



**TORONTO WATERFRONT**  
REVITALIZATION CORPORATION



## **AGENDA**

**Environmental Assessments for Transit Projects in the Eastern Waterfront  
Technical Advisory Committee Meeting #2  
1:30 – 4:30 pm Monday, March 05, 2007  
Room 304, Metro Hall, 55 John Street**

### **Agenda**

#### **1:30 pm**

**1. Introduction & Study Background**

B.Dawson/P. Di Mascio

- a. Projects overview
- b. Coordination with other studies in area
- c. ToR - MOE approval
- d. Study schedule

#### **1:45 pm**

**2. West Don Lands EA**

S. Thorburn

- a. Discussion on alternative corridors and technologies
- b. Presentation of analysis in the selection of the preferred planning alternative
- c. Discussion of Agency issues and comments.

#### **3:00 pm**

**3. East Bayfront EA**

D. Callan

- a. Discussion on alternative corridors and technologies
- b. Presentation of analysis in the selection of the preferred planning alternative
- c. Discussion of agency issues and comments

**4. Other Business**

All

**5. Next Meeting**



**Meeting Date:** March 5, 2007

**Place:** Metro Hall, Room 304

**Project Name:** EAs for Transit Projects in the Eastern Waterfront

<b>Present:</b>	Bill Dawson	TTC Service Planning
	Dennis Callan	McCormick Rankin Corporation
	Hank Wang	McCormick Rankin Corporation
	Brent Raymond	du Toit Allsopp Hillier
	Mark Nykoluk	URS Canada Inc.
	Mike Bricks	Ecoplans
	John Kelly	Toronto Transportation Services
	Nigel Tahair	Toronto Transportation Planning
	Alun Lloyd	BA Consulting Group Ltd.
	Scott Thorburn	URS Canada Inc.
	Mike Ronson	TTC Service Planning
	Alex Blasko	TRCA
	Dan Francey	GO Transit
	Terry Bruining	Toronto Fire Services
	Bob Leek	Toronto Fire Services
	Ken Lundy	Toronto Port Authority
	Ken Dion	TRCA
	Nith Subramaniam	TWRC

<b>Not Present:</b>	Mario Nalli	TTC Engineering and Construction
	Christopher Glaisek	TWRC Planning and Design
	Tim Laspa	Toronto Transportation Planning
	Glen Pothier	GLPI
	John Hillier	du Toit Allsopp Hillier
	Kristin Jenkins	TWRC Public Affairs
	Pino DiMascio	Urban Strategies
	Scott Bowers	McCormick Rankin Corporation
	Michael Harrison	Minsitry of the Environment
	Mohammad Murtaza	Canadian Environmental Assessment Agency - Ontario Region
	David Smith	Ontario Realty Corporation
	Beth Williston	Toronto and Region Conservation Authority
	Adele Freeman	Toronto and Region Conservation Authority
	Hon Lu	TEDCO
	William Stewart	City of Toronto - Fire Services
	Jacqueline White	City of Toronto - Traffic Operations (Toronto and East York)
	Eric Pedersen	City of Toronto Planning - Urban Design
	Kathryn Thom	City of Toronto Planning - South District (West



Don Lands)

<b>Distribution List:</b>	Gwen McIntosh	City of Toronto Planning - South District (EBF & Port Lands)
	Angus Cranston	City of Toronto Planning - South District (EBF & Port Lands)
	Sherry Pedersen	City of Toronto Planning - Culture Division
	Michael Mizzi	City of Toronto Planning
	John MacKenzie	Ontario Realty Corporation
	Anton Pojasok	Ontario Realty Corporation
	Bruce Singbush	Ministry of Municipal Affairs and Housing
	Michelle Moretti	Ministry of Municipal Affairs and Housing
	Ernie Hartt	Ministry of the Environment
	Lorie Beyers	Ministry of the Environment
	Shawn Carey	Ministry of the Environment
	Tracy Smith	Ministry of Natural Resources

**Copies to : All**

**Purpose of meeting:** TAC Meeting #2

The following is a summary of subjects discussed and conclusions reached at the above meeting. Please advise of any errors or omissions.

Item	Discussion	Action By
<b>1.0</b>	<b>INTRODUCTION AND STUDY BACKGROUND</b>	
	<ul style="list-style-type: none"> <li>- Bill Dawson provided overview of Eastern Waterfront projects, noting: <ul style="list-style-type: none"> <li>o studies and plans leading up to the Eastern waterfront EA's</li> <li>o on-going studies</li> <li>o expected population and employment</li> <li>o process being followed</li> <li>o status of Terms of Reference's (ToR)</li> <li>o schedule for upcoming public meetings</li> </ul> </li> </ul>	
<b>2.0/3.0</b>	<b>PRESENTATIONS ON WEST DONLANDS AND EAST BAYFRONT EA'S</b>	
	<ul style="list-style-type: none"> <li>- Scott Thorburn made a presentation on the West Donlands EA and Dennis Callan made a presentation on the East Bayfront EA</li> <li>- paper copies of each presentation provided</li> <li>- the presentations covered: <ul style="list-style-type: none"> <li>- what is included in each ToR with regard to process, alternatives to be considered, criteria, etc.</li> <li>- presentation of findings and recommendations with regard to corridors and technologies (including r-o-w treatment)</li> <li>- issues to be looked at in upcoming "design" phase</li> <li>- schedule for upcoming public meetings</li> <li>- general discussion followed each presentation</li> </ul> </li> </ul>	



Item	Discussion	Action By
	<ul style="list-style-type: none"><li>- general comments and clarifications for West Donlands:<ul style="list-style-type: none"><li>o there will be provision in the EA for a connection to south of the railway tracks</li><li>o GO transit noted that the EA must acknowledge the scope of a project to add another opening under the railway tracks</li><li>o overall study report expected by June 2007</li></ul></li><li>- general comments and clarifications for East Bayfront:<ul style="list-style-type: none"><li>o the feasibility for expanded Union streetcar loop has been examined but possibility for operating buses underground not yet evaluated</li><li>o anticipated demand is insufficient for subway</li><li>o for issue of interface with the Portlands, study will defer to connection in Secondary Plan for now</li><li>o indirect connections to Union Station (e.g. people mover) will be examined in next stage</li><li>o for streetcars, it is assumed that we would need a new maintenance facility, which would be covered by a separate EA</li><li>o East Bayfront report is expected to be completed after the West Donlands report as it has more integration issues</li></ul></li></ul>	
<b>4.0</b>	<b>OTHER BUSINESS</b>	
	<ul style="list-style-type: none"><li>- Don Mouth Naturalization Project is progressing and should have options narrowed down to 3 by June and a preferred option should be determined by September<ul style="list-style-type: none"><li>o a joint meeting of the study teams will be held once options have been narrowed down (around May)</li></ul></li></ul>	
<b>5.0</b>	<b>NEXT MEETING</b>	
	<ul style="list-style-type: none"><li>- no date set</li></ul>	



# TTC - TWRC Waterfront Transit West Don Lands & East Bayfront Environmental Assessments

## TAC Briefing Planning Alternatives March 05, 2007



TTC-TWRC East Bayfront  
Environmental Assessment



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## Agenda

- Introductions / Study Update
- West Don Lands Technical Presentation
  - Review of Planning Alternative Analysis:
    - Corridors
    - Technology and Right of Way
- East Bayfront Technical Presentation
  - Review of Planning Alternative Analysis:
    - Corridors
    - Technology and Right of Way
- Next Steps
  - Public meetings – March 21 and March 28



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## TTC-TWRC East Bayfront Environmental Assessment



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## Background

- Extensive planning and consultation → City approvals:
  - Waterfront Secondary Plan – April 2003
  - “Transit First” principle for waterfront – June 2004
  - East Bayfront Precinct Plan– November 2005
- Transit one of many elements in the overall plan:
  - urban design and environmental excellence
  - numerous interrelated studies:
    - Don Mouth Naturalisation Project
    - Lower Don Lands Innovative Design
    - Central Waterfront Design Initiative



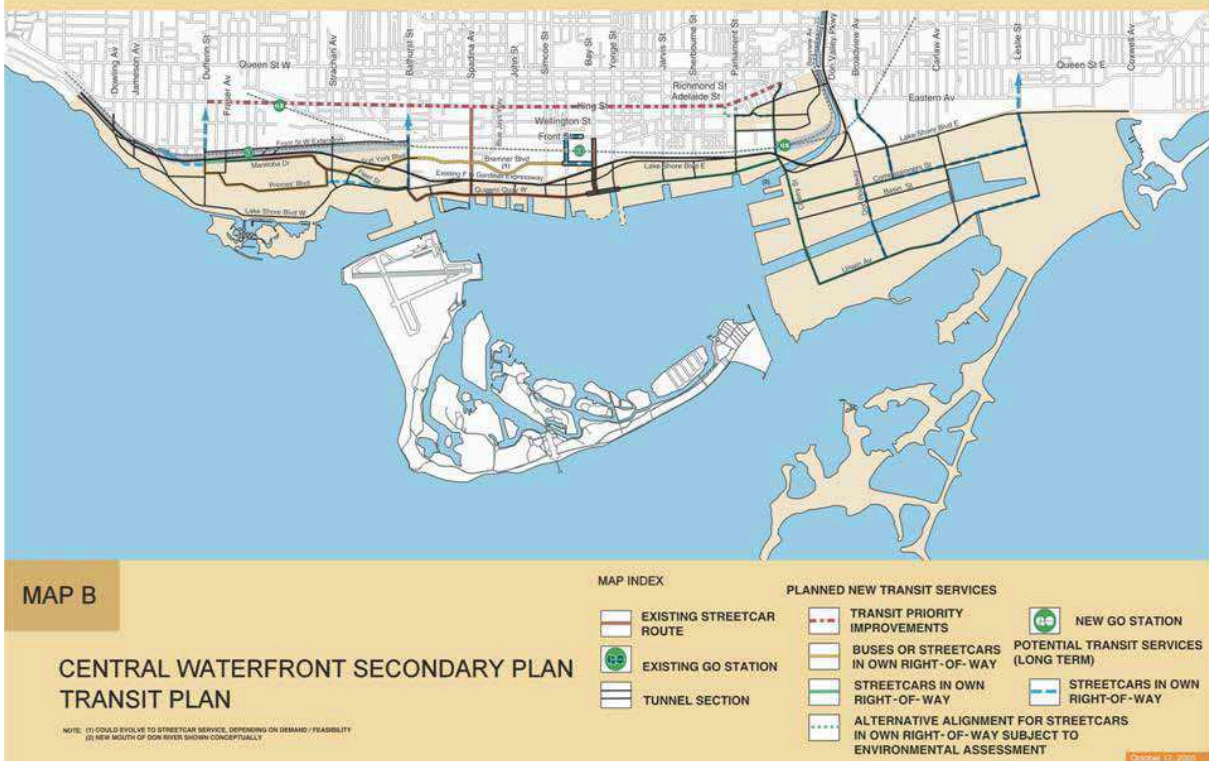
## TTC-TWRC East Bayfront Environmental Assessment



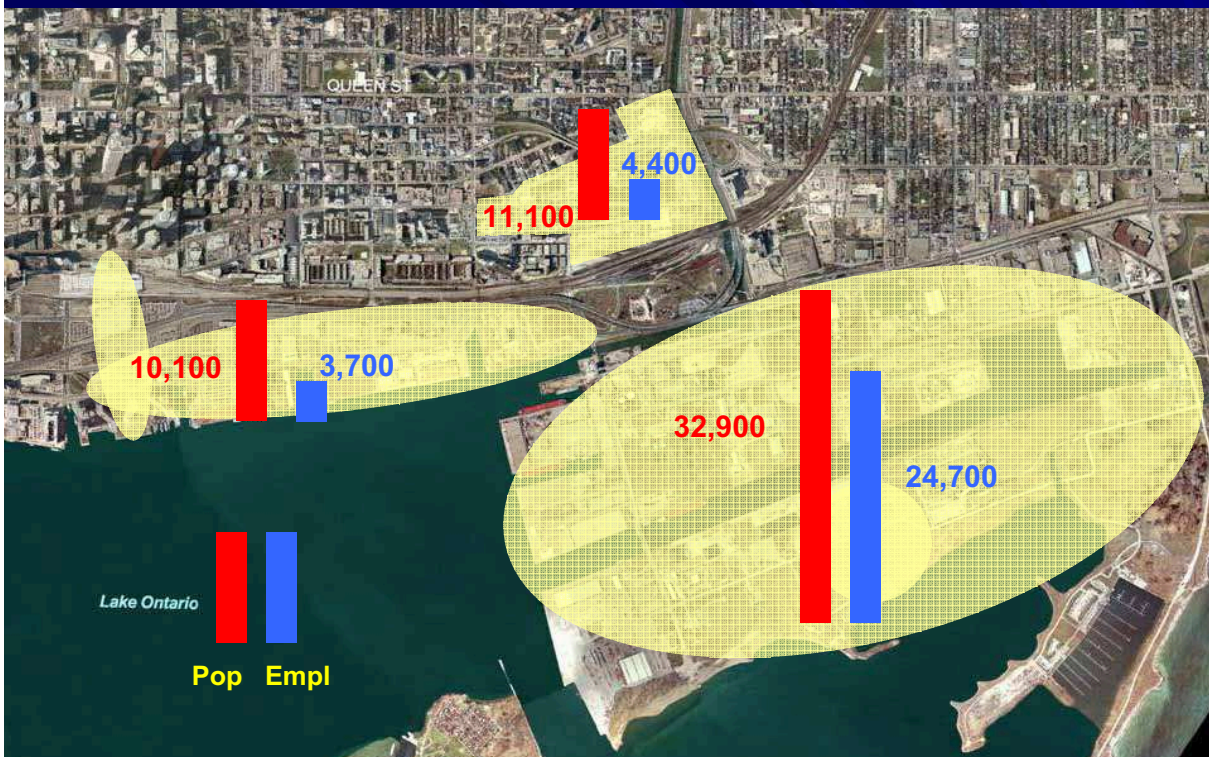
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# Approved Secondary Plan - Transit



# Long Range (2030) Population & Employment





## Purpose of this Environmental Assessment

“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 TWRC’s objectives for land use, design and environmental excellence”



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## The Ontario Environmental Assessment Process

### Step 1

Terms of  
Reference

MOE Review

### Step 2

Environmental  
Assessment

MOE Review

↑  
**We Are  
Here**

### Step 3

Design,  
Construction  
and Operation



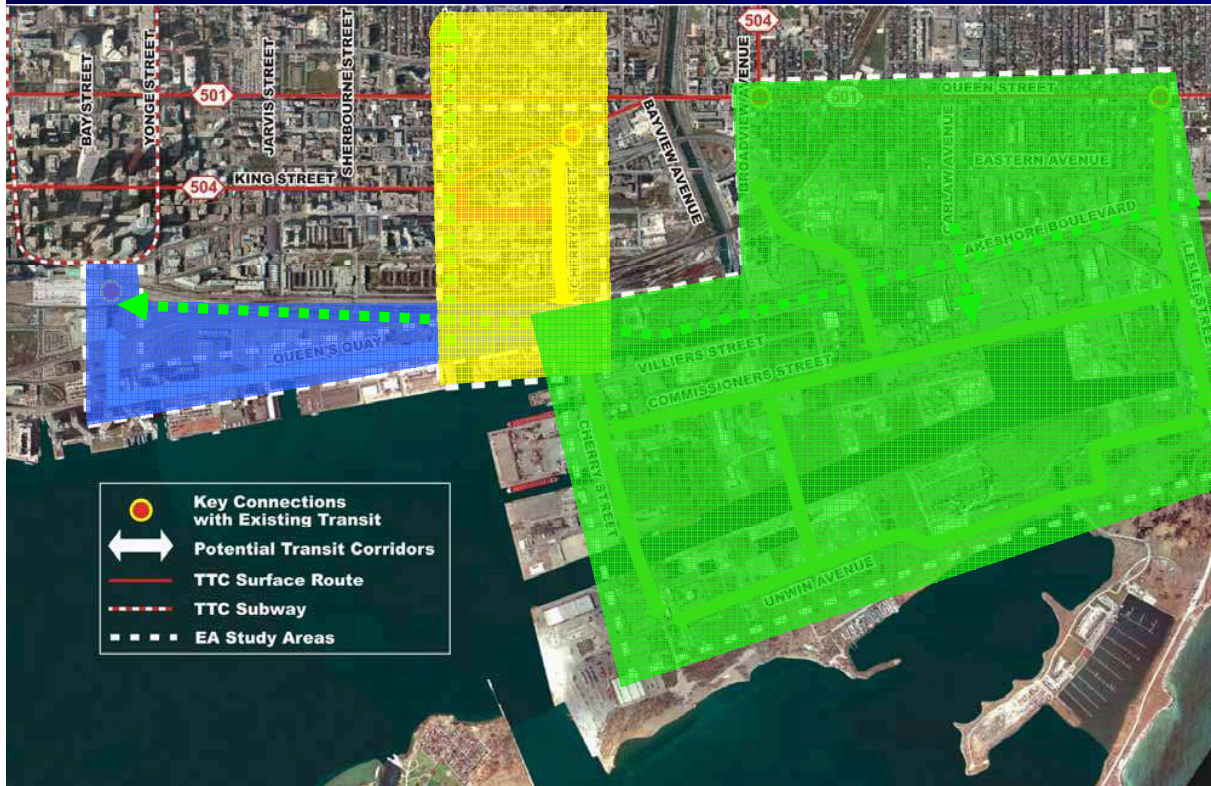
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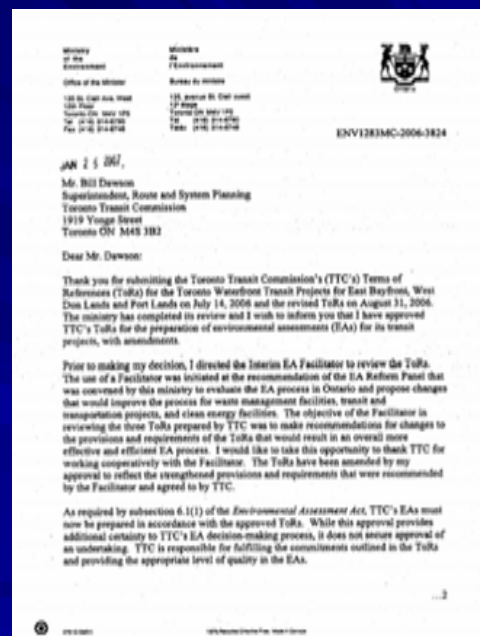


# 3 Terms of Reference Submitted to MOE



## Approved Terms of Reference

- Approved January 24, 2007
- Terms of Reference outlines:
  - Planning and Consultation Process
  - Alternatives to be considered:
    - Corridors
    - Technologies
  - Draft Analysis Criteria



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# Community Consultation

- Terms of Reference, March to July 2006
  - four Community Liaison Committee (CLC) meetings
  - two community workshops
  - First Nations and Technical Advisory Committee (TAC) input
- Initiated Individual EA studies, Sept 2006 to date
  - five CLC meetings
  - one TAC meeting

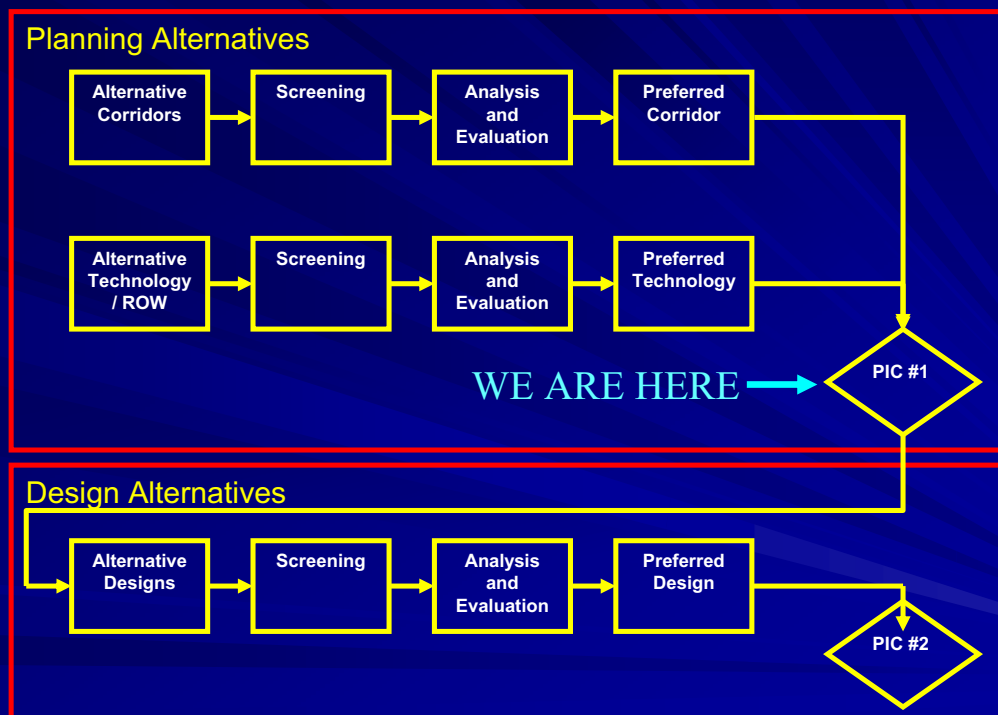


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## EA Decision-making Process



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# We Want Your Input

- Comment on the technically preferred planning alternatives proposed to be carried forward to the design alternatives stage:
  - Corridor
  - Technology (s)

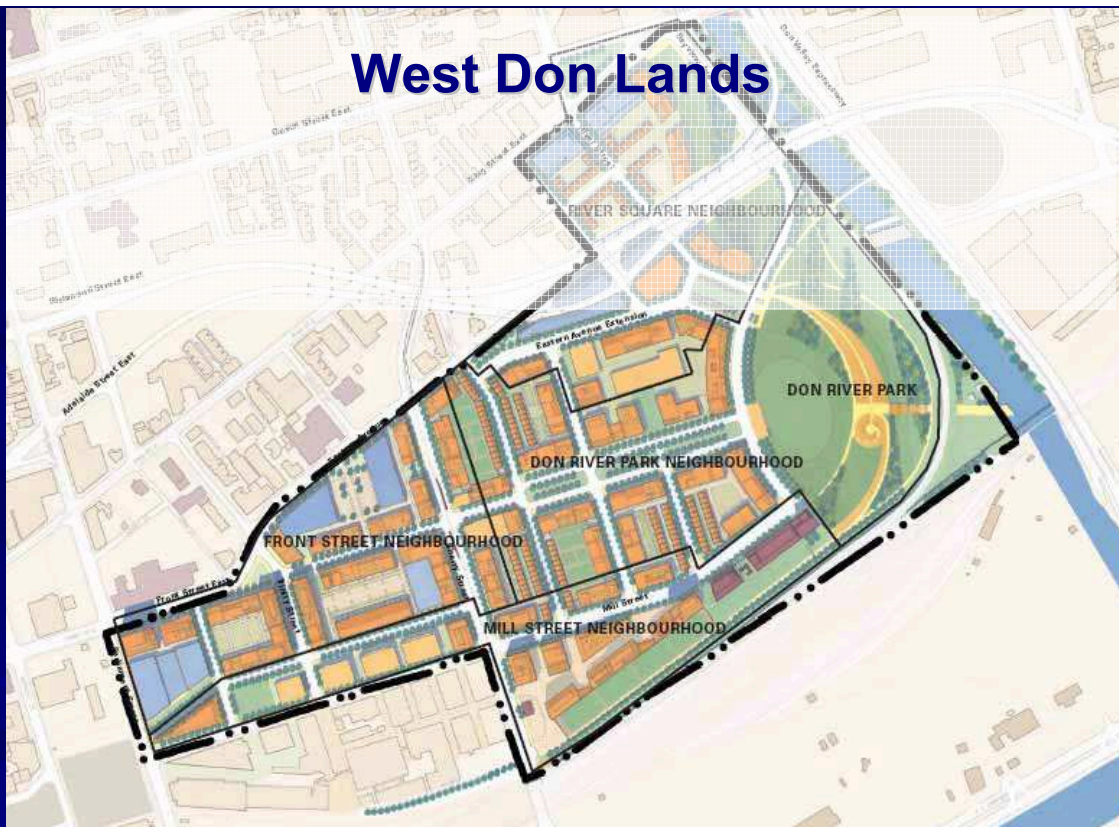


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## West Don Lands



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## Topics to be discussed

- Overview of approved Terms of Reference
- Planning analysis done to date and preliminary recommendations



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## The Approved MOE ToR Defined:

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



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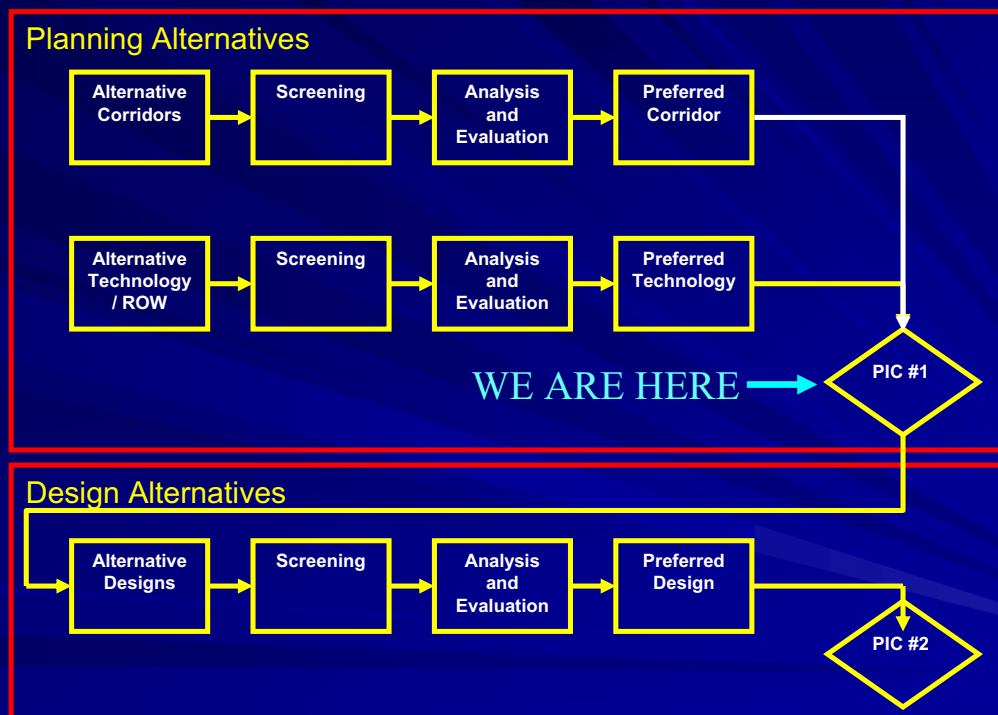
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# West Don Lands EA Study Area



## Decision Making Process from ToR





## 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

Objectives	Criteria	Indicators	Corridor (C) or Technology (T) or both (C & T)	Measure
A) Land Use	A1) Local population / employment growth in the study area	A1.1) Supports future road and transit capacity requirements for forecasted development.	T	ROW width able to accommodate required infrastructure
	A2) City, TWRC, and Provincial Policies	A2.1) Supports the City's Secondary Plan and EA Master Plan objectives.	C & T	New streetcar and some bus routes will operate in exclusive rights-of way on existing and proposed streets (SP Policy P4); Provision of new rapid transit lines outside and within the WDL precinct area (MP pg104)
		A2.2) Supports the TWRC's Precinct Plan and Sustainability Framework.	C & T	Exclusive Streetcar line on Cherry Street; provision for same on Berkeley/Parliament and Cherry (PP pg 24)
		A2.3) Supports Provincial growth management plans, policies, and objectives.	C & T	Ability to increase modal share for transit (Places to Grow pg 14)

*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

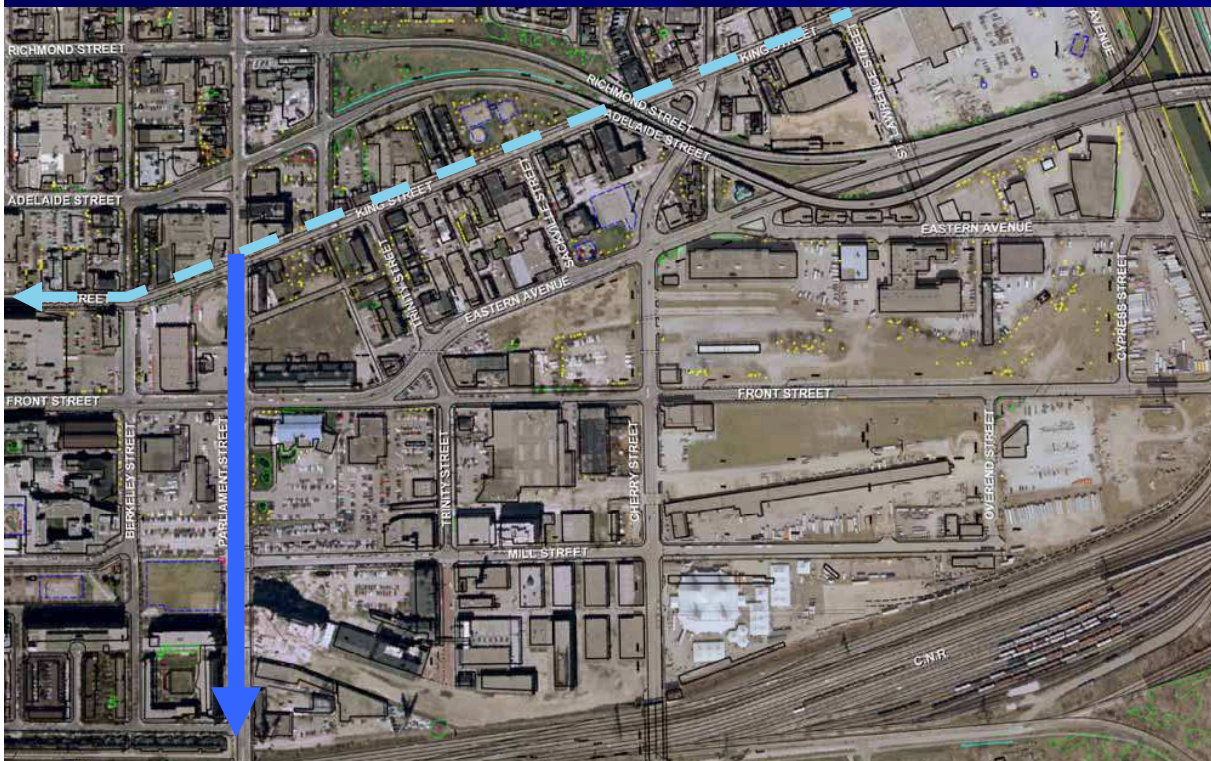


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## Alternative Corridors – Parliament only

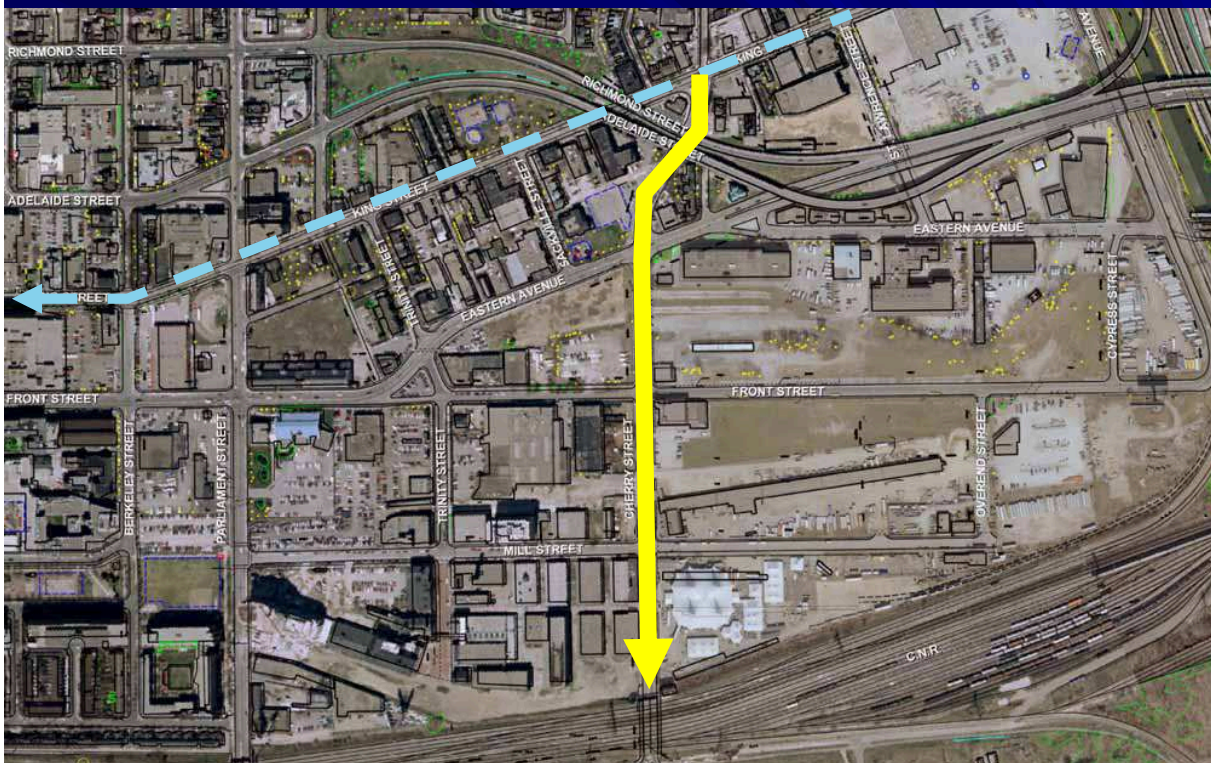




## Alternative Corridors – Parliament/Front/Cherry

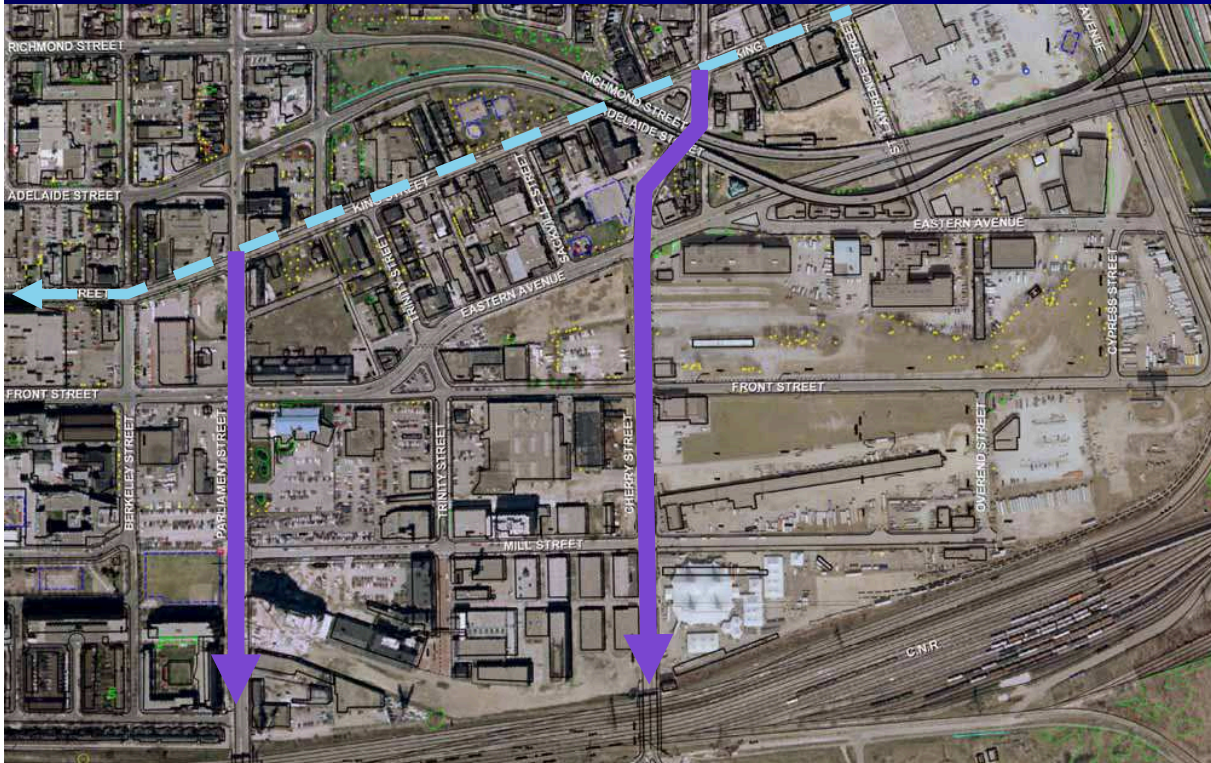


## Alternative Corridors - Cherry

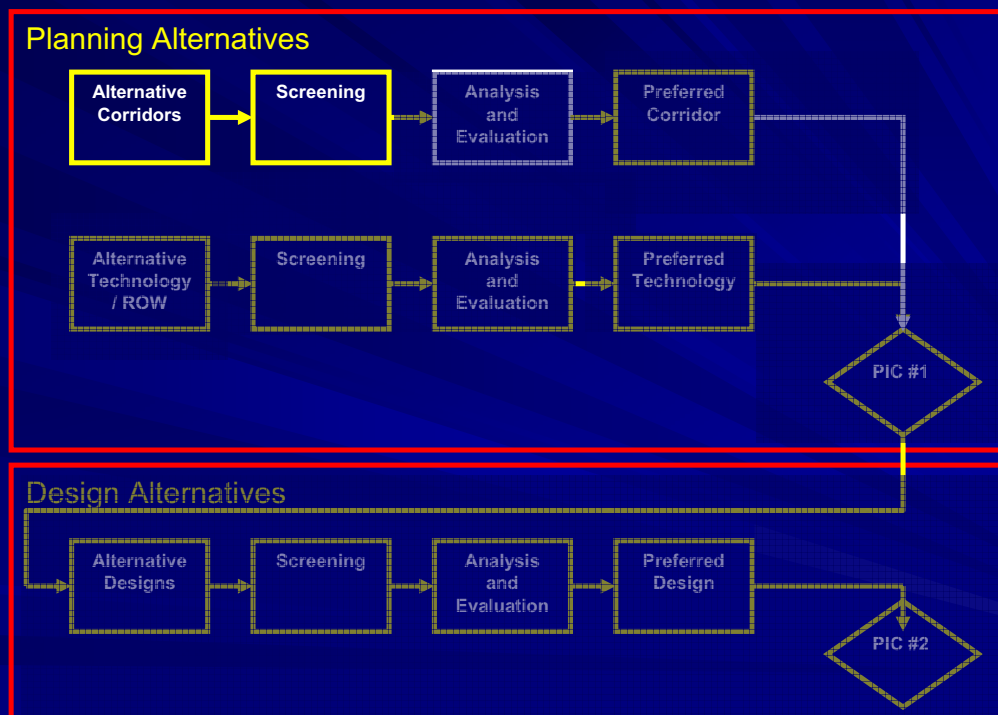




## Alternative Corridors – Parliament and Cherry



## Screening of Corridors





## 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

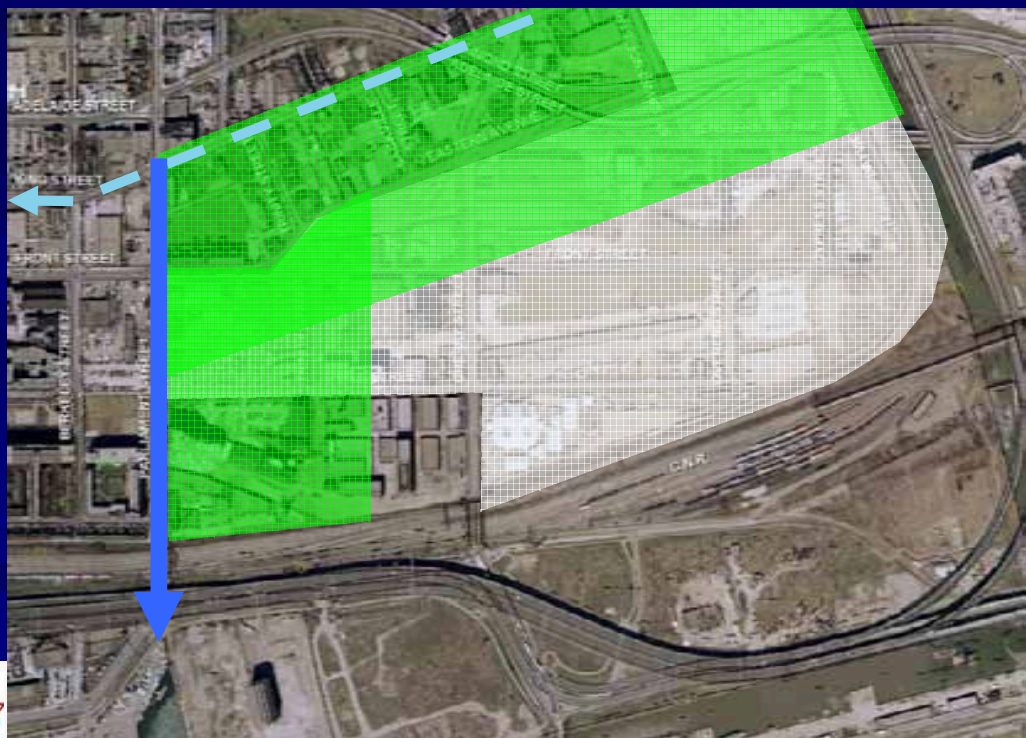


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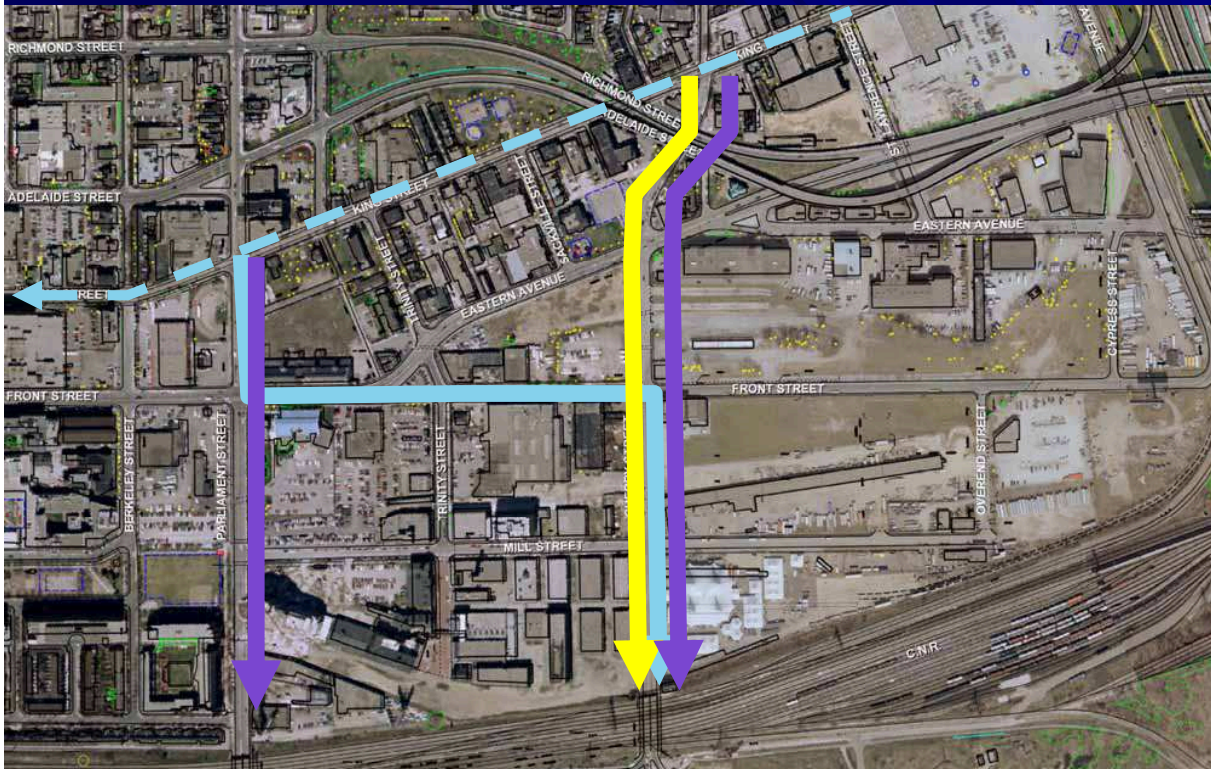
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## Parliament Only Corridor Screened Out

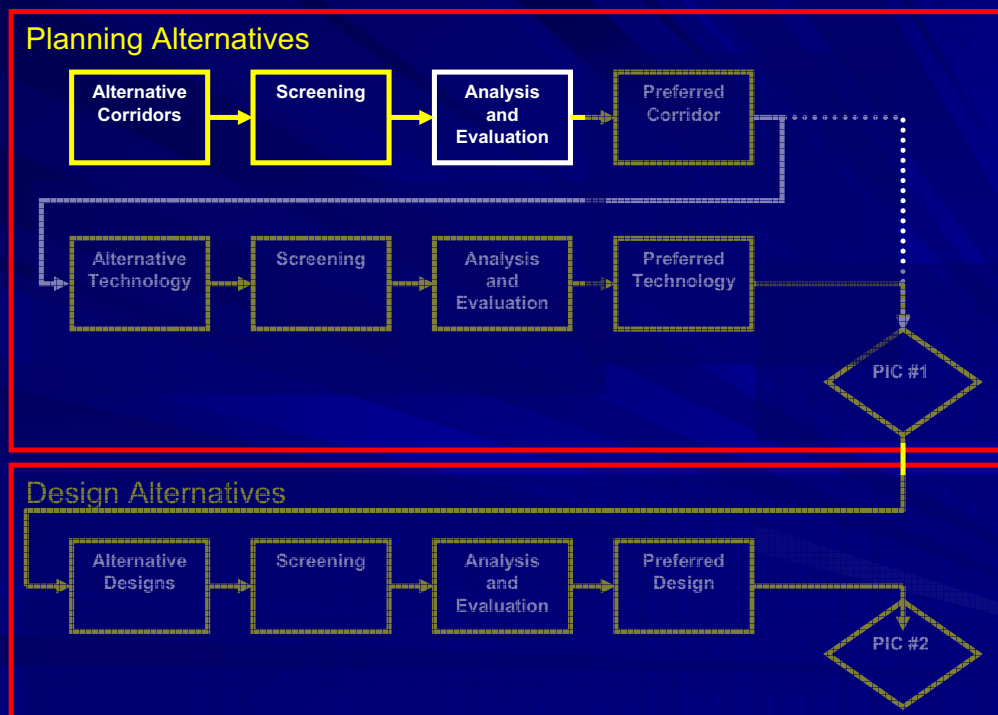




# Corridors



## Corridor Analysis and Evaluation





# Analysis of Corridor Alternatives

Objectives	Criteria	Indicators	Corridor (C) or Technology (T) or both (C & T)	Measure	CORRIDORS			Discussion
					Cherry Street	Cherry / Front / Parliament	Cherry and Parliament	
A) Land Use	A1) Local population/employment growth in the study area	A1.1) Supports future road and transit capacity requirements for increased development.	C & T	ROW width able to accommodate required infrastructure	Yes	No	No	Ability to fit typical sections within available ROW width. Constrained corridors will require trade off of one mode of transportation vs. other (e.g. narrower sidewalks to accommodate on street parking). Existing constraints on Parliament and Front Street corridors.
	A2) City, TWRC, and Provincial Policies	A2.1) Supports the City's Secondary Plan and SA Master Plan objectives.	C & T	In accordance with typical transit first objective/ described in documents, namely MP (pg 104), For Design Alternatives improve public realm objectives described in documents, namely MP (pg 104), SP (pg 104), and Policies P4, P5, P16 and P20.	Yes	No	No	Refer to Secondary Plan Policy P4 and West Don Lands SA Master Plan Pg 104.
		A2.2) Supports the TWRC's Transit Plan and Sustainability Framework.	C & T	Consistency with District planning to Date	Yes	Yes	No	No official indication that there should be a transit ROW on Parliament north of King or south of Front.
B) Transportation	B2) Transit	B2.2) Provides attractive transit service (reliability, speed).	C & T	No. of turns required.	2	4	4	Regardless of the technology, turns at intersections (left or right) reduce operating speed and increase potential for delay, especially if movement is shared with other traffic or must compete with other movements with right of way (e.g. pedestrians). The extra turns on the Cherry/Front option makes this slower and less reliable than the Cherry St. option.
		B2.3) Maintains population and employment within 300m of transit.	C	Population and employment at full build out within 300m (persons)	5,800	5,300	6,700	300m offset about the CL = 300m width. Based on City Model.
		B2.4) Provides flexibility and adaptability for staging and expansion for preserving opportunities for existing and future connections.	C & T	No. of existing and future connection opportunities	2	2	4	Tie in points at ends of alignments.
		B2.5) Provides for transit travellers willing to travel through the study area but who are not destined for locations in the study area.	C & T	Average distance of corridor(s) from heading channel to King and Parliament (m)	1,160	695	820	Considering possible through transit riders from the Port Lands, Cherry Street corridor measured from CN overpass to King/Parliament, Cherry/Front/Parliament, Ave Length/Cherry Corridor and Parliament Corridor.
	B3) Vehicles	B3.3) Connects to other planned waterfront precincts at boundaries of the study area.	C	No. of connections with Waterfront Precincts	1	1	2	Waterfront precinct south of CNR connects with Parliament at Cherry and East Bayfront corridor at Cherry and/or Parliament.
	C) Socio-Economic Environment	C3.1) Affects existing buildings.	C	No. of existing non-residential buildings immediately adjacent to the ROW	11	14	17	Existing non-residential buildings immediately adjacent to ROW potentially affected.
		C3.2) Encourages commercial activity.	C & T	Planned Commercial blocks adjacent to corridor (m <sup>2</sup> )	24,800	35,700	28,100	From Precinct Plans.
		C3.4) Minimizes interference with rail service at the CN operations at the Cherry Street crossing.	C	No. of junctions with CN Overpass	1	1	2	Consideration focus on solutions with existing grade separations with rail operations, other (e.g. narrower sidewalks to accommodate on street parking). Existing constraints on Parliament and Front Street corridors.
		C3.5) Minimizes noise adverse effects (air quality considerations).	C & T	No. of direction turns required	2	4	4	Intersections where alterations would include a turn, identify and quantify.
		C3.6) Effect on contaminated soils	C	Length of corridor required through contaminated soils (m)	650	695	1,140	Use an historical context of West Don Lands, the potential for contaminants is throughout the entire study area. Therefore, the project to consider contaminated soils is being approached in the same manner.
	D) Cultural Environment	D1.1) Minimizes built heritage features affected.	C	No. of built heritage features within 100 m	2	2	4	Canary Restaurant, CN Police building, Government building are on Parliament (2 sites).
		D2.1) Minimizes cultural landscape features affected.	C	No. of cultural landscape features within 100 m	3	3	5	Dixie/Danforth, CN Police building, Fire Station, Government building are on Parliament (3 sites).
F) Cost	F1) Capital costs	F1.1) Minimizes construction costs.	C & T	Total length (m)	650	695	1,140	Lengths of each alignment measured.
		F1.2) Minimizes total vehicle acquisition costs.	C & T	Total length (m)	650	695	1,140	
	F2) Property acquisition	F2.1) Minimizes property acquisitions.	C	30 P ROW - Existing ROW width x length in m <sup>2</sup>	10,000	8800	10,000	Net additional land required beyond Official Plan dedication.
	F3) Operating costs	F3.1) Minimizes the net operating cost.	C & T	Annual vehicle operating cost to carry forecast boarding (dependent on load length)	650	695	1,140	



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# Evaluation of Corridor Alternatives

Objectives	Criteria	Indicators	Corridor (C) or Technology (T) or both (C & T)	Measure	CORRIDORS			Discussion
					Cherry Street	Cherry / Front / Parliament	Cherry and Parliament	
A) Land Use	A1) Local population/employment growth in the study area	A1.1) Supports future road and transit capacity requirements for increased development.	C & T	ROW width able to accommodate required infrastructure	●	●	●	Ability to fit typical sections within available ROW width. Constrained corridors will require trade off of one mode of transportation vs. other (e.g. narrower sidewalks to accommodate on street parking). Existing constraints on Parliament and Front Street corridors.
	A2) City, TWRC, and Provincial Policies	A2.1) Supports the City's Secondary Plan and SA Master Plan objectives.	C & T	In accordance with typical transit first objective/ described in documents, namely MP (pg 104), For Design Alternatives improve public realm objectives described in documents, namely MP (pg 104), SP (pg 104), and Policies P4, P5, P16 and P20.	●	●	●	Refer to Secondary Plan Policy P4 and West Don Lands SA Master Plan Pg 104.
		A2.2) Supports the TWRC's Transit Plan and Sustainability Framework.	C & T	Consistency with District planning to Date	●	●	●	No official indication that there should be a transit ROW on Parliament north of King or south of Front.
Summary for Land Use					●	●	●	
B) Transportation	B2) Transit	B2.2) Provides attractive transit service (reliability, speed).	C & T	No. of turns required.	●	●	●	Regardless of the technology, turns at intersections (left or right) reduce operating speed and increase potential for delay, especially if movement is shared with other traffic or must compete with other movements with right of way (e.g. pedestrians). The extra turns on the Cherry/Front option makes this slower and less reliable than the Cherry St. option.
		B2.3) Maintains population and employment within 300m of transit.	C	Population and employment at full build out within 300m (persons)	●	○	●	300m offset about the CL = 300m width. Based on City Model.
		B2.4) Provides flexibility and adaptability for staging and expansion for preserving opportunities for existing and future connections.	C & T	No. of existing and future connection opportunities	●	●	●	Tie in points at ends of alignments.
		B2.5) Provides for transit travellers willing to travel through the study area but who are not destined for locations in the study area.	C & T	Average distance of corridor(s) from heading channel to King and Parliament (m)	○	●	●	Considering possible through transit riders from the Port Lands, Cherry Street as order measured from CN overpass to King/Parliament, Cherry/Front/Parliament, Ave Length/Cherry Corridor and Parliament Corridor.
	B3) Vehicles	B3.3) Connects to other planned Waterfront Precincts at boundaries of the study area.	C	No. of connections with Waterfront Precincts	●	●	●	Waterfront precinct south of CNR connects with Parliament at Cherry and East Bayfront corridor at Cherry and/or Parliament.
	Summary for Transportation				●	○	●	
					●	○	●	



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## Corridor evaluation

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

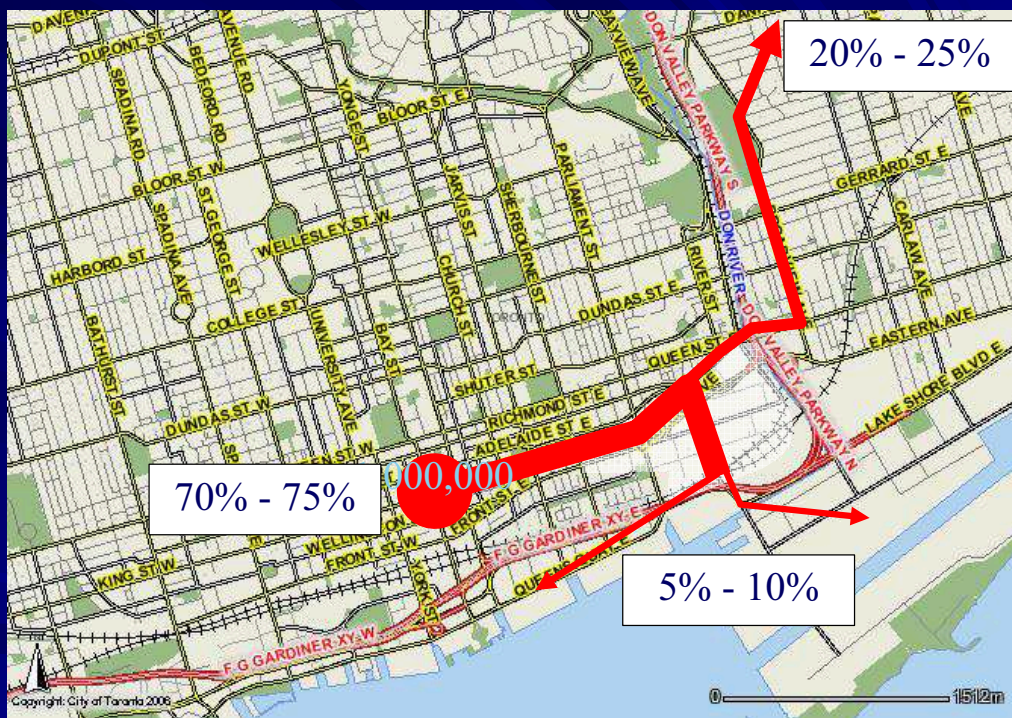


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## Network connections to meet demands



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# What About Parliament Street?



## 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



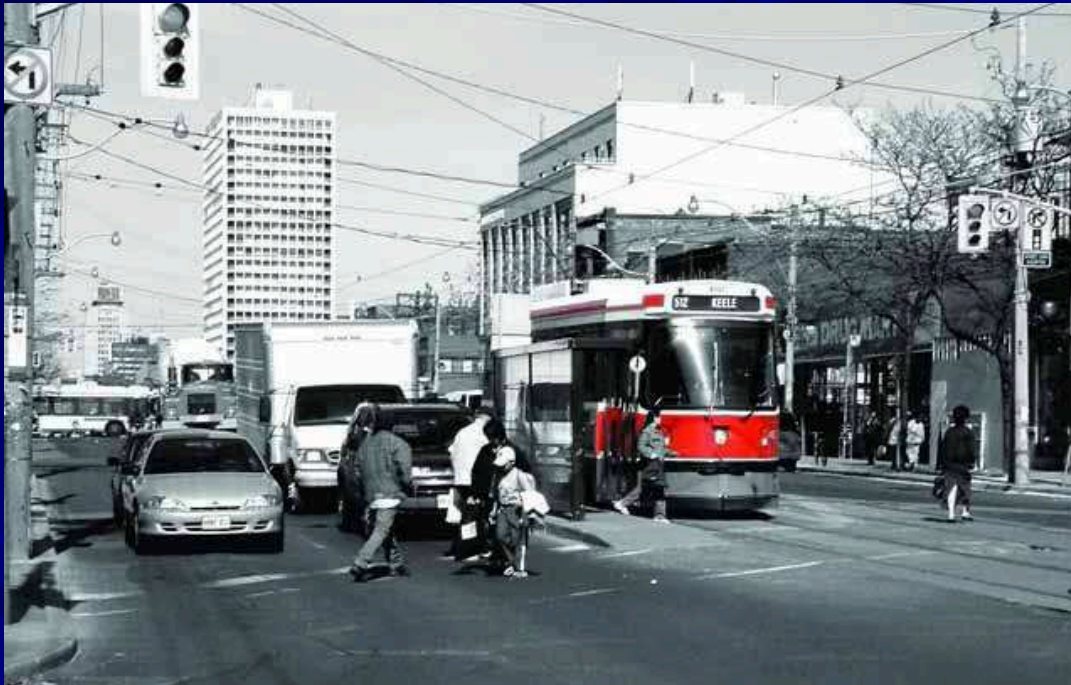
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## Alternative Technology / ROW – Streetcars with Platforms in Mixed Traffic



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



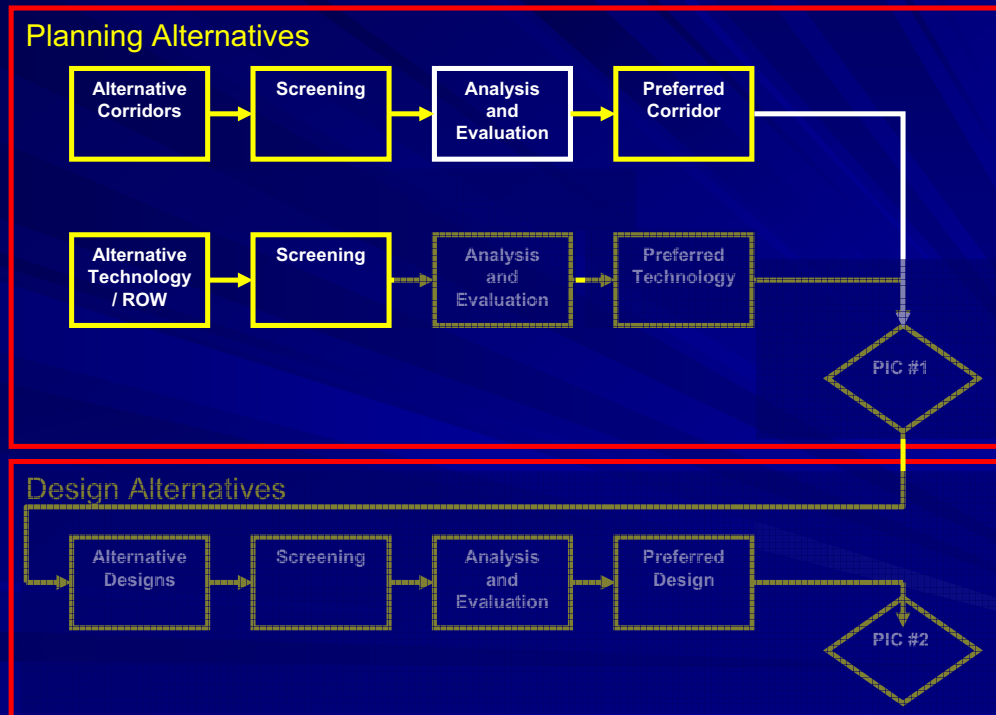
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## Screening of Technology / ROW



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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



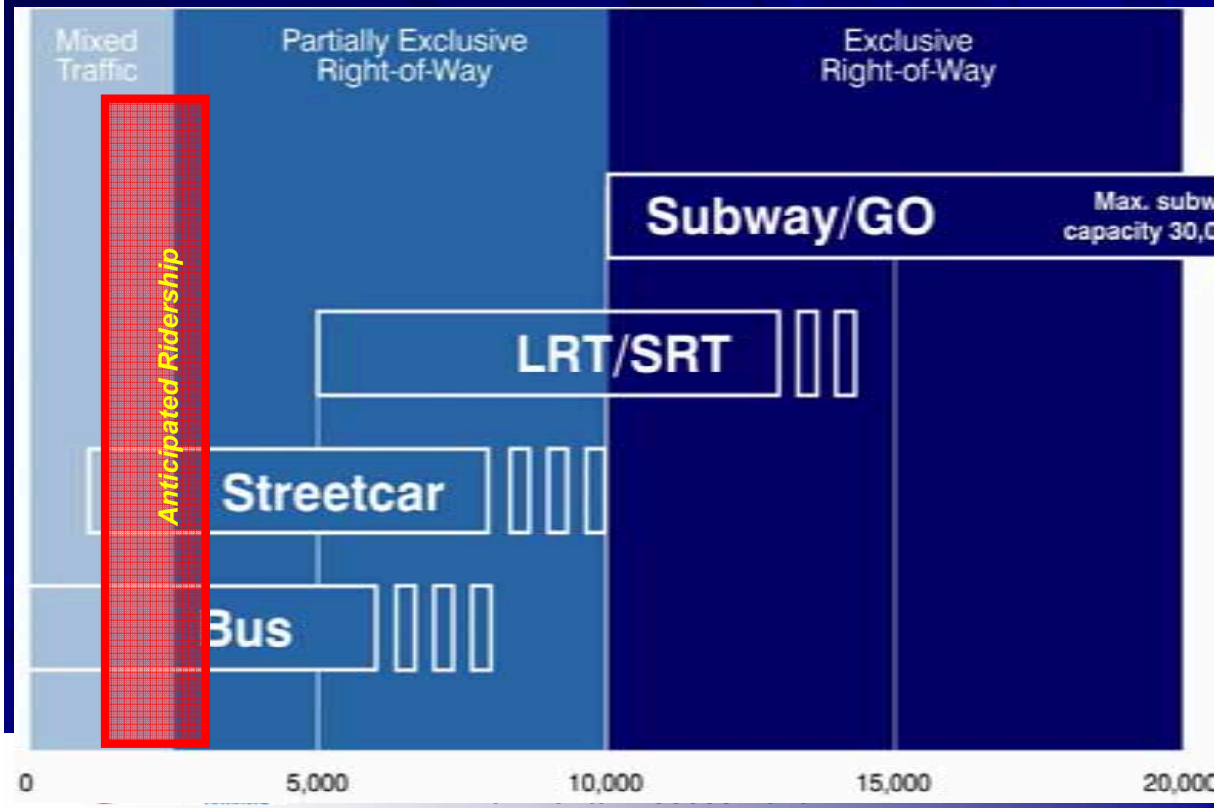
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## Ability to Meet Demand



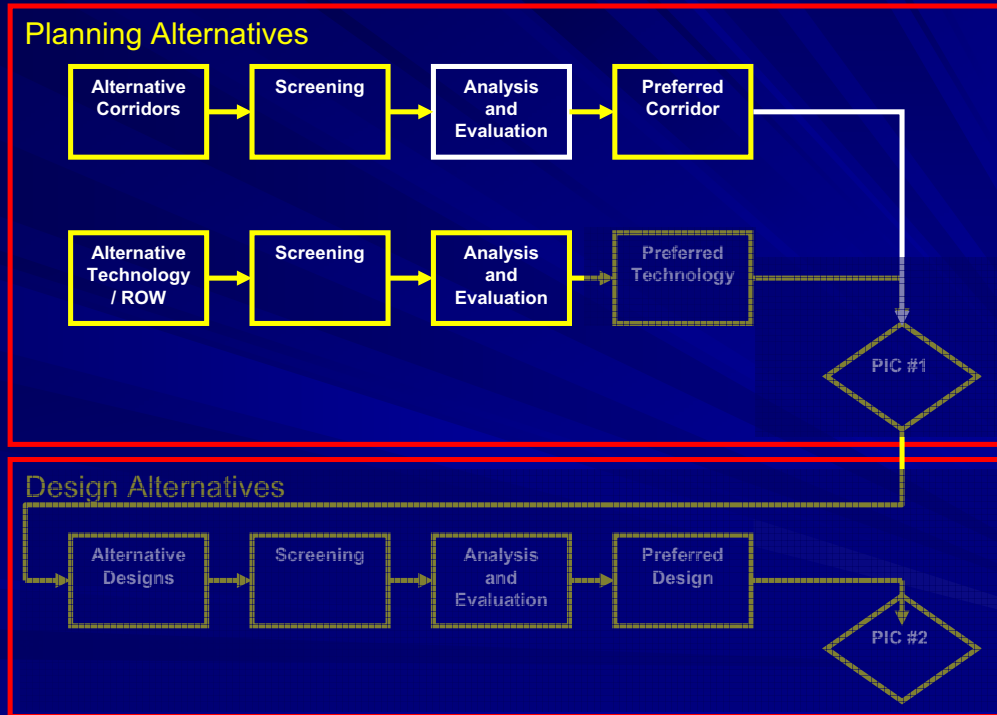
## Do Buses in Mixed Traffic meet City Policies

- *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





## Technologies / Right of Way Analysis



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## Analysis of Technology / Right of Way

Category	Item	Item Description	Item ID	Item Name	Item Type	Item Status	Item Location	Item Date	Item Author	Item Reviewer	Item Comments
Technology	1.001	Use of a single technology to provide a single service	1.001	Use of a single technology to provide a single service	Low	Medium	High	High	High	High	Use of a single technology to provide a single service
	1.002	Use of a single technology to provide a single service	1.002	Use of a single technology to provide a single service	Low	Medium	High	High	High	High	Use of a single technology to provide a single service
	1.003	Use of a single technology to provide a single service	1.003	Use of a single technology to provide a single service	Low	Medium	High	High	High	High	Use of a single technology to provide a single service
	1.004	Use of a single technology to provide a single service	1.004	Use of a single technology to provide a single service	Low	Medium	High	High	High	High	Use of a single technology to provide a single service
Right of Way	2.001	Use of a single technology to provide a single service	2.001	Use of a single technology to provide a single service	Low	Medium	High	High	High	High	Use of a single technology to provide a single service
	2.002	Use of a single technology to provide a single service	2.002	Use of a single technology to provide a single service	Low	Medium	High	High	High	High	Use of a single technology to provide a single service
	2.003	Use of a single technology to provide a single service	2.003	Use of a single technology to provide a single service	Low	Medium	High	High	High	High	Use of a single technology to provide a single service
	2.004	Use of a single technology to provide a single service	2.004	Use of a single technology to provide a single service	Low	Medium	High	High	High	High	Use of a single technology to provide a single service



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# Technology / Right of Way Evaluation





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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				



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# Technical Recommendations for West Don Lands Planning Alternatives

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



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## East Bayfront – Transit EA

