

### 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

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- 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
  - 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

- - 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

3. East Bayfront EA

5. Next Meeting



B.Dawson/P. Di Mascio

D. Callan

S. Thorburn

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All

o Transit Commission e Planning Department			No.:	2
s of Meeting			Date:	March 5, 2007
			File:	
Meeting Date:	March 5, 2007			
Place:	Metro Hall, Room 304			
Project Name:	EAs for Transit Projects in the	Eastern Waterfront		
Present:	Bill Dawson Dennis Callan Hank Wang Brent Raymond Mark Nykoluk Mike Bricks John Kelly Nigel Tahair Alun Lloyd Scott Thorburn Mike Ronson Alex Blasko Dan Francey Terry Bruining Bob Leek Ken Lundy Ken Dion Nith Subramaniam	TTC Service Planning McCormick Rankin Col McCormick Rankin Col du Toit Allsopp Hillier URS Canada Inc. Ecoplans Toronto Transportation Toronto Transportation BA Consulting Group L URS Canada Inc. TTC Service Planning TRCA GO Transit Toronto Fire Services Toronto Fire Services Toronto Port Authority TRCA TWRC	Services	
Not Present:	Mario Nalli Christopher Glaisek Tim Laspa Glen Pothier John Hillier Kristin Jenkins Pino DiMascio Scott Bowers Michael Harrison Mohammad Murtaza David Smith Beth Williston Adele Freeman Hon Lu William Stewart Jacqueline White Eric Pedersen Kathryn Thom	TTC Engineering and C TWRC Planning and D Toronto Transportation GLPI du Toit Allsopp Hillier TWRC Public Affairs Urban Strategies McCormick Rankin Col Minsitry of the Environ Canadian Environment Ontario Region Ontario Region Ontario Region Co Toronto and Region Co Toronto and Region Co TeDCO City of Toronto - Fire S City of Toronto - Fire S City of Toronto - Traffic East York) City of Toronto Plannin	esign Planning rporation ment tal Asses ation onservation services c Operation of Urbar	sment Agency - on Authority on Authority ons (Toronto and n Design
	Page 1 of 3			

	it Commission ing Department			No.:	2
	•			Date:	March 5,
Minutes of Me	eting			<b>F</b> 11-1	2007
				File:	
			Don Lands)		
Distrib	ution List:	Gwen McIntosh	City of Toronto Planni Port Lands)	ng - Sout	h District (EBF &
		Angus Cranston	City of Toronto Planni Port Lands)	ng - Sout	h District (EBF &
		Sherry Pedersen	City of Toronto Planni	ng - Cultu	ire Division
		Michael Mizzi	City of Toronto Planni		
		John MacKenzie	Ontario Realty Corpor	ation	
		Anton Pojasok	Ontario Realty Corpor		
		Bruce Singbush	Ministry of Municipal A		
		Michelle Moretti	Ministry of Municipal A		d Housing
		Ernie Hartt	Ministry of the Environ		
		Lorie Beyers	Ministry of the Environ		
		Shawn Carey	Ministry of the Environ		
		Tracy Smith	Ministry of Natural Res	sources	
Copies Purpos	to : All se of meeting:	TAC Meeting #2			
			bjects discussed and conclusions se advise of any errors or omissions.		
Item	Discussion				Action By
1.0		ON AND STUDY BACKG	ROUND	ļ	Action By
		wson provided overview	v of Eastern Waterfront proj	ects,	
	noting:	studies and plans leading	up to the Eastern waterfront E	٨'د	
		on-going studies		<b>~ 3</b>	
		expected population and	employment		
		process being followed			
		status of Terms of Refere	nce's (ToR)		
		schedule for upcoming pu			
2.0/3.0	PRESENTATIO	ONS ON WEST DONLAN	DS AND EAST BAYFRONT E	A'S	
		urn made a presentation	n on the West Donlands EA	and	
	Dennis Callan	made a presentation on th	ne East Bayfront EA		
	Dennis Callan - paper copies	made a presentation on the of each presentation prov	ne East Bayfront EA		
	Dennis Callan - paper copies - the presentat	made a presentation on the of each presentation provious covered:	ne East Bayfront EA ided		
	Dennis Callan - paper copies - the presentat - what	made a presentation on the of each presentation provious covered:	ne East Bayfront EA		
	Dennis Callan - paper copies - the presentati - what to be co - prese	made a presentation on the of each presentation provious covered: is included in each ToR volume is included, criteria, etc. entation of findings and	ne East Bayfront EA ided with regard to process, alterna recommendations with regar	tives	
	Dennis Callan - paper copies - the presentati - what to be co - prese corridor	made a presentation on the of each presentation provious covered: is included in each ToR volume considered, criteria, etc. entation of findings and rs and technologies (include	ne East Bayfront EA ided with regard to process, alterna recommendations with regan ding r-o-w treatment)	tives	
	Dennis Callan - paper copies - the presentati - what to be co - prese corridor - issues	made a presentation on the of each presentation provisions covered: is included in each ToR volume considered, criteria, etc. entation of findings and rs and technologies (includes to be looked at in upcom	ne East Bayfront EA ided with regard to process, alterna recommendations with regar ding r-o-w treatment) ing "design" phase	tives	
	Dennis Callan - paper copies - the presentati - what to be co - prese corridor - issues - sched	made a presentation on the of each presentation provisions covered: is included in each ToR work onsidered, criteria, etc. entation of findings and rs and technologies (includes to be looked at in upcoming public more ule for upcoming public more station of statistic statistics and the statistics are statistics are statistics and the statistics are s	ne East Bayfront EA ided with regard to process, alterna recommendations with regar ding r-o-w treatment) ing "design" phase reetings	tives	
	Dennis Callan - paper copies - the presentati - what to be co - prese corridor - issues - sched	made a presentation on the of each presentation provisions covered: is included in each ToR volume considered, criteria, etc. entation of findings and rs and technologies (includes to be looked at in upcom	ne East Bayfront EA ided with regard to process, alterna recommendations with regar ding r-o-w treatment) ing "design" phase reetings	tives	

	general comments and clarifications for West Donlands:	I	-
ltem	Discussion		Action By
		File:	
Minutes of Mee	Date:	March 5, 2007	
Toronto Transi Service Plannii		No.:	2

- gener o o	al comments and clarifications for West Donlands: there will be provision in the EA for a connection to south of the railway tracks GO transit noted that the EA must acknowledge the scope of a project to add another opening under the railway tracks overall study report expected by June 2007
0	al comments and clarifications for East Bayfront: the feasibility for expanded Union streetcar loop has been examined but possibility for operating buses underground not yet evaluated anticipated demand is insufficient for subway for issue of interface with the Portlands, study will defer to connection in Secondary Plan for now indirect connections to Union Station (e.g. people mover) will be examined in next stage for streetcars, it is assumed that we would need a new maintenance facility, which would be covered by a separate EA East Bayfront report is expected to be completed after the West Donlands report as it has more integration issues

### 4.0 OTHER BUSINESS

- 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
  - a joint meeting of the study teams will be held once options have been narrowed down (around May)

### 5.0 NEXT MEETING

- no date set

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

> TAC Briefing Planning Alternatives March 05, 2007

> > TTC-TWRC East Bayfront Environmental Assessment

### 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

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- Public meetings - March 21 and March 28

TTC-TWRC East Bayfront Environmental Assessment



TORONTO WATERFRONT



# Background

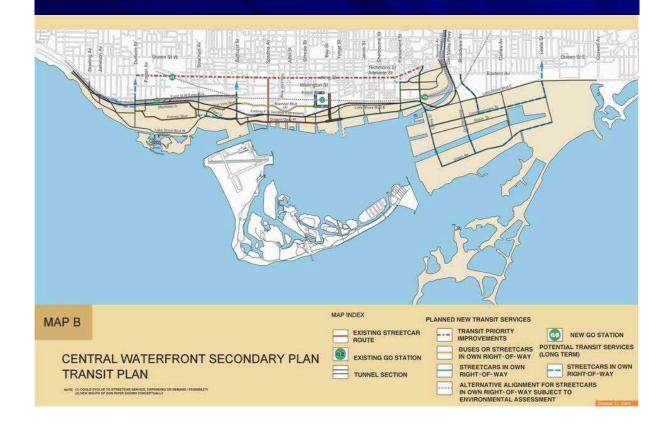
Extensive planning and consultation  $\rightarrow$  City approvals:

- 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

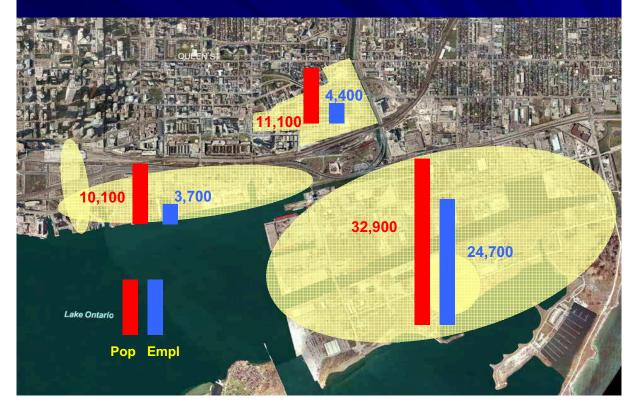


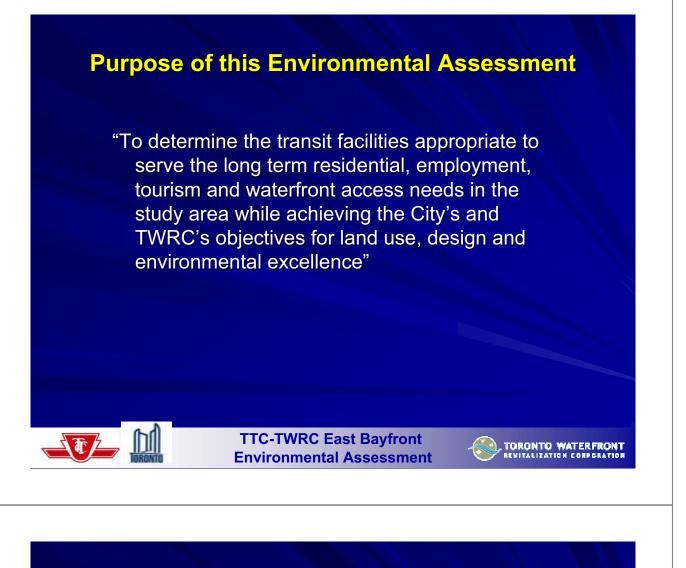


### **Approved Secondary Plan - Transit**



### Long Range (2030) Population & Employment









# **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



AN 2 5 2007, Mr. Bill Dawson Superinendent, Rouse and System Plan Toronto Transit Commission 1919 Young Sweet Toronto GN M45 382

ear Mr. Dawson:

Thesh you for submitting the Townio Transit Commission  $(x \cap (U_n))$  terms of Microscos (Tolk) for the Toronio Microsco Transit Projects for Rass Hapfwork, We Cas Lands and For Lands on July 14, 2006 and the revised TeRAs on August 31, 2006 The analysis has completed its revisers and I with its indirect you that have supported TUC's Tolks for the preparation of environmental assessments (EAs) for its transit register, with assessmention.

ENV1283MC-2006-3824

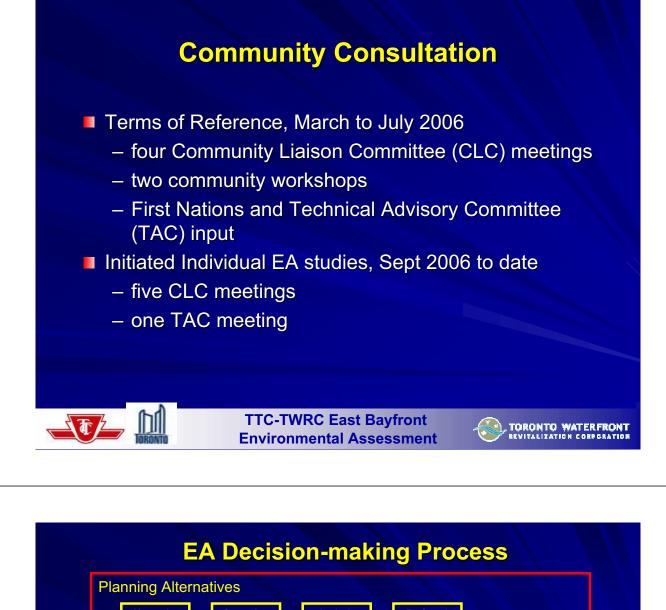
Prior to making my decision, I directed the Interim EA Facilitates to review the ToRs. This use of a Facilitator was invitated the mecommendation of the LR Ardinem Pauel that was concreased by this ministry to reviaus the EA process in Ovation and propose change an avoid inspressive the process fit was management facilitate, stantia that managementania projects, and clean margy facilitates. The adjustive of the Facilitate in accreasing the three ToRs prepared by TCT was to make interface transmissionism in comparison excitations and efficient EA process. I would like to take this opportunity to thank TCT for washing comparisonity with the Facilitates. The ToRs have been sameted by my approach to reflect the strengthmed provisions and requirements that were recommended by the Facilitates and agreed in by TCC.

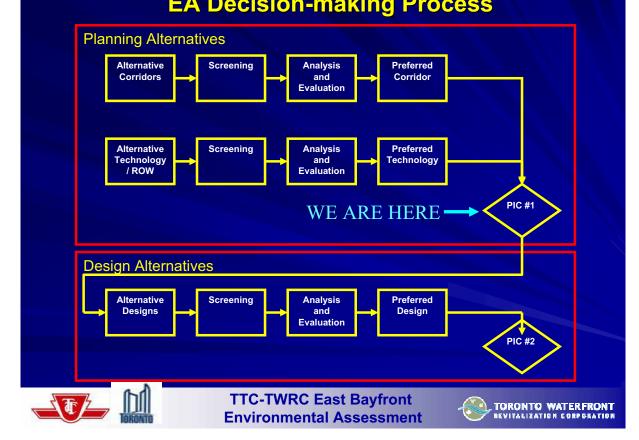
As required by subsection 6.1(1) of the Environmental Assessment Act, TTC's EAs must now to prepared in accordance with the approved Tolls. While the supervox prevides additional certainty to TTC's EA Action enables prevents, it does not server approval an understaining. TTC's responsible for fulfilling the seminiments outlined in the Tolls and providing the spectration of equipments the term of the second server.

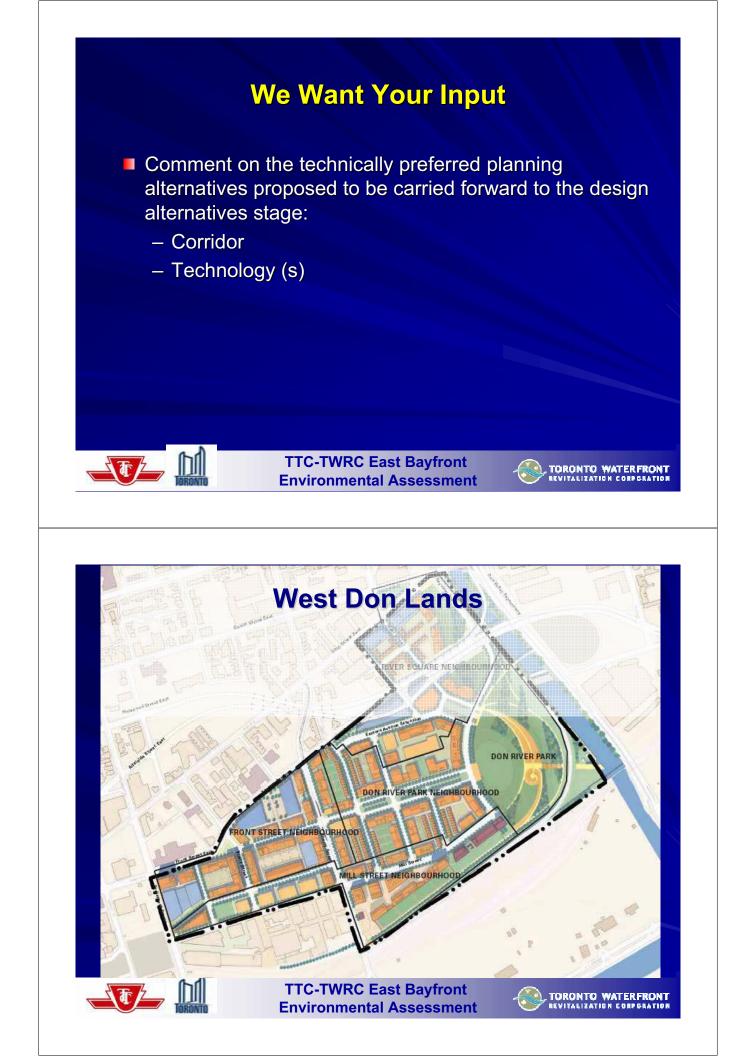


TTC-TWRC East Bayfront Environmental Assessment











## **The Approved MOE ToR Defined:**

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



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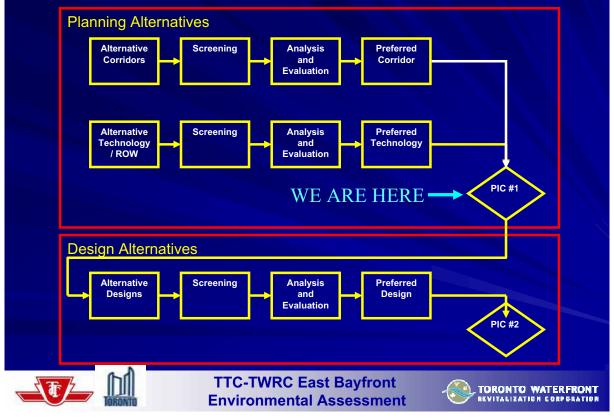


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### West Don Lands EA Study Area



### **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.	т	ROW width able to accommodate required infrastructure
	A2) City, TWRC, and Provincial Policies	A 2.1) 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)
		A 2.2) 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)
		A 2.3) Supports Provincial growth management plans, policies, and objectives.	С & Т	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**

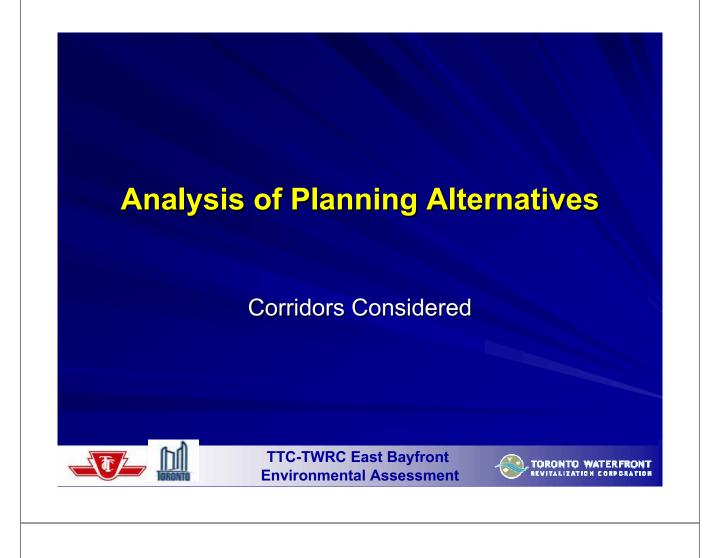
- 1. Planning Alternatives:
  - Corridors King/Cherry, King/Front/Cherry, Parliament only, Parliament/Cherry
  - Technology / ROW
    - Vehicle Type Buses or Streetcars
    - Right of Way Treatments mixed traffic or transit only
- 2. **Design Alternatives:** platforms, sidewalks, bike lanes, urban design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



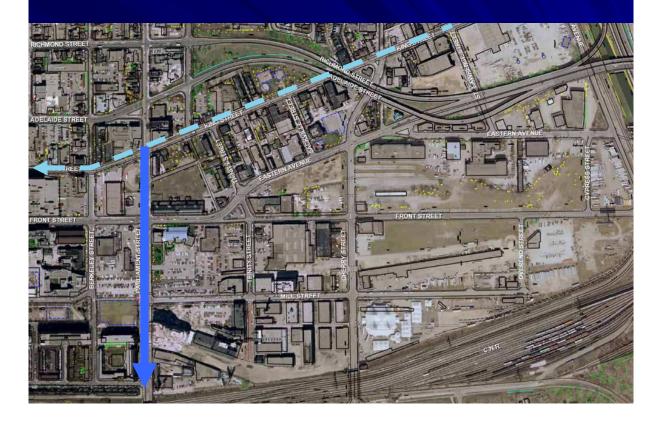
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### Alternative Corridors – Parliament only



### Alternative Corridors – Parliament/Front/Cherry

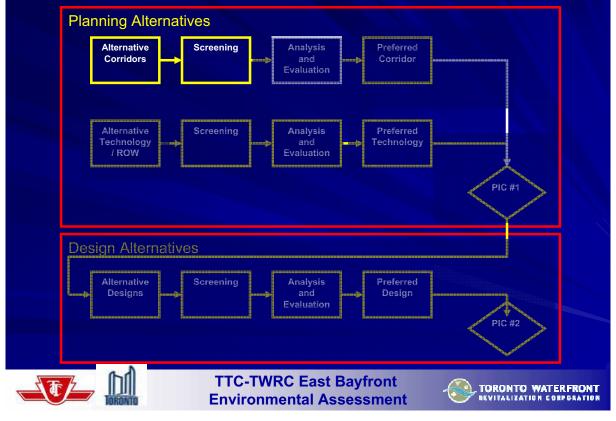


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### **Alternative Corridors – Parliament and Cherry**



### **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

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- Accommodate people with mobility difficulties

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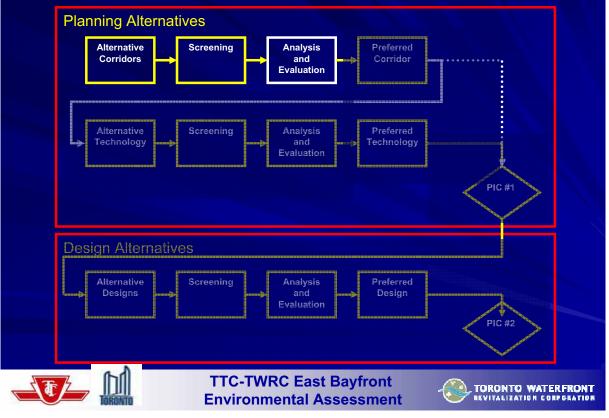
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### Parliament Only Corridor Screened Out



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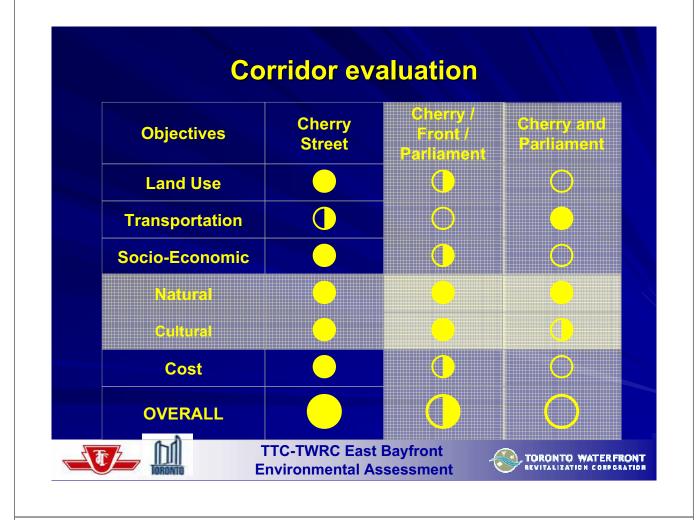
### **Corridor Analysis and Evaluation**

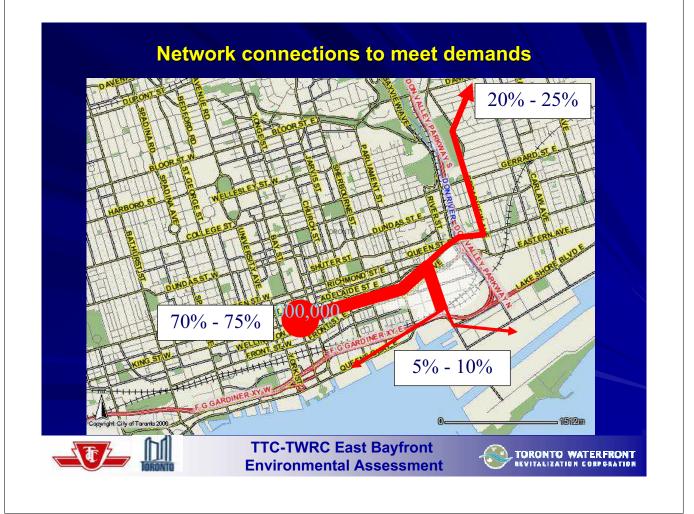


			REVISED TABLE	25 - ANALYSIS OF	PLANNING ALTERNATIVES - DECISION RELET	VANT CORRIDO	RS ANALYSIS TAE CORRIDORS	ILE	
	Objectives	Criteria	Indicators	Corridor (C) or Technology (T) or both (C & T)	r Measure	Cherry Street	Cherry / Front / Parliament	Cherry and Parliament	Discussion
Analysis of	A) Land Use	A1) Local population / employment growth in the study area	A1.1) Supports future road and transit capacity requirements for forecasted development.	CAT	ROW width able to accommodate required infrastructure	Yes	No	No	Ability to fit typical sections within available POW wid Constrained contrions will require trade dit of one mode transpotation vs. other (e.g. narrower sidewalks to accommodus on street tike interes). Existing constrain Parliament and Front Street contridors
Corridor		A2) City, TWRC, and Provincial Policies	A 2.1) Supports the City's Secondary Plan and EA Master Plan objectives.	C&T	In accordance with Yapid transit first objectived' prescribed in documents, namely MP (pg 154). For Dasign Atamatives improve public nealth' objectives prescribed in documents, namely MP (pg 154), SP A2, C19, and Policies P4, P5, P18 and P20.	Yes	No	No	Refer to Secondary Plan Policy P4 and West Don Lan EA Marter Plan Pg 164. No official indication that there should be a transit RON Parliament north of King or south of Firet.
Connach			A 2.2) Supports the TWRC's Precinct Plan and Sustainability Framework.	CAT	Consistence with Desninet elements to Data	Vae	Vae	Nin	Exclusive Streetcar line on Cherry Street; provision fo some on Barbabar thetemant/Find and Cherry (Dater West Don Lands Precinct Plan Pg 24.)
Alternatives	B) Transportation	82) Transt	8.2.2 Provides attractive transit service (reliability, speed).	G&T	No. of turns required.	2	4	4	Regardle or of the technology, turns at intersections (or light) reduces operating gaved and increase potential design, expectatly if movement is shaned with orbit it atti- must compare with other movements with right of way predestrange. The exits tars are the Cherny Tront opto makes this slower and less reliable than the Cherny St. option.
			B 2.3) Maximizes population and employment within 300m of transit.	с	Population and employment at full build out within 300m (persons)	5,600	5,300	8,700	300m offset about the CL = 600m swath. Based on Cl Model.
			B 2.4) Provides flexibility and adaptability for staging and expansion by 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.
			B 2.5) Provides for transit travellers wishing to travel though the study area but who are not destined for locations in the study area.	C&T	Average distance of confidon's) from Keating channel to King and Parliament (m)	1,150	835	820	Considering possible through transit riders from the P Lands. Cherry Street conticn measured from CN ove to King/Infansient; Cherry / Infort Patilamet; Ave Le Cherry Conticor and Patilamet Confider.
		B3) Vehicles	8.3.9: Connects to other planned Waterfront Predincts at boundaries of the study area.	c	No. of connections with Waterfront Precincts	1	1	2	at Cherry and East Bayfront control or Cherry and to Parliament.
	C) Socio-Econom Environment	<ul> <li>C3) Existing and future businesses</li> </ul>	C 3.1) Atlects existing buildings.	c	No. of existing non-residential buildings immediately adjacent to the POW.	11	14	17	Existing non-residential buildings immediately adjace ROW potentially affected.
			G 3.2) Encourages commercial activity.	CAT	Planned Commercial blocks adjacent to comidor (m <sup>2</sup> )	24,800	35,700	28,100	From Precinct Plans.
			C 3.4) Minimizes interference with rail service or the CN operations at the Cherry Steet crossing.	c	No. of junctions with CN Overpass	1	1	2	Corridors focus on solutions with existing grade sepa with rail operations: Cherry Steet underpass and Parliament Steet underpass.
		C4) Existing and future residences	C 4 2) Minimizes noise adverse effects (after construction).	CAT	No. of Streetcar turns required	2	4	4	Intersections where streetcars woold initiate a turn, ic and quantity.
		C5) Effects on contaminated soits	C 5.1) Minimize impacts on/of contaminated solls.	c	Length of corridor required through contaminated lands (tr)	650	835	1,140	Given historical context of West Don Lands, the post for contaminants is throughout the entire study area. Therefore, the potential to encounter contaminated s efficiently anspectional to the assister longer.
	E) Cultural Environment	E1) buit Heritage Features	E 1.1) Minimizes built heritage features affected	с	No. of built heritage features within 100 m	2	2	4	Canary Restaurant, CN Police building, Government building site on Panlament (2 sites)
			E 2.1) Mrimizes cutural landscapes affected.	с	No. of cultural landscape leatures within 100 m	3	3	5	Distillery District, CN Police building. Fire Station, Government building site on Parliament (2 sites)
	F) Cost	F1) Capital costs	F 1.1) Mnimizes construction costs.	CAT	Total length (m)	650	836	1,140	Lengths of each alignment measured.
			F 1.2) Minimizes transit vehicle acquisition costs.	C&T	Total length (m)	650	835	1,140	
		F2) Property acquisito	F 2.1) Mnimizes property acquisitons.	с	(O.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	F 3.1) Minimizes the net operating cost.	CST	Annual vehicle operating cost to carry forecast idenship (dependent on total length)	650	836	1,140	
			East Ba Ital Asse	-		<u></u>			WATERFRON

# **Evaluation of Corridor Alternatives**

Objectives	Citeria	Incloseors	Confidor (C) er Te-dimelogy (T) or both (C & T)	Masura	Cherny Bereet	Cherry / Front/ Parliament	Cherry and Perilement	Discussion
A) Land Use	A1) Local population/ employment growth in the study area	A1.1) Supports future road and transit capacity requirements for forecasted day eleptment.	CaT	ROW width able to accommodate required Infrastructure	•	0	0	Ability to fit typical socions within an aluble RCW within. Constained contribute will require trade off of one mode of transportations at other lines are associated and a second sociations accommodes on site of the line and i. Existing constraints Padiament and Front Street confidors
	A2) City, TWHC, and Provincial Policies	A.2.11 Supports the Utily's Secondary Plan and BA Master Plan objectives.	CaT	In secondance with "rapid transit first objectived" greached in documenta, namely MP (og 1041, For Design Alsenatives (improve public realist objectives prescribed in documenta, namely MP (og 1041, SP A2, C19, and Polcies P4, P5, P18 and P20.	•	•	0	Refer to Secondary Plan Policy P4 and West Don Lands 54 Master Plan Bg 104. No oficial indication that there about doe a transit ROW of Padiament north of King or south of Front.
		A 2.2) Supports the TWHC's Precinct Plan and Sostal rability Framework.	CaT	Consistency with Perdinci planning to Date	•	•	0	Exclusive Sheetcar line on Cherry Sizest; provision for same on Barkeley/Pariliament/Fiort and Cherry (Refer to West Don Lands Predinct Plan Pg 24.)
		Buttmary	for Land Use	•	•	0		
8) Transportation	B2) Transit	8 2.2) Provides atmotive transit service (se lability, speed).	CaT	No. of turns require d.	•	0	•	The gardiess of the technology, turns at intersections list right neckoos operating gave d and increases potential for delay, expectable if movement is that index which have table must compare with other maximum and the training potential statistics and less reliable than the Cherry St. option,
		B 2.0) Maximize a population and employment within 200m of transit.	c	Population and employment at full build out within 30 Om (persona)	0	0	٠	900 m o Fast about the CL = 600 m avath. Based on City Model.
		B 2.4) Provides flexibility and adaptability for staging and expansion by preserving opportunities for existing and future connections.	CaT	No. of existing and future connection opportunities	0	•	•	Tie in points at ends of alignments.
		B 2.51 Provides for transit travelless withing to travel fracely free stady are able who are not destined for locations in the study area.	CaT	Average distance of confdor's) from Kealing channel to King and Parliament (m)	0	•	•	Considuring possible through transit ridure from the Port Landa. Cheny Street confider measured from CN overp to King Parliament; Cheny IFront Parliament; Ave Lang Cheny Conidor and Parliament Confider.
	Ba) Ve Hicles	B 3.3) Connects to other planned Waterfront Predincts at boundaries of the study area.	c	No. of connections with Wate front Precincits	0	•	•	Waterfront precinct south of CNR connects with Portian at Cherry and East Baylront contrider at Cherry and/or Pauliament.
		Summary for	Transportation	Fransportation		0	٠	







# **Analysis of Planning Alternatives**

Technology / ROW Considered



**TTC-TWRC East Bayfront Environmental Assessment** 



TORONTO WATERFRONT

### Alternative Technology / ROW – Buses in Mixed Traffic



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





TTC-TWRC East Bayfront Environmental Assessment



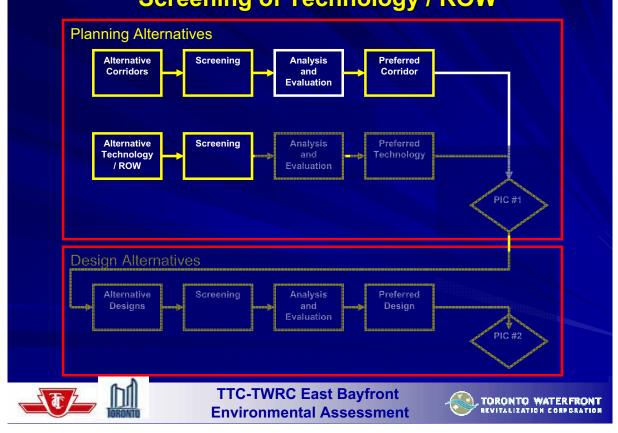
### Alternative Technology / ROW – Streetcars with Platforms in Mixed Traffic

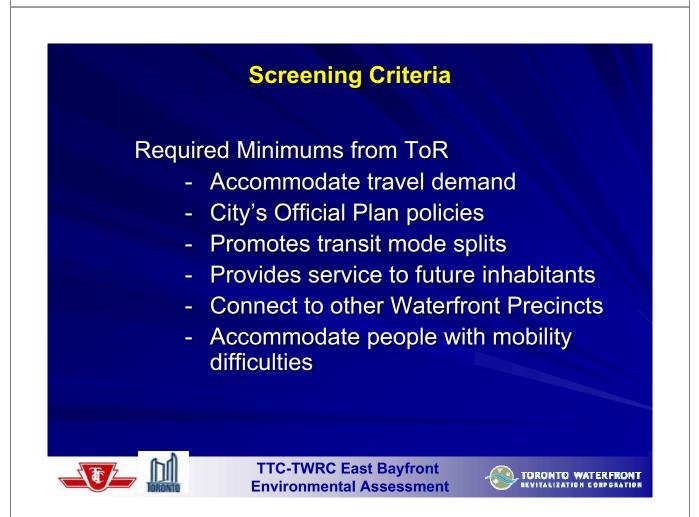


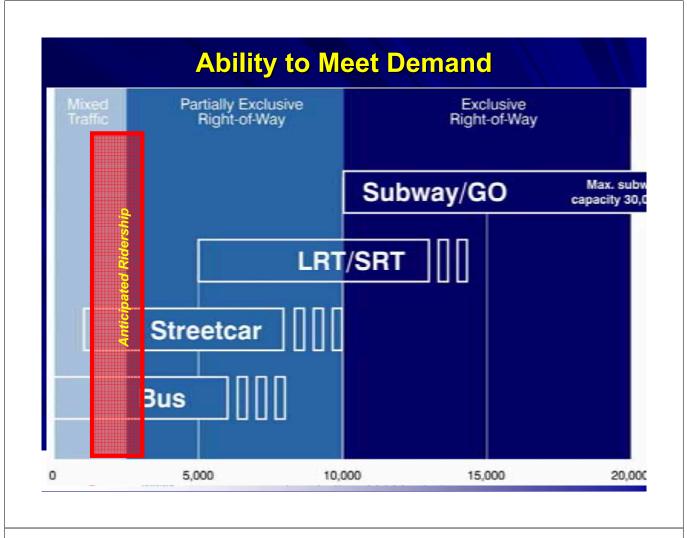
### Alternative Technology / ROW – Streetcars in Dedicated Right of Way











## Do Buses in Mixed Traffic meet City Policies

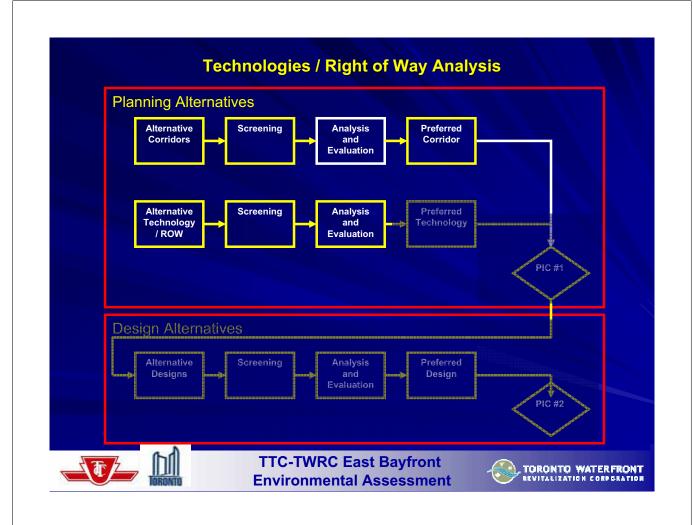
Not a "Transit First" approach

- 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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### Analysis of Technology / Right of Way

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# Technology / R.O.W. Evaluation

Objectives	Bus Mixed Traffic	Streetcar Mixed Traffic	Streetcar Dedicated ROW	Bus Dedicated ROW
Land Use		-	$\mathbf{O}$	•
Transportation	$\bigcirc$		•	C
Socio-Economic	•		-	<u> </u>
Natural	0		$\mathbf{O}$	0
Cultural	0	•	<u> </u>	$\mathbf{O}$
Cost	0	•	<u> </u>	0
OVERALL	G			$\bigcirc$
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# East Bayfront – Transit EA

