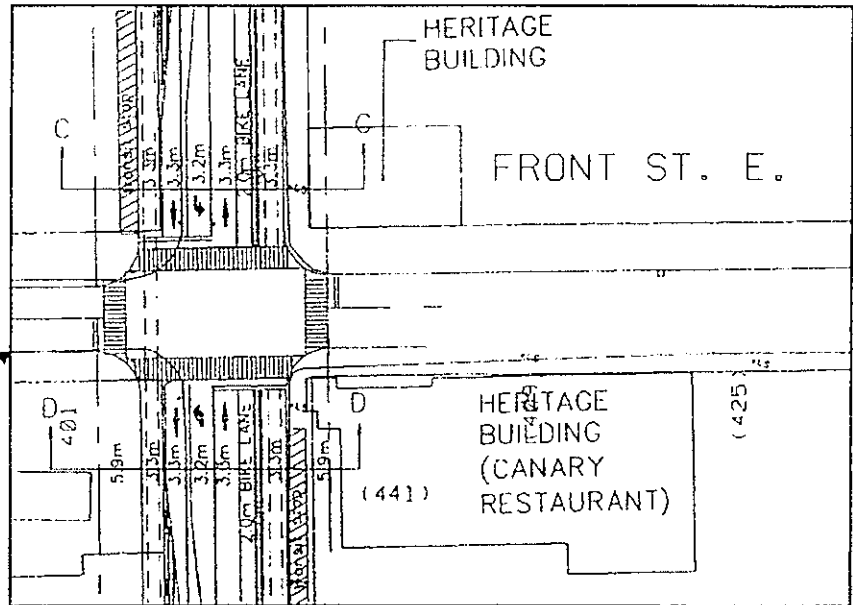


**Question 3:**

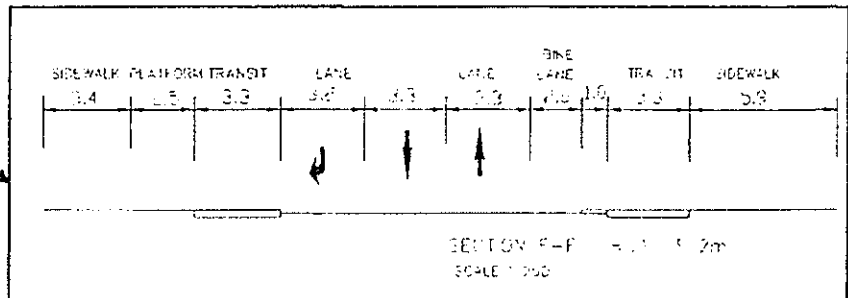
What are your views on the Short Listed Alternative 8: Dedicated Transit Outside Lane (Dedicated Throughout)? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

**Strengths:**

See last page

**Weaknesses:**

**Comments:**

## COMMENT FORM

① CYCLE LANES. I think that in whichever option you select you look at having cycle lanes well separated from traffic. Ideally they would be side-by-side and paced differently from the car lanes. C90

Maybe put BOTH cycle lanes on East side of Cherry to east of road C90  
"loop"

② TURNING CIRCLE. Though I realise it is complex to go under railway it will have to be done when East Bayfront Yards is built. Why not do it now and get it over with. The circle on plans takes up valuable space to north of the tracks C91

③ At Cherry + King why not go under expressway to west of Cherry - at present a parking lot?  
C92

Please Print

Name:

Email:

Address:

Thank you for your conducting the env public record.

Please return end of tonic

You may also comments by

E-mail: [info@...](mailto:info@...)

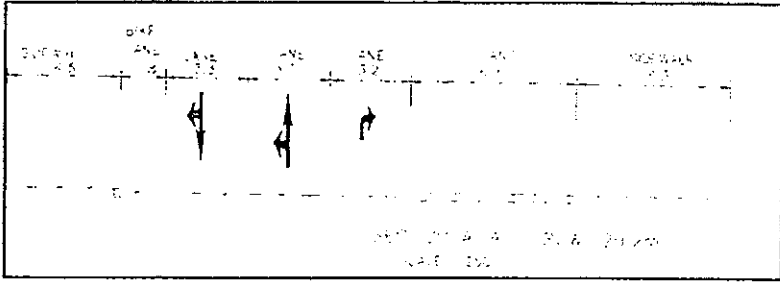
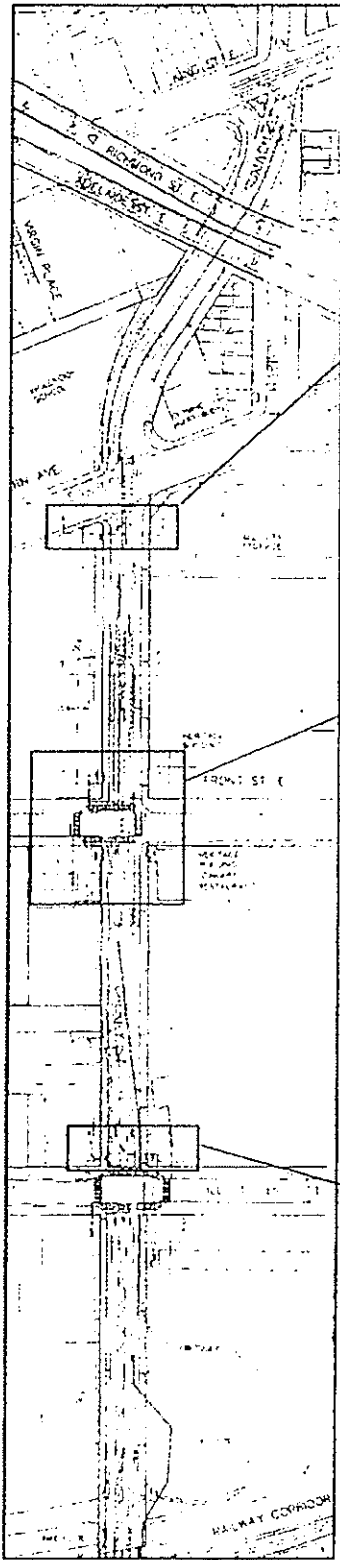
33015532 - 26.07.07

C93 - C100

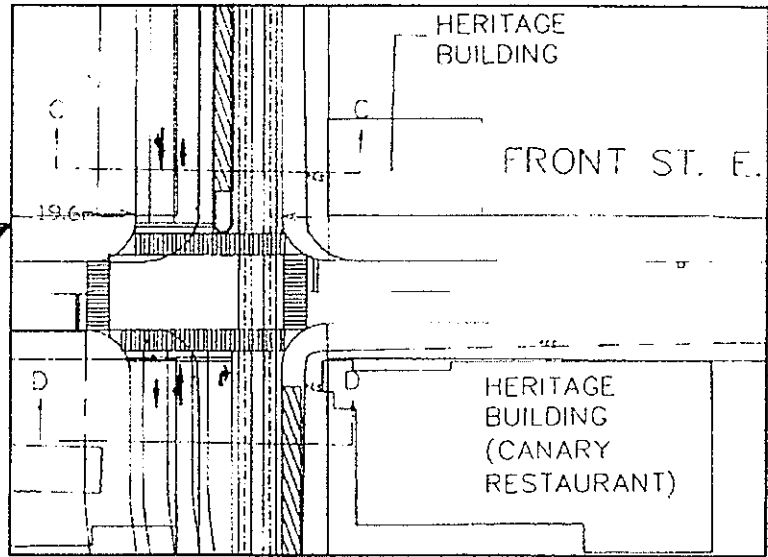
## **Questions Related to the Short-Listed *Design Alternatives***

**QUESTION 1:**

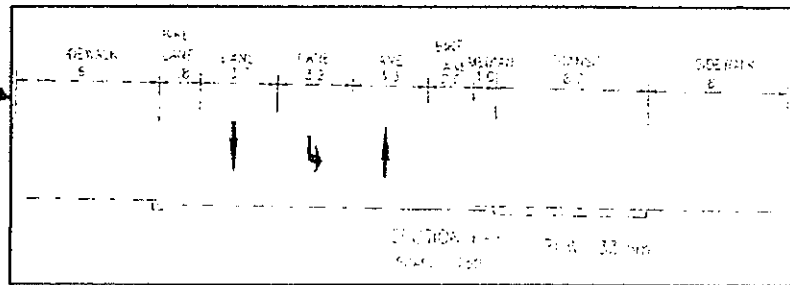
What are your views on 'the Short Listed Alternative 3: Dedicated Transit East Side'? (Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

Question 1

Strengths:

Simple track layout with easy access to loop. C93

Weaknesses:

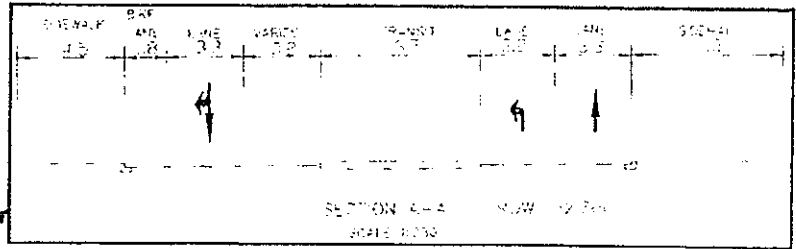
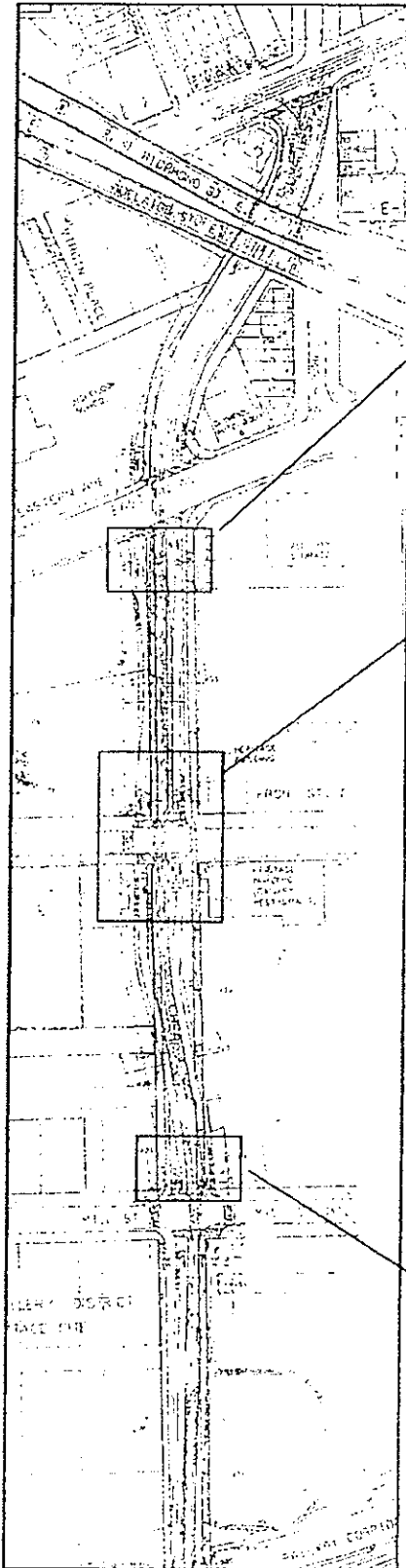
Harsh east side street scape. Design would have to accommodate pedestrian interaction across. Would need create a barrier on east side?

C94

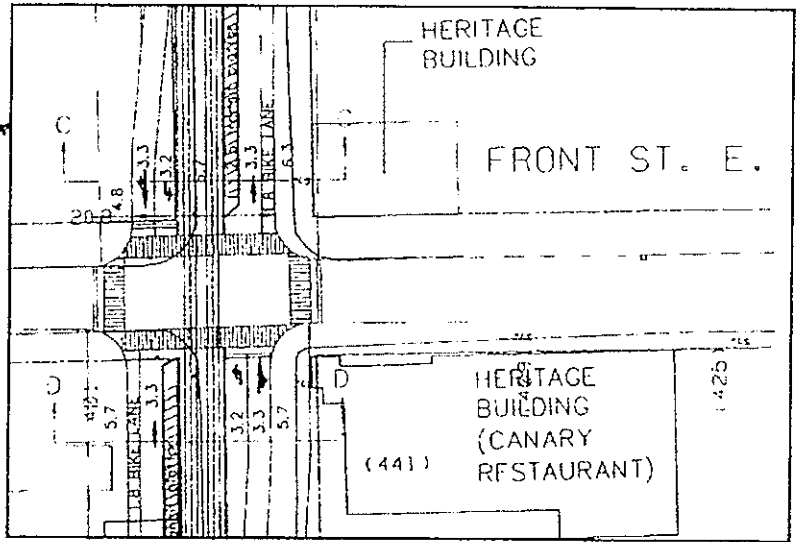
Comments:

**QUESTION 2:**

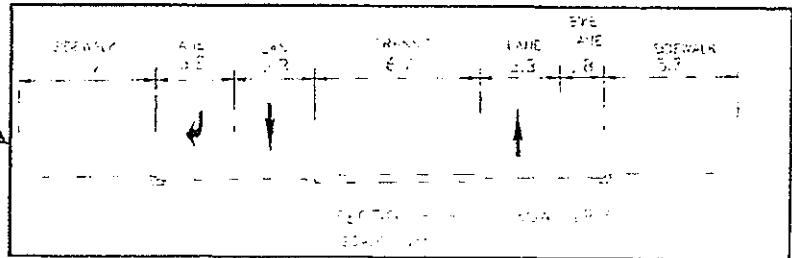
What are your views on 'the Short Listed Alternative 5: Dedicated Transit in Median – 2 lanes?  
(Please identify perceived strengths, weakness and provide comments).



Cross-Section at Cherry/Eastern Intersection



Plan view of Cherry/Front Intersection



Cross-Section at Cherry/Mill Intersection

QUESTION 2

Strengths:

Accommodates a Multi-use transportation corridor - Car, bike, transit  
C95

Weaknesses:

Minor weakness of pedestrian separated from transit by auto lanes  
C96

Comments:

A typical streetcar route.  
C97





## Strengths:

Easy pedestrian access to transit

(C98)

## Weaknesses:

Hard break / harsh street scape. Barrier of pedestrian interaction to street

Hail a cab, etc. Would occur on tracks?

(C99)

## Comments:

C100.

Interesting idea, but what affect would it have on use of sidewalks? Would a patio for a restaurant want to be located right next to the street car?







-----Original Message-----

From: Michael Gregg [mailto:michael.gregg@utoronto.ca]  
Sent: Saturday, July 28, 2007 9:30 AM  
To: Transit  
Cc: laisek@tewaterfront.ca; Andrea Kelemen; John Campbell  
Subject: Archaeological resources & TTC waterfront corridor

Dear Mr. Dawson

Please include the preservation and commemoration of archaeological remains into the next stage of the planning and design process for the proposed TTC waterfront corridor.

I believe Toronto's waterfront will only truly come alive if there is some sense that it is saturated with the past. Here are a few ideas on how the traces of Toronto's proud maritime, rail, commercial, industrial, and First Nations heritage could be incorporated into the fabric of both public and private redevelopment projects:

Demarcation of the former Lake Ontario shoreline (such as in the colored cobbles of the Quebec City waterfront); C101

Naming of transit stops based on the former activities at nearby locations; C101

Public art projects at transit stops and public parks that incorporate recovered archaeological materials celebrating these activities. These materials could include rail lines, cobbled surfaces, buried wharfs, ship's hulls, and industrial machinery. C101

The last idea would probably be the most difficult to execute. However, from what we know of the state of preservation of the Queen's Wharf at the foot of Bathurst Street, many archaeological significant resources may remain intact and are worthy of consideration in the planning and design process.

Best regards,

Michael Gregg

P.A.S.T. Coalition  
Preserve Archaeological Sites of Toronto

PhD Candidate  
Department of Anthropology, University of Toronto

Instructor  
Introduction to Archaeology, Old World Prehistory Department of  
Anthropology, Trent University

Lab:416.971.1371, Res:416.485.0205

Email: michael.gregg@utoronto.ca

Website: [http://individual.utoronto.ca/virilibril\\_1/](http://individual.utoronto.ca/virilibril_1/)



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30

**From:** Martin ter Woort [mailto:mterwoort@rogers.com]

**Sent:** Friday, July 27, 2007 11:27 PM

**To:** Transit

**Cc:** rdt@dtah.com

**Subject:** west don lands - july 26 drop-in comments

I did not have time to fill out your comment form but like now to make the following comments.

**1. Context.** None was provided. It would have been very useful to provide an exhibit showing in general lines the vision/concept for the transit/transportation systems for ALL the areas under study. Instead we are presented with a micro-section, without showing how this section fits into the overall transportation conceptual system plans for the area from Spadina to the Portlands and points north. Lack of workshop context receives an F. If an integrated transit system exhibit exists, I would appreciate receiving a copy. Thank you. C102.

**2. Cherry Street Streetcars.** The Sumach/Cherry street streetcar will presumably end up in a Y interchange, with one leg going to the Portlands, and one leg westwards along Queens Quay, then to Union Station. Just guessing (see 1). ? C103

[I attended the east bay area transportation workshop, where a streetcar line to at least Parliament St was proposed/favoured. However the section Parliament to Cherry was still an empty sheet. It would be nice to have some conceptual ideas how this section, that now seems to be falling between the EA cracks, will be incorporated.]

The Cherry Street corridor makes sense. It can provide for an almost loop from downtown along King, south on Cherry, east on Queens Quay, and north on Bay to Union Station. As well, it allows to divert some King Cars coming from the east southwards, but eventually ending up at Union. Do the future ridership numbers support these alternatives ?

The very tight 135 degree turn coming from eastwards on King, then turning onto Sumach/Cherry, would have to be receive design attention.

How is the streetcar line getting across the railway lands, over or under ? Either way this could be a very expensive and technically challenging issue. It was not adequately addressed at the drop-in exhibits.

**3. Alternative 8.** The idea of effectively banning on street parking by placing the streetcar lines directly alongside the east and west sidewalks is innovative and as such deserves continued close attention. There is an opportunity here to break new ground. As a Cherry Street experiment, and perhaps along the East Bayfront as well (why not ?) this alternative should be taken into the next phase of the EA. → C104  
This will then force the issue of finding alternative solutions for delivery vehicles including taxis that would normally make use of street-side parking. The key feature of this alternative is the safest and most convenient from the pedestrian/streetcar-passenger point of view, including the less mobile. Car traffic can

C105

C106

continue without having to wait behind stopped streetcars. → C<sub>107</sub>

With best wishes,

Martin ter Woort  
13 Channel Ave  
Toronto M5J 1Y8  
416 2030811  
[mterwoort@rogers.com](mailto:mterwoort@rogers.com)



# TTC - TWRC West Don Lands Waterfront Transit Environmental Assessments

## Question #1

### Alternative 3: Dedicated Transit East Side

#### Strengths

This is an improvement on Alternative 5: Question # 2. It makes sense to put transit close to the pedestrian zone where it is safe and convenient to access it. Transit should be accessible to people of all ages and abilities.

Locating transit at the sidewalk provides a buffer for people on the east sidewalk from traffic. There is an opportunity to provide generous amenities for people waiting for the streetcar.

#### Weaknesses

Unfortunately, the benefits are only for those travelling north and the people using the east sidewalk. It's a shame not to provide the same benefits to the West-side sidewalk and those waiting to travel south. The transit 'safety' platforms (on the west side for south-bound streetcars) are hostile and unfriendly environments, especially for vulnerable people.

# TTC - TWRG West Don Lands Waterfront Transit Environmental Assessments

## Question #2

### Alternative 5: Dedicated Transit in Median - 2 Lanes

#### Strengths

None.

#### Weaknesses

This is a great opportunity to improve the environment for all users. Unfortunately, the current plan to put transit in the median using TTC 'safety' islands is in conflict with this goal.

TTC traffic islands are more about speeding traffic up than they are about pedestrian convenience or safety. The whole point of them is to ensure that traffic doesn't have to stop when a streetcar stops. That means whether you're trying to get to the island, waiting on the island while traffic speeds past on either side or trying to get back to the sidewalk the pedestrian is put at great risk and hugely inconvenienced.

#### The problem with the TTC traffic islands is...

Those arriving and departing a TTC traffic island are presented with a dangerous and functionally inefficient traffic median out of step with pedestrian safety and TTC traffic efficiencies. The islands establish a strange exterior/isolated zone within the total space of the street and amplify differentials rather than establish friendly and safe pedestrian thresholds.

#### Getting to the traffic island:

Crossing from the sidewalk to the island, whether it's a signalized intersection or not, you must take your chances with traffic to get there and then wait either for the arrival of the streetcar, or for an 'interval' in traffic in which you can safely cross over to the island. Anyone with a disability of any kind is put at great risk in trying to access the island, but none more so than a blind person. How is a blind individual supposed to navigate their way from sidewalk to island?

The problem is that the traffic island is separated by lanes of fast-moving traffic, that is either trying to beat the light or get past the streetcar. Entry is allowed at the head and tail of the island but prohibited along its flanking side.

#### Waiting at the traffic island:

People have to organize themselves along a thin and crowded traffic zone.

The width of the median allows for no tolerances or mistakes on the part of the pedestrian. There is essentially no protection in case of a collision.

#### Getting on or off of the streetcar:

The boarding and disembarking of the street car at both the front and back doors allows little discretion or space for those getting off to 'stand' and wait (simultaneously as the streetcar stops, car traffic is still propelling along).

Mothers with baby strollers and children disrupt the flow as do people with a lot of shopping or with walking devices. The car traffic is not required to stop while the streetcar is loading, due to the presence of the median. Those leaving the streetcar are left on the island and have to determine a safe moment to cross between merging traffic. This takes longer where there is no crossing signal.

We need to increase access and safety for all ages and abilities.

## TTC - TWRC West Don Lands Waterfront Transit Environmental Assessments

### Question #3

#### Alternative 8: Dedicated Transit Outside Lane (Dedicated throughout)

##### Strengths

This scheme does the most to ensure safe convenient independent mobility for people of different ages and abilities. If you're a blind or frail person, or a parent travelling with children, it is much safer and comfortable to access transit from the sidewalk (like Portland, Oregon and Freiberg, Germany have done with their transit system, to mention just two examples).

As well, this is the most efficient use of public space, for when the sidewalk isn't being used as a 'waiting platform', it's still accessible for other users of the sidewalk in a way a platform out in the middle of the street will never be.

This scheme provides a nice buffer for both sidewalks from traffic. In Geneva the trams run along the sidewalk, meaning you don't get splashed by cars when it rains. Very civilised.

It's at the sidewalk where we can take advantage of the generous space potentially available there for all the amenities necessary for people of the downtown who also use transit; a place to park your bike, your packages (and whatever you carry them in), a place for you to rest (under a tree, hopefully), for your children to run around while you wait for the next streetcar.

We have to look to serving our future needs. The TTC is proposing buying low-floor streetcars - having invited the public to a viewing just last month - as a further step towards full accessibility for people of all ages and abilities. In cities like Portland, Oregon, and Freiberg, Germany, people in wheelchairs already can access streetcars right from the platform at the sidewalk.

Transit in the median has been done to death and its benefits negatory. Transit located on one side of the street has already been proposed for Queen's Quay.

This is the perfect opportunity to test a different approach with the potential to bring such precious benefits. We're only talking about a short distance, and it provides us an opportunity to learn something valuable from the experience.

##### Weaknesses

None.

# **APPENDIX A-3**

Phase two: Design Alternatives

Public Information Centre

October 2007



# **TTC-TWRC Waterfront Transit Environmental Assessments – *West Don Lands***

**Summary Report on  
EA  
Final Public Information Centre**

**URS**

**December 13, 2007**

## TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
2.0	ATTENDANCE AND COMMENTS .....	3

## ATTACHMENTS

- A – Notice of Meeting
- B – Display Panels
- C – Public Comments

## 1.0 INTRODUCTION

The West Don Lands Transit Class EA Final Public Information Centre was held on Thursday, October 11, 2007. The Final Public drop in Centre was held between 4:00 to 8:00 p.m. The meeting was held in the Enoch Turner Schoolhouse, 106 Trinity Street, in the City of Toronto.

The purpose of the meeting was the following:

- Introduce the Study process and findings to the Public;
- Present the Recommended Alternative, and;
- Obtain public comments.

A copy of the display material has been provided in Attachment "B".

Representatives from TTC and Consulting team were on hand to respond to questions.

The following members of the Project Team were in attendance:

City of Toronto	John Kelly, Manager of Infrastructure Planning Nigel Tahair, Infrastructure Planning
-----------------	---

Toronto Transit Commission (TTC)	Bill Dawson
-------------------------------------	-------------

Consulting Team.	Scott Thorburn, URS Canada Inc. Shima Rezazadeh, URS Canada Inc. Brent Raymond, dTAH Roger du Toit, dTAH Alun Lloyd, BA Group
------------------	---

Toronto Waterfront	Pina Mallozzi Antonio Medeiros Pino Dimascio
--------------------	--

## 2.0 ATTENDANCE AND COMMENTS

Upon arriving, people were asked to sign the meeting register. Fifty (50) people signed in. Eighteen (18) comment sheets were filled out and have been received as of October 25, 2007.

These Comment Sheets have been provided in Attachment "C".

The following is a summary of the comments:

- All comments received from attendees agreed with the recommended design
- 5 out of 18 comments received were concerned about the safety of cyclists (Crossover of traffic into the bike lanes) and also pedestrians safety on the east side
- Some commented to plant Cherry trees on Cherry Street.
- Add seating benches for pedestrians
- Some were concerned about the high load of traffic on King and Parliament Street when construction period starts



# ATTACHMENT A

## Notice of Meeting



WATERFRONToronto



Toronto Transit  
Commission

## Notice of Final Public Information Centre TTC-TWRC Waterfront Transit Environmental Assessment West Don Lands (October 11, 2007)

The Toronto Transit Commission (TTC) and Waterfront Toronto invite the public to attend the **final** public information centre for the TTC-TWRC Waterfront Transit Environmental Assessment – West Don Lands. The purpose of this study is to identify the required transit infrastructure to serve future waterfront development in the West Don Lands area.

The first public workshop of the study was held on March 21, 2007 which resulted in the selection of streetcar along Cherry Street between Lake Shore Boulevard and King Street as the preferred option for providing transit service in the West Don Lands area. A drop-in centre was held on July 26, 2007 where three short-list options for Cherry Street were presented to the public. Subsequently, based on a technical assessment with input from the community and staff from the City, the TTC, and Waterfront Toronto, a recommended alternative for Cherry Street has been identified. As part of the environmental assessment process, the final public information centre is being held on October 11, 2007 to present the recommended alternative before it is submitted for approval by City Council.

**Date:** Thursday, October 11, 2007  
**Location:** Enoch Turner Schoolhouse  
(106 Trinity Street, Toronto, Ontario)  
**Time:** 4:00 p.m. to 8:00 p.m.

The meeting will be held as a drop-in centre where you can review display material. Members of the Project Team will be present to answer questions and respond to comments.

The study is being undertaken to meet the requirements of the *Ontario Environmental Assessment Act*. As a result of recently-approved amendments to the Municipal Class Environmental Assessment process, the study will be completed under the newly-approved process for transit projects. For more information on this transition process please contact the study Project Manager.

We encourage your participation at this final public information centre and look forward to your attendance. If you wish to receive additional information about the study, be included on the project mailing list, or provide comments to the Project Team, please contact either of the following:

Bill Dawson Project Manager TTC-TWRC Transit EA Projects Toronto Transit Commission transit@waterfrontoronto.ca 416-393-4490	Andrea Kelemen Communications & Marketing Department Waterfront Toronto transit@waterfrontoronto.ca 416-214-1344
---	--

Please visit our Website at <http://www.waterfrontoronto.ca> under "Current Projects."

PR-003605

# ATTACHMENT B


## Display Panels

Welcome

West Don Lands Transit  
Environmental Assessment


October 11, 2007

Please sign in

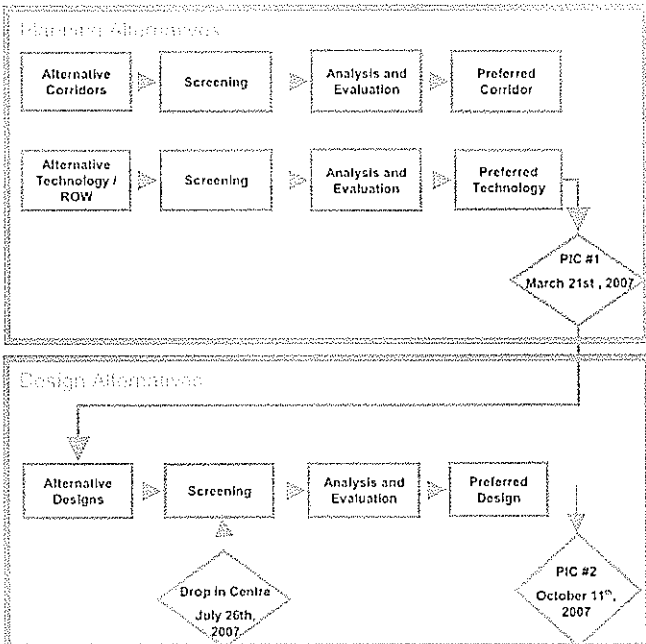



Purpose of PIC

- Highlight results from previous consultation
- Summarize alternative designs that were considered
- Explain analysis and evaluation of alternative designs
- Seek input on the preferred design



Decision Making Process


EA Public Workshop No.1  
March 21, 2007

45 attendees

**Corridor Results:**

**"Cherry Street" was selected because it:**



- Is in Centre of the neighbourhood – serves most people;
- Has the Ability for future expansion;
- Minimizes potential conflicts with Cultural Heritage Resources (Parliament Building Site);
- Is the most cost effective solution.



**Technology Results:**

**"Streetcars" were selected because they:**

- Provide transit priority
- Are environmentally friendly;
- Minimize operating costs.
- Connect well with the existing network.

## Summary of Screening Analysis of Long-List of Design Alternatives, July 2007

### The Project Team presented information on:

- The long list of alternative designs considered.
- The screening process, and
- The short list of alternatives to be evaluated in greater detail.

### Public Feedback in July 2007:

- Consider safety of cyclists in designs.
- Consider impacts to heritage building, and
- Include on street parking to avoid illegal drop off/pick ups.

### MISSED THE JULY 26TH, 2007 PUBLIC INFORMATION CENTRE?

Information can be found on the project web site at

The following boards summarize the information presented



## Long List of design alternatives considered

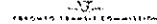


### Transit Mall:

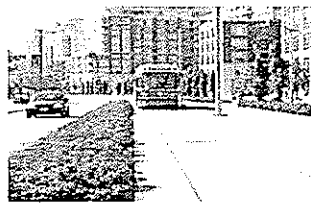
Cherry Street is a transit mall, closed to traffic between Mill Street and Eastern Avenue.

### Transit Mixed with Traffic (with transit priority):

Both transit tracks are located in the centre of a four lane Cherry Street, and operate in mixed traffic. One general-purpose lane for all vehicles is provided in each direction.



## Long List design alternative considered



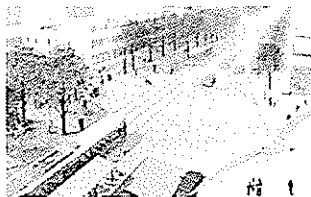
### Dedicated Transit in Median:

Both transit tracks are located side-by-side in the centre of Cherry Street, dedicated to transit. The outer lanes (either 2 lanes or 4 lanes) are for general-purpose use.



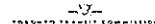
### Dedicated Transit on Outside Lanes:

Each transit track is located along the curb and is dedicated to transit. The inner two lanes are for general-purpose use.



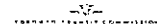
### Dedicated Transit at Side (west side or east side of Cherry Street):

Both transit tracks are located side-by-side on one side of Cherry Street (either east side or west side) in an exclusive ROW



## Screening of Long-List of Alternatives

Criteria \ Alternative	Alternatives must encourage transit use and reduce auto dependence	Alternatives must meet TTC, City and Waterfront Toronto design criteria / guidelines	Alternatives must provide a right of way narrower than EA Master Plan	Alternatives must provide Network Integration	Alternatives must avoid significant impacts
1: Transit Mixed with Traffic	X	✓	✓	✓	✓
2: Transit Outside Lane (Dedicated use Mid-block)	X	✓	✓	✓	✓
3: Dedicated Transit East Side	✓	✓	✓	✓	✓
4: Dedicated Transit West side	✓	✓	✓	✓	X
5: Dedicated Transit in Median – 2 lanes	✓	✓	✓	✓	✓
6: Transit Mall	✓	X	✓	✓	✓
7: Dedicated Transit in Median – 4 lanes (from the EA Master Plan)	✓	✓	X	✓	✓
8: Dedicated Transit Outside Lane (Dedicated Throughout)	✓	✓	✓	✓	✓

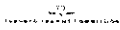




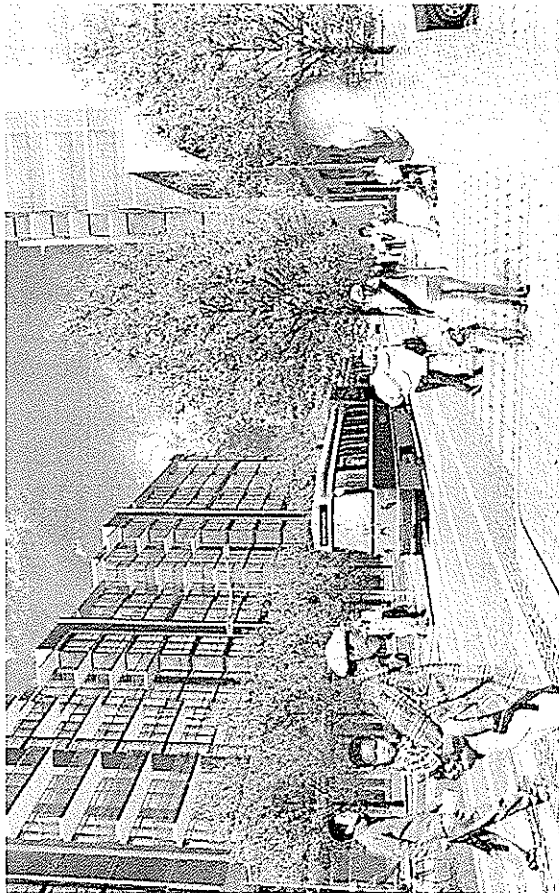
### Traditional 1-4-1



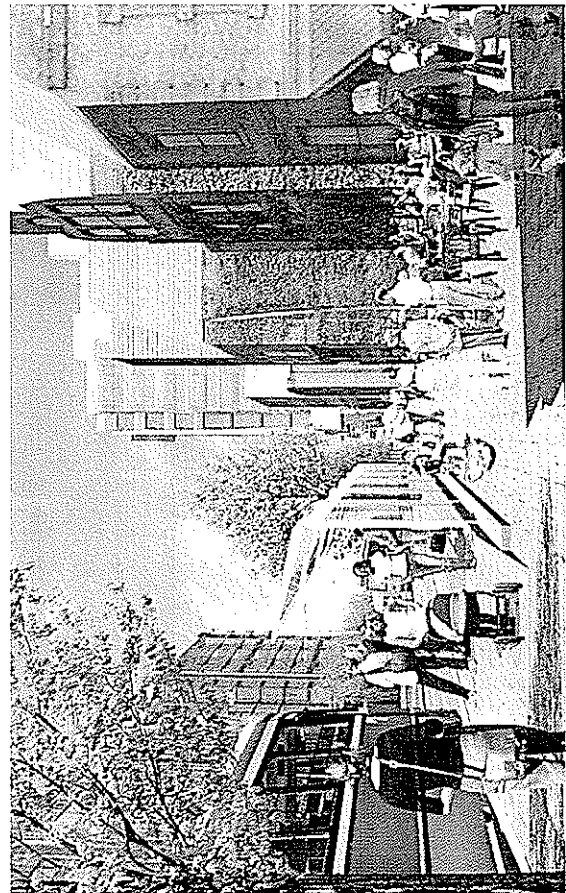
Cherry St. and Front St. E. Intersection



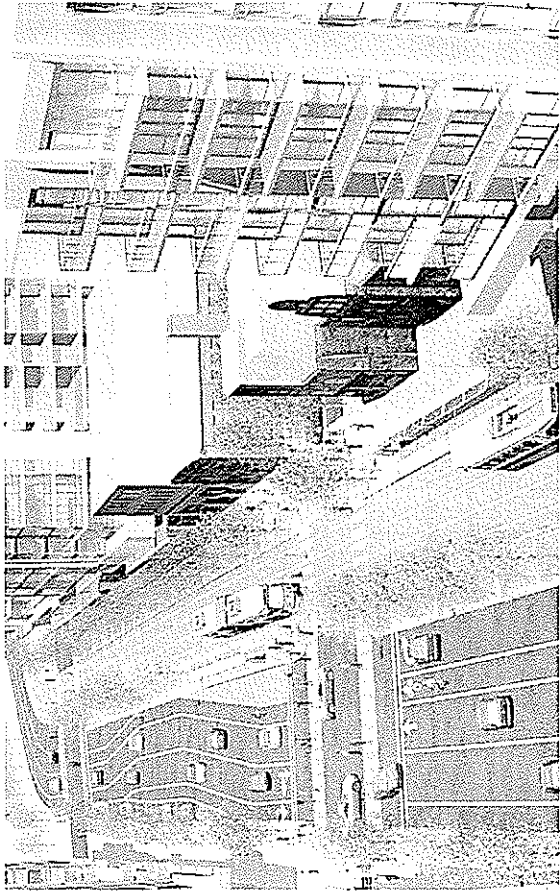
### Character Preservation, Material and Techniques



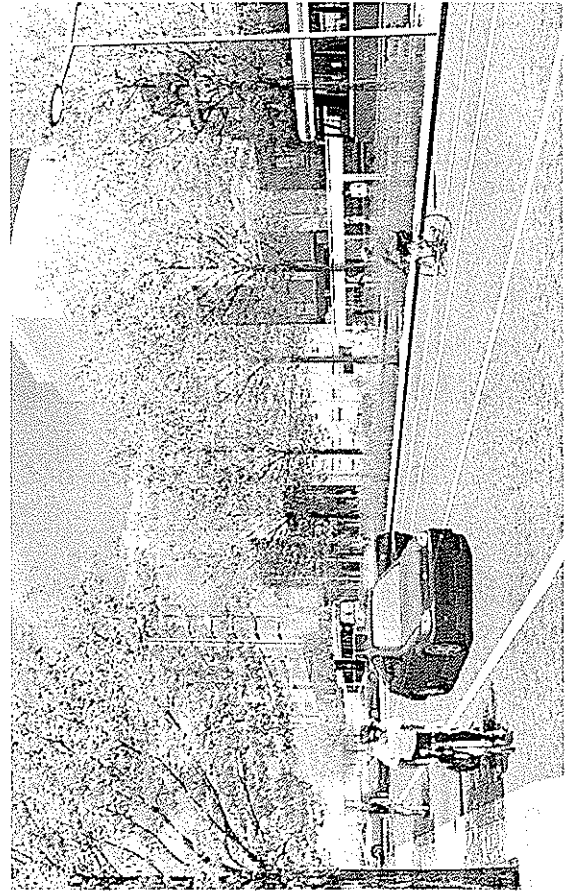
Leaving a tram stop on the East Side of Cherry Street



Leaving North Toronto Transit Stop at Canary Restaurant



View North of Front Street looking East from Avenue



Example Redlight from the West Side of Cherry Street



View North from within TTC Structure

### Design Refinements

As illustrated in the plan, a number of design refinements are proposed to:

- Further reduce adverse effects
- Improve operational flexibility
- Enhance the quality of public space

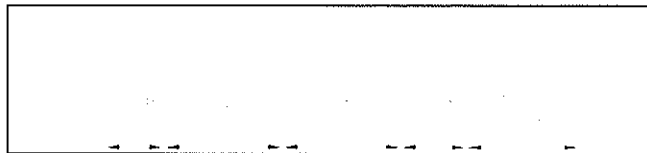
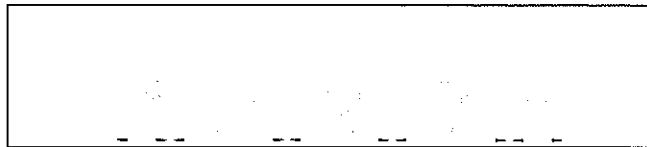
We would like your input on the design elements being considered along the corridor, including:

- Flexible roadway elements
- Expanded pedestrian zone
- South end network connections
- North end design considerations



## Flexible Roadway Elements

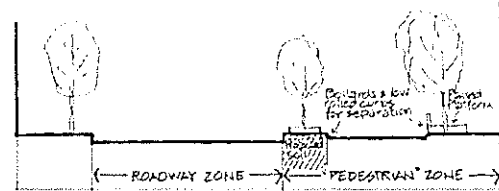
A continuous 12.8m roadway Provides flexibility and meets the functional needs for Cherry Street Future Modifications can be made without having to reconstruct the road.



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## Visual Expansion of the Pedestrian Realm

Dedicated transit lanes on the east side of Cherry Street can "visually expand" the portion of the right-of-way without automobiles.



### A Central Median will:

- Contribute to a high quality public realm
- Provide space for street trees and additional planting
- Reduce the "scale" of the street
- Define the boundary of the visually expanded pedestrian realm and roadway

### Defining the Shared Space:

Although part of the visually expanded pedestrian realm, transit vehicles will operate within their dedicated right-of-way. Pedestrians must be alert when streetcars are present

Possible techniques to indicate that the transit way is not a formal pedestrian area include:

- A Variation in Texture and/or Colour
- Street Furniture
- Trees
- Benches
- Raised Curb



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## South end network connections

In the future, transit on Cherry Street will connect to other waterfront lines to provide network connectivity between the West Don Lands, East Bayfront, the Port Lands and the existing downtown streetcar network. This EA identified two possible connections under the CN corridor.



Existing Cherry Street Underpass

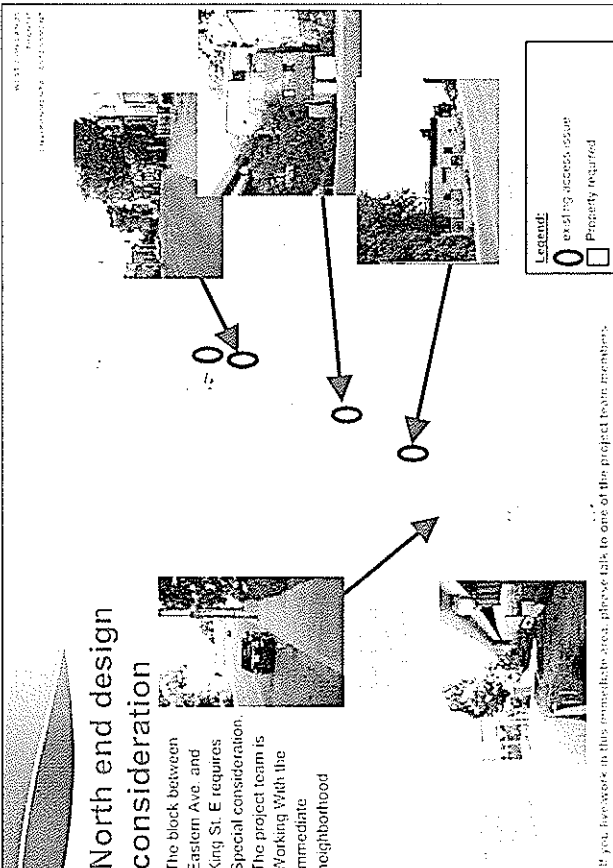


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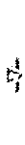
URS CANADA / DU TOIT ALLSOPP-MILLER / BA GROUP

## North end design consideration

The block between Easton Ave. and King St. E requires special consideration. The project team is working with the immediate neighborhood



If you live/work in this immediate area, please talk to one of the project team members.

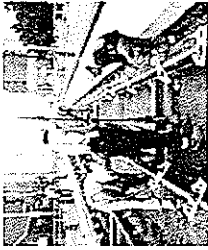


TORONTO TRANSIT COMMISSION

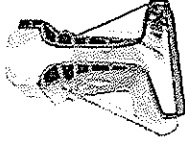
URS CANADA / DU TOIT ALLSOPP-MILLER / BA GROUP

## What about noise and vibration

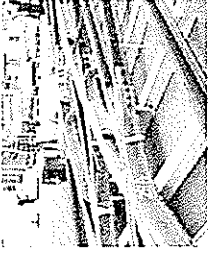
TTC has been replacing existing track and installing New tracks that reduces noise and Vibration and increases the life of tracks.



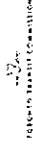
Continuously welded rail eliminates the use of rail joints. The smoother operation is quieter



Rubber sleeves isolate the rail from the concrete road bed, which reduces noise and vibration



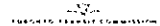
Turns and switches as required at King St. E/Sumach St. are now constructed With larger curves (15m-18m) versus older track (13m-15m) and are constructed with a polyurethane pad to reduce noise and vibration



URS CANADA / DU TOIT ALLSOPP HELLER / BA GROUP

## Tell Us What You Think

- Please sign in so we can keep you updated on this project
- Please provide your comments on the three short-listed alternatives



# ATTACHMENT C

## Public Comments



"Andrea Kelemen"  
<AKelemen@waterfrontoronto.ca>  
12/04/2007 11:49 AM

To <Shima\_Rezazadeh@URSCorp.com>  
cc  
bcc  
Subject: WDL Comments

Shima,

I'm sorry for the delay in getting these to you. Please find attached comments from the Oct PIC. Please let me know if you have questions.

Thank you,  
Andrea

andrea kelemen | communications+ marketing | 1310-20 bay street | toronto ON m5j 2n8 | 416 214 1344 x248 |  
akelemen@waterfrontoronto.ca | www.waterfrontoronto.ca



WATERFRONToronto



DOC032.PDF

----- Message from "-----

on Fri, 12 Oct 2007 09:07:12 -0500 -----

To: <tdavids2@toronto.ca>

cc: "Transit" <transit@waterfrontoronto.ca>

Subject: RE: REMINDER: Notice of Final Public Information Centre - Oct 11 Presentation

Dear Tom

As much as I appreciate receiving this somewhat last minute notice I want to let you know that I was not the only one attending who was not appropriately notified. Another business owner who is south of King and Sumach also expressed his disappointment to Mr. Bill Dawson of TTC.

This project may involve King and Sumach but as I pointed out to Mr. Dawson... when construction begins it will affect King Street businesses east of Parliament.

Because.

I know there will most likely be 'Construction' signs posted on Parliament and King.

The Result OF This Means -

That traffic will re-direct at King and Parliament for the duration of the construction period.

Thus,

Our business deliveries will be affected and clients who come down may not bother driving past King and Parliament.

What this area needs is:

1. The implementation of a vision plan for Historic Corktown to be part of this process.
2. King Street businesses need to know where TTC Construction Notices will be placed and what these signs will say in order to mitigate business slow down. Knowing this in advance will greatly help affected businesses plan appropriately their public relations announcements.
3. Area residents east of Parliament and along King Street will also need to be appropriately informed in advance regarding this future construction as our own visitors [family members and friends] will appreciate knowing what area street parking will be available.

[Note: that at the moment when the Distillery has an event area visitors have mentioned that they have found it difficult to find nearby parking.]

4. That the councilor appropriately addresses this and any other issues with affected area stakeholders and not just King / Sumach area.

Councilor McConnell is well aware that we already went through three years of having King St. stakeholders [many who are also residents and businesses] inconvenienced during the last TTC Streetcar Tracks upgrades followed by the King / Queen, Riverside Bridge upgrades.

King Street Business and Resident  
416-368-6890

---

Building a website is a piece of cake. Yahoo! Small Business gives you all the tools to get online.  
<http://smallbusiness.yahoo.com/webhosting>

----- Message from -----

ct 2007 17:01:08 -0500 -----

**To:** <lloyd@bagroup.com>

**cc:** "Transit" <transit@waterfrontoronto.ca>

**Subject:** TTC West Don Lands

Alun S. LLoyd P.Eng

Senior Associate

BA Group Transportation Consultants

&

Bill Dawson

Project Manager

TTC/TWRC TRansit EA Projects

Toronto Transit Commission

Re: TTC-TWRC Waterfront Transit Environmental Assessment

West Don Lands

Public Meeting - Enoch Turner Schoolhouse - 11 Oct. 2007

FYI The writer attended the above meeting, as well as the  
meeting at 20 Bay Street - 26 July, 2007

At the July meeting I suggested using the present Cherry St  
as a one-way street southbound for auto and transit traffic.  
The first adjacent street to the east would be for northbound traffic -  
let us call it: Cherry Blvd. East.

I also suggested that all road intersection transit stops be located at  
the far side of the intersection, for immediate "takeoff" after loading  
but more importantly  
for reasons of improved public safety.

N.B. Twice in the last 2 weeks I have seen cars slide along  
the side of a bus which was stopped for loading passengers  
and proceed to turn right across the front of the bus whose  
passengers were crossing legally to get on the bus.

I spoke with Mark Nykoluk of URS Consultants and with  
Mr. Roger Du Toit - Allsopp Hillier, although I did not identify myself.

(Heh. I am just a citizen : -)

It is apparent that that idea did not fly.  
I still believe that the most important idea is to locate  
transit stops at the FAR SIDE of the intersection.

---

At the Enoch Turner meeting on 11 October, I spoke with  
Mr. Alan Lloyd in some detail and left him with crudely drawn schematics  
of my new proposals.

My understanding is that Cherry St. now has 4 lanes –  
two for moving traffic and two for parking and service vehicles.

**PURPOSE OF INTERVENTION:**

To maintain the original straight line configuration of Cherry St.  
as it passes the historic buildings located there.

while seeking to accommodate inevitable increase in all traffic  
arising from the planned West Don Lands and Port Lands residential development.  
Concern from area residents about increased traffic is entirely justified but, I  
think, totally unrealistic. The city grows.

**PROPOSALS:**

Cherry St. would become 2 lanes one-way southbound for auto traffic –  
allowing for delivery on the west side of Cherry St.  
with the east side carrying northbound streetcars and buses  
at the east-side curb. A cement barrier could restrict cars.  
Passengers would step directly from the sidewalk onto transit.

Cherry Blvd East (as described above) would carry auto traffic northbound  
in the 2 east-side lanes allowing for delivery at the curb and  
ease of right hand turns.  
Streetcars and buses would travel southbound at the west side  
of Cherry Blvd. East, again with passengers stepping directly  
onto transit vehicles.

**REQUIRED:**

Sone fancy G.P.S. stuff.

Cherry Blvd. East would have to swing westerly at Eastern Ave.  
to connect with the present Cherry St.

The auto body repair shop at Cherry St. and Eastern Ave.  
would probably need to be relocated.  
- or pensioned off at a price :-) This area is now more residential.

Connection to Cherry Blvd. East, across the present right of way  
for transit turnaround, at the north exit from the rail tunnel.

NOT DISCUSSED at the "Enoch Turner" meeting -

Maintenance / Sanitation / Moving / Parking / Passenger access for  
residential buildings \* between Cherry St. and Cherry Blvd. East  
- this access would be from Mill St. and Front St.

\* Mid-rise buildings would make a better visual transition from high-rise  
on the west side of Cherry St. to low-rise to the east.

#### BENEFITS / COSTS

- Traffic would move faster but also more smoothly resulting  
in less starting and stopping and less pollution.  
We are talking about 3 blocks only - not from the Don R. to Etobicoke  
as on Adelaide St. :-)

- Safety increase for pedestrians with far-side transit stops
- Wider sidewalks and more greenery - the median platform  
for passengers would not be required.

Just a few thoughts, useful or not.

I wish to thank Mr. Alun Lloyd of BA Group for listening  
so patiently to my rather off-beat ideas.

----- Message from "Charles Braive" <cbraive@total.net> on Mon, 15 Oct 2007 14:14:22 -0500 -----

**To:** "Andrea Kelemen" <AKelemen@waterfrontoronto.ca>

**Subject:** TTC-TWRC West Don Lands public meeting

Hello Andrea

I attended this public meeting last Thursday but was unable to leave my  
written comments.

I'm pleased to comment now.

thanks

Charles Braive



Q1

Do you agree with the recommended design?

NO.

I think the east side only transit plan creates an inequity for everyone on the west side. The east side public realm will be much wider physically and will benefit disproportionately from having this extra space to become the sunnier side of the street. Let's face it, the west side of Cherry (which runs north-south) is already the shady side of the street. Imagine the street in February, twenty years from now, lined with 8-10 storey buildings and realize how dreary and shady the west side would be. We know in Toronto that sunlight is at a premium for many months of the year. Favouring the east side of Cherry with a big empty transit corridor is simply unfair. This is also a public health issue; we should not be planning north-south corridors without taking into consideration the health benefits of sunlight.

The provision of a west side sidewalk of only 5 meters (or less) will mean that the west side will forever remain the shady side of the street. If the transit goes on the east side only, all buildings built on the west side should be severely limited in height, so as to deny the creation of a canyon of shadows.

If this east side plan goes ahead the west side should be given sidewalks double the width of the east side so as to compensate for the shadows cast from noon onwards by the sun in the west.

The transit should be in the median so as to ensure the properties on the east side aren't given a permanent unfair advantage of unrestricted access to sunlight.

Transit on one side only is simply goofy, it should be in the median like elsewhere in the city.

Q.2

Are there any refinements we should consider?

YES.

You should be able to turn left and right at the Cherry and Front intersection. Currently four way turns are possible here and that should be maintained in the plan. Logically, this will become the neighbourhoods main corner. Every neighbourhood has a signature corner that defines it, and

Cherry and Front is already that corner. I think it's shortsighted, silly and possibly selfish that your plan doesn't allow for this essential city building element.

These type of vehicle restrictions are better suited for suburban developments; you are building a street for all the people of Toronto, not just a few Corktowners. It makes no logical sense that this important corner (Front & Cherry) is being planned in such a way that its basic vehicular functionality is being compromised by short sighted planning.

Making this corner (Front & Cherry) truly functional might require a slight widening of the ROW at this point - no big deal really and a good investment for the future of the city.

### Q.3

What are the key issues ....

The first issue should be public safety - ensuring a sufficient physical separation between moving transit vehicles and the public to guarantee public safety.

The second priority should be disguising visually all the ugly overhead cables required by streetcars.

### Other Comments:

I think you are missing a lot of potential for neighbourhood creation by not maximizing the possibilities available at the Front and Cherry intersection. This intersection is already the main hub of local streets and possesses fine heritage buildings. It is visible as you travel east on Front from quite a distance. Your plan treats it just like the other intersections on the planned route, but it is different. Your plan would be better if it accentuated and celebrated this fact.

There is abundant open space on the northwest and also some on the southwest corner. This intersection is the spot where the designers should consider creating a 'moment'. Some of this open space could become a small park facing the intersection (think Danforth/Logan) with benches and public art. It could be the heart of a new neighbourhood, a place to pick up a latte and a meet your neighbours.

Likewise, the southwest corner should be opened up with the acquisition of some available land for a complementary public square. The combination of these two public spaces would create a beautiful new open public corner. The

east side currently features several fine heritage buildings that would greatly benefit from the open sight lines.

Toronto should seize these opportunities as they occur and your current plan does not envision anything for this street except for efficient transit when it could become so much more.

----- Message from

n Thu, 25 Oct 2007 13:02:15 -0500

-----

**To:** "Andrea Kelemen" <AKelemen@waterfrontoronto.ca>

**cc:** "Jamie Kirkpatrick" <ontariochapter@sierraclub.ca>

**Subject:** TTC-TWRC West Don Lands Transit EA Comments

Dear Ms Kelemen,

Please find attached the comments from Sierra Club - Ontario Chapter, regarding the October 11 2007 Public Information Centre presentation.

Should you have any questions, please do not hesitate to contact me at this email.

Regards,

Sierra Club of Canada  
Ontario Chapter  
Transit Campaigner

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[http://us.rd.yahoo.com/evt=40705/\\*http://mrd.mail.yahoo.com/try\\_beta?.intl=cf](http://us.rd.yahoo.com/evt=40705/*http://mrd.mail.yahoo.com/try_beta?.intl=cf) Cherry Street LRT EA Comments.doc

----- Message from "David S. Crawford" <david.crawford@mcgill.ca> on Fri, 12 Oct 2007 18:05:59 -0500

-----

**To:** "Andrea Kelemen" <AKelemen@waterfrontoronto.ca>

**Subject: West Don Lands transit EA**

Good evening

I attended the very recent open house (as high as the West Don Lands Transit EA) with your staff with some general and supportive written comments. Today I walked on a Queen Street from King Street to Queen's Quay and have the following additional comment. Can you pass it along?

**LINKING THE CHERRY STREET LINE TO QUEEN'S QUAY EAST LINE**

I understand the need to create a loop and terminate the Cherry Street line north of the railway bridge until the Mouth of the Don study is completed and understand (from Bill Dawson) that the QQ East line is initially likely to terminate at Parliament Street - presumably with a loop. I also understand that it is certainly the intention to link these two lines as soon as the Mouth of the Don study is finalised and there is some hope that the link will actually be built not long after the lines are built.

On my walk today I realised that if the streetcar tracks are on the east side of Cherry (as certainly seems best) there is a major problem at the Railway Bridge. At the open house two options for getting to the south of the rail berm were shown: one with both streetcar tracks going through one of the existing major bridge arches (with cars etc going through the other in both directions) and another option with a new streetcar only tunnel being built to the east of the existing bridge. Building a new tunnel seems the best idea (if probably very expensive) but unfortunately there is a railway signal-box not more than 10-12 feet east of the existing bridge. I suspect that building a new tunnel under the signal box or moving the box would probably be expensive so I see the option of a new tunnel being rejected due to cost.

There is, of course, a third option which is to put the streetcar tracks through both traffic arches of the existing bridge and to have the streetcars in mixed traffic for this stretch of the route. I realise the TTC prefers transit in its own R/W but I suspect that there will actually be far too many streetcars going through the bridge and that most King cars will end at the loop and most QQ East ones will either end at Parliament or at a loop built further east (and in due course may go on to the Portlands). It may be easiest and cheapest to lower the road through both main arches - so that streetcars will fit - and have them serve both streetcars and other traffic. It may not be ideal but it may be best - for that short stretch of 'link line'.

Thanks

Toronto, ON  
CANADA

<http://internatlibrs.mcgill.ca>

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Andrea Kelemen  
Communications and Marketing Department  
Waterfront Toronto  
20 Bay Street, Suite 1310 Toronto, Ontario M5J 2N8  
Tel: (416) 214-1344 ext. 248  
Fax: (416) 214-4591  
E-mail: akelemen@waterfronttoronto.ca

Re: Cherry Street LRT Environmental Assessment Comments on Final Public Information Centre, Thursday October 11 2007.

Dear Waterfront Toronto Team,

Sierra Club Ontario Chapter supports the recommendations, and more importantly the inclusive public process that resulted in a much improved transit and pedestrian streetscape.

#### Positive Points

- The design integrates the transit zone into the pedestrian zone to visually expand the street segment without automobiles.
- Near-side stops, which give more efficient passenger boarding and alighting than far-side stops as on the Spadina LRT, under the current transit priority regime.
- Gives a 504 King short turn loop close to downtown, quicker and less costly/more efficient than routing short-turned streetcars up to Queen Street,
- Excellent transit service to the burgeoning Distillery District, which is currently 400 m from frequent transit.

#### Detailed Design Considerations and Suggestions

Sierra Club recommends careful consideration of the following suggestions, to avoid the negative public reaction and poor transit results experienced by the Spadina and St Clair LRT designs:

- Side poles, for narrower streetcar lanes and to allow buses and emergency vehicles to use the streetcar right-of-way when necessary.

- Grow a resilient grass or plant on the streetcar lanes , for a green, more pedestrian friendly surface, as shown in some of the European LRT examples. This also serves to reduce the urban heat island effect from extensive concrete.
- Well designed passenger stop shelters, as proposed for the St Clair LRT.
- Transit priority installed and activated, to reinforce the priority of transit in this new neighbourhood from day one.
- Were Toronto ever to implement transit priority the way most other cities in Europe and North America have, the advantage of far side stops would allow TTC vehicles to pass through traffic lights unimpeded, as the phase would be triggered as the vehicle approaches the intersection. This can not happen when a streetcar is stopped to pick up passengers. With the TTC's almost complete lack of authority to utilize transit priority, it doesn't make any difference at the moment, but I think it will likely happen in the future.
- The current proposal of allowing the TTC to use transit priority when vehicles are significantly late, which assumes that 100+ people on a streetcar should have priority over 1.2 people in a car only in exceptional circumstances, is ludicrous. This must be changed, and the ideal time to change this is right now, on this project.

In conclusion, Sierra Club believes that this EA public consultation process and resulting design are a positive change and must be used as the design basis for the rest of the Waterfront LRT lines. This must be the approach taken for Transit City as well, and it is gratifying and encouraging to see that the mistakes in the process and design of the St Clair LRT have been improved upon.

Sincerely,

Sierra Club of Canada  
Ontario Chapter  
Transit Campaigner

Comment Form

1. Do you agree with our recommended design?

- Yes
- No

State reasons:

It's a good design and will provide convenient transit service for the Distillery District + WDL residents.

I would still have liked to see a link ~~on~~ Parliament Street from Queens Quay to King (to link with existing track) but I agree the proposed route plan is better.



Comment Form

2. Our preferred design uses a flexible approach to the road for vehicles and cyclists. Are there any refinements to this approach that we should consider;

- Yes
- No

If yes, what are they?

It will be important to differentiate the different roles. Your pictures of paving differences are good idea.

Comment Form

3. Our design integrates the transit zone into the pedestrian zone to visually expand the street segment without automobiles. What do you think are the key issues with this approach that the design team should consider when selecting treatments.

People need to be able to cross ALL of  
Cherry St so allow for pedestrian  
"refuges" in median area + try to  
channel pedestrians towards safe crossing  
points in mid-block as well as at  
corners.

Comment Form

Do you have any other comments:

Ideally the MOUR A Don study +  
project will move ahead quickly so  
that you can connect the Cherry St  
line with the Queen's Quay east line as  
soon as possible. Ideally very soon  
after the lines are opened

Please Print

Name:

Email:

Address:

Thank you for your participation. Comments and information regarding this study are being collected solely for the purpose of conducting the environmental assessment. With the exception of personal information, all comments will become part of the public record.

Please return your workbook at the end of tonight's workshop

You may also email, mail, or fax your comments by Thursday, October 25<sup>th</sup> to:

Andrea Kelemen  
Communications and Marketing Department  
Waterfront Toronto  
20 Bay Street, Suite 1310 Toronto, Ontario M5J 2N8  
Tel: (416) 214-1344 ext. 248  
Fax: (416) 214-4591  
E-mail: [akelemen@waterfronttoronto.ca](mailto:akelemen@waterfronttoronto.ca)







Comment Form

Do you have any other comments:

GOOD DESIGN - WELL DONE!

Please Print

Name:

Email:

Address:

Thank you for your participation. Comments and information regarding this study are being collected solely for the purpose of conducting the environmental assessment. With the exception of personal information, all comments will become part of the public record.

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Fax: (416) 214-4591  
E-mail: [akelemen@waterfronttoronto.ca](mailto:akelemen@waterfronttoronto.ca)

Comment Form

2. Our preferred design uses a flexible approach to the road for vehicles and cyclists. Are there any refinements to this approach that we should consider;

- Yes
- No

If yes, what are they?

- ensure that pedestrians can use conveyances with wheels easily  
eg- wheelchairs, scooters, baby carriages, grocery carts
- ensure there is protection from the elements for pedestrians
- consider that in the future, the use of cars may decline, in greater emphasis could be made for pedestrian, cycle and transit use.

Decline - use of cars

- aging population choose to no longer drive
- if there are facilities (schools, day care) in the area for children, if it is a residential area, then hopefully it would be safe enough for children to walk or bicycle to school
- ~~the~~ parents could use strollers to transport children to day care centers
- gridlock
- high cost and lack of parking.



Comment Form

1. Do you agree with our recommended design?

- Yes
- No

State reasons:

*transit*

*It is great to see such pedestrian friendly plans for this former industrial brown field.*

Comment Form

3. Our design integrates the transit zone into the pedestrian zone to visually expand the street segment without automobiles. What do you think are the key issues with this approach that the design team should consider when selecting treatments.

pedestrians being run over by transit vehicles

Comment Form

Do you have any other comments:

caution -  
buses ~~but~~  
streetcars do not kneel so it is hard to  
get on a streetcar with a grocery cart  
or baby carriage.

Please Print

Name: 311 11

Email: 311 11

Address:

Thank you for your participation. Comments and information regarding this study are being collected solely for the purpose of conducting the environmental assessment. With the exception of personal information, all comments will become part of the public record.

Please return your workbook at the end of tonight's workshop

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20 Bay Street, Suite 1310 Toronto, Ontario M5J 2N8  
Tel: (416) 214-1344 ext. 248  
Fax: (416) 214-4591  
E-mail: [akelemen@waterfronttoronto.ca](mailto:akelemen@waterfronttoronto.ca)

Comment Form

1. Do you agree with our recommended design?

- Yes
- No

State reasons:

It was one of the preferred designs coming out of the workshop in March, of which I was a participant.

Comment Form

2. Our preferred design uses a flexible approach to the road for vehicles and cyclists. Are there any refinements to this approach that we should consider;

- Yes
  - No
- ?

If yes, what are they?

I don't know. I would like to be sure that the safety of cyclists has not been sacrificed to the vehicles.

Comment Form

3. Our design integrates the transit zone into the pedestrian zone to visually expand the street segment without automobiles. What do you think are the key issues with this approach that the design team should consider when selecting treatments.

Safety and good opportunity to use the expanded pedestrian zone

Comment Form

Do you have any other comments:

Put some Cherry trees on Cherry St.

Plant lots of trees and please don't set them up for failure like the poor trees along the transit line on Spadina Ave. We want these trees to thrive - looking good and providing shade.

I am sorry about the need to take vegetation from Inglebrook school - its surroundings are already so desolate and bleak. Is there some way the school could get something in return?

When placing seating, don't assume that people want to sit in a straight line staring at the cars. Cluster seating in groups and angle for a range of views.

Please Print

Name:

Email:

Address:

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Please return your workbook at the end of tonight's workshop

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Tel: (416) 214-1344 ext. 248  
Fax: (416) 214-4591  
E-mail: [akelemen@waterfronttoronto.ca](mailto:akelemen@waterfronttoronto.ca)

Comment Form

1. Do you agree with our recommended design?

- Yes
- No

State reasons:

For the first time, street design is an integrated process involving the TTC, traffic engineers, urban, ~~and~~ landscape and architectural designers, community representatives. The end result is excellent. All members of the process are learning from each other. Hopefully the process will be applied throughout our city.









## Comment Form

1. Do you agree with our recommended design?

- Yes  
 No

State reasons:

- Transit on one side with the trees in the median is great. The trees will make the area feel more green. The transit on one side of the street in its own right of way creates a better situation for pedestrians as they do not have to worry about cars as they exit the streetcar.

- I love the bike lanes!

- A new transit underpass should be created. The more the streetcar has its own right of way, the better. This is also better for the long term development of the area.

Comment Form

2. Our preferred design uses a flexible approach to the road for vehicles and cyclists. Are there any refinements to this approach that we should consider;

- Yes
- No

If yes, what are they?

Make sure that the bike lanes are <sup>properly</sup> prepared to connect up with future bike lanes (such as along King Street or the waterfront).

Are the turn lanes for cars necessary?

~~They are~~ If they weren't in the plan, it would continue to discourage auto use in the area. ~~They~~ Streetcars and bikes should be considered more than cars.

Drivers would find driving in the area more difficult since they cannot make turns as easily, and would find other transit means to come to the neighborhood in the future. <sup>Mass</sup> Transit and bike lanes must be encouraged.

Comment Form

3. Our design integrates the transit zone into the pedestrian zone to visually expand the street segment without automobiles. What do you think are the key issues with this approach that the design team should consider when selecting treatments.

It would be aesthetically pleasing if Cherry Street could have the same feel as the cobblestone in the Distillery. This could integrate the new West Oakland S neighborhood into the existing Distillery neighborhood. ~~the~~ Having cobblestone pedestrian areas along cherry would slow down cars and allow the Distillery not to exist as an oasis of a pedestrian area in the neighborhood. This connection will be highly valuable and make the neighborhood even more distinctive, in addition to looking old (the cobblestone) and Modern (the new buildings).



Comment Form

1. Do you agree with our recommended design?

- Yes  
 No

State reasons:

Like the transit all together  
Creates a sense of more "pedestrian  
like" realm.

- I still think the ~~two~~ "traffic"  
side of the equation could be  
narrowed a bit more.

- it still feels a bit too suburban

We are not in Suburbia



Comment Form

2. Our preferred design uses a flexible approach to the road for vehicles and cyclists. Are there any refinements to this approach that we should consider;

- Yes
- No

If yes, what are they?

There are a couple places where the cyclist has to move to the left (for right turning cars) and as a cyclist that feels VERY Dangerous

I would prefer keeping the cyclist in their own lane and if there must be a right turn lane, let the car make the right turn BUT having to pay attention to the cycling lane on their right and thus put the onus on the drivers to proceed with caution.

### Comment Form

3. Our design integrates the transit zone into the pedestrian zone to visually expand the street segment without automobiles. What do you think are the key issues with this approach that the design team should consider when selecting treatments.

When it comes to design we need to make sure that the pedestrian knows what are safe places to be when crossing the transit area

- use of different textured or colored surfaces.
- Sight lines need to be easy to open so both the transit drivers + the pedestrians can see each other.

Comment Form

Do you have any other comments:

When designing & solving the passage under the Railway Overpass I think we should design for the slowing of traffic as much as possible.

If the vehicles have to share the one 1/2 of the underpass this will encourage them to proceed slowly & reduce the risk damage to their own possession: "their vehicle"

No need to start moving responsibility of safety into the hands of drivers and pedestrians. We too often worry too much about "protecting" ourselves from our own sense of entitlement.

Please Print "you", "I", & responsibility for Safety.  
Name: \_\_\_\_\_  
Email: \_\_\_\_\_  
Address: \_\_\_\_\_

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## Comment Form

1. Do you agree with our recommended design?

- Yes  
 No

State reasons:

- like the dedicated transit lanes that are side by side
- wide pedestrian zones
- dual bike lanes
- integration of pedestrian zone to the transit access looks very integrated and accessible
- more opportunities for street seating
- dedicated & segregated transit lanes are key to increased usage
- give the incentive to the rider for priority access
- like the given flexibility of the layout for changes based on neighborhood evolutions

Comment Form

2. Our preferred design uses a flexible approach to the road for vehicles and cyclists. Are there any refinements to this approach that we should consider;

- Yes
- No

If yes, what are they?

Not sure its a refinement but  
give priority access to bike lanes,  
and avoid compromising on width of the  
lanes

→ this is the great incentive to increase  
usage and rider safety

### Comment Form

3. Our design integrates the transit zone into the pedestrian zone to visually expand the street segment without automobiles. What do you think are the key issues with this approach that the design team should consider when selecting treatments.

→ seamless transition outside of any safety standards

→ clearly identify the area as a much more secure space relative to auto lanes

→ drivers should feel like they are missing out on something

Comment Form

Do you have any other comments:

I like the overall design

3/ KEYS

1/ ~~DEDICATE~~ DEDICATE TRANSIT LANE

2/ PEDESTRIAN WIDE + INTEGRATED WITH  
TRANSIT ZONE

3/ WIDE BIKE LANES

Please Print

Name:

F. NYJ - J

Email:

fnyj@waterfronttoronto.ca

Address:

120 - JN

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Comment Form

1. Do you agree with our recommended design?

- Yes
- No

State reasons:

It makes sense to make transit lanes, it also makes more sense to segregate transit from traffic, and I like that you've chosen to make it on one side (rather than the middle like Spaulding / St. Ann / Herbarist) as it's aesthetically pleasing, unique in the city, and ~~adds~~<sup>expands</sup> the sidewalk considerably into a kind of boulevard for pedestrians to wander through (albeit carefully).







Comment Form

Do you have any other comments:

Well done, ladies and gentlemen.

The number of attendees was a sign of  
the success of the evening if you  
could be so kind to let me  
know how many people would  
be attending the next meeting.

PS Please ensure you get a copy of the  
report and can be the best.

Please Print

Name:

Email:

Address:

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Comment Form

1. Do you agree with our recommended design?

- Yes
- No

State reasons:

looks good overall  
as a senior cyclist, year round,  
becoming more & more concerned  
with air I'm required to breath.  
Cycling routes should never be  
incorporated with vehicle traffic,  
should always be independent same  
as pedestrian <sup>walk</sup> pathways are.

Comment Form

2. Our preferred design uses a flexible approach to the road for vehicles and cyclists. Are there any refinements to this approach that we should consider;

- Yes
- No

If yes, what are they?

see page 1

Comment Form

3. Our design integrates the transit zone into the pedestrian zone to visually expand the street segment without automobiles. What do you think are the key issues with this approach that the design team should consider when selecting treatments.

more of the same, thank you

Comment Form

Do you have any other comments:

In general, a good addition  
to area plan.

Please Print

Name:

Email:

Address:

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Comment Form

2. Our preferred design uses a flexible approach to the road for vehicles and cyclists. Are there any refinements to this approach that we should consider;

- Yes
- No

If yes, what are they?

Why does the road, the lanes that is, swerve?

The right turn lane cross over the bicycle path is always dangerous. You need visual warnings that aren't ugly.

Comment Form

3. Our design integrates the transit zone into the pedestrian zone to visually expand the street segment without automobiles. What do you think are the key issues with this approach that the design team should consider when selecting treatments.

Safety of pedestrians, You probably want a fence between the north bound track and sidewalk otherwise the streetcars will have to drive slowly.

Consider traffic lights that are responsive to streetcar positions.

