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**APPENDIX E**

**Workbook**

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**TTC-TWRC  
Waterfront Transit Environmental  
Assessments – *East Bayfront***

**EA Public Workshop #1**

Novotel Hotel  
45 The Esplanade

March 28, 2007

**Workbook**

**What's Inside...**

Meeting Agenda  
Worksheets  
Comment Form

**TTC-TWRC Waterfront Transit EAs – East Bayfront  
EA Public Workshop 1**

**March 28, 2007 – 6:00 p.m. to 9:30 p.m.**  
Novotel Hotel  
45 The Esplanade

**MEETING AGENDA**

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6:00 – 6:45 p.m.      **Registration/Display Board Review**

6:45 – 7:45 p.m.      **Welcome and Presentation**

Glenn Pothier, GLPi  
*"Introduction, Study Guide, and Workbook"*

Christopher Glaisek, Toronto Waterfront Revitalization Corporation  
Bill Dawson, Toronto Transit Commission  
*"Welcome and Context Setting"*

Dennis Callan, McCormick Rankin Corporation  
*"Presentation of Recommended Planning Alternatives"*

7:45 – 9:00 p.m.      **Workshop Discussion Groups**

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.      **Summary of Discussions**

Glenn Pothier, GLPi

**Next Steps and Closing Remarks**

Bill Dawson, Toronto Transit Commission

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

### QUESTION 1:

What are your views on 'Queens Quay only' being recommended as the preferred corridor for providing transit service to the East Bayfront? (Please identify perceived strengths, weaknesses, and questions)

1

Corridor Evaluation		
Objectives	Queens Quay Only	Lakeshore Express + Queens Quay
Land Use	●	☾
Transportation	●	☾
Socio-Economic	●	☾
Natural	NDP	NDP
Cultural	●	●
Cost	●	☾
OVERALL	●	☾

TTC-TWRc East Bayfront Environmental Assessment

- 4
- #### Corridor Summary Assessment
- Corridor Option #2 – Queens Quay Local + Lake Shore Express (continued)
    - Major traffic delays on York, Bay and Lake Shore serving the CBD
      - Infiltration of some cars to Queens Quay and other local streets
    - More expensive (2 facilities instead of 1)
- TTC-TWRc East Bayfront Environmental Assessment

- 2
- #### Corridor Summary Assessment
- Corridor Option #1 – Queens Quay Only
    - Fully serves development in East Bayfront study area and Port Lands
    - Higher service frequency, attracts more transit riders
    - Lowest cost (one facility instead of two)
- TTC-TWRc East Bayfront Environmental Assessment

- 5
- #### Corridor Summary Assessment
- Option #1 (Queens Quay Only) selected as the Preferred Corridor
    - A transit facility is required on Queens Quay East for either options
    - Disbenefits and transportation disruption of Option #2 outweigh perceived benefits
    - However, Lake Shore Boulevard should not be precluded as a future east-west transit option (e.g. Beaches to Etobicoke) if required in the future
- TTC-TWRc East Bayfront Environmental Assessment

- 3
- #### Corridor Summary Assessment
- Corridor Option #2 – Queens Quay Local + Lake Shore Express
    - Reduces service frequency on Queens Quay East
    - Inconsistent with the proposed *Union Station District Plan*
      - Front Street closed to eastbound traffic
      - No pick-up and drop-off on the south side of Front Street for VIA, TTC, and GO Transit
      - Public realm aspect compromised
- TTC-TWRc East Bayfront Environmental Assessment





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

## QUESTION 3:

Regardless of which transit technology is carried forward (i.e. streetcar/light rail vehicle or bus), when designing the right-of-way along Queens Quay East there are various considerations which have implications for the appearance and width of the right-of-way. These considerations include:

### 1. Sidewalk Width/Pedestrian Connections



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



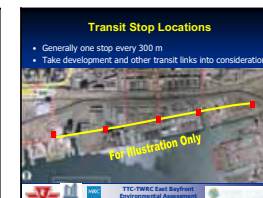
### 7. Parking & Loading Lanes



### 2. Bike Lanes & Martin Goodman Trail



### 5. Transit Stop Locations



### 8. Emergency Vehicle Access



### 3. Urban Design & Landscape Features



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



### 9. Redpath Rail Spur













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**APPENDIX F**

**Completed Workbooks - Groups**

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**TTC-TWRC  
Waterfront Transit Environmental  
Assessments – *East Bayfront***

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Worksheets  
Comment Form

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

Question 1

Strengths:

- Master Plan - 8 lanes
- Transit right of way is favourable
- ~~curb lanes work~~ - Portland design
- Southern Bay - Extend the tunnel to east of Bay to Yonge Street
- Consensus portal is good.

W. Belliveau

Consensus is that this group is in favour of a Queens Quay only corridor

Weaknesses:

~~Weaknesses:~~  
 Perceived lack of communication between <sup>potentially</sup> developers + traffic planners. Concern that not enough vehicular traffic lanes will be made available specifically as it relates EHS.

Questions:

Question 2

Strengths:

Right of way works.

West 8's master plan would have a curb side right of way.

Curb side is a favourable solution

Weaknesses:

Make provision for traffic lanes while in design & development

Condo dwellers <sup>business owners</sup> want to be dropped at the door. Curb side would impede that.

Questions:

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

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

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

① - Wide sidewalks  
- Pedestrian connections - closer connections & better communication

② Bike lanes - Martin Goodman - keep them away from traffic

8- More consideration for EMS.









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**What's Inside...**

Meeting Agenda  
Worksheets  
Comment Form

②

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

Question 1

Strengths:

- LESS COSTLY
- REQUIRES EXISTING TECHNOLOGY
- AREA FOR FUTURE EXPANSION
- SIMPLER ROUTE / MORE EFFICIENT
- CENTRAL
- HAS CONTINUITY W/ CENTRAL WATERFRONT PLAN
- AVOIDS POSSIBLE CONGESTION ON FRONT
- AVOIDS PUTTING ISSUES ON LAKESHORE
- FLEXIBILITY FOR FUTURE EXPANSION

Weaknesses:

- TRANSIT WILL BE SLOWED
- NOT AS DIRECT AS LAKESHORE EXPRESS
- DOESN'T PROVIDE 2<sup>ND</sup> OPTION
- LIMITED PASSENGER CAPACITY (OR ONLY OPTION)
- RE: PROGRAMS - IMPACTS SERIOUS TRANSIT RESTRICTIONS
- TRANSIT WILL FORM NORTH-SOUTH AND BARRIER
- INCREASE NOISE / POLLUTION @ LAKEFRONT

Questions:

- WHY NOT ELEVATED SKY TRAIN ADJACENT TO LAKEFRONT
- WHY TERMINATE AT UNION STATION
- WHY NOT PUT ENTIRE ROUTE UNDERGROUND
- WILL THE PLAN ALLOW ROOM FOR EXPANSION?

Question 2

Strengths:

- ENCOURAGES USE OF TTC / AVOIDS PER HOUR REGULAR SERVICE
- STREET CAR / LIGHT RAIL CLEAN / QUIET
- EASILY ACCESSIBLE TO RIDERS
- ROUTE FOR EMERGENCY VEHICLES
- HYDROGEN BEINGS BEST
- MAKE ROOM FOR BIKES ON RIGHT OF WAY

Weaknesses:

- REMOVES ONE LANE OF TRAFFIC / CAUSES GRIDLOCK
- NO EXPRESS OPTION
- MOST COSTLY
- MORE DIFFICULT TO ACCESS

Questions:









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

Question 1

Strengths:

1. higher frequency of service
2. simple connection
3. more compatible with future plan
4. avoids pedestrian complexity of other route
5. no transfer needed with underground connection
6. better view!

Weaknesses:

1. possible bottleneck at Union St. tunnel from a disabled streetcar.

Questions:

Question 2

Strengths:

1. Reliable service
2. Trans the capacity.
3. Quieter than buses.
4. 5-minute ride
5. At least ~~more~~ riders. (San Francisco side of thumb is 10% increase when a line is electrified)

Weaknesses:

1. ~~Underpass~~ Tends to widen street. (resistive)
2. Cyclists tend to get "hemmed in" by traffic.

Questions:

to







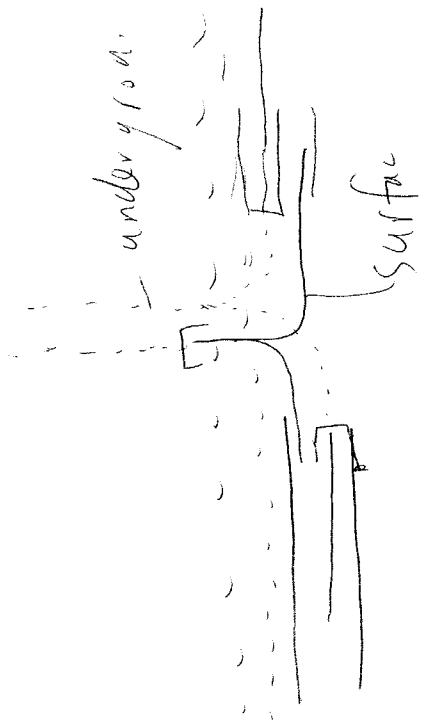
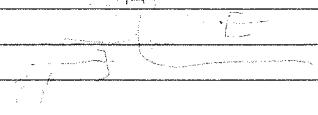
General Comments:

Consider putting another portal in Bay  
to avoid a level crossing underground

Put NB Portal on Green Quay  
underground to Bay North

Put SB Portal on line a 50m  
away on surface and 50m  
underground. Consider separate crossing  
to level crossing south of Green  
Quay Station.

suggestion







**TTC-TWRC  
Waterfront Transit Environmental  
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④

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

Question 1

Strengths:

Q/Q only makes sense because it serves local population well.

Lakeshore Express only makes sense Etobicoke to Scarborough bypassing Union. Must be kept on TTC to-do list

Weaknesses:

Ends at Union - extend north into city.

Questions:

Could some <sup>streets</sup> continue on Q/Q instead of turning into Union?

Question 2

Strengths:

<sup>of streetcar</sup> Connectivity  
Capacity  
Sustainability (not unanimous)

Weaknesses:

Costing questions -  
capital plus operating

Questions:

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

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

Lake shore Xmas Eve to Scarborough  
will take cars off Gardiner +  
Lake Shore Blvd.

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

1. Implement West 8 proposals  
as far as Parliament
2. Attractive design
3. Pedestrian safety + convenience
4. Eliminate tunnelling - with one  
direction









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

Question 1

Strengths:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Weaknesses:

- creates extra congestion along Queen's Quay
- impedes emergency vehicle access along Queen's Quay
- detracts from public space for pedestrians, bicycles, etc.
- reduces safety for pedestrians
- interferes with activities/enjoyment of pedestrians
- not enough room between wash + 100' (w/ for current uses ( taxis, traffic, tour buses, airport express bus) AND transit vehicles
- events + pedestrian traffic is very heavy in the summer especially weekends + will interfere with transit
- increased potential for accidents between transit vehicles + the large Tate + Lyle Tankers
- if the tunnel rises to ground level at or west of Yonge street, there will be unavoidable congestion at corner of Yonge + Queen's Quay
- will destroy sense of community for those of us who call Queen's Quay home

Questions:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Question 2

Strengths:

- Good for scheduling  
~~if the tunnel was not~~  
physically there

Weaknesses:

if the design raised lanes + / or fences to create the lanes pedestrian traffic will be impeded

Questions:

What are the bus networks in the area? (ie what about transfers from the bus network?)  
- What are the costs of rails/electric wires infrastructure for streetcars / LRT vs increased operating costs of buses.

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

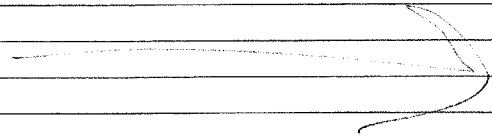
A. Do you have suggestions for additional right-of-way considerations?

Roller blade + skateboard use  
taxi <sup>stop</sup> lanes

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

1. sidewalk width / paving
2. Bike lanes
3. parking + loading lanes
4. taxi <sup>stop</sup> lanes
5. emergency vehicle access
6. urban design + landscape

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



Comments:

Closing the existing tunnel does not make sense and would be very destructive to existing passenger and business behavior

and would be needlessly EXPENSIVE

- a tunnel would be <sup>more</sup> acceptable if there were no rails or electrical wires (i.e. if the technology chosen is buses rather than street cars/LRT)
- Hydrogen and Fuel Cells Canada has offered to meet to present factual up-to-date information on hydrogen-powered buses. This offer should be accepted before the final decision on buses vs street cars/LRT is made

General Comments:

Existing Bay Street tunnel with buses is best

North-South connections are more important than East-West

If Queen's Quay becomes nearly a transit thoroughfare, people will be unwilling to stop to shop in the business

The suggestion to relocate the existing tunnel portal would be needlessly expensive and is nothing more than a power grab by people who live at York Street are retired and have nothing better to do with their time

Others: Imperative to widen the tunnels to accommodate buses

COMMENT FORM

Disadvantages of Streetcars

Environment & air pollution they take electricity from the grid which get its energy from mostly fossil fuels, non-renewable. energy nuclear (44%) fossil fuels (24%) hydro (32%) Worsen air pollution

GROUND BORNE VIBRATION & NOISE carried to units that are high above ground. RUTC 10-12 gauge street / 12 gauge street. i.e. Taxi bumper @ Westin i.e. 10 gauge street / 12 gauge street.

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

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@towaterfront.ca

You may also email, mail, or fax your comments by Wednesday, April 11, 2007 to:

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**APPENDIX G**

**Completed Workbooks - Individuals**

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Question 2

Strengths: Streetcar - connectivity;  
capacity; sustainable fuel source  
eventually.

Buses have no strengths in  
this situation.

Weaknesses: 54 buses an hour would be  
ridiculous. Streetcar must be chosen.

Questions:

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

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

Continue West 8 proposal all the way

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

Pleasant pedestrian experience  
Pedestrian + bike safety

Close existing tunnel - keep all cars above ground. Take out traffic lanes where necessary + continue streetcars north beyond First St. Use tramways for steps. Use  $\diamond$  taxi lanes for streetcars.

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

West 8

West 8

West 8



TORONTO WATERFRONT  
CITY OF TORONTO



Toronto

## **TTC-TWRC Waterfront Transit Environmental Assessments – *East Bayfront***

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

Novotel Hotel  
45 The Esplanade

March 28, 2007

## **Workbook**

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

Meeting Agenda  
Worksheets  
Comment Form

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

**Question 1**

**Strengths:** Higher Freq. | heard  
- compat. bk with percent.

**Weaknesses:**

**Questions:**

**Question 2**

**Strengths:**

**Weaknesses:**

**Questions:**









TORONTO WATERFRONT  
CORPORATION



TORONTO

## **TTC-TWRC**

### **Waterfront Transit Environmental Assessments – *East Bayfront***

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



Question 1

Strengths:

CHEAP, REPLICATES EXISTING TECHNOLOGY  
SOMETHING TTC KNOWS HOW TO OPERATE

Weaknesses:

- NOT AS DIRECT AS LAKESHORE EXPRESS - DOESN'T PROVIDE <sup>AVOIDANCE</sup> <sub>AVOIDANCE</sub>
- CONFLICTS WITH LIMITED PASSENGER CAPACITY (30/H)
- PORTLAND / WEST DONLAND WILL IMPROVE SEVERAL POPULATION + TRIPS TO CITY CENTRE

Questions:

- HAS TTC ~~AND~~ NOT CONSIDER ELEVATED-SKYTRAIN OPTION FOR LAKESHORE EXPRESS?
- TERMINATE AT GO BUSTERMAR?

Question 2

Strengths:

DEDICATED ~~STAKE~~ AS PREVIOUS PAGE  
PREFER STREETCAR/LRT. IN ~~AN~~ DEDICATED R.O.W.  
CLEAN + QUICK

Weaknesses:

- DEDICATED RIGHT OF WAY IS A KILLER
- DOES NOT ACKNOWLEDGE LAKESHORE EXPRESS
- NO EXPRESS OPTION -

Questions:







Question 1

Strengths:

- Weaknesses:
- creates outrageous congestion along Queen's Quay
  - impedes emergency vehicle access along Q/Q
  - detracts from space for pedestrians, bicycles etc. for enjoyment of the waterfront
  - detracts from wider lanes for pedestrians
  - reduces safety for pedestrians
  - interferes with active use/enjoyment by pedestrians along Queen's Quay of the waterfront
  - not enough room between West of 10 Q/QW for current uses (taxis, traffic, tour buses, Airport Express) AND transit vehicles
  - events & pedestrian traffic is very heavy in the summer especially on weekends will interfere with transit along Q/Q
  - potential increased for ~~transit~~ accidents between transit vehicles & the large Tater-Lyle tankers
  - if the tunnel rises to ground level at or west of Yonge Street there will be unsustainable congestion at corner of Yonge & Queen's Quay
  - will destroy sense of community for those of us who call Queen's Quay home

Questions:

Question 2

Strengths:

Weaknesses:

- Questions:
- What are the bus networks in the area? (i.e. what about transfers from the bus network?)
  - what are the costs of rails/electric wires infrastructure for streetcars/LRT vs increased operating costs of buses?



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## **APPENDIX H**

### **Display Panels**

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Welcome to the

## **East Bayfront Transit Environmental Assessment**

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

March 28, 2007  
6:00 p.m. to 9:30 p.m.

Please Sign-In at the Front Desk



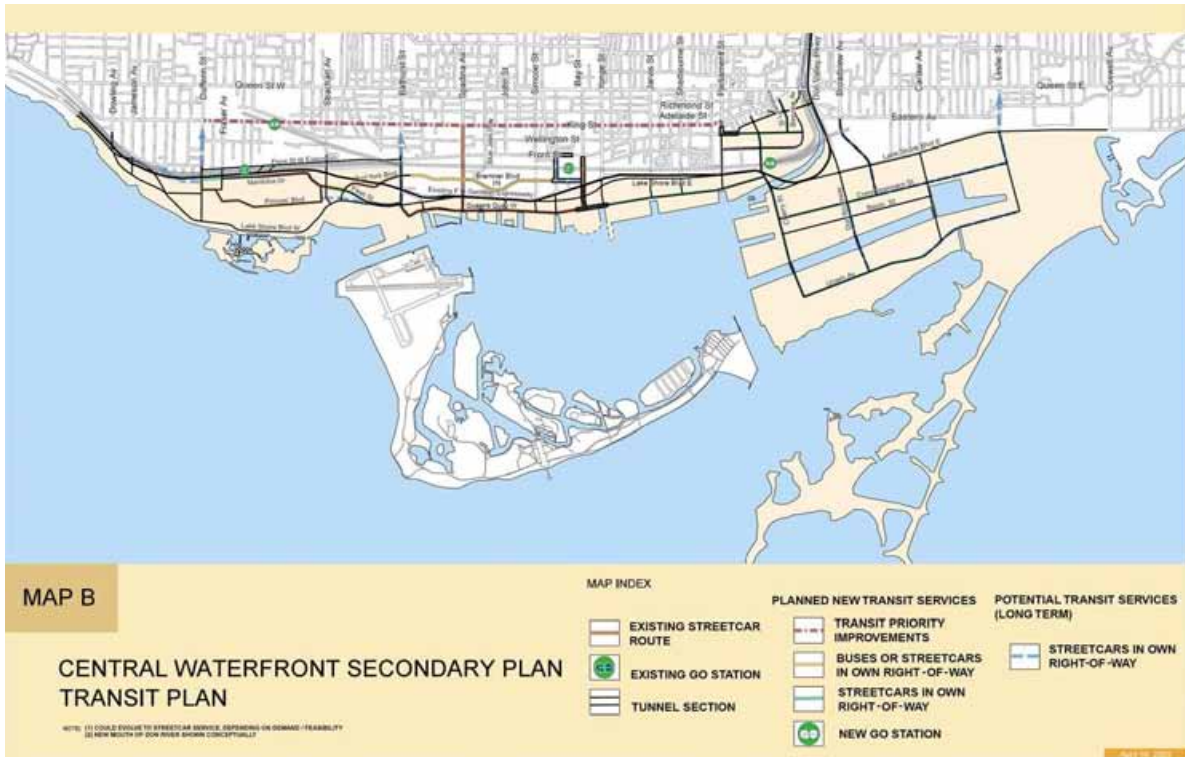
## **Study Area**

**Purpose:** *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.*

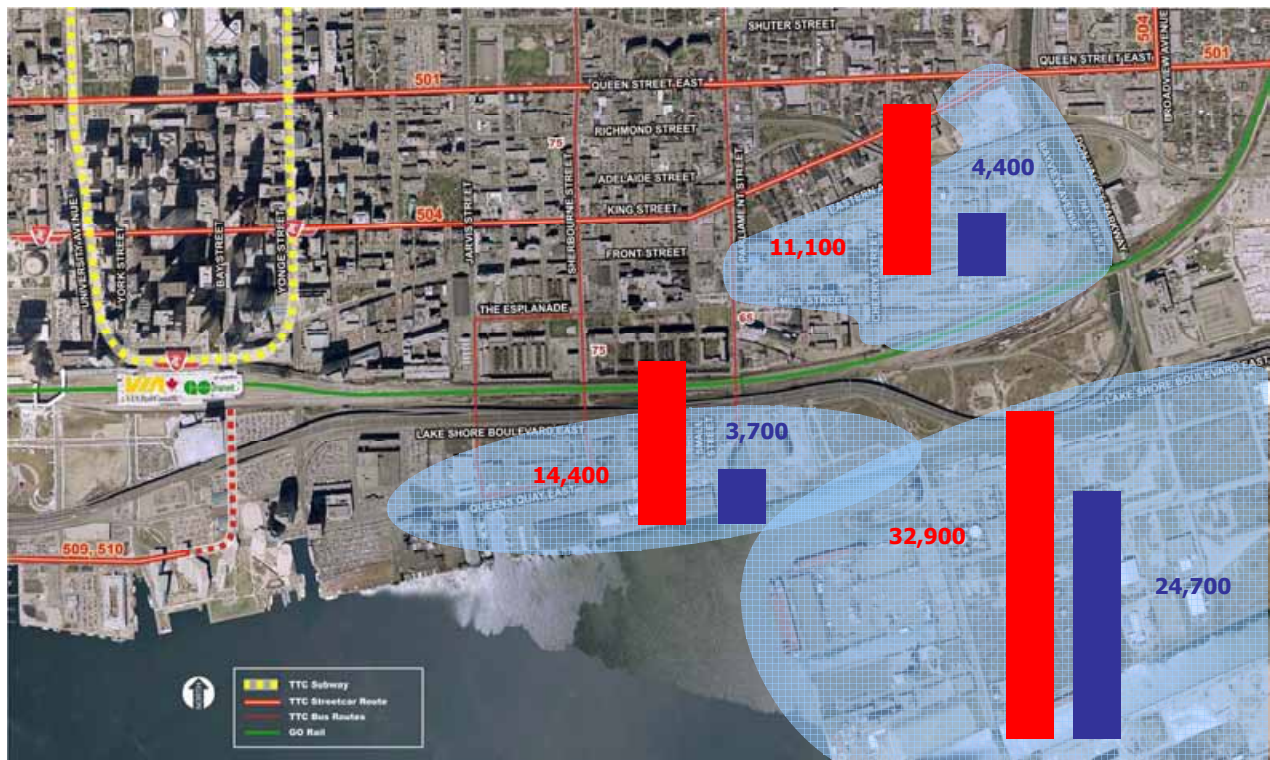




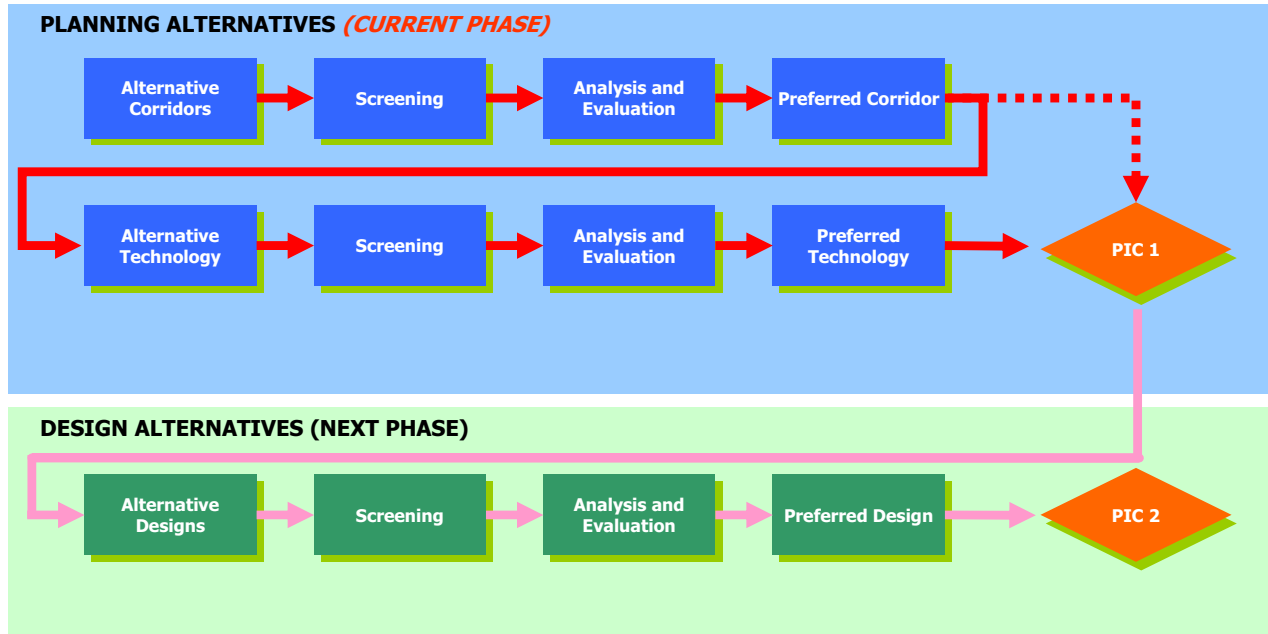
## Approved Central Waterfront Secondary Plan



## Long Range Population & Employment Forecast



## Study Process



## Corridor Alternatives - 'Queens Quay only' (Option 1)



### Queens Quay only

- Serves East Bayfront along Queens Quay East
- Connects with Union Station
- Accommodates transit riders to and from East Bayfront
- Accommodates Port Lands transit riders heading to the TTC subway and beyond
- Opportunity to connect east-west along the waterfront
- Opportunity to connect north to West Don Lands



# EAST BAYFRONT TRANSIT ENVIRONMENTAL ASSESSMENT

## Corridor Alternatives - 'Lake Shore Express plus Queens Quay local' (Option 2)



### Queens Quay Local

- Serves East Bayfront along Queens Quay East
- Connects with Union Station

### Lake Shore Express

- From Port Lands to Union Station via Lake Shore Boulevard
- By-passes East Bayfront (no stops)
- Requires exclusive transit facility on
  - Lake Shore Boulevard (westbound and eastbound)
  - York Street (northbound)
  - Front Street (eastbound)
  - Bay Street (southbound)



# EAST BAYFRONT TRANSIT ENVIRONMENTAL ASSESSMENT

## Eastern Waterfront Transit Ridership Forecasts (2021) (Weekday Morning Peak Hour)









## Assessment of Corridor Alternatives

### Corridor Option #1 – Queens Quay only

- Fully serves development in East Bayfront study area and Port Lands
- Higher service frequency (2-minute headways), attracts more transit riders
- Lowest cost (one facility instead of two)

### Corridor Option #2 – Queens Quay Local + Lake Shore Express

- Reduces service frequency on Queens Quay East (4-minute headways)
- Inconsistent with preliminary recommendations contained in the *Union Station District Plan*
  - Front Street closed to eastbound traffic
  - No pick-up and drop-off on the south side of Front Street for VIA, TTC, and GO Transit
  - Public realm aspect compromised
- Potential for major traffic delays on York, Bay and Lake Shore serving the CBD
- Potential for traffic redistribution to Queens Quay and local streets
- More expensive (2 facilities instead of 1)

Objectives	Queens Quay Only	Lakeshore Express + Queens Quay
Land Use	●	●
Transportation	●	●
Socio-Economic	●	●
Natural	NDF	NDF
Cultural	●	●
Cost	●	●
OVERALL	●	●

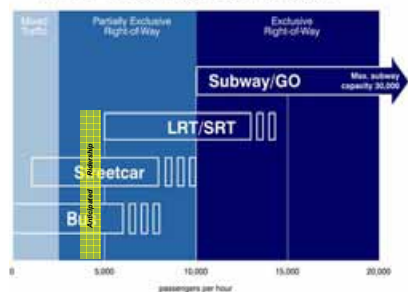
### Corridor Recommendation

#### Option #1 selected as the Preferred Corridor

- Carried forward to the Design Alternatives stage
- However, Lake Shore Boulevard should not be precluded as a future east-west transit option (e.g. Beaches to Etobicoke) if required in the future

## Transit Technologies Considered For East Bayfront

### Transit ROW's and Technologies



Bus in Mixed Traffic



Bus in Dedicated Right-of-Way (with alternative engine technologies)

### Vehicle Requirements

- Based on 2021 Forecast Ridership
- Streetcar/light rail vehicle – requires 35 vehicles per hour
- Bus (diesel, hybrid, or fuel cell) – requires 54 (18-metre) or 75 (12-metre) vehicles per hour
- Either alternative (streetcar or bus) must be in a separate right-of-way in order to provide the required capacity (4000+ riders/ hour) and service reliability



Streetcar in Mixed Traffic (with Platforms)



Streetcar in Dedicated Right-of-Way

## Screening of Technology Alternatives

Technology Considered / Minimum Requirement	"Do Nothing"	Streetcar, with platforms in Mixed Traffic	Streetcar, in Dedicated Lanes	Buses in Dedicated Lanes
The alternative must be capable of accommodating travel demand from forecast development.	No	No	Yes	Yes
Must meet City's Official Plan Policies and Principles.	No	Yes	Yes	Yes
Must promote transit modal splits at least as good as comparable communities (such as the St. Lawrence neighbourhood).	No	No	Yes	Yes
Must provide transit service to majority of future inhabitants within 500 m of transit.	No	Yes	Yes	Yes
Must accommodate people with mobility difficulties.	NO	Yes	Yes	Yes
<b>Recommendation:</b>	<b>Not Carried</b>	<b>Not Carried</b>	<b>Carried Forward</b>	<b>Carried Forward</b>

### Technology Recommendation

Carry forward two technology alternatives to the next stage (Design Alternatives) of this EA study

#### Streetcar in Dedicated Right-of-Way



#### Bus in Dedicated Right-of-Way



## Next Phase of this EA Study

### Right-of-Way Design Considerations (Design Alternatives)



Sidewalk Width/Pedestrian Connection



Bike Lanes & Martin Goodman Trail



Urban Design & Landscape Features



Location of Dedicated Transit Lanes



Transit Stop Locations



Number of Traffic / Turning Lanes



Parking & Loading Lanes



Emergency Vehicle Access

## Next Steps

- Project team will respond to input received tonight
- Amend recommendations and/or address issues raised
- Incorporate input into development and assessment of design alternatives
- Develop design alternatives and review with Community Liaison Committee and Technical Advisory Committee
- Hold a second public workshop in June 2007 to present initial assessment of design alternatives





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**APPENDIX I**

**Post-Workshop Comments**

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ID #	Comments (as provided)	Project Team Response
Submission 'A' 2007-04-06	<p><b>Question 1. Queen's Quay as only route.</b></p> <p>This is obviously the best idea. Having an express bus on Lakeshore may be a useful idea but NOT to serve East Bayfront / West Don Lands / Portlands residents. Perhaps the TTC should try it and drop people at the Bay/ Ferry Docks station?</p> <p>I see no serious weaknesses to Queen's Quay...</p>	<p>Comments noted.</p>
	<p><b>Question 2. Transit in its own ROW.</b></p> <p>Though I completely agree that having transit in its own ROW is best for speed and reliability I hope this does not mean that the TTC will NEVER create parts of a new route in mixed traffic if this would be better from an aesthetic or design point of view. As Queen's Quay east is now almost empty and has no heritage buildings it should be possible to have a dedicated ROW for at least 90% of this route.</p>	<p>Comments noted.</p>
	<p><b>Question 3 Right of Way.</b></p> <p>Queen's Quay East is a difficult stretch as the road itself needs to be fairly wide (though most through traffic should be on Lakeshore). Then there is the Redpath Rail Spur and of course there need to be sidewalks and cycle paths. It is important not to have the "road" so wide that pedestrians really do not want to cross it.</p> <p>On the question of <b>Cycle Paths</b> I suggest serious consideration should be given to one "express" cycle path immediately south of the railway berm (partly under the Gardiner) and another along the present line of Queen's Quay. There is already a paved cycle path immediately to the south of the berm from the Don River - and going further East - through Cherry to Parliament. There is an unpaved path (used quite often) in the same location from Parliament to Sherbourne and a more heavily used path, also unpaved, from Sherbourne to Jarvis. Ideally this path would be paved and extended through to Yonge - though I am not sure if there is room in the section from Jarvis to Yonge. Many cyclists</p>	<p>One of the options to be considered will include a two-lane roadway with appropriate turn lanes</p> <p>The multi-use pathway as described is indeed a component of the larger Pedestrian, Cycling, and Water Routes Plan contained the approved Central Waterfront Secondary Plan. Within the context of serving future travel needs to/from and within the East Bayfront, the primary focus is on the integration of the Martin Goodman Trail into the future Queens Quay East.</p>

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	<p>coming along the East West cycle route which runs along Lakeshore east of the Don want to go downtown, they do not want to be made to go south to the proposed route along the south side of Queen's Quay. I am sure the Queen's Quay route will be more 'scenic" and it links to the Martin Goodman Trail but I think there is enough demand to tidy up the northern "branch" just south of the Berm (and north of Lakeshore)</p> <p><b>Question 4. Getting to Union Station</b></p> <p>Though the idea of a people mover to get people into Union is, at first look, an interesting one I doubt any existing technology could be reliable and robust enough to support the volume of passengers expected. These passengers will come from both East and West. I think we need to plan for the streetcars continuing to go into and out of Union Station.</p> <p>The existing portal on Queen's Quay is extremely ugly and takes up a great deal of space. The idea of an eastern version being added is not attractive to me. I suggest serious thought be given to how best to get streetcars into Union while allowing for some "through cars" along Queen's Quay and the ability for passengers changing at the approximate location of the Ferry Docks station.</p> <p>The Ferry Docks station will probably need additional capacity - to accommodate the longer streetcars - I hope at the same time thought will be given to creating an entrance to it on SOUTH side of Queen's Quay adjacent to the Ferry Docks.</p> <p>The concept of having Queen's Quay East cars go into and out of Union from the east down a portal at Bay (obviously facing east not west as it now does) and Queen's Quay West cars going into and out of Union from a new portal on York is very interesting. This would mean no surface transit on Queen's Quay between Bay and York but customers there could board at the Ferry Docks Station (on the QQ East 'line" or to it from an underground connection from the equivalent station on the QQ west line. As noted above I hope that some cars will run the whole length of the Waterfront and forcing everyone to go into</p>	<p>Comments noted.</p> <p>The Project Team will assess and evaluate alternative portal locations within the context of getting streetcar or bus into Union Station via the existing tunnel under Bay Street. Provision for a through service along Queens Quay will be taken into consideration as well during the analysis.</p>

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	<p>Union is not sensible.</p> <p><b>QUESTIONS/COMMENTS</b></p> <p>I wonder about some of your ridership assumptions and suggest that many residents in West Don Lands will walk to Queen's Quay to get a fast streetcar to Union Station and the YUS subway rather than taking a streetcar up Cherry and along King Street to King station. King is already a slow transit route and I have no doubt the trip to Union via Queen's Quay will be far quicker than to King Station via King. I also suspect that there will be demand from many people to go the the BD Subway who will thus use the Cherry Street route to go north to Broadview Station. I think you may need to run cars from Union to Broadview via QQ and Cherry/Broadview.</p> <p>Though this is actually part of the West Don Lands study, I question why you are not planning to bring the Cherry Street streetcar through the railway bridge right now and creating a (temporary?) loop just south of the bridge until this line can connect to the East QQ line. The land north of the railway on Cherry is far too useful to be 'wasted' on a streetcar loop while the land south of the railway below the Gardiner is not really suitable for anything and would make a perfect place for a loop. Having the line through the rail corridor would then make it far easier and quicker to link it to the QQ East line. From your planning I think you expect to build Cherry first and only a few years later build QQ east.</p>	<p>These assumptions have been taken into consideration in the ridership forecast model.</p> <p>Question to be responded to through the West Don Lands Transit EA.</p>
<p>Submission                      'B'                      2007-04-10</p>	<p><b><u>GENERAL OBSERVATION</u></b></p> <p>The "Long Range Population &amp; Employment" slide is very instructive from a longer viewpoint – especially the Portlands projections.</p> <p>In hindsight this particular slide should have <b>excluded</b> the Portlands, precisely because it is so far in the indeterminate future. If this had been done one of the current corridor options – the Lakeshore corridor option – would not be on the table at all. Rather, the focus would have been on the appropriate routing/destination of the East Bayfront transit</p>	<p>Considering the inter-connectivity of the three Eastern Waterfront precincts, excluding Port Lands from the context of long-term population and employment projections would not be considered as good long term planning.</p>

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	<p>way in the context of the possible set of greater network linkages. In this sense the real options are really between bus and light rail.</p> <p><b><u>CORRIDOR SLIDE SUMMARY OBSERVATIONS</u></b></p> <p>The slide entitled, “Environmental Assesment Process from the TOR” outlines the corridors two planning options as follow:</p> <ol style="list-style-type: none"> <li>1. Queens Quay East &amp; North to Union Station, and</li> <li>2. Queens Quay East (local) -Lakeshore (Expressway)</li> </ol> <p>In the slide entitled “Description – Queens Quay (local) plus Lake Shore Express I note, and quote the following: “Opportunity to connect east-west along waterfront and north into the West Don Lands.” This, as written, provides, within option 1, the opportunity to examine both bus and light rail options, either within an exclusive or non exclusive transit right-of way. On the other, option 2 assumes an exclusive right-of way only.</p> <p>My concern here (option 2) is that a non-exclusive lane/RoW was deliberately excluded prior to the application of the screening criteria (i.e. Promotes transit mode splits).</p> <p>Of greater concern is the screening criterion that states “Connect to other Waterfront Precincts” This very limiting vis a vis overall TTC connectivity needs and/or corridor/route longer term operating economics.</p> <p>While the “Screening Results” slide makes it clear that “Both corridor options meet minimum requirements” it is impossible to assess from the “Analysis Criteria” just what is in the “Transportation” criteria.</p> <p>None the less the “Corridor Summary Assesment” slides make it clear that Option 2 is a non starter and I agree.</p>	<p>Option 2 was developed as a surface bus operation (with exclusive transit lanes) as that was considered the most feasible scheme given the need to achieve the required capacity, speed, and service reliability if it was to attract the required ridership. As noted in Slide 70 of the presentation, non-dedicated transit right-of-way alternatives were screened out from the analysis as they did not meet the minimum requirements set out in the Terms of Reference.</p> <p>The Project Team’s workshop presentation shows only an example of the full assessment/evaluation of corridor alternatives. The full analysis was presented on display panels at the public workshop on March 28. The criteria and indicators used by the Project Team were developed – in consultation with members of the public – during the Terms of Reference stage of this study. The complete list of assessment/evaluation criteria and indicators can be found in Appendix B of the Terms of Reference.</p>

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	<p>One statement, under Option 2, needs to be added to if the current statement is to remain in the published record, this being –and I quote – “However, Lake Shore Boulevard should not be precluded as a future east-west transit option (e.g. Beaches to Etobicoke if required in the future)”.</p> <p>In this regard the following should also be considered.</p> <ol style="list-style-type: none"> <li>1. A possible new light rail route originating in the Beaches and terminating in Etobicoke via Queens Quay East and West</li> <li>2. A possible new light rail route originating in Scarborough and terminating in Etobicoke via Kingston Road and Queens Quay East and West</li> </ol> <p>In both cases, depending on the how Go Transit, CN Rail, VIA Rail and the proposed airport train services are ultimately routed, it is possible that, in the longer term, the CN Weston subdivision could become available between the Union Terminal railway and downtown ‘Old Weston’. This right-of-way could be converted to a light rail system if the demand volumes are there now or in the future. The why and how of this proposition is laid out in some detail in my EA terms of reference submission concerning the Go Transit Georgetown corridor expansion.</p> <p>No one can predict the future, however, the inclusion of these two options have significance in terms of the design options/alternatives at the Bay Street/Queens Quay intersection.</p>	<p>No particular project is being suggested here. The Project Team is only suggesting that the Lake Shore corridor not be precluded from <b>any</b> future east-west transit option.</p>
	<p>COMMENTS PERTAINING TO SLIDE ENTITLED, “Some Issues to be considered in <u>Development of Design Alternatives</u>”</p> <p>Two options are presented re: the “Connection from Queen’s Quay to Union Stati0n”. These are, and I quote:</p> <ol style="list-style-type: none"> <li>1. Existing tunnel, or</li> <li>2. People Mover</li> </ol> <p>From a quality of service perspective, injecting a “people mover” mover into the overall trip length is equivalent to a transfer point. It is well</p>	<p>Comments noted</p>

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	<p>known fact that the more physical transfers that are required will have a direct impact on expected patronage (i.e. lower) – everything else equal.</p> <p>Subject to overall capacity constraints, it appears to be more economically desirable that more services utilize the existing tunnel in order to obtain the benefits of the economies of density.</p> <p>Assuming a light rail choice, either immediately or in the longer term, mirror image Queens Quay tunnel alignment will be required east of Bay Street. If this turns out to be the option chosen, then it would be a prudent planning move to ensure that a <u>through east-west tunnel link be constructed at the same time</u>. Why? If, in the future, it makes planning sense to provide through services, using the Queens Quay link as part of a larger route, then in order to provide maximum strategic and operational flexibility for potentially longer term through-services - in addition to, the existing and planned services to/from Union Station - provision should be made to build the needed east-west tunnel route <u>at the same time</u> as the other east of Bay tunnel work. Remember the Bloor Viaduct foresight!</p>	<p>A through tunnel connection linking Queens Quay East and Queens Quay West will be considered as part of the analysis for providing through service along Queens Quay.</p>
	<p><u>COMMENTS: SHORT AND LONG TERM NETWORK PLANNING ISSUES</u></p> <p>While the purpose of the EA 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 TWRC’s objectives for land use, design and environmental excellence”, it is unfortunate that Corridor Option #1 focuses somewhat on the Port Lands which currently are in a state of limbo.</p> <p>Unless the proposal is to end the Queens Quay route at Cherry Street, a decision context needs to be made now with respect to overall route connectivity and ultimate route termination point.</p> <p>The slide entitled “Description – Queens Quay” states in part that [There is an] “Opportunity to connect east-west along waterfront and</p>	

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	<p>north into the West Don Lands”</p> <p>In the longer term it may make sense to extend the Queens Quay East service to Castle Frank subway station via Parliament Street whereas in the shorter term the light rail extension should be routed to terminate at Broadview subway station via Cherry/River streets to Queen Street. Such routing would supplement the Queen/King east-west light rail services with a north-south routing on the west side of the West Donlands project.</p> <p>Ultimately, the Broadview/River/Cherry street link could be extended south on Cherry Street with a view to turning eastward and then going northward to either Leslie or Coxwell Street. If this was to occur then the Queens Quay service should be redirected to Parliament Street while leaving the Lakeshore Blvd. Built section in place – more flexibility.</p> <p>This strategic approach has three main advantages, specifically:</p> <ol style="list-style-type: none"> <li>1. the uncertainty vis a vis the transit lines for the purposes of the Don Mouth EA is eliminated,</li> <li>2. both north route transit legs would support intensification initiatives along Parliament street and Broadview Avenue, and,</li> <li>3. every thing else being equal, Broadview subway station could become the terminus for the proposed Don Mills light rail transit operation, with either direct or indirect (through vehicle transfer) connection to the Portlands and/or Queens Quay.</li> </ol>	<p>Planning for the Port Lands is less advanced than the West Don Lands or the East Bayfront but it is not in limbo. Estimates of long term population and employment have been developed but the specific layout of infrastructure, development and park lands has not been finalized. However the Port Lands develop, it is essential that it be adequately serviced by transit from both the east and west. Queens Quay and Cherry street will provide linkages to both Union Station and King Street to the west and north while Broadview (subject to further study) may provide all or part of the connection to the north and east.</p> <p>Long term connection opportunity between the waterfront and Castle Frank subway station via Parliament Street, as well as the overall north-south connectivity around the Don Valley corridor, will be assessed through the Don Mills Road Transit Improvements EA.</p>