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## **MEETING NOTES**

**PROJECT:** TTC-TWRC  
East Bayfront Transit Environmental Assessment

**MEETING NO:** CLC 2

**FILE NO.:** 6377

**DATE:** January 22, 2007 **TIME:** 6:00 p.m.

**PLACE:** TWRC Boardroom, Suite 1310, 20 Bay Street

**PRESENT:** **Community Liaison Committee (CLC)**  
Julie Beddoes GWNA and WDLC  
Ulla Colgrass York Quay Neighbourhood Association  
Tom Davidson Office of Councillor Pam McConnell  
Dennis Findlay Port Lands Action Committee  
David Fisher Rocket Riders  
Steve Munro Transit Advocate  
Sylvia Pellmen St. Lawrence Neighbourhood Association  
Helen Riley Feet on the Street  
Margaret Samuel Central Waterfront Neighbourhood Association  
David White Waterfront Action

**Study Team (ST)**  
Bill Dawson TTC Service Planning  
Mike Ronson TTC Service Planning  
John Kelly City of Toronto Transportation Services  
Dennis Callan McCormick Rankin (MRC)  
Hank Wang McCormick Rankin (MRC)  
Alun Lloyd BA Group  
John Hillier du Toit Allsopp Hillier (DTAH)  
Ayaro Kitta du Toit Allsopp Hillier (DTAH)

**Moderator**  
Pino DiMascio Urban Strategies (USI/TWRC)

**PURPOSE:** EBF Community Liaison Committee Meeting #2

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## PROCEEDINGS:

## ACTION BY:

### 1. Review of Minutes

- a) There is a spelling error in the name of a CLC member present at the last meeting: 'Dray Dale' should read 'Tracy Dale'.

MRC

### 2. Update on the ToR Approval Process

- a) There is still no update from the MOE on the status of the ToR. The MOE staff has already reviewed and signed off on the ToR. The decision now rests entirely with the Minister's office. In the meantime, however, the Study Team is entering a bit of a holding mode since there is still no approval on the ToR yet.

### 3. Schedule for the next CLC Meeting and PIC

- a) The next EBF CLC meeting will not take place until March 2007.

### 4. Review and Discussion of Comments Submitted to the Study Team

- a) D. Callan began his PowerPoint presentation (available on TWRC web site) and provided a summary of key themes as appeared in the CLC comments submitted to the Study Team.
- b) D. Callan presented a preliminary concept of a 'surface transit' scheme for both the 'Queens Quay Only' and 'Lake Shore Express plus Queens Quay Local' options. 'Queens Quay' buses would access Union Station via bus-only lane on Bay Street, Lake Shore Boulevard, York Street, and Front Street. 'Lake Shore' buses would access Union Station via bus-only lane on Lake Shore Boulevard, York Street, and Front Street. Both corridors would complete their loop via southbound Bay Street. One or two traffic lanes would be converted to bus-only lane(s). The existing taxi stand in front of Union Station would have to be relocated.
- c) **CLC:** Is Front Street the only option for buses to unload passengers at Union Station? How about Bay Street?
- d) **ST:** Front Street is the best option though it is not the only option. The issue with Bay Street is that there is not enough frontage south of Front Street for multiple number of articulated buses to load/unload passengers.
- e) **CLC:** The Lake Shore Express as shown on your drawing does not run straight through Lake Shore Boulevard?
- f) **ST:** Within the scope of this study, the Lake Shore Express is meant to serve future demands in the Port Lands. It certainly does not preclude any future east-west transit route on Lake Shore Boulevard that may potentially connect the east end of Toronto with the west end.
- g) D. Callan explained why the 'surface transit' scheme would require

**PROCEEDINGS:**

**ACTION BY:**

two traffic lanes on Front Street: the curb lane (currently the taxi stand) is needed for installing multiple bus bays; the lane adjacent to the taxi stand is needed as a passing lane for buses pulling in and out of the bus bays. The Study Team assumes that this 'surface transit' scheme may be feasible – more work will be done to define this scheme further.

- h) **CLC:** How does this bus bay scheme on Front Street tie into the Union Station District Plan?
- i) **ST:** The next step for the Study Team is to take this bus bay scheme and compare it with the Union Station District Plan – which does not include provisions for bus lanes on Front Street.
- j) **CLC:** Will you be looking at a bus tunnel option as well?
- k) **ST:** This 'surface bus option' does not preclude a bus tunnel, but yes we will look into a bus tunnel at a later stage.
- l) **CLC:** The 8000 passengers arriving at Union Station – where will these people come from?
- m) **ST:** The 8000 passengers is a forecast figure that includes existing and future transit users from the Queens Quay West streetcar, the future Queens Quay East transit line, and the possible future Bremner Boulevard streetcar line. The figure assumes a full build-out, full development plan in the entire Central Waterfront.
- n) **CLC:** Are these forecast figures day time numbers?
- o) **ST:** Yes, these figures represent weekday morning peak period users.
- p) **CLC:** Do you have record of the number of people who will be coming down the Waterfront for special events?
- q) **ST:** Demand generated by special events at the Waterfront can be handled with additional transit vehicles that are typically in storage during mid-day or weekends. TTC does not design a transit route based on demands of large special events (such as the Carribana) that take place only a few days a year. Having said that, we do need to do analysis that accounts for special events and we are doing that now.
- r) **CLC:** Your demand forecast shows that there will be 3700 transit users entering Union Station from Bremner Boulevard – but people who live there will walk to Union Station instead of taking transit.
- s) **ST:** That figure includes future transit users coming from areas west of Spadina Avenue. These users would be heading to Union Station via a possible future Bremner streetcar line.
- t) **CLC:** There is already an entrance to Union Station from the south through the ACC – why do we need to fit a Bremner line through the

**PROCEEDINGS:**

**ACTION BY:**

existing streetcar tunnel when the tunnel is already crowded?

- u) **ST:** There was a proposal for a future Bremner streetcar line to loop just west of the ACC – underground – but that proposal has been taken off the table. A loop west of the ACC would create an undesirable walking distance for users transferring from the streetcar to the subway or GO trains/buses at Union Station.
- v) **CLC:** When the Spadina streetcar line was being planned, there were questions as to why we need a streetcar loop when you could operate double-ended vehicles which would not require a loop.
- w) **ST:** The need for a streetcar loop is due to operational needs of the existing streetcar fleet, though the TTC will eventually replace the current fleet of vehicles with new ones. However, everyone should keep in mind that the demand forecast figures presented to you represent the ‘mature-state’ demand generated by a future Central Waterfront that is fully developed, as well as demand generated by areas outside of the Waterfront. We should also note that there is no approval yet for a possible future Bremner streetcar line.

**5. Union Station Loop Expansion Plan**

- a) This is a technically feasible plan from an engineering/structural point of view. In essence, this is an expanded loop with 4 ‘legs’ (tracks).
- b) In this EA, the Study Team will look at the feasibility of expanding the loop.
- c) This expansion plan has been designed to handle streetcars operating under 2-minute headways from Queens Quay West and Queens Quay East, i.e. a combination of one streetcar every minute.
- d) A Queens Quay East streetcar entering the loop will follow the new inbound track to load/unload passengers at the east platform. This streetcar will then proceed around the loop and use the existing outbound track to re-enter the tunnel.
- e) A Queens Quay West streetcar entering the loop will follow the existing inbound track that leads the vehicle around the loop into the new outbound track – where the streetcar will load/unload passengers at the west platform. This streetcar will then proceed along the new outbound track and re-enter the tunnel.
- f) As shown in the plan, passengers coming off the streetcars will follow a ‘fare-paid’ passageway to the expanded subway platform at Union Station. Transfer between streetcar and subway will be seamless as the connection will take place on the same level, i.e. passengers coming off the streetcar will not have to climb up stairs and then go down an escalator to reach the subway, and vice versa.

**PROCEEDINGS:**

**ACTION BY:**

There is also a passenger connection to the future GO concourse expansion via a passageway; this will provide streetcar passengers with a direct connection into the GO station without having to pass through the subway station.

- g) This loop expansion plan can be implemented by stage. At the initial stage we can build only the west platform and the new outbound track. In the space between the new and existing outbound tracks, an interim east platform can be built to load/unload passengers on the Queens Quay East streetcars as well as to facilitate transfer between East and West streetcars. The east platform and the new inbound track can be constructed at a later stage.
- h) A possible future Bremner streetcar line may tie into this scheme via the south end of the loop, but it will be a bit more challenging from an operation perspective.
- i) **CLC:** Have you looked at widening this scheme for buses?
- j) **ST:** We will look into that.
- k) **CLC:** How does a potential Lake Shore Express tie into this expansion plan?
- l) **ST:** A potential Lake Shore Express serving the Port Lands would be a 'surface bus option' that follows the scheme presented to you earlier tonight.
- m) **CLC:** Your loop expansion plan shows 4 LRVs at each platform. Since we are talking about streetcars, if the vehicle in front is running slow for some reason, the vehicles behind will not be able to pull out and bypass the slow vehicle. How will that affect the whole operation of this loop?
- n) **ST:** We showed 4 LRVs in this drawing to illustrate how long each new platform can be. Yes, an inherent limitation to streetcars is that they cannot bypass one another on the same track.
- o) **CLC:** Has any thought been given to the aesthetics of this future expanded loop? The aesthetics of the existing tunnel/loop are terrible.
- p) **ST:** Unfortunately, when funding is tight – which was the case when the existing streetcar loop was built – aesthetics are often the first things to get cut from the plan.
- q) **CLC:** Existing connection between Union Station and surface bus routes that come down to the waterfront is not very good. Are there ways to improve that?
- r) **ST:** We acknowledge that it is difficult for passengers to transfer from surface bus routes to Union Station, and that is one of the major

**PROCEEDINGS:**

**ACTION BY:**

issues with a 'surface transit' scheme – the need to provide a seamless, efficient, and desirable transfer for passengers.

- s) **CLC:** Is the existing GO bus terminal going to stay there in the future?
- t) **ST:** We believe so. We have not heard anything from GO with regards to future plans for that bus terminal. For planning purposes, we are assuming that the bus terminal will stay at where it is now.

**6. Next Step**

- a) The Study Team will provide responses to comments on the analysis of Planning Alternatives and distribute them to everyone on the committee.
- b) Since the Study Team is currently in a bit of a holding mode due to the delay in the MOE ToR approval process, there will not be another CLC meeting until March at the earliest.
- c) Any additional information that the CLC needs can be requested through Andrea.

**7. Other Comments**

- a) **CLC:** Can the City of Toronto, through its new *City of Toronto Act*, push this study out of the ToR stage that we are currently stuck in and move it into the next stage more quickly?
- b) **ST:** No, not through the *City of Toronto Act*. There are work being done right now to amend the existing MOE Class EA process where an addendum for transit projects will be added. The Class EA process is more descriptive than an Individual EA and it does not require a ToR like an IEA does. The purpose of this amendment is to help push some transit projects through the planning stage more quickly. However, outcome of that amendment will not help speed up the EBF transit EA since the study has already been initiated as an Individual EA.
- c) **CLC:** The Class EA process is a double-edge sword because there will not be a ToR to dictate how to conduct the study.
- d) **CLC:** During the ToR stage, the Lake Shore Express was identified as an east-west through route with a north-south connection to Union Station. But all of a sudden now, it only stops at Union and does a loop around it? Same for the Lake Shore Express dipping south into the Port Lands: I thought it would be the Queens Quay line that runs into the Port Lands.
- e) **ST:** Within the scope of this study a Lake Shore Express is meant to serve future demands from the Port Lands, but it certainly does not preclude any future east-west through route on Lake Shore

**PROCEEDINGS:**

**ACTION BY:**

Boulevard. We are not doing a study for an east-west through route on Lake Shore Boulevard. That will be a separate study.

- f) **CLC:** What about moving that 'surface transit' loop up, further into the CBD where you have one-way streets to take a traffic lane away for exclusive transit ROW?
- g) **ST:** Yes that may be a possibility, but the question is: how far north? It would be nice to go all the way up to Queen Street; it would bring people closer to where they want to go downtown. The challenge, however, is how to move people through a congested network such as the one we have downtown.

*The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these meeting notes at 905-823-8500.*

Notes prepared by,  
**McCormick Rankin Corporation**  
Hank Wang

# East Bayfront Transit EA – CLC #2

## January 22, 2007



TTC-TWRC East Bayfront  
Environmental Assessment



## Agenda

1. Minutes
2. Distribute copy of comments received
3. Summary of main comments
4. Discussion of several issues
  1. Pedestrians
  2. Development of Lakeshore and Queens Quay bus options in more detail
  3. Explanation of demand numbers shown on Bay street
  4. TTC design of feasible underground platform expansion
5. Next Steps



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## Comments Received

- Handout of copy of all CLC comments received
- Study team will provide responses to each comment



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## Summary of Main Comments Received

- More emphasis on pedestrians in the “planning alternatives” phase
- Should assume that car lanes **can** be removed for transit on Lakeshore and north south roads
- Lakeshore corridor should at least be retained for future east-west transit
- Must consider West 8 Queens Quay concept seriously
- What is summer weekend travel demand?
- Possible Waterfront entrance to Union Station with walk or shuttle



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## Summary of Main Comments Received (cont'd)

- Prefer Queens Quay plus Lakeshore for a variety of reasons
  - Safety, congestion, noise, reliability, may not handle peak demand
- Prefer buses in dedicated right-of-way as a technology choice with an emphasis on hybrid or hydrogen power. Streetcars worsen air pollution.
- More information on capital and operating costs
- East Bayfront is being considered in isolation from West Don Lands
- More explanation of the demand numbers up Bay Street
- Plans for the underground tunnel?



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## Pedestrians

- Pedestrian and transit user environment is high priority for all all options
- Wide sidewalks preferred
- Adequate platform space
- Proper transfers to other facilities
- Proper crosswalks, signal timing
- Everything must be transit user and pedestrian friendly
- DuToit Alsop Hillier on study team



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## Development of Lakeshore and Queens Quay Bus Options in more detail

- Sketching up bus only plans along both Lakeshore and Queens Quay to Union to determine implications in more detail
  - Remove traffic lane(s) where necessary on Lakeshore and north south connection to Union
  - Developing passenger offloading facility on Front Street as access to Union Station (6 bays)
  - Will have to relocate taxi lane on Front St.



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## Queens Quay + Lakeshore Surface Bus



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# Front Street Looking East



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# Front Street South Side with Taxis



ONT  
TION



## Sidewalk and Taxis



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## Front St. South Side – Entrance to Subway



## Replace One Lane of Traffic on York and Bay

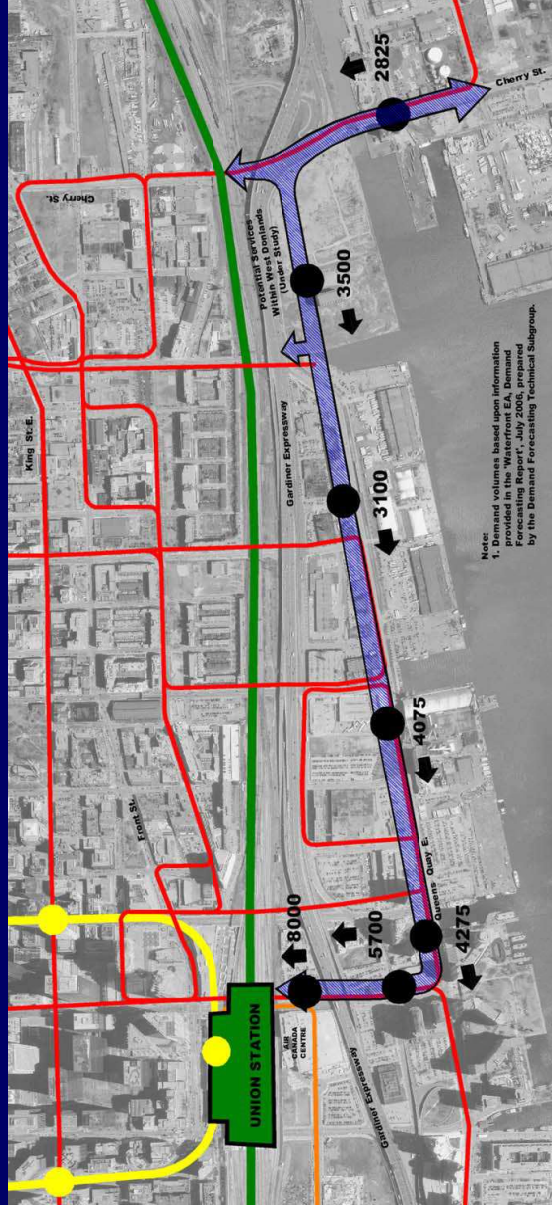


## Lane to be Reserved for Buses on Lakeshore





## Ridership Volumes on Bay Street



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## Queens Quay Only Riders

- Numbers shown are Mon. to Fri. peak hour
- Over 4,000 passenger per hour in peak
- Requires approx. 35 streetcars or 54 (60') buses per hour
- Increase in numbers up Bay Street
  - (5700) Addition of Harbourfront West riders
  - (8000) Addition of Bremner Blvd demand



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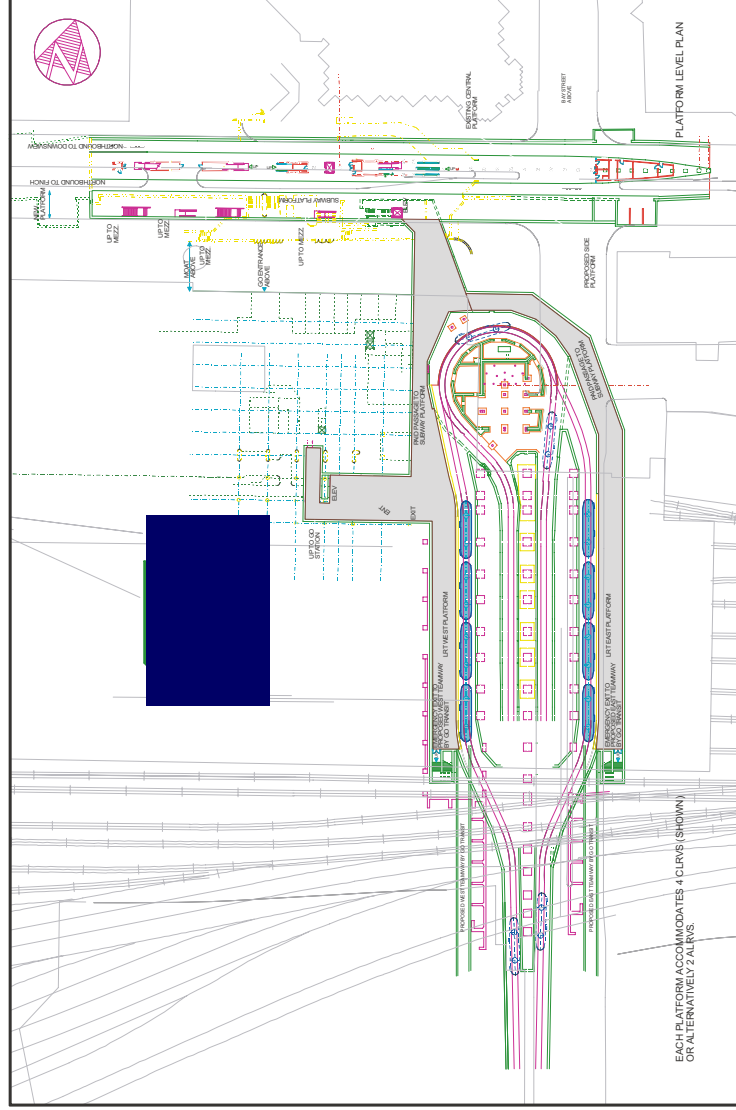
# TTC Feasibility Plan for Underground Station



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ENGINEERING  
DEPARTMENT

Waterfront LRT -  
Proposed LRT Platforms and  
Connection to Union Subway Station and  
GO Station



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## Other Issues for Clarification?

- CLC discussion



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## Next Steps

- Written response to comments
- Develop bus option in more detail
- Reassess evaluation sheets



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Thank You



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