steer davies gleave

Waterfront Transit Reset
Phase 1: Network Vision

Final Report
October 2016

City of Toronto, Toronto Transit Commission, Waterfront Toronto

Our ref: 22937501

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Executive Summary

Toronto's waterfront is truly an asset for the City and the surrounding region. Emerging from a diverse past, the waterfront is in the process of being re-discovered and revitalized – providing communities with a place to live and work; enhancing access to heritage, green and water resources for all Toronto residents; and supporting existing and planned year-round destinations and institutions for the greater Toronto region.

Much like the radial streetcar lines from the past, there is an exciting opportunity to connect and weave these assets with a necessary transit solution to guide the City's transformational vision and policies in an environmentally, socially and financially responsible manner.

Given the rapid development growth and the numerous transit initiatives under consideration in the greater corridor area, the need to identify an integrated and comprehensive transit solution is critical. This Phase 1 study begins the process of developing a compelling and evidence-based long-term Waterfront Transit Network solution.

Background

Source: **Waterfront Toronto**

The City of Toronto's overarching land use and transportation planning policy framework is clear in its support of enhanced Waterfront Transit, and the early implementation of higher-order transit in planned Waterfront communities. In addition to key guiding policies, such as the Central Waterfront Secondary Plan (CWSP) and the City's Official Plan, there have been a number of other Waterfront Transit planning studies initiated. These studies are at various stages of completion or approval. However, of the numerous studies initiated to implement new higher-order transit along the Waterfront over the last 30 years, only two segments have reached the Environmental Assessment (EA) approval stage.

Without an overall comprehensive Waterfront Transit plan to guide development, implementation of a cost-effective dedicated transit right-of-way has become increasingly difficult. However, there are also emerging transformational transit and development initiatives that could significantly influence a Waterfront Transit Network solution.

Despite incremental advancement, the need for a Waterfront Transit Network solution continues to be a key priority. In particular, as part of the *Feeling Congested?* 2013 City of Toronto Official Plan review, the City ranked both a Waterfront West LRT and Waterfront East LRT as two of the City's top five planned but unfunded rapid transit proposals.

As such, there is a clear need for a Waterfront Transit planning 'Reset'. This 'Reset' is an opportunity to move beyond the previous incremental solutions, to take advantage of emerging opportunities, and to create a comprehensive Waterfront Transit Network plan.

Purpose

This Phase 1 study is critical to 'resetting' the planning basis for a comprehensive Waterfront Transit solution. Challenges include a large geographical study area, diverse transit travel markets

and destinations, significant high density growth in the corridor, and incremental solutions over the last 30 years. Combined with continued planned population and employment growth in the Waterfront corridor, plus opportunities to integrate with emerging major transit and City-building initiatives, the Phase 1 study provides a consolidated roadmap for the City to move forward to address these challenges.

Waterfront Transit Study Area

The Waterfront Transit study area, as directed by City Council, extends approximately 21km from Long Branch and the City of Mississauga border in the west to Woodbine Avenue in the east. The study area width is approximately one to three kilometres from The Queensway-Queen Street corridor in the north to Lake Ontario in the south. The City's approximate four kilometre wide Downtown core between Bathurst Street and the Don River generally anchors the study area's centre.

Relevant Guiding Policies and Background Studies

The first task in this Phase 1 study was to conduct a detailed review of Waterfront-related land use and transit planning documents. It is clear from the review that the need for a Waterfront Transit solution has long been recognized as a key priority.

Vision and Objectives

A Project Vision statement and a set of supporting objectives were developed by the project team (consisting of representatives from the City of Toronto, TTC, and Waterfront Toronto) in collaboration with stakeholders and the public. The Vision and objectives serve as the foundation for this and subsequent phases of study while being a reference point for discussions with the public and stakeholders. The Project Vision is as follows:

> Provide high quality transit that will integrate waterfront communities, jobs, and destinations and link the waterfront to the broader City and regional transportation network



Four key study objectives were developed to directly support the Project Vision for a comprehensive Waterfront Transit Network solution:

Connect waterfront communities locally and to Downtown with reliable and convenient transit service:

- Promote and support residential and employment growth
- Provide more travel choices

Enhance accessibility (improved reliability and convenience) of transit service, linking key destinations (employment, housing, institutional, education, cultural, recreational, commercial):

- Better connect people to everyday places
- Improve connectivity in neighbourhood improvement areas
- Make transit an attractive option for more trips
- Attract new transit riders
- Improve quality of life

Promote broader City and regional transportation network connections

Develop implementable and affordable solutions to address current needs and the flexibility to respond to future conditions.

Transit Market Assessment

A detailed transportation modelling analysis was not available for this Phase 1 study. To understand the potential transit demands within the study area, a high-level transit market assessment was undertaken. This assessment included the following:

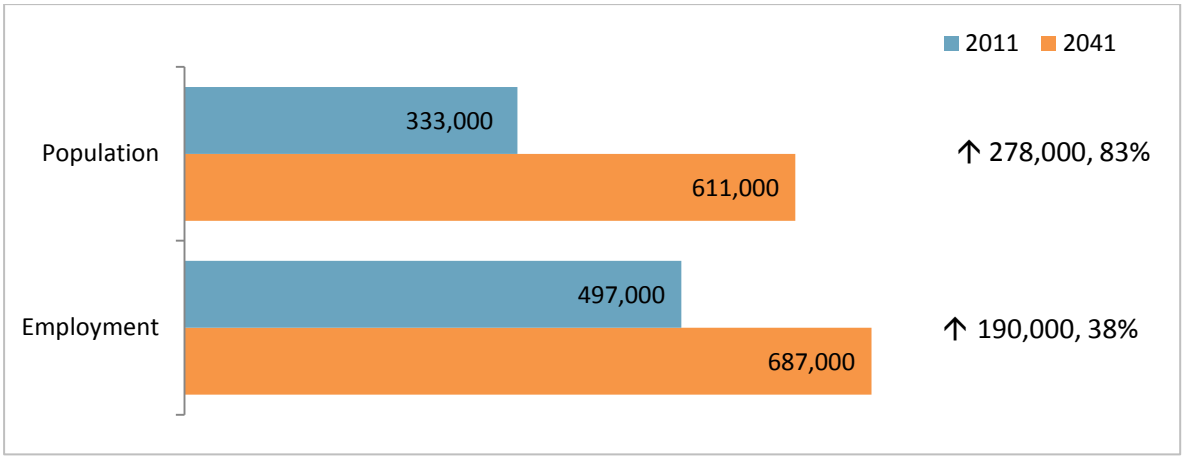
- overview of the existing and planned transportation network,
- existing origin-destination travel patterns,
- existing transit ridership volumes,
- predicted future transit volumes as outlined in previous reports (for indicative purposes only),
- projected 2041 population and employment growth, and
- notable attractions and destinations.

The assessment also benefitted from public and stakeholder input. Key points of the transit market assessment are summarised in the following sub-sections.

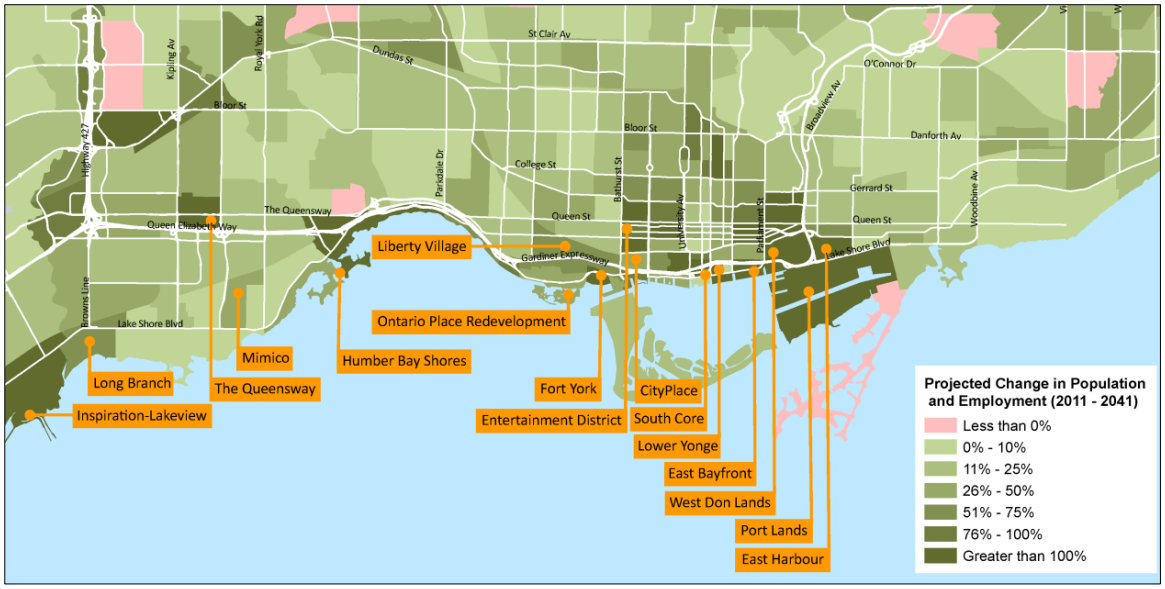
Projected Population and Employment

The Waterfront Transit study area includes many of the highest densities and fastest-growing areas in the Greater Toronto Area. As a result of continued demand for urban living, steadily increasing local economic growth, as well as provincial land use policies supporting growth and intensification within the region's built up area, portions of the Waterfront Transit study area have and are projected to continue to grow to 2041.

The following chart illustrates the projected growth in population and employment within the Waterfront Transit study area. Population is projected to grow by approximately 278,000 (or more than 80 percent) from 2011 to 2041. Employment is expected to grow from 497,000 jobs to approximately 687,000 by 2041 (an increase of 38 percent).



The following map shows population and employment growth projections for locations within the southern portion of Toronto and southeastern areas of Mississauga. Some of the highest anticipated population and employment growth areas are within the Waterfront Transit study area as identified in the map. Projected population and employment growth are not distributed evenly through the Waterfront Transit study area. There are specific communities that are expected to grow very rapidly, while other more mature lower-density residential and employment areas remain relatively stable within the 30-year horizon—consistent with the City's land use planning policies.



High-density residential growth has already taken place in the Humber Bay Shores, Mimico, the Queensway, Liberty Village, Fort York, CityPlace, Entertainment District, Southcore, and the West Don Lands. These areas are expected to continue to grow further in the coming years. In terms of

employment growth, some office development has taken place in the Entertainment District, Liberty Village, Southcore and East Bayfront.

Major growth in population and employment areas is also planned in a number of other areas including Long Branch, Lower Yonge, and the Inspiration-Lakeview community in Mississauga. Other major growth is planned for areas where significant change has yet to occur, such as the Port Lands and East Harbour (former Unilever site).

Major Waterfront Destinations

There are a number of key institutional, recreational and cultural destinations throughout the Waterfront corridor. The size and location of these land uses within the study area is important as they generate a significant proportion of off-peak travel, as well as traditional peak period commuting trips.

Previous Studies

Transit demands from modelling analysis completed for various studies and environmental assessments over the past 20 years have supported the need for a LRT along the Waterfront. Updated transit demand modelling forecasts during a Phase 2 and future studies will be required to address the significant recent and planned growth in the study area, and the potential influence of a number of City-wide transit network additions.

Transit Market Assessment Key Findings

Key findings from the transit market assessment assisted in the development of alternative concepts and appropriate evaluation criteria, and are summarized below.

Segment	Key Transit Market Assessment Findings
Long Branch to Humber River	Combined with public and stakeholder consultation, a varied transit travel demand pattern was identified from the existing origin-destination travel patterns: primarily local travel within this south Etobicoke segment, while also generating demand to Downtown Toronto and to the north. Transit improvements are required to: • support recent and planned growth in the Mimico area, coordinated with the Park Lawn-Lake Shore Area Transportation Master Plan • support development and revitalization opportunities along the corridor, consistent with the City's Avenues policies • improve existing east-west local transit operational issues • support long-distance commuting trips, primarily to Downtown • provide high-quality regional connections to GO / RER and MiWay at Long Branch GO Station • enhance accessibility to the north-south TTC network
Humber River to Strachan Avenue	The existing transit travel demand pattern was demonstrated to be both local and Downtown Toronto-oriented. Additional east-west transit capacity and priority is needed to support the significant existing and planned growth within the segment that are destined Downtown. Transit improvements are required to: • address east-west local transit operational issues along the 501 QUEEN and 504 KING streetcar routes, particularly at the Queensway / Roncesvalles Avenue / King Street / Queen Street intersection • provide increased mobility options locally, including connection to the regional transit network at Exhibition GO Station

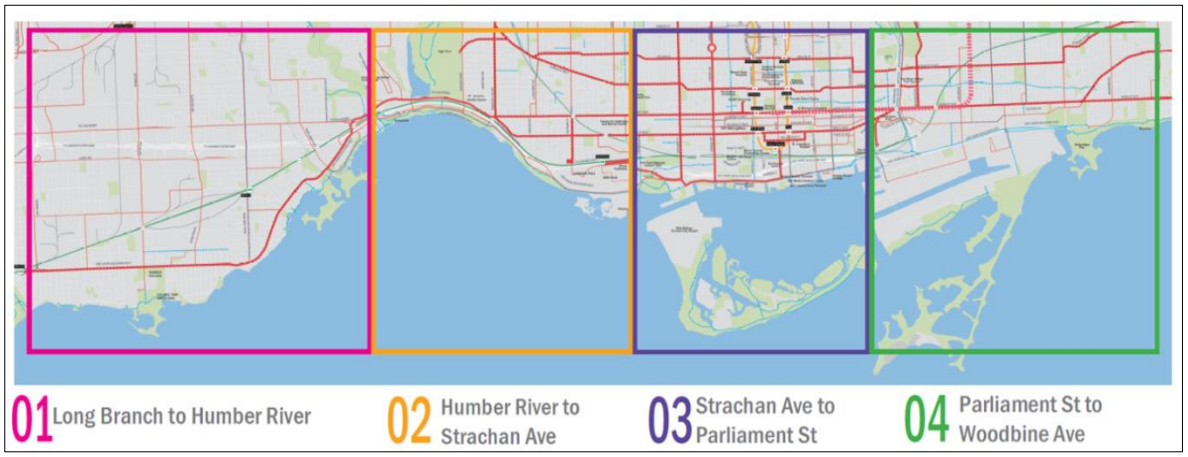
Segment	Key Transit Market Assessment Findings
Strachan Avenue to Parliament Street	The transit market assessment and information from public and stakeholder consultation indicated a transit travel demand pattern that is both local and Downtown Toronto-oriented during the work week. Additional east-west transit capacity and priority is needed to support the significant existing and planned growth within the segment, and the increased transit demands from the west that are destined Downtown. Transit improvements are also required to improve local east-west transit operational issues (reliability and frequency) along the 509 HARBOURFRONT, 511 BATHURST, and 504 KING streetcar routes, particularly at the problematic Fleet Street-Bathurst Street-Lake Shore Boulevard intersection.
Parliament Street to Woodbine Avenue	There is limited transit service today. The existing transit travel demand pattern are varied but generally oriented to / from Downtown during peak periods. Given the significant planned population and employment growth (e.g. former East Harbour, Port Lands), and the associated proposed major transit infrastructure investments (RER, SmartTrack, Relief Line, new Port Lands / South of Eastern streetcar routes), future transit travel patterns will be significantly different from present. Public and stakeholder consultation also indicated a desire to extend easterly along the Scarborough Waterfront. The transit role in this segment needs to be clarified.

Concept Development and Evaluation

Concepts for a Waterfront Transit Network Solution vwere developed with the following considerations:

- achieve the established Project Vision and supporting objectives,
- review previous studies' corridor alternatives and assessments to ensure continued feasibility and / or validity,
- build upon the transit market assessment findings and identified opportunities and constraints, including known recent concerns and emerging transit and high-density development initiatives, and
- use input from the Stakeholder Advisory Committee (SAC), the public and the study team.

The extensive geography of the Waterfront Transit study area and associated diverse transit needs necessitated a division of the study area into four segments. This allowed for focused concept development and assessment on segment-specific opportunities and constraints. It also facilitated the consultation process where local needs could be considered in light of the larger network planning context. The study area and the four distinct segments are shown in the following map.

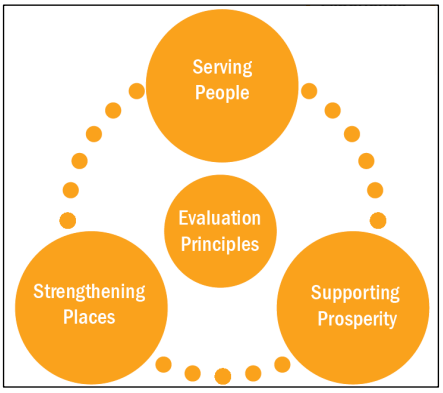


For the purposes of identifying and assessing a wide range of potential Waterfront Transit Network solutions, Segment 3 was further divided into 'sub-segments':

- **Western Approach** – Included concepts for a western approach to the Downtown. These concepts would be ultimately contingent on the assessment of the 'Serving Downtown' concepts.
- **Serving Downtown** – Introduced a family of concepts with unique transit service approaches to serving the Downtown core and the central Waterfront area. Ultimately, the assessment of these concepts is the most critical to completing an overall Waterfront Transit Network solution.

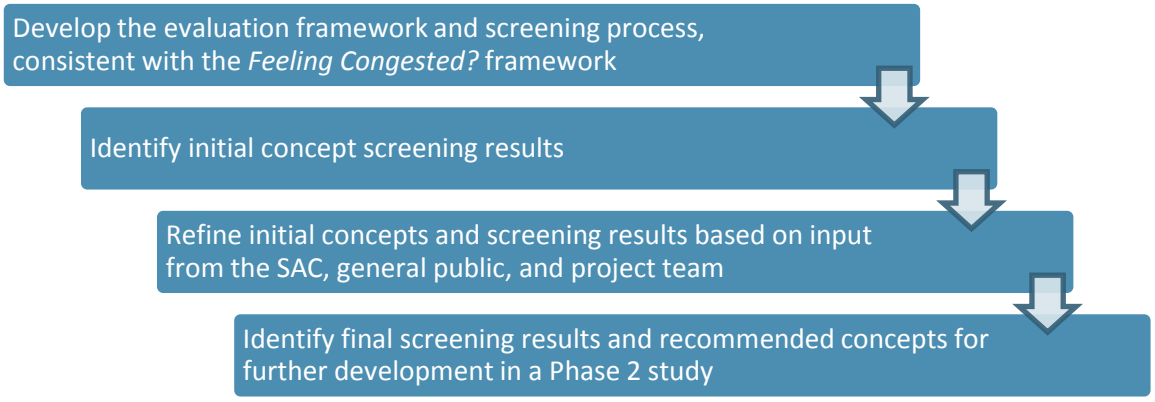
A comprehensive list of 25 high-level east-west LRT corridor concepts were developed, providing a variety of solutions for each segment. These concepts resulted from an initial list developed by the study team. These were then reviewed by the SAC, general public, and the project team. The resulting suggestions were incorporated into the final concept list. Notwithstanding the division of the study area into segments, the inter-connections were considered in both the development of concepts and their evaluation. Additionally, all of the concepts considered enhanced north-south and regional transit connections.

The concepts were evaluated using the *Feeling Congested?* Framework. This was based on the three broad themes of Serving People, Strengthening Places, and Supporting Prosperity.



The evaluation framework was refined to be consistent with the established Project Vision and supporting objectives for a Waterfront Transit Network solution. The refinements also enabled a screening assessment focused on established City policies and any significant community or environmental impact that could not be reasonably mitigated.

The evaluation process conducted for this study was as follows:



Based on the final screening results, the initial 25 corridor concepts were reduced to a list of 16 recommended for further analysis. The tables in the following sections summarize the list of

developed concepts and corresponding evaluation / screening results for each segment or sub-segment.

Segment 1: Long Branch to Humber River

A total of three east-west concepts were initially developed for this segment. After evaluation, Concepts 1A and 1B were found to best align with the study objectives and the Project Vision, and are therefore recommended for further Phase 2 assessment. Specifically, these concepts offer better transit connections to serve the existing and developing Waterfront communities and destinations while supporting high-quality linkages with the regional transit network.

Concept No.	Description	Recommended for Phase 2
1A	Enhanced Lake Shore Boulevard Transit Service	Yes
1B	Lake Shore Boulevard LRT	Yes
1C	The Queensway LRT	No

Segment 2: Humber River to Strachan Avenue

A total of six east-west concepts were developed. These concepts all focus on "bridging the gap" by providing a Waterfront Transit connection from South Etobicoke to Exhibition Place. Concepts 2A, 2D and 2E were determined to best align with the Project Vision, supporting objectives—specifically the higher-order transit needs highlighted by the market assessment—and are therefore recommended for further Phase 2 assessment. These three concepts all provide additional east-west capacity without precluding various potential north-south connections to desirable Waterfront or Ontario Place destinations. They also avoid major community impacts.

Concept No.	Description	Recommended for Phase 2
2A	The Queensway and LRT Bridge Across Gardiner Expressway / Rail Corridor to Exhibition Place	Yes
2B	The Queensway and LRT Alignment on Embankment North of Rail Corridor	No
2C	Lake Shore LRT Crossing Humber River to South Edge of Coronation Park	No
2D	Lake Shore LRT Crossing Humber River to Exhibition Place	Yes
2E	The Queensway / Colborne Lodge Drive / Lake Shore Boulevard to Exhibition Place LRT	Yes
2F	The Queensway / Dufferin Street / King Street LRT	No

Segment 3: Strachan Avenue to Parliament Street (Western Approach)

Four east-west corridor concepts were initially developed for the western approach to Downtown. After evaluation, three concepts (3A, 3B and 3C) were recommended for further assessment in Phase 2. These concepts were deemed to best address the Project's Vision, supporting objectives, and the transit market assessment without major community or environmental impacts.

Concept No.	Description	Recommended for Phase 2
3A	Existing Fleet Street / Bathurst Street / Queens Quay LRT	Yes
3B	Fleet Street / Fort York Boulevard / Bremner Boulevard LRT	Yes
3C	South of Rail Alignment / North of Rail Alignment / South of Front Street LRT	Yes
3D	Lake Shore Boulevard / South of Coronation Park / Queens Quay LRT	No

These concepts are consistent with the recommended concepts to the west (Segment 2), and enable continuity with the identified family of concepts proposed for the serving Downtown sub-segment.

All of these recommended concepts provide additional east-west capacity, but to varying degrees. Since Concepts 3B and 3C introduce a new east-west transit corridor, they will provide the greatest increase in capacity. However, to avoid potential major community and traffic impacts, Concepts 3B and 3C would have significantly higher construction costs than Concept 3A. This is because Concept 3A could be at-grade and use existing transit infrastructure.

Segment 3: Strachan Avenue to Parliament Street (Serving Downtown)

Addressing the established Waterfront Transit Vision and supporting objectives, the approach to serving Downtown identified four overarching concept families:

Family A Union Loop Modification	Family B New Second Downtown Loop	Family C Queens Quay Through Service	Family D Enhanced Local Network

• Considerable redesign of existing Union Loop either by:
  • Expanding current loop
  • Extend alignment easterly
	• Build a second terminus west of Union, with connections to regional transit to serve western demand	• Route service along Queens Quay with different configurations
		• Requires enhanced north-south transit
			• Distribute service along the network using:
			  • Existing alignments
			  • New alignments

The concept families present significantly different strategic approaches to serving Downtown while also presenting potential opportunities for different phases of implementation. For instance, a potential phased implementation scenario could maximize the use of existing transit infrastructure introduced by Concept Families C and D in the near term. In the longer-term, as another major transit project develops (such as a new GO-RER station or the Relief Line extension) a new second downtown loop (i.e. Concept Family B) serving and supporting this major transit project could provide a significant addition to a Waterfront Transit Network solution.

All concepts provide connections to the inter-regional and the higher-order transit network. A total of ten concepts were initially developed for this sub-segment. Each family had at least one concept recommended for further evaluation in a Phase 2 study.

Family A – Union Loop Modification

Both concepts aligned with the Waterfront Transit Vision and supporting objectives, and received public and stakeholder support during consultation. Additional design feasibility with supporting construction costs, and operational analyses based on an updated transit demand forecasting analysis, should be undertaken in a Phase 2 study to support detailed assessments.

Concept No.	Description	Recommended for Phase 2
A1	Expanded Union Loop	Yes
A2	Extend Underground Alignment Easterly	Yes

Family B – New Second Downtown Loop

Concept B1 would involve constructing a second terminal loop west of Union Station to serve transit demand from the west. The existing Union Loop could be maintained, with operations limited to its existing capacity. This concept is recommended for further Phase 2 assessment, but is contingent on a number of factors, including the need for an appropriate site for the station and new loop, and estimating transit demands from the west. The ability to integrate with a potential new GO-RER station (at Spadina) with a high quality connection to the rest of the TTC network would be considered a key requirement.

Concept No.	Description	Recommended for Phase 2
B1	Second Loop	Yes

Family C – Queens Quay Through Service

The four Family C concepts propose a continuous Queens Quay through service combined with improved north-south transit service that would be consistent with the existing TTC surface transit network grid pattern. After the screening evaluation and incorporation of public and stakeholder consultation feedback, Concepts C1 and C2 are recommended for further Phase 2 assessment.

These two concepts avoid major traffic and community impacts by providing a below-grade transit service along Queens Quay east and west of Bay Street. Operational analyses based on an updated transit demand forecasting analysis should be undertaken in a Phase 2 study to support the detailed assessment of these two concepts.

Concept No.	Description	Recommended for Phase 2
C1	Tunnel By-Pass of Bay Street and Maintain Some Transit Service into Union	Yes
C2	Tunnel By-Pass of Bay, Repurpose Bay Street Tunnel into Union	Yes
C3	At-Grade By-Pass of Bay Street and Maintain Some Transit Service into Union	No
C4	At-Grade By-Pass of Bay Street and Repurpose Bay Street Tunnel into Union	No

Family D – Enhanced Local Network

Each of the three Family D concepts circulate downtown transit service over an upgraded and transit-prioritized network, utilizing the existing surface infrastructure where possible, and introducing new surface infrastructure only if necessary. Based on public and stakeholder consultation feedback, and associated impacts with a surface Bay Street LRT, only Concept D1 is recommended for further Phase 2 assessment. This concept may be compatible with the City's on-going King Street Visioning Study.

Concept No.	Description	Recommended for Phase 2
D1	Distribute On Network and Use Existing Loop	Yes
D2	Distribute On Network and Bay Street LRT	No
D3	Bay Street LRT (and Queens Quay at-grade LRT)	No

There are opportunities to transform travel behavior within the study area through major transit initiatives such as GO-RER, SmartTrack, and the Relief Line. Given this, the role of a Waterfront Transit line in the overall network needs to be assessed. A circulating downtown transit service that is integrated with these major transit initiatives and the existing transit network could serve existing and future transit travel patterns for both the waterfront and downtown communities and destinations. A Phase 2 study should undertake this network analysis, including its potential as a phased implementation scenario based on updated transit demand forecasting.

Segment 4: Parliament Street to Woodbine Avenue

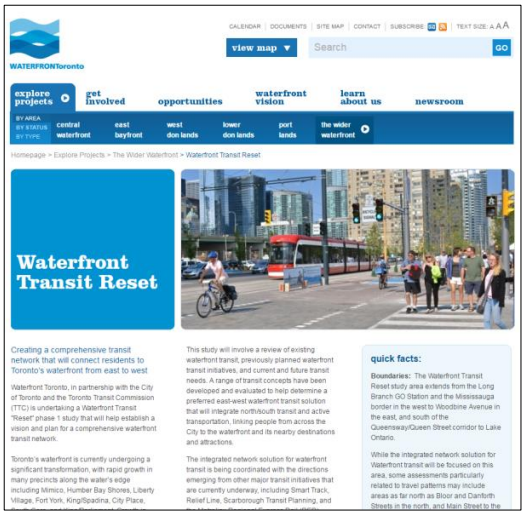
East of Leslie Street, two east-west concepts were developed for this segment. After the screening evaluation, both Concepts 4A and 4B are recommended for further Phase 2 assessment.

Concept No.	Description	Recommended for Phase 2
4A	Lake Shore Blvd LRT Extension from Leslie Street and Port Lands	Yes
4B	Eastern Avenue LRT Extension from Leslie Street and Port Lands	Yes

There are significant opportunities to shape future travel behavior within this segment through major transit initiatives such as GO-RER, SmartTrack, and the Relief Line. The role of a Waterfront Transit line in the overall network needs to be assessed in a Phase 2 study, based on updated transit demand forecasting.

Communications and Public Consultation

One Stakeholder Advisory Committee (SAC) meeting and two public forums were held in May 2016 as part of the Phase 1 study consultation program. The program was developed to introduce the study, present background material including opportunities and constraints, and to obtain input on preliminary study findings.



Key information presented included the Project Vision statement and supporting objectives, developed concepts for each of the four study area segments, and an initial screening of preliminary concepts within each segment. The SAC consisted of 42 people, including representatives from business organizations, citizen and neighbourhood groups, subject matter experts, and advocates within the Waterfront Transit study area.

The SAC meeting was held on May 11, 2016 and the public forums were held in the central and western Waterfront, on May 25 and 26, 2016, respectively. Formal notices were published in local newspapers approximately two weeks before the public forums to encourage participation in the study. Webpages on the **City of Toronto website** and **Waterfront Toronto website** were established at the outset of the study to provide details about the study area, background information and consultation events. Social media and email invitations were also used to increase awareness of public consultation events and encourage broad participation. The public meeting was recorded on video and made available online for public

viewing. An online survey allowed the public to provide feedback during the week after the public meetings.

Approximately 200 members of the public attended the forums. More than 100 detailed comment feedback forms were submitted to the study team at each forum, with numerous additional comments and feedback following the events. General comments, themes, concerns, and advice received from the public regarding the preliminary concepts and initial screening were all considered and appropriately incorporated. In general, there was broad support and enthusiasm for the study with consensus that improvements are overdue.

Strategic Directions – Moving Forward

Based on an articulated overall Waterfront Transit Vision, supporting objectives, and an appreciation of the transit market opportunities, the recommended conceptual corridors and strategic directions were developed in this Phase 1 study. These will guide the next phases of the study. To move forward, future study guidance has been formulated per the study area's identified segments and organized as follows:

Key Phase 1 Findings

- Draws conclusions based on the policy review, market assessment, concept screening, and engagement activities

Strategic Directions of Future Study Phases

- Identifies key questions to be answered to fulfill the long term Waterfront Transit Vision and objectives

Short-Term Initiatives

- Identifies potential improvements and studies to address known gaps and problems that can be resolved in the immediate term

Key 'big picture' questions that will strategically direct future study phases include:

- **South Etobicoke transit travel demands** – Should a Waterfront Transit Network solution prioritize local service or longer commuter travel?
- **Metrolinx Regional Express Rail (RER) and potential for a competitive regional fare structure within the City** – How significant a role does the planned RER service and potential regional fare structure changes have on a Waterfront Transit solution? Can the potential new GO stations be fully integrated with a Waterfront Transit Network solution?
- **Possibilities for improved north-south linkages to an east-west Waterfront Transit line** – Improved north-south linkages, which can consist of improved transit (dedicated lanes, express services, transit signal priority, and enhanced stops and transfer points), cycling, and

pedestrian links, could be achieved in a number of locations: Kipling, Royal York, Park Lawn, Roncesvalles-Jameson, Dufferin, King-Liberty-Exhibition Place-Ontario Place, Bay, Parliament, Cherry, Broadview, or Leslie. What are the priorities? Are there others?

- **Capacity and operational risk at the Union Loop** – Can a proposed re-configuration of the existing Union Loop meet the entire Waterfront Transit Network demands, or only the eastern section? Does the network require redundancy for robustness, rather than relying on one terminus?
- **Does every Waterfront-related transit line need to terminate at Union Station?** - Is a second terminus required? If so, should it be connected to the regional transit network and higher-order transit (i.e. subway system)? Will significant pedestrian movement issues be introduced at a single Union Station terminus? Are there alternative operating strategies presenting different termini configurations? Will Metrolinx require another downtown transportation hub to off-load capacity at Union Station? If so, when, and how will it connect to the City's higher-order transit network?
- **Need for continuous Waterfront LRT line** – Does a Waterfront Transit solution need to be continuous along the entire study area and in close proximity to the Waterfront (with high-quality transfer points)? Or are diversions off a main line from the Waterfront appropriate and desirable in some instances?
- **Emerging development and transit initiatives** – How will travel and transit patterns evolve with the significant emerging development (Lower Yonge, East Bayfront, Port Lands, East Harbour site, etc.)? How will planned transit infrastructure, such as the RER, SmartTrack and the Relief Line, influence Waterfront Transit demands, particularly for the eastern Waterfront Transit Network approach?
- **Transit role between Leslie Street and Woodbine Avenue** – Should this segment continue easterly to improve accessibility to Waterfront destinations, including perhaps extending further east along the Scarborough Waterfront? If not, should it be focussed on connecting with the planned East Harbour transportation hub and surrounding high-density development?

The urgency to move forward on a Waterfront Transit Network solution is recognized. As such, a number of additional geographically-focused short-term initiatives were identified that could be part of or in addition to the subsequent main study phases:

- Extending the streetcar service from the Exhibition Loop to the Dufferin Loop along the northern boundary of Exhibition Place. This would improve transit service to the Liberty Village area. It would also give the TTC significant flexibility to refine service routing to align with latent and future demand, providing potential relief to the 504 KING streetcar service and other TTC routes. Finally, this section is common to all of the remaining recommended concepts and has EA approval (although an EA amendment may be required) enabling design to be advanced.
- Accelerating potential short-term improvements between the Humber Loop and Park Lawn Road, by coordinating with the Park Lawn-Lake Shore Area Transportation Master Plan.
- Promoting the development of a Long Branch GO-RER Station Master Plan with Metrolinx, with the intent of providing a high quality multi-modal inter-regional transportation hub.
- Assessing the reconfiguration and operational optimization of the problematic Fleet Street-Lake Shore Boulevard-Bathurst Street intersection to address transit reliability issues. This would improve present conditions and also be an integral component of an ultimate Waterfront Transit Network solution.

- Investigating an interim solution to improve transit access and mobility options between East Bayfront and Downtown. The interim solution should be part of an incremental implementation of the approved Queens Quay East dedicated transit right-of-way. For example, installing tracks along Parliament Street northwards from the proposed Parliament Loop at Queens Quay to King Street would connect the developing East Bayfront area to TTC's Downtown streetcar network and Subway Lines 1 and 2.

1 Introduction

1.1 Background

The City of Toronto's overarching land use and transportation planning policy framework is clear in its support of enhanced transit in the Waterfront, and the early implementation of higher-order transit in planned Waterfront communities. Key guiding policies include:

- **Central Waterfront Secondary Plan (CWSP)**
  - Called for early implementation of higher-order transit to encourage transit-oriented travel patterns for new Waterfront residents and employees.
  - Considered a new Waterfront Transit Network as "an extended Waterfront Light Rail Transit (LRT) across the Central Waterfront from Exhibition Place to the Port Lands with excellent connections to the City."
- **City of Toronto's Official Plan**
  - Identifies transit corridor expansion along the Waterfront, between Mimico in South Etobicoke, across the Central Waterfront, to Kingston Road in Scarborough.

Prior to and since the adoption of the CWSP, an incremental approach to Waterfront Transit planning has left a series of plans in various stages of completion and approval. Among the numerous studies undertaken to implement new higher-order transit along various sections of the Waterfront over the last 30 years, only two such proposals have reached the Environmental Assessment (EA) approval stage:

- **East Bayfront Transit** – a 1.6km Light Rail Transit (LRT) line extending from Union Station along Queens Quay East to Parliament Street (Ministry approval in 2010), and
- **Waterfront West LRT EA Modification** – an approximately 500m streetcar extension within the northwest corner of Exhibition Place from the existing Exhibition Loop at Manitoba Drive to Dufferin Street (Ministry approval in 2008).

Without an overall comprehensive Waterfront Transit plan to guide development, implementation of a cost-effective dedicated transit right-of-way has become increasingly difficult. However, at the same time there are emerging transformational transit and development initiatives that could significantly influence a Waterfront Transit Network solution.

Despite incremental advancement, the need for a Waterfront Transit Network solution continues to be a key priority. In particular, as part of the *Feeling Congested?* 2013 City of Toronto Official Plan review, the City ranked both a Waterfront West LRT and Waterfront East LRT as two of the City's top five planned but unfunded rapid transit proposals.

As such, there is a clear need for a Waterfront Transit planning 'Reset', to move beyond the previous incremental solutions, to take advantage of emerging opportunities, and to create a comprehensive Waterfront Transit Network plan.

1.2 Purpose

This Phase 1 study is critical to 'resetting' the planning basis for a comprehensive Waterfront Transit solution. Challenges include a large geographical study area, diverse transit travel markets and destinations, significant high density growth in the corridor, and incremental solutions over the last 30 years. Combined with continued planned population and employment growth in the Waterfront corridor and with opportunities to fully integrate with emerging major transit and City-building initiatives, the Phase 1 study provides a consolidated roadmap for the City to move forward to address these challenges.

Key activities for this Waterfront Transit Reset Phase 1 study include the following items:

- review of all relevant background material and guiding policies (Section 2),
- gain an appreciation of the potential transit market (Section 3),
- create an overall Project Vision with supporting objectives (Section 4),
- identify alternative Waterfront Transit Network concepts (Section 5),
- engage with the public and stakeholders (Section 6),
- establish an overall Project evaluation framework, conduct an initial concept evaluation, and identify concepts for further study (Section 7), and
- highlight strategic directions for the next phase of study, including major activities to move forward to address the Project Vision and supporting objectives (Section 8).

1.3 Waterfront Transit Study Area

The Waterfront Transit study area, as directed by City Council, extends approximately 21km from Long Branch and the City of Mississauga border in the west to Woodbine Avenue in the east. The study area width is approximately 1km to 3km from The Queensway-Queen Street corridor in the north to Lake Ontario in the south. The City's approximate 4km-wide Downtown core between Bathurst Street and the Don River generally anchors the study area's centre. Figure 1.1 illustrates the Waterfront Transit study area.

1.4 Key Definitions

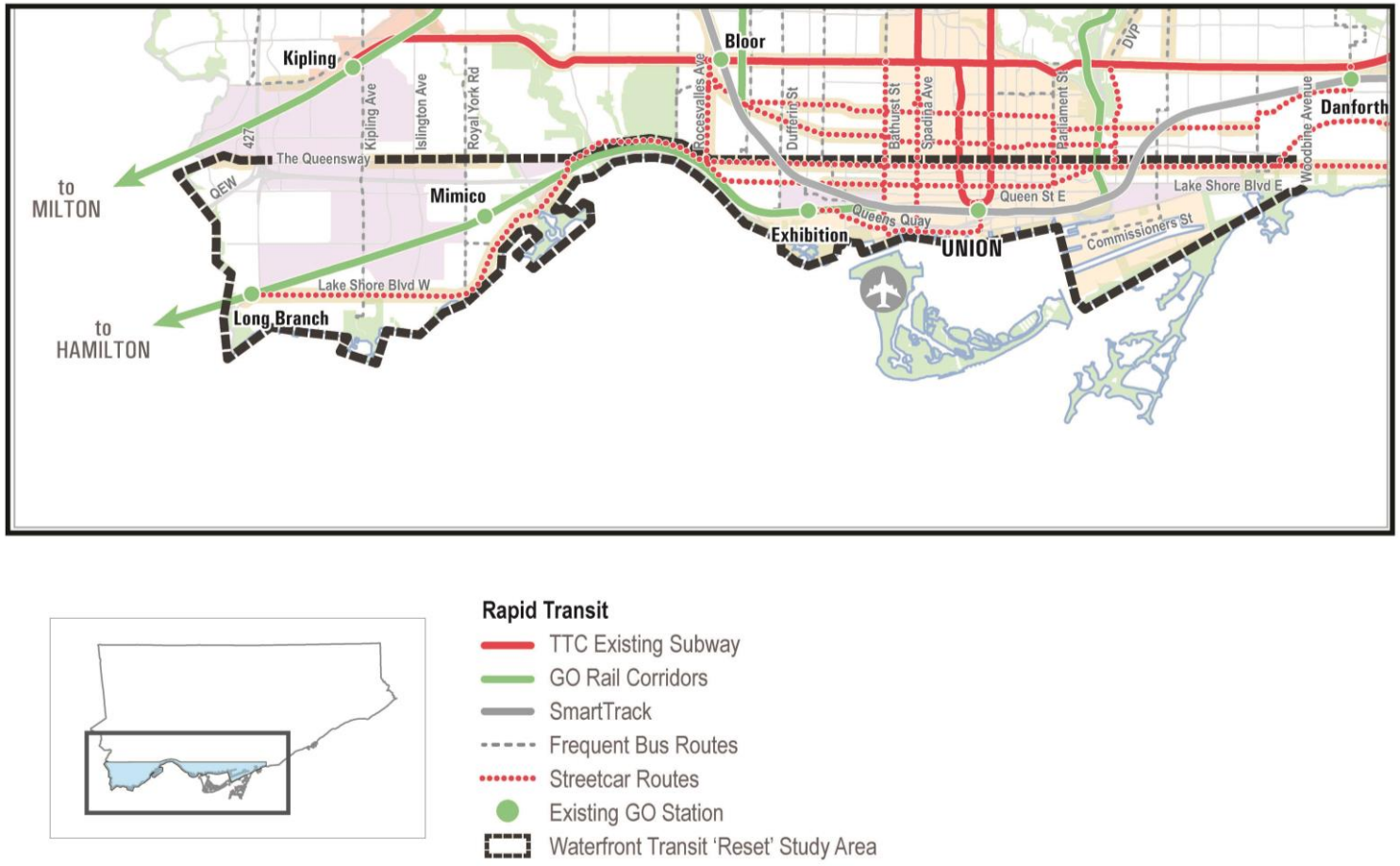
This Phase 1 study adopted a number of terms that could have multiple meanings. For clarification purposes, this section highlights the following definitions that have been adopted for this Waterfront Transit study:

- **"Project" versus "Study"** – The term 'Project' has been used to refer to the overall Waterfront Transit Network solution. The Project could be incrementally developed and implemented by corridor segment, and / or type of transit service. Therefore, this Project will involve several different studies, beyond this Phase 1 study, such as a Waterfront Transit Definition study in the next phase, as well as other subsequent feasibility and EA studies.
- **"Streetcar" versus "LRT"** – TTC's made-for-Toronto Bombardier Flexity Outlook streetcar vehicle is assumed to be utilized for the Waterfront Transit Network solution. The term LRT has been used to refer to configurations with a streetcar vehicle that will predominately

operate in a dedicated right-of-way with few stops, while streetcar will refer to a streetcar vehicle operating in mixed traffic with closer stop spacing.

- **"Enhanced North-South Connections"** – An integrated and complete transit network solution relies on a number of key drivers for its success. As a predominantly east-west corridor, the success of Waterfront Transit relies on enhanced north-south connections, which may include, depending on their location:
  - high quality connections and an integrated bus feeder network;
  - provision of cycling facilities to compliment mobility options, and
  - provision of an attractive pedestrian environment, including enhanced public realm, amenities, and improvements to poorly connected destinations.

Figure 1.1: Waterfront Transit Reset Study Area



Source: **City of Toronto, City Planning Division**

History of Waterfront Streetcar Service

Electric transit service has connected the region's Waterfront communities and recreational destinations for over the past 120 years.

Streetcars in Western Toronto

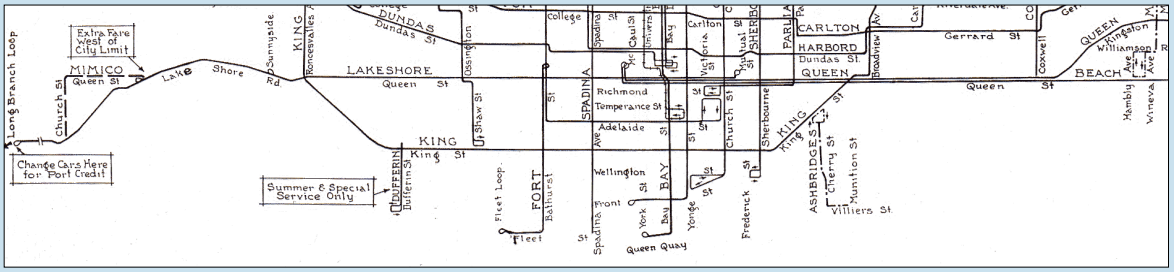
As Toronto's urban development expanded west past the Humber River, the Toronto and Mimico Electric Railway and Light Company was formed in 1890, and originally operated an electric interurban radial transit service from Sunnyside (at Roncesvalles Avenue) westerly along the Lake Shore to the Humber River. With the intent to expand its operation further west to Hamilton, this service was incrementally extended westerly to Mimico Village in 1893, to Long Branch in 1894 and to Port Credit in 1905.

Long Branch Loop in 1935
Source: **City of Toronto Archives**

Through a series of company acquisitions, the Toronto Transportation Commission (now the Toronto Transit Commission) took over operations of the Mimico line in 1927 running along Lake Shore Road connecting the villages of Mimico, New Toronto, Long Branch and Port Credit.

The TTC wished to bring the Mimico service in-line with other operations in the City, and updated and re-gauged the tracks from Sunnyside to Etobicoke Creek in 1928, effectively creating two streetcar services—one in Etobicoke / Toronto and one in Mississauga. TTC converted the latter service to bus operation in 1935 and continued operation until it was transferred to Mississauga Transit (now MiWay) in 1974.

The service from Sunnyside to Long Branch (named the LONG BRANCH streetcar) continued operation until 1957 during the construction of the Gardiner Expressway, when the QUEEN streetcar was extended from Toronto westwards along a new right-of-way on the Queensway to a newly constructed Humber Loop—where the LONG BRANCH and QUEEN streetcars would connect.



Streetcar Network in 1933 Source: **Transit Toronto**

Streetcars in the Central Waterfront

Looking back at Toronto's history, there have been only a few north-south streetcar routes into the Central Waterfront area. The railway tracks around Union Station presented an effective barrier to streetcar service south of Front Street.

A temporary wooden bridge near Bay Street over the railway tracks was installed for a streetcar service that commenced in 1926, providing a connection with the Ferry Docks through a short spur line. The service was later merged with the BAY streetcar line in 1927. The BAY line would operate over the temporary bridge over the railway tracks to the docks until the Bay Street underpass was opened in 1930.

Bay Streetcar at Gardiner Expressway (circa 1965)
Source: **John Chuckman**

In addition to the BAY line, as opportunities to cross the rail corridor was presented, streetcar service was extended, such as the DUFFERIN, FORT (Bathurst Street), and SPADINA lines. They provided access to not only to emerging employment opportunities, but also to recreational destinations like Sunnyside Park and Western Beaches, Canadian National Exhibition grounds, Fort York, and the Toronto Islands.

2 Guiding Policies and Studies

This section presents brief summaries of existing policies, and completed and on-going studies that will influence the development of a Waterfront Transit Network solution. The chapter outlines key relevant provincial and City policies, as well as plans and initiatives from other organizations. It also includes a comprehensive overview of past and on-going transit studies within the Waterfront Transit study area.

2.1 Provincial Policies

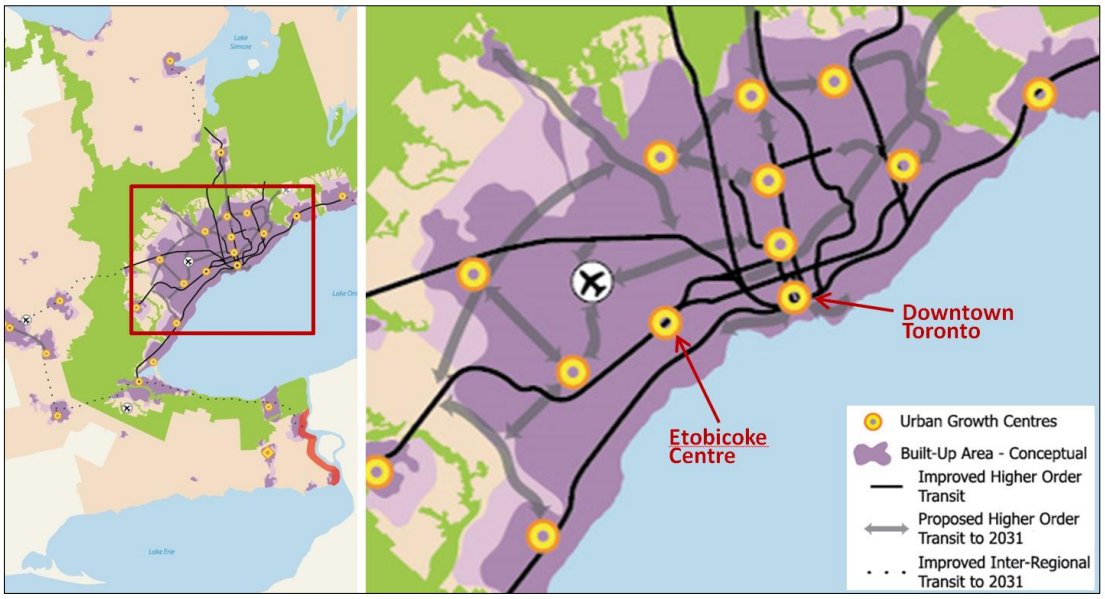
There are a number of provincial policies that will help guide the development of a Waterfront Transit solution, including the Growth Plan for the Greater Golden Horseshoe and the Big Move Regional Transportation Plan for the Greater Toronto and Hamilton Area.

2.1.1 Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (GGH) is part of the province's strategy to build stronger communities, direct greater growth within the current built up area and in specific urban growth areas, as well as integrate land use and transportation planning within the large urban region.

The 2006 plan set the course for increasing land use intensification, revitalizing downtowns, curbing urban sprawl, and promoting greater transportation options. As shown in Figure 2.1, there is one growth centre (Downtown Toronto) located within the Waterfront Transit study area and a second growth centre (Etobicoke Centre) relatively close to the study area. Additionally, a higher order transit network is proposed to be developed along the Toronto Waterfront.

Figure 2.1: Growth Plan for the Greater Golden Horseshoe (2006) – Urban Growth Centres



Source: **Growth Plan for the Greater Golden Horseshoe (2006), Schedule 5**

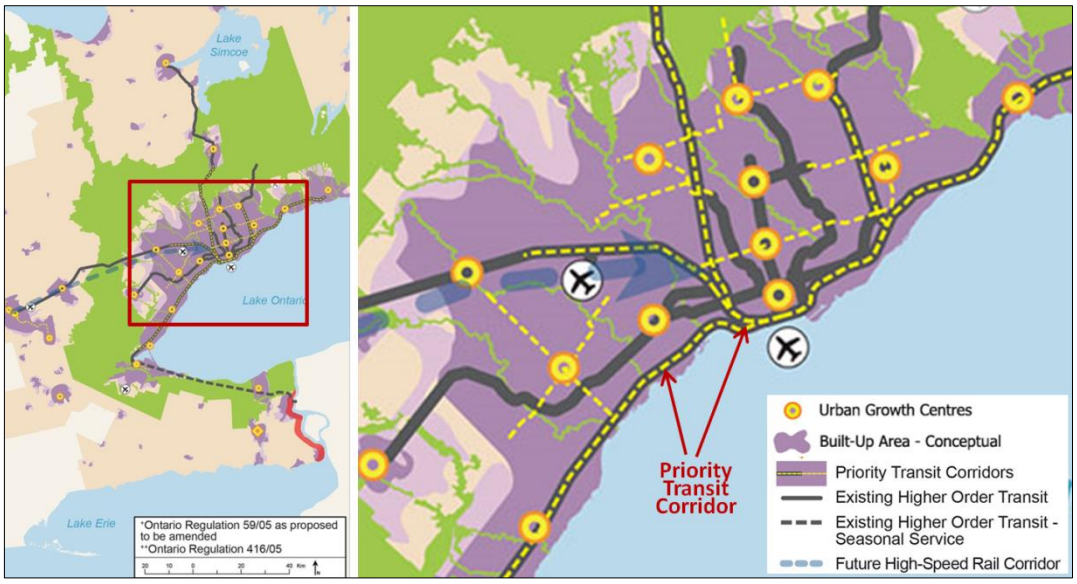
Some of the transportation related policies that are included in this plan aim to:

- promote transit-supportive densities and multi-modal use,
- identify and support a transportation network that links urban growth centres,
- plan for community infrastructure to support growth,
- design major transit station areas to provide access from various transportation modes to the transit facility, and
- plan for intensification corridors to accommodate local services.

In 2016, the plan was amended to build upon the success of the initial Growth Plan, and respond to the key challenges that the region will continue to face over the coming decades with enhanced policy directions. The updated plan also included a new 2041 vision, which calls for the GTHA to become a more metropolitan city region with Toronto as its core.

As shown in Figure 2.2, the Waterfront Transit study area is located along a priority transit corridor. Priority transit corridors are emerging higher order transit corridors identified as a focus for planning and intensification.

Figure 2.2: Growth Plan for the Greater Golden Horseshoe (2016) – Higher Order Transit Network



Source: **Proposed Growth Plan for the Greater Golden Horseshoe (2016), Schedule 5**

Other proposed changes and additions to the amended 2016 Growth Plan include:

- supporting the achievement of complete communities,
- increasing the minimum intensification target from 40 to 60 percent, and
- establishing specific minimum density targets for major transit station areas, as delineated by municipalities, which would be scaled to reflect type of transit (e.g. subways, light rail).

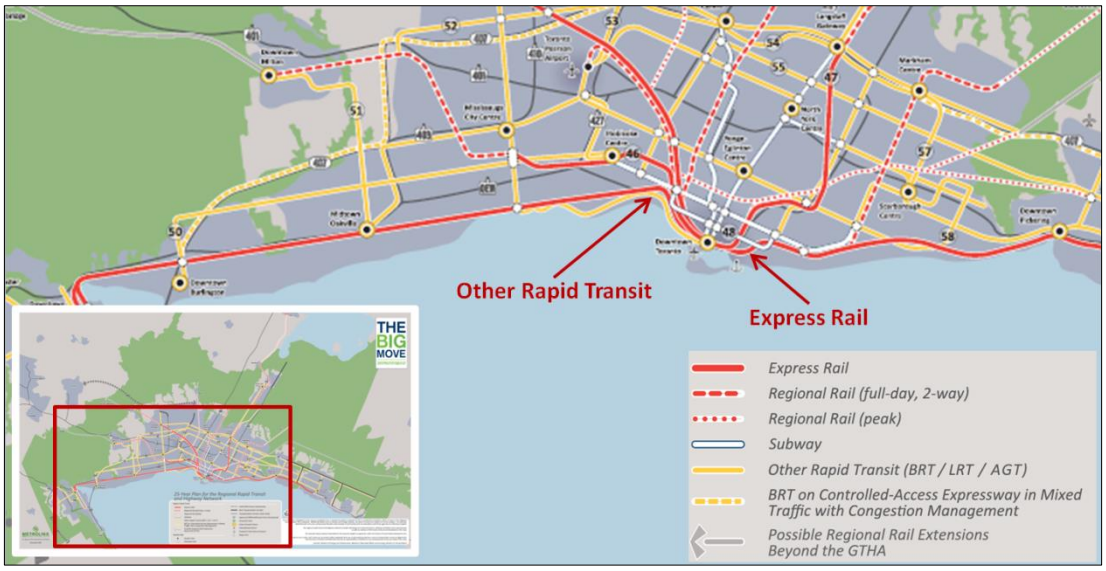
2.1.2 The Big Move Regional Transportation Plan

The Big Move Regional Transportation Plan (RTP) is a long-term strategic plan for an integrated, sustainable, multi-modal, and regional transportation system for the GTHA. It was developed by Metrolinx to support the implementation of the Growth Plan's transit and transportation policies. This plan spans 25 years into the future to guide and direct transportation and land use decision making.

As shown in Figure 2.3, The Big Move identifies an Express Rail service along the current Lakeshore West and Lakeshore East corridors, as well as a rapid transit corridor from Port Credit to Union Station, connecting Waterfront communities in between.

The vision, goals and objectives from The Big Move are undergoing an update to ensure it reflects current trends and conditions. This update will take place in three phases, resulting in an updated plan in mid-2017.

Figure 2.3: The Big Move (2008) – 25-Year Plan for the Regional Rapid Transit and Highway Network



Source: **The Big Move (2008), Schedule 1**

2.2 City of Toronto Policies, Strategies and Plans

The City of Toronto has a number of policies, strategies, and plans that will affect the development of a Waterfront Transit Network, which are summarized in the sections to follow.

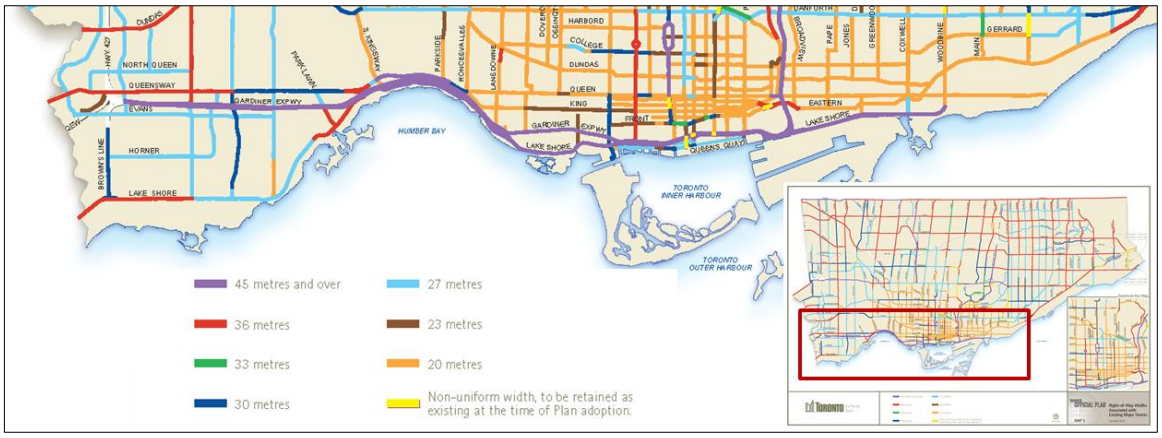
2.2.1 City of Toronto Official Plan

The Official Plan (OP) for the amalgamated City of Toronto was adopted on November 26, 2002 and was approved by the Ontario Municipal Board (OMB) on July 6, 2006. The City of Toronto OP sets out overarching land use planning policies, establishes an urban structure of the City, sets development direction in key areas through secondary plans and along key arterial corridors. Policies that relate to the development of a Waterfront Transit Network solution are described in the following sub-sections.

Structuring Growth in the City: Integrating Land Use and Transportation (Section 2.2)

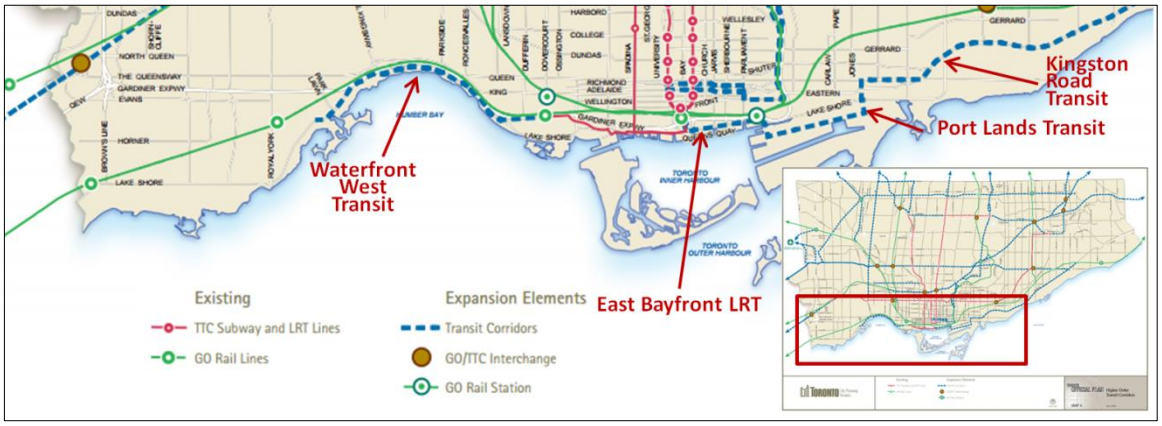
In keeping with the vision for more liveable communities, future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Therefore, the Official Plan protects the integrity of the City's transportation network and provides for its planned expansion through the designation of public rights-of-way and transit corridors (see Figures 2.4, 2.5 and 2.6).

Figure 2.4: City of Toronto Official Plan (2006), Right-of-Way Widths Associated with Existing Major Streets



Source: **City of Toronto Official Plan (2006), Map 3**

Figure 2.5: City of Toronto Official Plan (2006), Higher Order Transit Corridors



Source: **City of Toronto Official Plan (2006), Map 4**

Figure 2.6: City of Toronto Official Plan (2006), Surface Transit Priority Network

Source: **City of Toronto Official Plan (2006), Map 5**

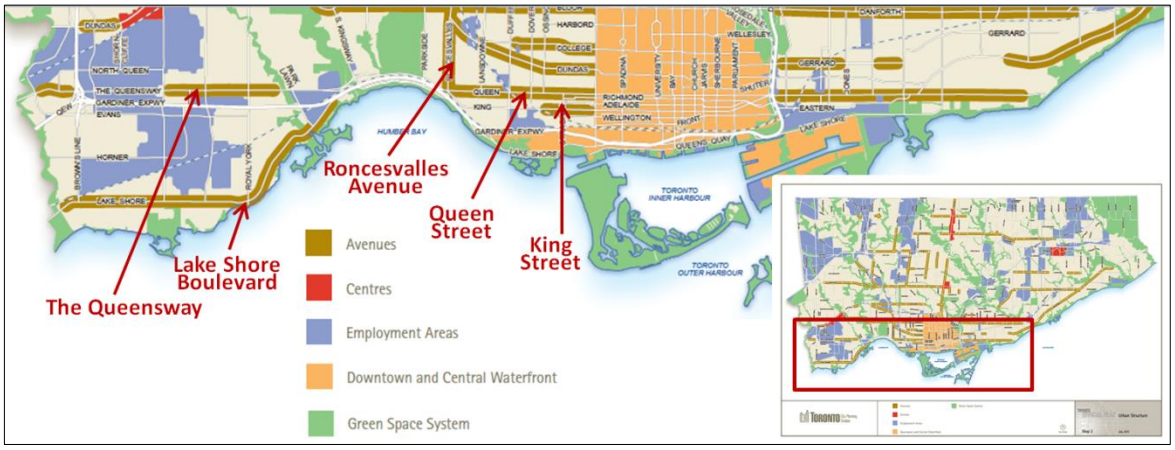
Avenues: Reurbanizing Arterial Corridors (Section 2.2.3)

'Avenues' are important corridors along major streets where increased urbanization is anticipated. OP policies are designed to guide new housing and employment in close proximity to these Avenues. As shown in Figure 2.7, there are a number of Avenues within the study area:

- **Lake Shore Boulevard West** – from Long Branch and the Gardiner Expressway,
- **The Queensway** – from The West Mall to Highway 427 and from Kipling Avenue to the Humber River,
- **Roncesvalles Avenue** – from Bloor Street to Queen Street,
- **Queen Street** – from Roncesvalles Avenue to Bathurst Street and from the Don River to Neville Park Boulevard, and
- **King Street** – from the Kitchener GO rail corridor to Bathurst Street.

The City's policies aim to improve transportation in and around these Avenues, and may include transit priority measures, improved connections to rapid transit stations, new streets, bikeways, and walkways. Additionally, public realm improvements are also anticipated in a mixed-use setting, with transit supportive development densities, maximum parking restrictions, and restrictions on auto-oriented retail and services.

Figure 2.7: City of Toronto Official Plan (2006), Urban Structure



Source: **City of Toronto Official Plan (2006), Map 2**

Toronto's Green Space System and Waterfront (Section 2.3.2)

Toronto's Waterfront, ravines, watercourses, parks and other open spaces connect to form an extensive web of green space across the City. Over time, lands on the water's edge should become a network of publicly accessible open spaces, offering a range of leisure activities connected by a continuous Waterfront trail. Relevant transport policies under this section include:

- minimizing physical and visual barriers between the City and Lake Ontario,
- protecting, improving and, where possible, extending the Martin Goodman Trail as a continuous Waterfront route for cyclists, pedestrians and people with disabilities, and
- maintaining and enhancing the physical and visual continuity of the Waterfront corridor.

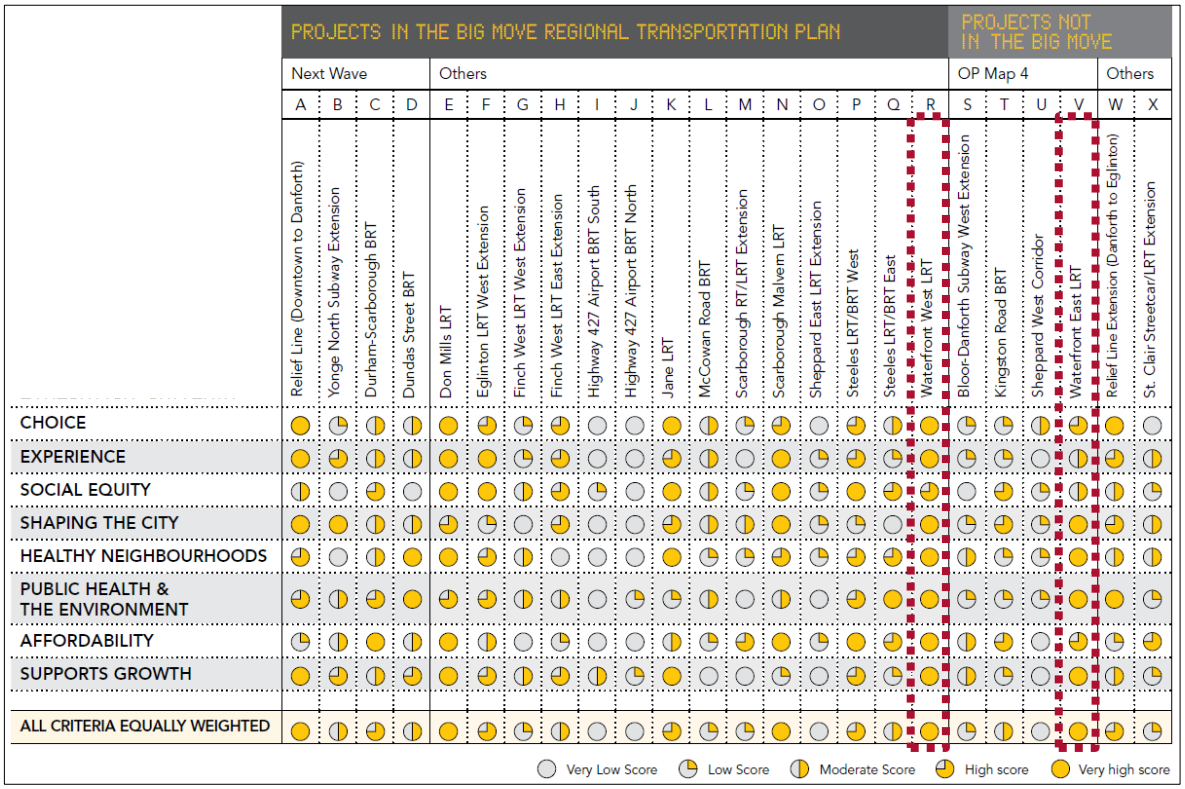
Feeling Congested? Official Plan Transportation Review

In 2014, Toronto City Council approved an amendment to the OP to revise the current transportation policies of the plan dealing primarily with the movement of pedestrians, cyclists, and goods, as well as the promotion of complete streets.

The *Feeling Congested?* transportation review and consultation campaign engaged Torontonians on a range of issues related to transportation planning, priorities, and funding. This engagement supports and informs the current five-year review of the City's OP transportation policies.

Through this review, an evaluation framework was developed to help the City comprehensively and comparatively review transit projects. The Waterfront West LRT and Waterfront East LRT were found to be two of the five highest performing rapid transit projects under review. This framework is used in this study and is discussed in greater detail in Chapter 6.

Figure 2.8: *Feeling Congested?* Rapid Transit Projects Under Consideration



Source: '**Feeling Congested?' Phase 2 Toolkit (2013)**

2.2.2 City of Toronto Secondary Plans

Secondary Plans contain policies for districts identified within an Official Plan as requiring more detailed direction on a variety of planning conditions (e.g. land use, community design, natural heritage, and transportation). Secondary Plans set the stage for physical growth and improvement and are prepared for areas of on-going or anticipated change.

As shown in Figure 2.9, there are 11 Secondary Plans within the Waterfront Transit study area:

- Motel Strip (Secondary Plan Area 11)
- Fort York Neighbourhood (Secondary Plan Area 13)
- Garrison Common North (Secondary Plan Area 14)
- King Parliament (Secondary Plan Area 15)
- King-Spadina (Secondary Plan Area 16)
- Railway Lands East (Secondary Plan Area 17)
- Railway Lands Central (Secondary Plan Area 18)
- Railway Lands West (Secondary Plan Area 19)
- Swansea (Secondary Plan Area 25)
- Central Waterfront Secondary Plan (Secondary Plan Area 31)
- Mimico-by-the-Lake (Secondary Plan Area 33).

As of July 2016, the Central Waterfront and Mimico-by-the-Lake Secondary Plans are yet to be approved by the OMB.

Figure 2.9: City of Toronto Official Plan (2006), Secondary Plan Key Map

Source: **City of Toronto Official Plan (2006), Map 35**

Motel Strip (Secondary Plan Area 11)

This area has seen rapid and sustained growth, and provides for a Waterfront community on Lake Ontario, between Mimico Creek and Humber River.

The key objectives of this plan are the fostering of a mixed-use area, with open and recreational spaces, and ensuring that the Motel Strip is also a major focus of activity with an intensified mix of residential and commercial uses. It also encourages improving transit and regional connections to areas further east and to Waterfront amenities.

Fort York Neighbourhood (Secondary Plan Area 13)

The Fort York Neighbourhood Secondary Plan includes the lands located between the Waterfront and the rail corridor, and between Strachan Avenue and Bathurst Street.

The plan directs the development of mixed-use street-oriented neighbourhood, and focuses on many transportation-related policies to improve its accessibility and reduce the negative impact of

the major east-west transportation corridors which now dominate the area. Relevant policies include:

- improving transit and introducing a new system of streets, bicycle and pedestrian routes that encourages north-south access to areas in the Downtown and the Central Waterfront,
- providing a continuous east-west link for pedestrians, cyclists, transit, and private vehicles through Fort York Boulevard,
- making efforts to mitigate the effects of the Gardiner Expressway, and
- supporting the consolidation of Fleet Street and Lake Shore Boulevard West, including the possibility of incorporating rapid transit.

Garrison Common North (Secondary Plan Area 14)

The Garrison Common North Secondary Plan includes the lands north of the Gardiner Expressway, between Dufferin Street and Bathurst Street.

Aside from the traffic and parking policies, some of the major objectives of the plan focus on providing both visual and physical connections between the Fort York Secondary Plan and the Waterfront. It also includes policies for improved pedestrian circulation, where a pedestrian bridge over the rail corridor is planned.

King-Parliament (Secondary Plan Area 15)

The King-Parliament Secondary Plan encompasses the area north of the rail corridor, between Jarvis Street and Bayview Avenue.

This plan provides direction to enhance and retain King-Parliament's physical character, including the structure of its public streets, lanes, and open spaces. In line with the King-Spadina Secondary Plan, streetscape improvements that promote a healthy and vibrant pedestrian environment are to be encouraged in the public rights-of-way and adjacent privately-owned lands. It also includes policies that minimize automobile usage.

Specifically, a pedestrian and bicycle underpass are planned to connect the existing pedestrian and bicycle network to the Don River, the West Don Lands, as well as the Gardiner Expressway and Lake Shore Boulevard corridors.

King-Spadina (Secondary Plan Area 16)

The King-Spadina Secondary Plan includes the area north of Front Street West, between Bathurst Street and Simcoe Street.

The plan identifies the need to improve the existing network of public streets and lanes in the King-Spadina area to accommodate new development. Where appropriate, the introduction of new public lanes to serve development is also supported. Streetscape improvements that promote a healthy and vibrant pedestrian environment are encouraged in the public rights-of-way and adjacent privately-owned lands, as well as policies that minimize automobile usage.

Railway Lands East, Railway Lands Central, Railway Lands West (Secondary Plan Areas 17, 18, 19)

The three Secondary Plans along the Railway Lands includes the area between the Gardiner Expressway and Front Street West, and between Bathurst Street and Yonge Street.

The designated lands within these plans are planned to be developed as part of the Downtown so that the barrier effects of the road and rail corridors are minimized and the Downtown core is more united with the Waterfront. Additionally, new development which has largely taken place already would be structured by a new public street system—with established Bremner Boulevard and Fort York Boulevard as the key continuous east-west link for pedestrians, bicycles, vehicles and public transit.

Swansea (Secondary Plan Area 25)

The lands affected by the Swansea Secondary Plan are under the land use designations of *Apartment Neighbourhoods* and *Employment Areas*, north of the Gardiner Expressway and the rail corridor.

The plan encourages the development of a system of linked pedestrian walkways connecting the existing parks and open space.

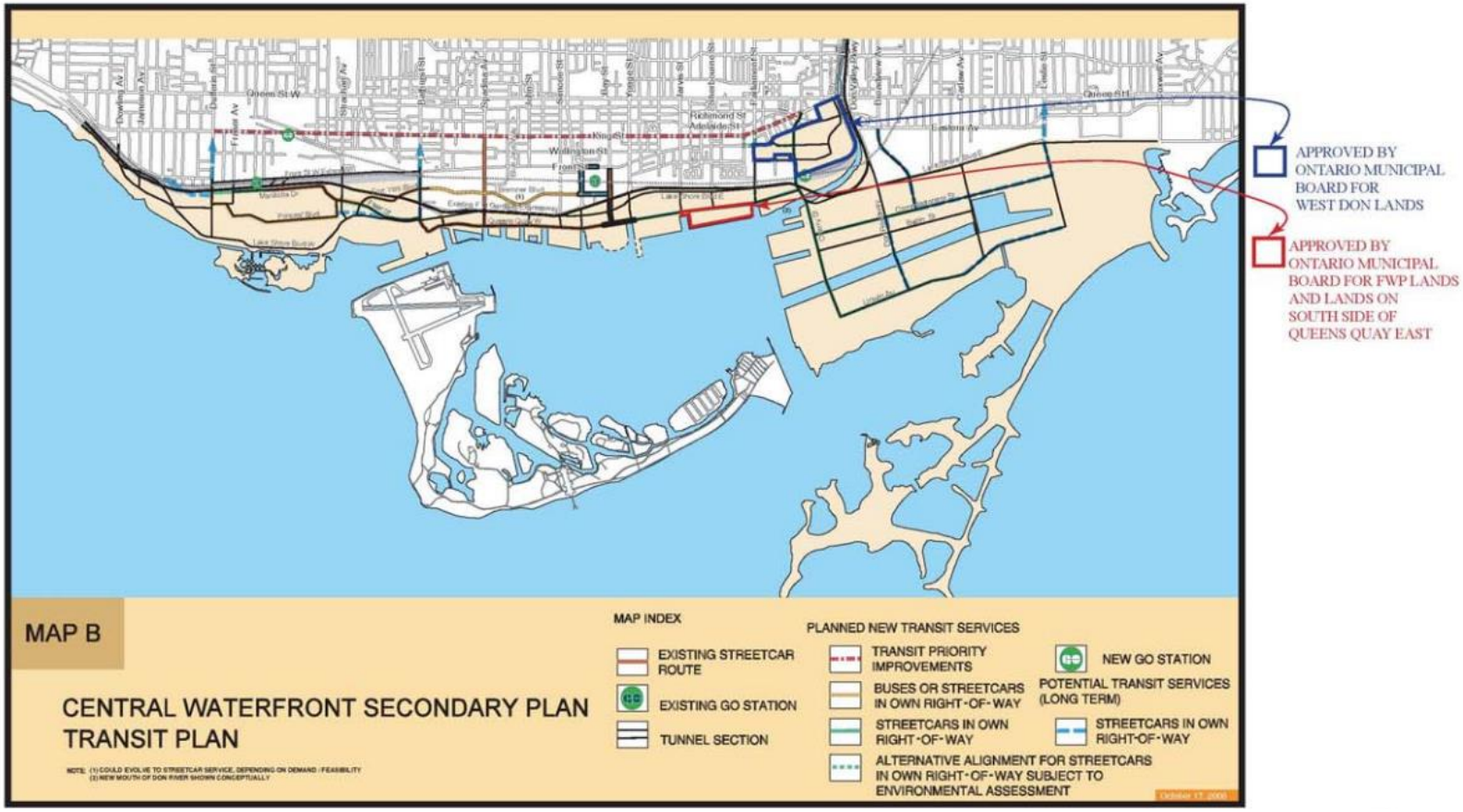
Central Waterfront Secondary Plan (Secondary Plan Area 31)

The Central Waterfront Secondary Plan (CWSP) provides a 30-year plan and framework for the renewal of Toronto's Waterfront, emphasizing sustainable actions, policies and a planning process that reduces auto dependence, prioritizes transit, cycling and walking, and removes physical barriers between the Waterfront and the rest of Toronto. It is built on four core principles, including: (A) Removing barriers / Making connections; (B) Building a network of spectacular waterfront parks and public spaces; (C) Promoting a clean and green environment; and (D) Creating dynamic and diverse new communities. The CWSP covers the area from west of Exhibition Place, easterly to the vicinity of Coxwell Avenue (see Figure 2.10 and Figure 2.11). The plan identified the need for a new Waterfront LRT line from Exhibition Place to the Port Lands.

Adopted by the City in 2003, the CWSP called for the preparation of comprehensive Precinct Plans to ensure the implementation of the core principles, and to develop a street system that will accommodate pedestrians, cyclists, transit and vehicles (see Section 2.2.3).

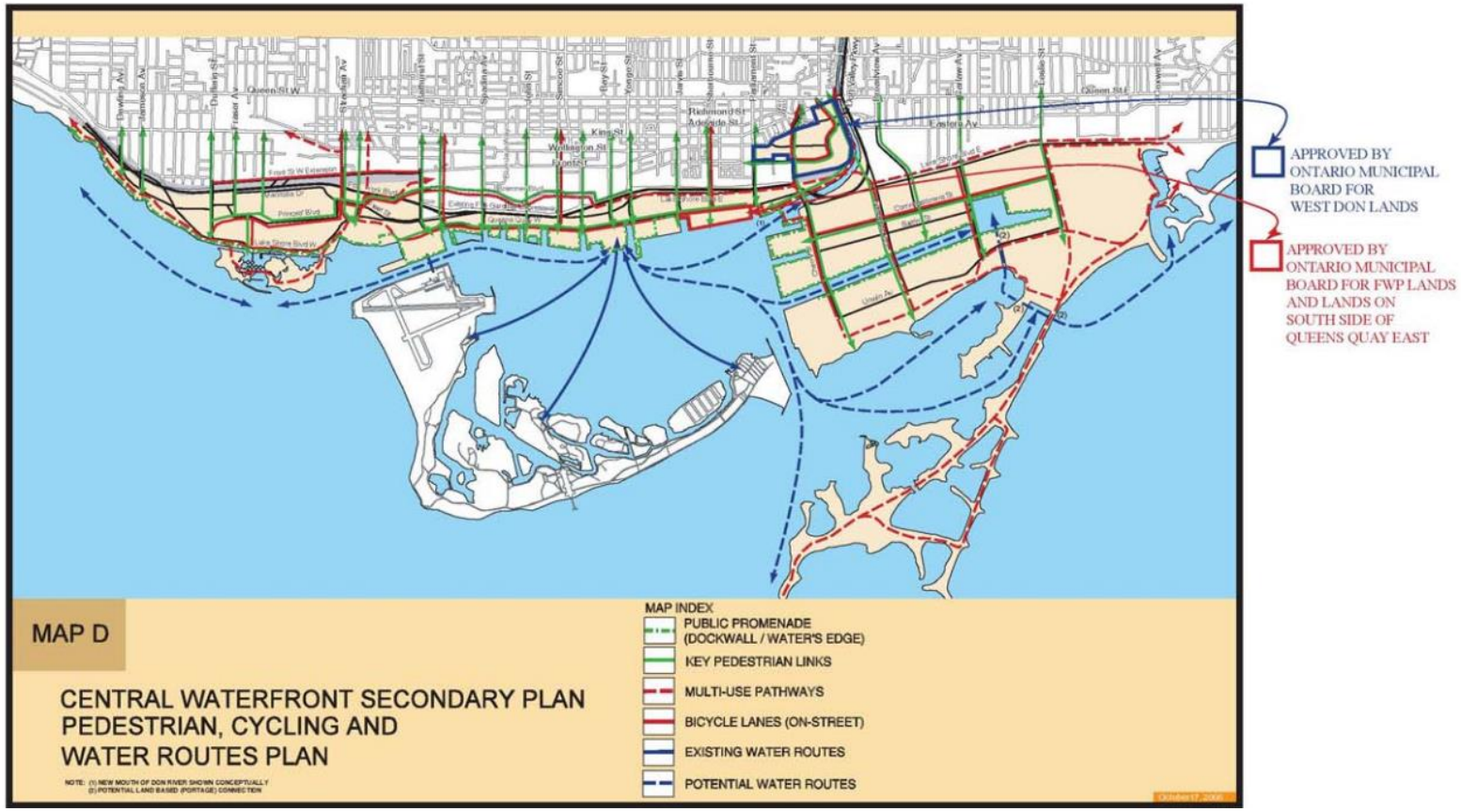
This Secondary Plan was appealed to the Ontario Municipal Board and is not currently in force for the majority of the area.

Figure 2.10: Central Waterfront Secondary Plan – Transit Plan



Source: **Central Waterfront Secondary Plan (2007), Map B**

Figure 2.11: Central Waterfront Secondary Plan – Pedestrian, Cycling and Water Routes Plan



Source: **Central Waterfront Secondary Plan (2007), Map D**

Mimico-by-the-Lake (Secondary Plan Area 33)

The Mimico-by-the-Lake Secondary Plan provides the policy framework for revitalization and change within this historic community over the next 20 years, and focused on the 1.6 kilometre stretch of Lake Shore Boulevard West (identified as an Avenue in Figure 2.7). This plan also envisions an inclusive, mixed-use community that is well integrated with the surrounding neighbourhood. Key transportation priorities included in this plan are to:

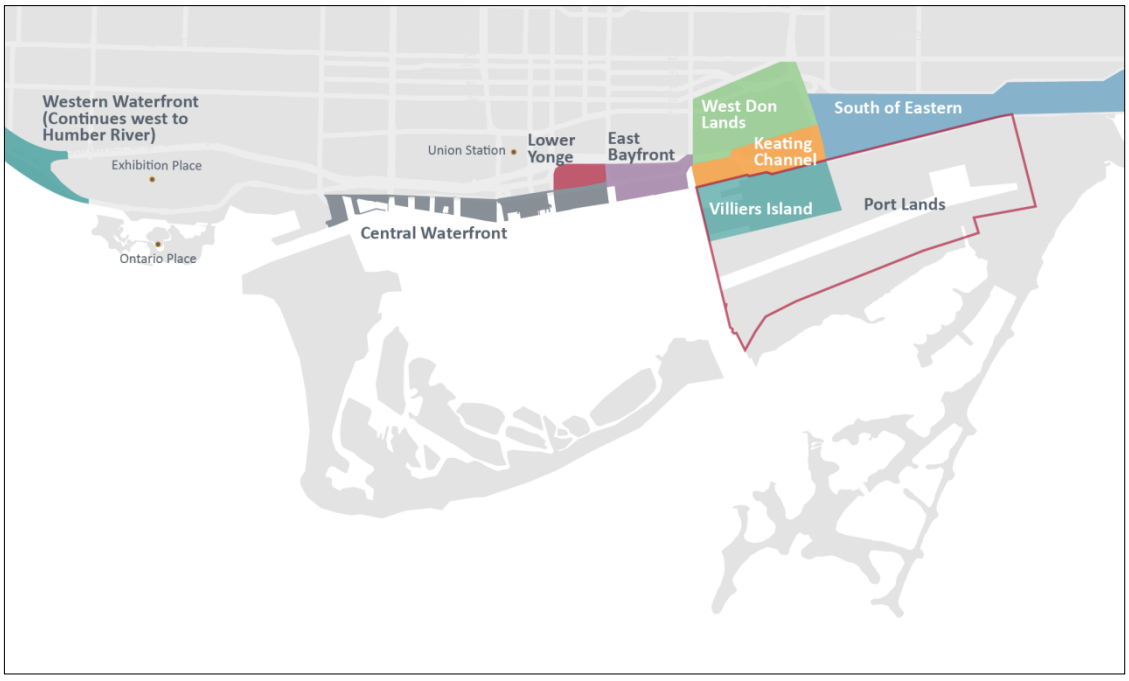
- reduce automobile dependency through mixed-use, transit supportive, pedestrian friendly urban environments, and
- provide convenient access to intra- and inter-city transit.

2.2.3 CWSP Precinct Plans and Master Plans

As shown in Figure 2.12, there are several precinct plans and master plans completed or currently underway within the CWSP area:

- Western Waterfront Master Plan
- Central Waterfront Revitalization Plan
- East Bayfront Precinct Plan
- Lower Yonge Precinct Plan
- West Don Lands Precinct Plan
- Port Lands Planning Framework (including Villiers Island and Film Studio Precinct Plans).

Figure 2.12: CWSP Precinct Plans and Master Plans



Western Waterfront Master Plan

Completed in 2000 and amended in 2007, the Western Waterfront Master Plan was conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class EA process. The study area covers a four kilometre stretch along the Western Waterfront between the Humber River and Exhibition Place. It is a comprehensive plan that recommends the type and location of parks facilities, as well as complementary transportation network for the area—including the identification of a potential Lake Shore Boulevard West LRT corridor.

Key opportunities for the Master Plan focus largely on the need to improve connections to and within the Western Waterfront for all modes of transportation (pedestrians, cyclists, transit, autos, and parking), including the need to resolve issues related to road and rail corridor crossings and property pinch points. In particular, the Master Plan proposed a realigned Lake Shore Boulevard with a median reserved for a dedicated streetcar right-of-way.

Central Waterfront Revitalization Plan

Waterfront Toronto undertook an international design competition to establish a vision for the Central Waterfront. Implementation of the Central Waterfront Revitalization Plan began in 2006, including a Queens Quay Revitalization EA study which was approved in 2010. A companion transit EA study was also completed to extend transit east from Union Station to the Waterfront (see Section 2.3.4).

One of the major city-building outcomes is the recently completed redevelopment of Queens Quay Boulevard. This revitalization plan included the continued operation of streetcars in its own right-of-way, but redesigned to operate on the south side of the road. It also included improved streetscape with reduced traffic lanes and an increase in pedestrian and cycling space. Additionally, this initiative also resulted in the Spadina, Simcoe and Rees WaveDecks, and two new public squares (Canada Square and Ontario Square).

East Bayfront Precinct Plan

The East Bayfront Precinct Plan was completed in 2005 and development emerged soon after in 2007. This 22 hectare area is located between Lower Jarvis Street and Parliament Street, and between Lake Shore Boulevard and Lake Ontario.

East Bayfront is expected to include 6,000 residential units, with 2.5 million square feet of non-residential space, and 5.5 hectares of public space at full build-out. Two parks, the Corus Quay building, and the George Brown College Waterfront Campus have been completed, and construction in underway for Daniels, Monde, Aqualina, and Aquavista mixed-use developments.

High quality transit service was a major component of the plan, and was addressed in the 2010 East Bayfront Transit Environmental Assessment (see Section 2.3.4).

Lower Yonge Precinct Plan

Precinct planning is currently underway for the Lower Yonge area, bounded by Yonge Street, Lower Jarvis Street, Lake Shore Boulevard and north of Queens Quay. A completed Transportation Master Plan EA in 2015 provided transportation recommendations for the Lower Yonge Precinct Plan. The EA recommendations included the extension of Harbour Street from Yonge Street to

Lower Jarvis Street, adding a new local street east of Cooper Street, connecting Lake Shore Boulevard East to Queens Quay East, and providing a more permeable street grid for pedestrians, vehicles and cyclists. Several other changes to the regional transportation network were also included to improve traffic flow as well as to help minimize the impact of regional traffic on the local street network.

West Don Lands Precinct Plan

Located in the largely brownfield lands west of the Don River, this Precinct Plan was approved in 2005 with implementation beginning in 2006. This 32 hectare site has been transformed from former industrial lands into a sustainable, mixed-use, pedestrian-friendly, riverside community.

Work has been completed throughout the precinct, including municipal infrastructure and community parks (including Corktown Common). The area was the location of the 2015 Pan Am and ParaPanAm Games Athlete's Village. After the games, the facilities were converted into a YMCA recreational facility, George Brown College's first student residence, two affordable housing residential buildings and two market residential developments.

Supporting the West Don Lands plan as a transit-first community, the Cherry Street Transit Environmental Assessment was undertaken and approved in 2008. Construction of the new dedicated streetcar right-of-way on Cherry Street was completed in 2016. Operation of the 514 CHERRY service began in June 2016, running through the financial district and downtown Toronto between the Dufferin Loop and the Cherry Loop. The Cherry Loop is located just north of the rail corridor.

Port Lands Planning Framework (including Villiers Island and Film Studio Precinct Plans)

At 356 hectares, the Port Lands present a tremendous redevelopment opportunity for the City. Waterfront Toronto and the City of Toronto are developing a Port Lands Planning Framework that knits together more detailed planning work that has occurred to date for the Port Lands. It will also incorporate the work completed for revitalizing the Lower Don Lands and flood protecting the Port Lands endorsed by City Council in 2010, and as revised through the Port Lands Acceleration Initiative in October 2012.

The planning framework will guide revitalization efforts in the Port Lands and will provide the foundations for affirming and refining the vision for the Port Lands in the CWSP. Additionally, it will incorporate outcomes of precinct planning that is underway for Villiers Island and the Film Studio Precincts.

The work completed for the Lower Don Lands, an area of 125 hectares bounded by the Inner Harbour of Lake Ontario, The Don Roadway, the rail corridor, and the Ship Channel, was documented in a Master Plan that integrated the EA process with the precinct planning process. The Master Plan, which included transit recommendations, was approved in 2010. The transit recommendations included a dedicated transit right-of-way extension from the Cherry Loop southerly along Cherry Street, over the Keating Channel and looping at the Ship Channel, and along Queens Quay Boulevard from Parliament Street to Cherry Street and along Commissioners Street from Cherry Street to Leslie Street.

These recommendations, and other transit and transportation improvements in the Port Lands are currently being studied in the Port Lands and South of Eastern Transportation and Servicing Master Plan (see Section 2.3.5).

2.2.4 Other Policies and Initiatives

Toronto Strong Neighbourhoods Strategy

The Toronto Strong Neighbourhoods Strategy (TSNS2020) is a collaborative community effort to strengthen the social, economic, and social conditions of the City by investing in people, services, and programs in priority neighbourhoods.

In 2014, a previous 2005 strategy was updated, which included the identification of a new set of neighbourhoods—called 'Neighbourhood Improvement Areas' (NIA)—for targeted investment. As shown in Figure 2.13, the South Parkdale area is the only one NIA located within the Waterfront Transit study area.

Some of the transit-related actions for NIAs include:

- promoting transit development where it helps to shape new economic opportunities, jobs, and affordable housing,
- increasing transit frequency, real time information, and accessibility,
- extending TTC routes throughout NIAs, and
- integrating TTC and GO for a Greater Toronto-wide system.

Figure 2.13: Toronto Neighbourhood Improvement Areas

Source: **City of to Toronto Neighbourhood Improvement Areas Map (2014)**

Beaches Strategy

Beaches are a key feature of Toronto's Waterfront parks and contribute significantly to the quality of life in the City. The Toronto Beaches Plan (2009) sets a vision identifying 27 actions to further improve Toronto's beaches.

One of the key challenges identified in the Beaches Strategy is that, with the exception of Toronto Island, access to beaches is generally good by car but often difficult by foot, bike, and transit. Increasing opportunities to reach the beach on foot, bicycle or transit should reduce reliance on

private autos and limit demands for additional car parking. As a result, one of the goals set in the Strategy focuses in having a good transport plan as a key role in maintaining the quality of the beaches and its universal access to public.

Waterfront Scan and Environmental Improvement Strategy Study

The Toronto Waterfront Scan and Environmental Improvement Strategy Study (2003) was completed to assist the Government of Canada, the Province of Ontario and the City of Toronto in their joint efforts to achieve the revitalization of the Toronto Waterfront.

The transportation opportunities identified by the Scan focused on achieving a high transit modal split, in conjunction with the establishment of transit, cycling and pedestrian infrastructure—to be available for use at the outset of development (rather than when residents and workers have already moved in and have already established their travel habits).

TOcore: Planning Downtown

Recognizing the continued growth and complexity of Downtown Toronto, the City is currently undertaking a comprehensive study and planning exercise to shape Toronto's Downtown core. Mobility is a key aspect, where redesigning the transportation network to give active and transit modes priority, is fundamental to this study.

Significant focus is being given to King Street, between Bathurst Street and Cherry Street. TOcore is considering making operational changes and physical modifications to the King Street, to create "transformational improvements" for transit and pedestrian movement.

The City is expected to make recommendations to City Council on a Downtown Secondary Plan and related physical and social infrastructure growth requirements and financing strategies in 2017.

Also part of TOcore planning is the development of a Parks and Public Realm Plan. To address the lack of quality urban parks and to link separated neighbourhoods in the western portions of the Downtown core, the City is planning to construct an 8.5 hectare deck park over the rail corridor, called Rail Deck Park, between Bathurst Street and Blue Jays Way. Metrolinx is also proposing the Spadina GO-RER Station on Front Street between Bathurst Street and Spadina Avenue, located within the proposed Rail Deck Park area (see Section 2.4).

The Bentway (Project: Under Gardiner)

With support from private donors, a 1.75km segment under the elevated Gardiner Expressway, from Strachan Avenue to Spadina Avenue, is slated to be transformed from being an underutilized and uninviting place to an innovative outdoor park, community link, and recreational area year-round. It is currently being designed with implementation to begin in 2017. An early visualization of the project is featured in Figure 2.14.

Figure 2.14: Artist's Interpretation of the Proposed Bentway

Source: **Project: Under Gardiner**

With the planned construction of the The Bentway and with the previously constructed Fort York Visitor Centre, a potential dedicated transit right-of-way is no longer feasible under the Gardiner Expressway between Strachan Avenue and Bathurst Street (see Section 2.3.3).

Ontario Place Revitalization

Ontario Place is currently undergoing a revitalization study with a vision of a vibrant year-round Waterfront destination. Future policies and plans will build on the area's legacy for innovation, live music, entertainment, and recreation activities. They will indicate the scale and scope of this redevelopment in greater detail, including potential transit improvements.

Exhibition Place Strategic Plan

With 78 hectares in close proximity to Downtown Toronto and along the Waterfront, Exhibition Place is an integral part of transit planning within the area. The expansion of BMO Field (home to two major sports franchises) and the on-going construction of a new hotel to complement existing conference venues are turning Exhibition Place from a seasonal to a year-round attraction, with sports events, conferences, and hotel guests.

Exhibition Place's 2014-2016 Strategic Plan aims to promote the venue as a year-round sporting, event, and international business centre. The strategy also aims to actively support the creation of pedestrian, cycling, and improved transit links to the grounds. The plan supports extending the streetcar service along its northern boundary and extending / enhancing the 29 DUFFERIN service southwards.

World Expo 2025

The World Expo provides a unique forum for nations and people to raise attention on issues of global importance and offer innovative solutions to address anticipated challenges. A feasibility study completed in 2013 identified the Port Lands as a potential site to host the World Expo. The

site is expected to create a lasting legacy for urban revitalization, with significant investment for flood protection, soil remediation and transportation improvement, including expanding transit in this emerging growth area. The City continues to assess the potential for hosting a future World Expo.

2.3 Transit Studies

Multiple studies have been undertaken to improve the transit network along Toronto's Waterfront. The outcomes of these studies informed the development of this study's concepts and offer an important frame of reference for future planning phases.

Specific studies that identified potential Waterfront Transit solutions include:

- 1993 Waterfront West LRT Environmental Assessment (approved in 1995, including subsequent approved EA modifications),
- Transit City and Waterfront West LRT (initiated as an overall EA study and although never completed, work progressed in phased segments that resulted in a number of related studies, including a 2008 EA approval for the Dufferin Street to Exhibition Loop segment),
- Fort York-Bremner Transit Right-of-Way Environmental Assessment (incomplete),
- East Bayfront Transit Environmental Assessment (approved in 2010), and
- Port Lands and South of Eastern Transportation and Servicing Master Plan (on-going).

Additionally, other transit and transportation studies within the study area have been completed or are on-going, that should be considered in future planning phases. These studies include:

- Relief Line (on-going)
- SmartTrack (on-going)
- Dufferin Street Bridges Environmental Assessment (approved)
- Liberty New Street Environmental Assessment (approved)
- Kingston Road Transit Environmental Assessment (uncompleted)
- Legion Road Environmental Assessment (approved)
- Gardiner Expressway East Environmental Assessment (on-going)
- The Queensway-Roncesvalles Avenue Intersection Modification (in design)
- Park Lawn-Lake Shore Area Transportation Master Plan (on-going)
- City's Ten-Year Cycling Network Plan (completed).

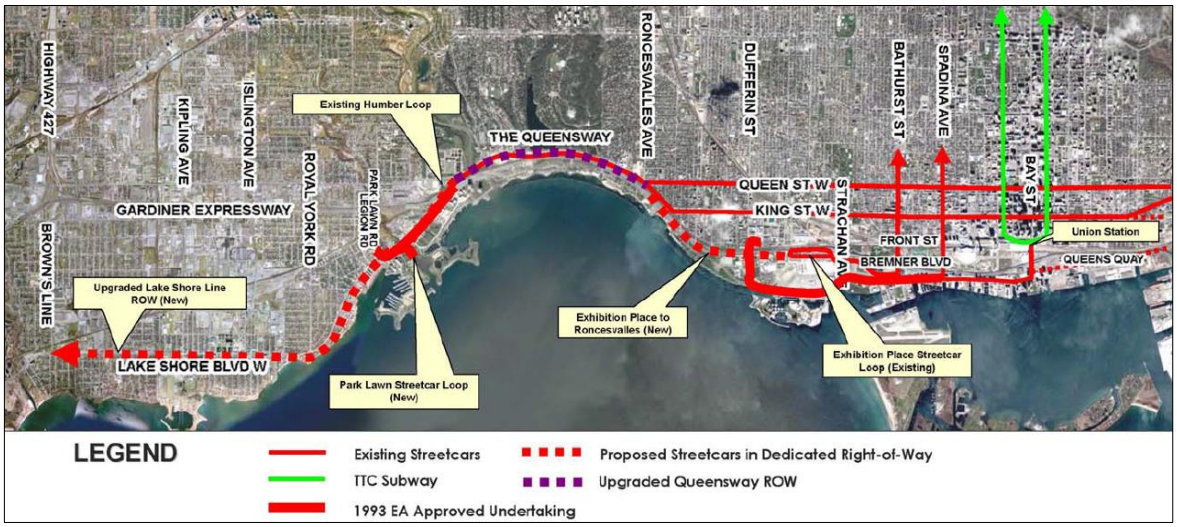
2.3.1 1993 Waterfront West LRT Environmental Assessment

The 1993 Waterfront West Light Rail Transit (WWLRT) EA was approved in 1995 to address transportation deficiencies along the Waterfront between Downtown and South Etobicoke. The WWLRT EA recommended a LRT concept plan that contained both short and long-term improvements (see Figure 2.15). Two short-term actions included:

- extending the Harbourfront streetcar line from Spadina Avenue along Queens Quay West to Lake Shore Boulevard, westerly along Lake Shore Boulevard connecting Ontario Place, and then turning north on Dufferin Street to a new loop on the east side of Dufferin Street north of the rail corridor.

- improving the existing Lake Shore Boulevard West streetcar service by relocating the Humber Loop to a new loop at Legion Road in South Etobicoke and extending a dedicated streetcar right-of-way to connect with this new loop.

Figure 2.15: 1995 Waterfront West LRT Environmental Assessment Recommendations



Source: **Toronto Transit Commission Report: Waterfront West Streetcars Extension EA Modification Report**

Long-term improvements included a further westerly streetcar extension from the proposed Dufferin Loop to connect to the existing Queensway dedicated streetcar right-of-way, and upgrading the existing streetcar line from Long Branch to the proposed Legion Loop with a dedicated streetcar right-of-way. While the long-term concept was endorsed in principle, it was not included in the 1995 EA Report because it was not considered cost-effective at the time.

Since the 1995 EA approval, some of the proposed short-term improvements were implemented but with alignment changes, including:

- relocating the originally proposed loop within Exhibition Place to its current location north of Exhibition Place along the Gardiner Expressway corridor (1995 EA exception),
- modifying the originally proposed alignment for the westerly Harbourfront streetcar line extension along Queens Quay West-Portland Street (now Dan Leckie Way)-Lake Shore Boulevard to an alignment along Queens Quay West-Bathurst Street-Fleet Street to the relocated Exhibition Loop (1999 EA modification), and
- modifying the originally proposed alignment in the middle of a combined Lake Shore Boulevard-Fleet Street roadway right-of-way to a dedicated streetcar right-of-way along Fleet Street, between Bathurst Street, and Strachan Avenue (EA modification made in 2008).

Humber Loop Relocation

As indicated, the 1993 WWLRT EA recommended relocating the Humber Loop to a new terminus at Legion Road and extending a dedicated streetcar right-of-way to connect with the Legion Loop. Following City and Toronto Region Conservation Authority (TRCA) concerns, the TTC undertook a review of options in 2002. It then recommended a new streetcar loop at an expanded Park Lawn bus loop at the southwest quadrant of Lake Shore Boulevard West and Park Lawn Road. This was

approved by City Council in 2003. Because of changed conditions, the TTC undertook a further assessment in 2016. The Humber Loop relocation is no longer deemed a viable option, and currently the existing Humber Loop is planned to be upgraded in 2017.

Subject to potential recommendations from the on-going Park Lawn-Lake Shore Area Transportation Master Plan, a new loop to serve the rapidly growing Humber Bay Shores and Mimico area could be added.

2.3.2 Transit City and Waterfront West LRT

In 2007, the City introduced Transit City, a plan to build seven LRT lines to provide a fast and reliable LRT network covering a large part of Toronto. This plan included the Waterfront West LRT (Transit City's WWLRT), a proposed continuous east-west line from a western terminus at the Long Branch GO Station to Union Station. Proposed major corridor improvements included:

- dedicated Lake Shore LRT right-of-way from the Long Branch GO Station to the Humber Loop, and then connecting to the existing Queensway transit right-of-way, and
- dedicated LRT right-of-way connecting the existing Queensway transit right-of-way in the vicinity of Roncesvalles Avenue to the existing Exhibition Loop.

Transit City's WWLRT intent was to operate on the existing 509 HARBOURFRONT streetcar right-of-way from the Exhibition Loop to the Union Loop via the existing Fleet Street and Queens Quay alignments.

The overall EA study was initiated in 2007, but the planning was conducted in segments. In December 2010, the Transit City plan was cancelled. As such, Transit City's WWLRT EA was never completed. The current status for each major alignment segment is presented below.

Long Branch GO Station to The Queensway

No approved plans are in place. The major alternative alignment considered during this EA study was the provision of a dedicated LRT right-of-way, replacing the existing streetcar line operating in mixed traffic.

Community feedback during the EA study was focussed on the loss of on-street parking and mature trees, and the encroachment on existing buildings and store frontages arising from a dedicated LRT right-of-way, particularly in the Mimico and New Toronto areas.

The Queensway to Dufferin Street

No approved plans are in place. During the EA study, several alternatives were developed to connect the existing Queensway transit right-of-way to an alignment in the vicinity of Dufferin Street. These alternatives consisted of the following subset of alignment components, used in various combinations:

- major east-west alignments considered partial or entire routing along King Street, the rail corridor's north embankment, and the Lake Shore Boulevard corridor, including potential Lake Shore Boulevard realignments,
- crossing of the rail and Gardiner corridors were considered in several potential locations, including the vicinity of Colborne Lodge Drive, Sunnyside Avenue, east of the Boulevard Club, and at the western approach to Exhibition Place, and

- alignments in the vicinity of Dufferin Street to continue further east, considered either the rail corridor's north embankment or along the north edge of Exhibition Place.

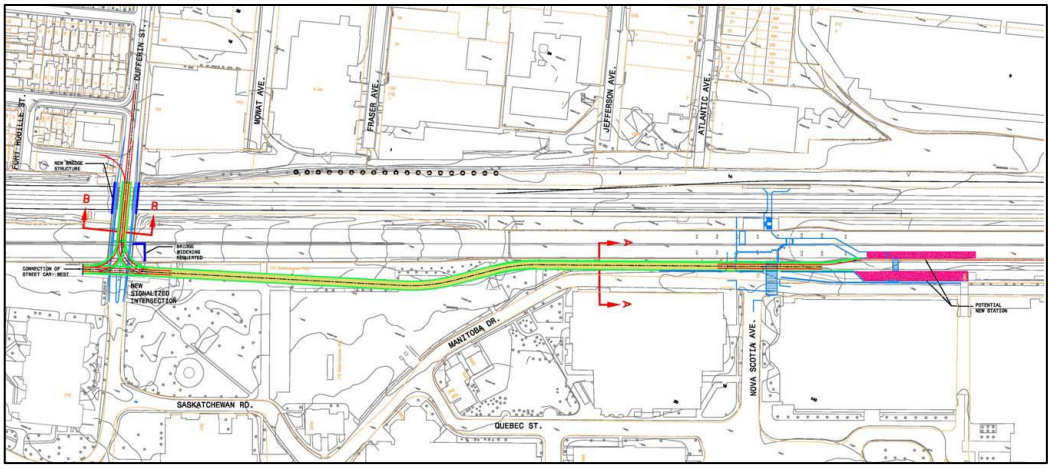
Dufferin Street to Exhibition Place

Although detailed assessments were undertaken, the EA study was not completed, and no consensus on a preferred solution was reached on Dufferin Street to Exhibition Place

Building on the early findings from the Transit City's WWLRT EA and potential westerly extensions, a recommended dedicated streetcar right-of-way was identified from the existing Exhibition Loop to Dufferin Street, protecting for both a westerly extension and a northerly extension to the existing Dufferin Loop via a widen bridge over the rail corridor and the Gardiner Expressway (see Figure 2.16).

An EA Modification Report, titled Extension of Streetcar Service from Exhibition Place to Dufferin Street, was approved on May 2008 amending the 1995 approved Waterfront West EA. This was the only portion of Transit City's WWLRT work that received EA approval.

Figure 2.16: Approved Modification to the 1995 EA, Connecting Exhibition Loop to Dufferin Street



Source: **TTC Report: Waterfront West Streetcars Extension CNE to Dufferin – EA Modification**

A preliminary design report, Waterfront West LRT: CNE Loop to Dufferin Street was also completed in 2010 for this dedicated streetcar right-of-way, excluding the bridge component. The northerly extension over a new Dufferin bridge was addressed in a separate EA study (see Section 2.3.6). The report outlined the preliminary functional design and property requirements, the potential construction staging, and major outstanding issues.

Exhibition Place to Union Station

The Transit City plan for the Waterfront West LRT east of Exhibition Loop was proposed to follow the same alignment as the existing 509 HARBOURFRONT service, using the existing Fleet and Queens Quay alignments to the Union Loop.

Detailed modelling completed by the TTC identified concerns about accommodating the total volume of light rail vehicles which will travel between Union Station and Exhibition Place, and from points west. Specific concerns were focussed on operating through complex multi-phase

intersections, such as the Fleet-Lake Shore-Bathurst intersection, and the resulting impact on service reliability and speed.

These concerns, in conjunction to responding to existing and projected travel demand in the rapidly developing Fort York and CityPlace neighbourhoods, the TTC and City staff also began an EA study in 2007 for a new 3.5 kilometre dedicated transit right-of-way in the Bremner Boulevard-Fort York Boulevard corridor between Union Station and Exhibition Place, where it would connect to the proposed Waterfront West LRT.

2.3.3 Fort York-Bremner Transit Right-of-Way Environmental Assessment

The EA study identified the following corridor components:

- between Exhibition Loop and Bathurst Street two alignment alternatives were developed:
  - new dedicated transit right-of-way from the existing Fleet Street transit right-of-way to the centre of Fort York Boulevard (as identified in the CWSP), and
  - new dedicated transit right-of-way utilizing the Strachan Avenue underpass, an abandoned railway cut and under the elevated Gardiner Expressway, re-joining Fort York Boulevard west of Bathurst Street.
- between Bathurst Street and Simcoe Street, a new dedicated transit right-of-way was proposed to be in the centre of Fort York Boulevard and Bremner Boulevard (the subsequent Fort York Boulevard roadway construction between Bathurst Street and Spadina Avenue protected for a centre transit right-of-way), and
- between Simcoe Street and the Union Station:
  - a new dedicated transit right-of-way along Bremner Boulevard that would go into a tunnel via a portal east of Simcoe Street,
  - the tunnel would continue under the southeast corner of the Telus building at 25 York Street and under the Air Canada Centre Galleria (deemed functionally feasible and protected during the design and construction of these buildings), and
  - connect into existing Bay Street transit tunnel and north into an expanded Union Loop, which was deemed to be the preferred terminus and to be functionally feasible.

Although preliminary assessments were undertaken, the EA study was not completed, and no consensus on a preferred solution was reached.

Since that time, a new Fort York Visitor Centre was constructed and a new linear park, The Bentway (formerly Project: Under Gardiner), is in the design stage. Both are underneath the elevated Gardiner Expressway, and as a result, the dedicated transit right-of-way under the Gardiner alternative between the Exhibition Loop and Bathurst Street is no longer a feasible option.

2.3.4 East Bayfront Transit Environmental Assessment

In 2005, City Council endorsed the East Bayfront Precinct Plan (see Section 2.2.3), which included the provision of exclusive transit rights-of-way on the roadways identified in the CWSP. The East Bayfront Transit EA study addressed extending transit service eastward from Union Station to the Waterfront, and was a companion study to the Queens Quay Revitalization EA study, to ensure consistency in the corridor and dedicated transit right-of-way design.

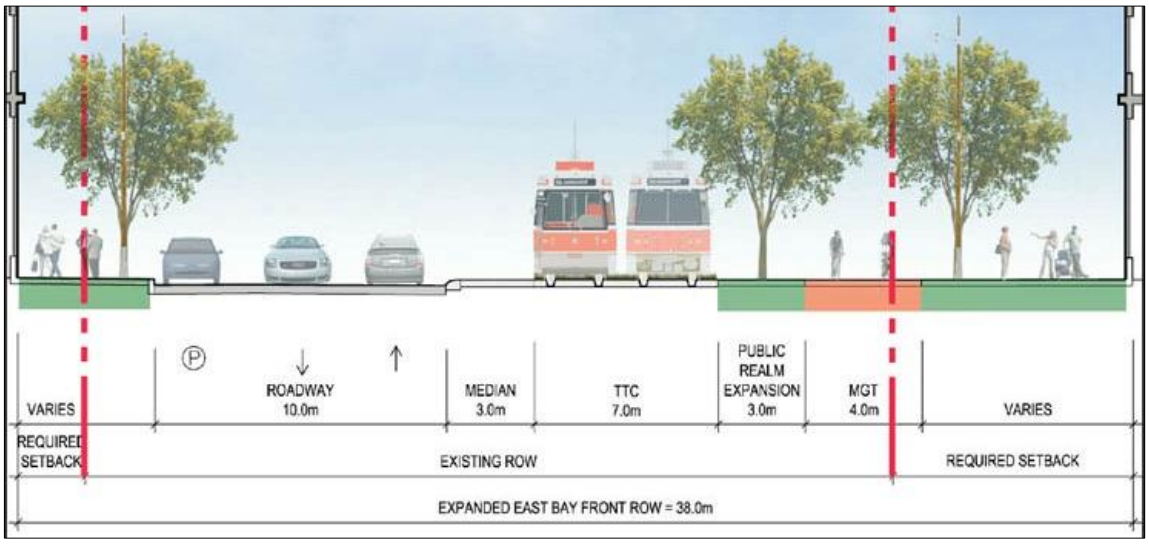
Initially, the EA study area addressed the same area as the Precinct Plan, plus the area between Parliament Street and Cherry Street. As the EA study evolved, the eastern study limit was reduced to Parliament Street. The area between Parliament Street and Cherry Street was incorporated into the Lower Don Lands Master Plan EA.

The EA study assessed alternative corridors, technologies, and transit right-of-way configurations, including the potential conversion of the Bay Street transit tunnel to a 'moving walkway'.

The EA study, approved in 2010, recommended the following components:

- dedicated streetcar right-of-way along Queens Quay East within a roadway right-of-way width of 38m, and south side-running, similar to the then proposed streetcar right-of-way realignment on Queens Quay west of Bay Street (see Figure 2.17),
- Union Loop expansion to accommodate increased streetcar volumes from the planned development and revitalization of the eastern Waterfront lands, and as well from the planned Bremner streetcar and potential WWLRT services from the west,
- tunnel section under Queens Quay East connecting to the existing Bay Street transit tunnel and emerging from a portal to the east in the vicinity of Freeland Avenue, and
- streetcar loop at Parliament Street.

Figure 2.17: Recommended Option from the East Bayfront EA (2010)

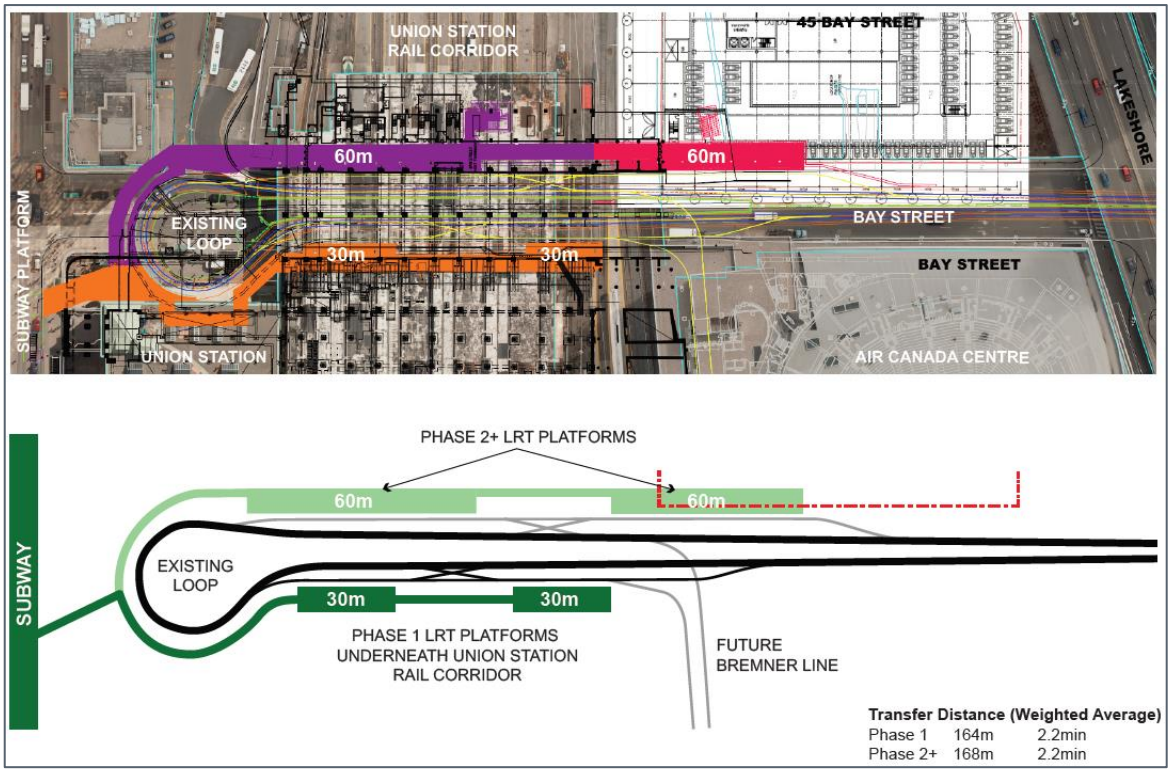


Source: **Toronto Transit Commission East Bayfront Transit Environmental Assessment**

Union Station Loop

Expansion of the Union Loop has been comprehensively assessed, from prior to its approval in the 2010 East Bayfront Transit EA study, and since, including additional streetcar terminus operations modelling and design completion. The most recent concept has proposed new tracks and platforms on the east and west side of the Bay Street tunnel. As shown in Figure 2.18, the latest expansion concept encroaches into one of the parking levels of the new building being planned at 45 Bay Street. The City has negotiated with the building developer to protect for this potential encroachment and construction.

Figure 2.18: Proposed Union Loop Expansion



Source: **City of Toronto and Waterfront Toronto**

East Bayfront Transit Implementation Study

In 2013, the City of Toronto and Waterfront Toronto recognized that the full implementation of the 2010 approved East Bayfront Transit project would not be completed in time to accommodate the on-going development along the Waterfront. The goal of this study was to develop an interim or more easily implementable transit solution. The study examined alternative corridors, technologies and operating strategies. Ultimately stakeholders felt it would be better to pursue the full project, and interim solutions were not pursued.

2.3.5 Port Lands and South of Eastern Transportation and Servicing Master Plan

Building on the Port Lands Planning Framework, this Master Plan is currently underway and will identify the infrastructure requirements to support the envisioned development, including transportation facilities (transit, cycling, walking, roadways), and municipal services (storm water, wastewater, and potable water).

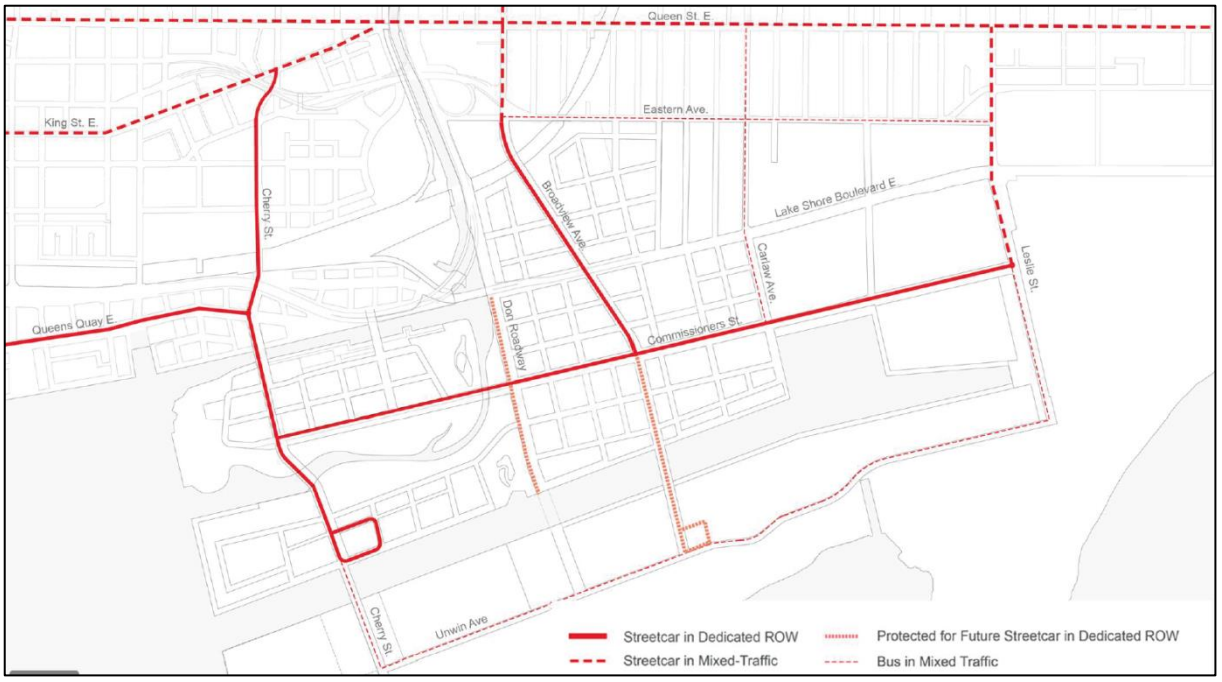
This area includes the East Harbour development (former Unilever site), currently being planned as a major employment hub. The development will be connected to the proposed Relief Line and a new GO-RER Station, both with the potential to influence future travel behaviour along the Waterfront.

Transit will play a significant role in the Port Lands area. In addition to the Relief Line and the GO-RER Station, current new transit recommendations include the following:

- dedicated transit right-of way extension from the Cherry Loop southerly along Cherry Street, under the Gardiner Expressway, over the Keating Channel and looping at the Ship Channel (consistent with the previous Lower Don Lands Master Plan),
- dedicated transit right-of-way along Queens Quay Boulevard from Parliament Street to Cherry Street (consistent with the previous Lower Don Lands Master Plan),
- dedicated transit right-of-way along Commissioners Street from Cherry Street to a loop in the vicinity of Leslie Street (consistent with the previous Lower Don Lands Master Plan), and
- new dedicated transit right-of-way extending the existing Broadview Street streetcar line from Eastern Avenue southerly to connect with the proposed Commissioners Street transit right-of-way.

For the purposes of this Phase 1 study, these identified dedicated transit rights-of-way have been adopted as the base network for assessing additional concepts (see Figure 2.19).

Figure 2.19: Port Lands and South of Eastern Transportation and Servicing Master Plan, Preferred Transit Network



Source: **Port Lands and South of Eastern Transportation and Servicing Master Plan: Open House Materials (15/11/2015)**

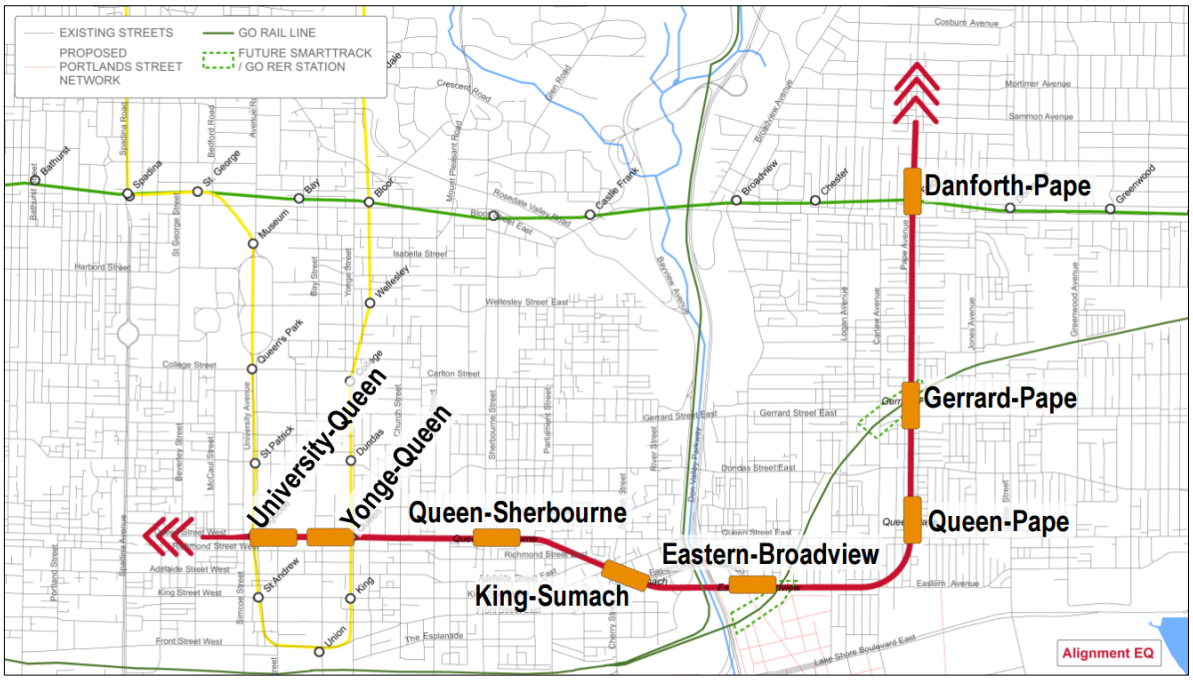
2.3.6 Other Relevant Studies

Relief Line

The Relief Line is a planned subway corridor connecting the Downtown core to Line 2 at a point east of the Don River. This new subway line will also relieve crowding from transferring passengers at Bloor-Yonge Station, while providing increased mobility choices for Toronto residents.

Currently, the preferred alignment runs south along Pape Avenue, then turning west along Eastern Avenue, before shifting north after the Don River to follow Queen Street to Osgoode Station on Line 1, as shown in Figure 2.19. However, detailed studies and design assessments are on-going.

Figure 2.20: Relief Line Preferred Alignment and Stations



Source: **City of Toronto, Coordinated Transit in Toronto**

The Relief Line, in conjunction with GO-RER and SmartTrack connections at a proposed transportation hub in the vicinity of Eastern-Broadview station area, presents a tremendous opportunity to serve the planned employment hub at East Harbour (former Unilever site), and the Port Lands and West Don Lands. The on-going Port Lands and South of Eastern Transportation and Servicing Master Plan is assessing this opportunity and recommending associated transit connections and improvements (see Section 2.3.5).

The resulting transformative transit travel demand patterns will have a significant influence on a Waterfront Transit solution that will require an updated transit demand forecasting analysis in a Phase 2 study.

SmartTrack

The City of Toronto's on-going initiative to use the existing GO network to provide urban rapid transit service, termed SmartTrack, aims to provide even more frequent service to additional stations than the current Metrolinx RER proposal. Key components include:

- implementing a Western Corridor rapid transit extension to Pearson Airport and surrounding employment lands,
- adding high frequency service improvements to GO-RER in the Kitchener, Stouffville, and Lakeshore East GO corridors,
- introducing new stations in Toronto along these corridors,
- introducing fare integration for proposed service in line with TTC fares, and
- integrating TTC service with proposed service.

In July 2016, City Council approved an integrated SmartTrack-RER scenario with up to six new stations at Finch, Lawrence, Gerrard, and East Harbour (former Unilever site) on the Stouffville-Lakeshore East GO corridors, along with two new stations at Liberty Village and St. Clair West on the Kitchener GO corridor. Additionally, the City approved an extension of the Eglinton West LRT from Mount Dennis to the Renforth Gateway transit terminal in close proximity to Pearson Airport.

In conjunction with GO-RER and the Relief Line connections at a proposed East Harbour transportation hub, SmartTrack presents a transformative transit travel demand opportunity for the Port Lands and West Don Lands. Influence on a Waterfront Transit solution will require an updated transit demand forecasting analysis in a Phase 2 study.

Dufferin Street Bridges Environmental Assessment

In 2011, the City completed an EA that studied various options for replacing the Dufferin Street bridges that cross the Gardiner Expressway and rail corridor. The EA's preferred solution included bridge replacements that would accommodate a dedicated transit right-of-way. This was consistent with the EA Modification approved in 2008 and the completed preliminary design report (see Section 2.3.3). Major vertical alignment revisions were required to accommodate rail and structural clearance requirements. The study did not address any transit infrastructure improvements north of the bridge structure, such as the Dufferin Loop.

Since then, GO-RER and Exhibition Place initiatives have gained additional complexity. This should be addressed in an updated preliminary design report.

Liberty New Street Environmental Assessment

An EA study has been approved for a new east-west street, extending between Strachan Avenue and Dufferin Street, located north of the rail corridor. The recommended plan would improve accessibility to and from Liberty Village and surrounding areas, and include the following features:

- two-lane roadway within a variable public right-of-way
- multi-use path along the south side to accommodate pedestrians and cyclists
- north-south cycling and sidewalk connections; and,
- various landscaping and potential additional public realm enhancements (such as a boardwalk on south side with lookouts offering urban vistas).

An at-grade concept along the north embankment of the rail corridor east of Dufferin Street is no longer feasible.

Kingston Road Transit Environmental Assessment

Conducted in 2007, the Kingston Road Transit EA study assessed transit improvement options along the Kingston Road corridor between Victoria Park Avenue and Eglinton Avenue East. As shown in Figures 2.4, 2.5 and 2.6, Kingston Road was identified as an Avenue, Higher Order Transit Corridor and a Surface Transit Priority segment. This makes it a key corridor for transit improvements. The EA study was not completed.

As discussed in Chapter 6, received general public comments included suggestions to extend a Waterfront Transit solution further east along the Scarborough waterfront. The larger transit

network implications of a future easterly extension along the Scarborough waterfront should be a consideration in a Phase 2 study.

Legion Road Extension Environmental Assessment

A Municipal Class EA study was approved in 2010 to assess transportation improvements associated with the significant planned development in the area, including the Humber Bay Shores community. The resulting recommendation is an extension of Legion Road from its current terminus at Lake Shore Boulevard West northwards, passing under the rail corridor via a new road tunnel to connect to Manitoba Street.

With a respect to this Waterfront Transit Phase 1 study, relocation of the Humber Loop to the Legion Road vicinity, as approved in 1995, is no longer feasible. Legion Road may be able to provide an important link to a new GO-RER station in the Park Lawn area, and will be assessed in the Park Lawn-Lake Shore Area Transportation Master Plan.

Gardiner Expressway East Environment Assessment

Waterfront Toronto and the City of Toronto are currently carrying out the Gardiner Expressway / Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study, which will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from Jarvis Street to Leslie Street.

The preferred design concept, endorsed by City Council in June 2015, preserves the expressway between the unaffected portion of the Gardiner Expressway and the Don Valley Parkway. The study is currently in the formal EA review process.

The project is large and complex, but components that are directly relevant to a Waterfront Transit solution include:

- removal of existing on/off ramps, and reconfigured and new ramps in the Keating Precinct,
- re-alignment of Lake Shore Boulevard from Cherry Street to Don River (including potential re-alignment of the previously identified Queens Quay East alignment east of Parliament Street),
- enhanced north-south connections under the re-aligned Gardiner Expressway, and
- new multi-use pathway, as well as some pedestrian and intersection improvements.

Implementation of an easterly extension of a Waterfront Transit solution beyond Parliament Street may need to follow the completion of the planning, approval and design/construction of the above-noted works.

The Queensway-Roncesvalles Avenue Intersection Modification

A study to improve The Queensway-Queen Street-King Street-Roncesvalles Avenue intersection has been undertaken with planned modifications scheduled for implementation in 2019, conditional on available funding. Modifications will improved traffic and transit operations through the intersection, including provision of wheelchair-accessible streetcar platforms.

Future Waterfront Transit planning phases will need to incorporate this initiative into the development of alternative alignments.

Park Lawn-Lake Shore Area Transportation Master Plan

The City is currently undertaking a Phase 1 and 2 Transportation Master Plan (TMP) EA study in the Park Lawn area. The main purpose is to develop a multi-modal transportation network for existing and future area neighbourhoods. With the study area between Park Lawn Road and the Humber Loop, the study is a key input to any future Waterfront Transit planning phase.

In particular, the following issues are currently under consideration by the TMP study, in conjunction with the Waterfront Transit Project:

- previously approved dedicated streetcar right-of-way on Lake Shore Boulevard, between the Humber Loop and Park Lawn Road (2002 Lake Shore Functional Design Study),
- GO-RER station at Park Lawn Road, and although not identified in Metrolinx's ten-year program, is identified as a potential station subject to further assessment,
- Legion Road Extension, north under the rail corridor to Manitoba Street,
- additional transportation network improvements; and,
- other transit priority initiatives, including the Waterfront Transit Network solution.

Ten-Year Cycling Network Plan

In June 2016, the City adopted a ten-year Cycling Network Plan. This serves as a comprehensive work plan and outlines the City's planned investments in cycling infrastructure through to 2025.

The plan builds on the City's existing network of cycling routes by identifying potential cycling network projects to connect the gaps in our existing cycling network, expanding the network into new parts of the City, and renewing the existing cycling network routes to improve their quality.

New specific cycling infrastructure additions were included to fill the gaps in the current cycling network. Some of these additions will improve the connectivity to the Waterfront and its transit network. Further details about the Cycling Network Plan and its connections to the Waterfront Transit study area are discussed in greater detail in Section 3.2.2.

2.4 Metrolinx Studies

Regional Express Rail and Related Studies

Metrolinx is embarking on the transformational Regional Express Rail (RER) program in the next 10 to 15 years across the GTHA. Its introduction will electrify most corridors along the GO network, and bring all-day two-way services that are faster and more frequent (with a headway of 15 minutes or better). Existing GO stations in the Etobicoke area (Long Branch and Mimico) and new stations proposed in the GO-RER ten-year program will together provide the opportunity for reliable and fast service to Downtown Toronto the rest of the region. New GO-RER stations included in the program that are in the Waterfront Transit study area include:

- Liberty Village (at King Street and the GO Kitchener Line),
- Spadina (at Front Street), and
- East Harbour (former Unilever site).

While a station at Park Lawn was not identified in the ten-year program, it is identified as a potential station subject to further assessment.

Fare Integration Strategy

A study is underway by Metrolinx to determine their preferred integrated regional fare structure.

At the same time, the City of Toronto is undertaking a study to propose more equitable GO fares within the City, and future GO-RER fares when SmartTrack becomes operational. From the City's perspective, RER fares need to be competitive with TTC fares for trips within Toronto for RER to be successful. Fare integration with TTC services is also important. The fare policy negotiated between the City and Metrolinx will influence RER's ridership within the city (along with any new RER station locations). This in turn could influence the type of local transit that is preferred for the Waterfront.

Union Station Capacity Study

Completed in 2012, the Union Station Capacity Study's main purpose was to estimate future passenger demand at Union Station and to assess how potential strategies can manage future Union Station passenger demand by introducing secondary terminals. In 2006, there were approximately 60,000 AM peak GO and VIA boardings and alightings at Union Station. The Big Move estimated that by 2031, peak demand would reach 265,000, a level of demand that could not be accommodated within the existing station. The study conducted an initial screening, and recommended that three system options for relieving demand at Union Station be carried forward for further analysis:

- the proposed Relief Line running along Queen Street diverts southwards west of the University Avenue to serve a GO relief station at the Bathurst Yard (between Bathurst Street and Spadina Avenue – currently the proposed Spadina GO-RER station),
- GO services operate through a new rail tunnel under Queen Street through Downtown, with new GO stations at the existing Osgoode and Queen Stations of Line 1, and
- GO services operate through a new rail tunnel under Union Station and a second rail station is developed east of Union, in the proximity of Yonge Street, serving Lakeshore East and West lines.

Since the completion of this report in 2012, the City has progressed the planning of Relief Line and SmartTrack, and Metrolinx is now implementing the RER program that will provide two-way all-day service on most GO lines, with all lines terminating at Union Station. Consequently, the peak passenger load at Union Station could be higher than originally projected in the 2012 study. The potential for a new transportation hub will significantly influence a Waterfront Transit Network solution, requiring a resolution or agreed upon assumptions in a Phase 2 study.

3 Transit Market Assessment

3.1 Introduction

This assessment provides an overview of the current and anticipated market conditions in the Waterfront Transit study area. The purpose of the review is to provide a new understanding of the current and future planning conditions and to build on that understanding in developing a new vision for transit along the Waterfront. This assessment of current conditions considers the significant community changes in the past decade and draws on available sources to identify future conditions.

This Phase 1 study did not include updated modelling and forecasted ridership analyses. However, this transit market assessment will frame the scope of future modelling work to inform the more detailed specifications and phasing for transit along the Waterfront.

This assessment begins with a review of the existing transportation network and the changes and improvements planned in the study area. Existing origin-destination travel patterns and existing transit ridership volumes are also explored in this section. Predicted future transit volumes along key corridors will be outlined based on past reports and data. With available updated land use assumptions to 2041, this section also outlines the scale of population and employment growth, the distribution of this projected growth, and the notable attractions and destinations in the study area. The section also includes a summary of key findings from this transit market assessment.

3.2 Existing Transportation Network

3.2.1 Existing and Planned Road Network

The Waterfront Transit study area generally consists of a fine-grained grid road network which allows for a fairly direct access for vehicular movement. However, the Gardiner Expressway, hydro corridors, the rail corridor, and the varying elevations of adjacent lands limit the access of land uses between the City and Waterfront destinations.

There are number of potential changes to the existing road network within the study area:

- **Legion Road** – Planned northerly extension, with a grade separation at the rail corridor, to connect with the local roads to the north and the Gardiner Expressway eastbound off-ramp.
- **Park Lawn area** – Transportation Master Plan for the Park Lawn Road and Lake Shore Boulevard West area currently on-going may include changes to the road network.

- **Dunn Avenue and Dowling Avenue bridges –** Both bridges over the Gardiner Expressway and rail corridor have reached their useful life and need to be replaced. Temporary bridges have been installed while planning and design for a permanent replacement plan is underway.
- **Jameson Avenue bridge** – Electrification of the Lake Shore West GO corridor may trigger modifications to the bridge.
- **Dufferin Street bridge** – Current temporary bridges over the Gardiner Expressway and rail corridor will be replaced with new bridges to accommodate additional GO-RER trackage and vertical clearances, and a dedicated transit right-of-way.
- **Liberty New Street** – Planned new east-west street along the south end of the Liberty Village neighbourhood between Dufferin Street and Strachan Avenue—EA study completed in 2016.
- **Gardiner Expressway East** – Planned reconstruction and realignment of the Gardiner Expressway from Jarvis Street to the Don Valley Parkway, including road changes to local area streets—Environmental Assessment currently on-going.
- **Port Lands** – Road and transit network requirements being identified in the Port Lands and South of Eastern Transportation and Servicing Master Plan Environmental Assessment, which is currently underway.
- **East Harbour (former Unilever site)** – Preliminary planning and consultations for road and transit network infrastructure additions, including the extension of Broadview Avenue, are currently underway.

3.2.2 Existing and Planned Cycling Network

A successful Waterfront Transit Network requires effective connections particularly with complementary modes such as cycling. Although the Martin Goodman Trail weaves the various destinations along the Waterfront together, gaps in the cycling infrastructure network as well as major transportation corridors (e.g. Gardiner Expressway and rail corridor) act as a barrier that limits access to the Waterfront and potential corridors for higher order transit.

As discussed in Section 2.2.4, the City adopted a ten-year Cycling Network Plan. The plan recognizes gaps in the City's current cycling network and aims to fill those gaps. It also plans to grow the cycling network into new parts of the City, and review existing routes where opportunities exist.

In Etobicoke, there are a number of cycling infrastructure gaps, with Royal York Road as the only major north-south corridor with Designated Bicycle Paths—providing connections to the major east-west streetcar services along Lake Shore Boulevard. While the area includes a fairly grid-like street network, allowing cyclists to travel on lower-volume streets, there are still limited continuous north-south corridors available except for the major arterials. As part of the Cycling Network Plan, cycling infrastructure connections are proposed on Brown's Line, Kipling Avenue, and Lake Shore Boulevard—with the latter two corridors proposed for major corridor studies.

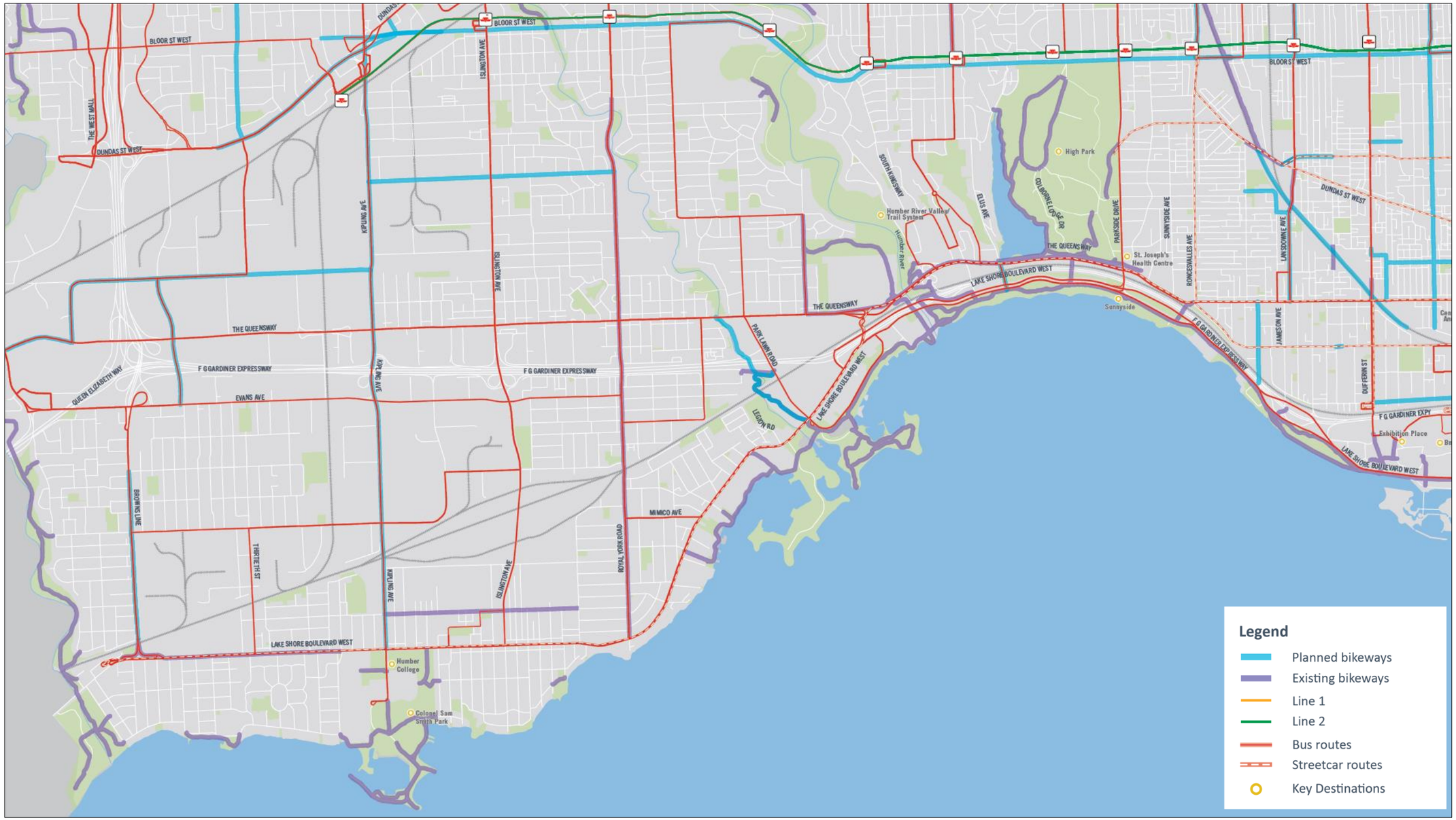
In the areas just west of the Downtown core, the Gardiner Expressway and the rail corridor are notable impediments that severely restrict access from the City to Waterfront amenities. Major connections at Ellis Avenue, Colborne Lodge Drive, Parkside Drive, Roncesvalles Avenue (and the multi-use Sunnyside Bridge), Dowling Avenue temporary pedestrian bridge, Dunn Avenue bridge,

and Dufferin Street Bridge currently offer overpass connections between the two areas. Currently only three of these overpasses offer bikeways that are segregated from traffic—Colborne Lodge Drive, Roncesvalles Avenue Bridge, and Dowling Avenue Bridge. The Cycling Network Plan proposes bikeways on Ellis Avenue and Dowling Avenue to offer greater north-south connections between the two areas.

In the Downtown core, cycling infrastructure is fairly well developed particularly in Waterfront portions with north-south connections at Strachan Avenue, Lower Simcoe Street, Bay Street, Yonge Street, Sherbourne Street, and Cherry Street. Further bikeway extensions north will provide even more safe and convenient cycling connections between the central portions of the City and the Waterfront. The Cycling Network Plan proposes Peter Street, Blue Jays Way, Navy Wharf Court as another bikeway corridor and will serve as an important north-south connection in the Waterfront Transit study area.

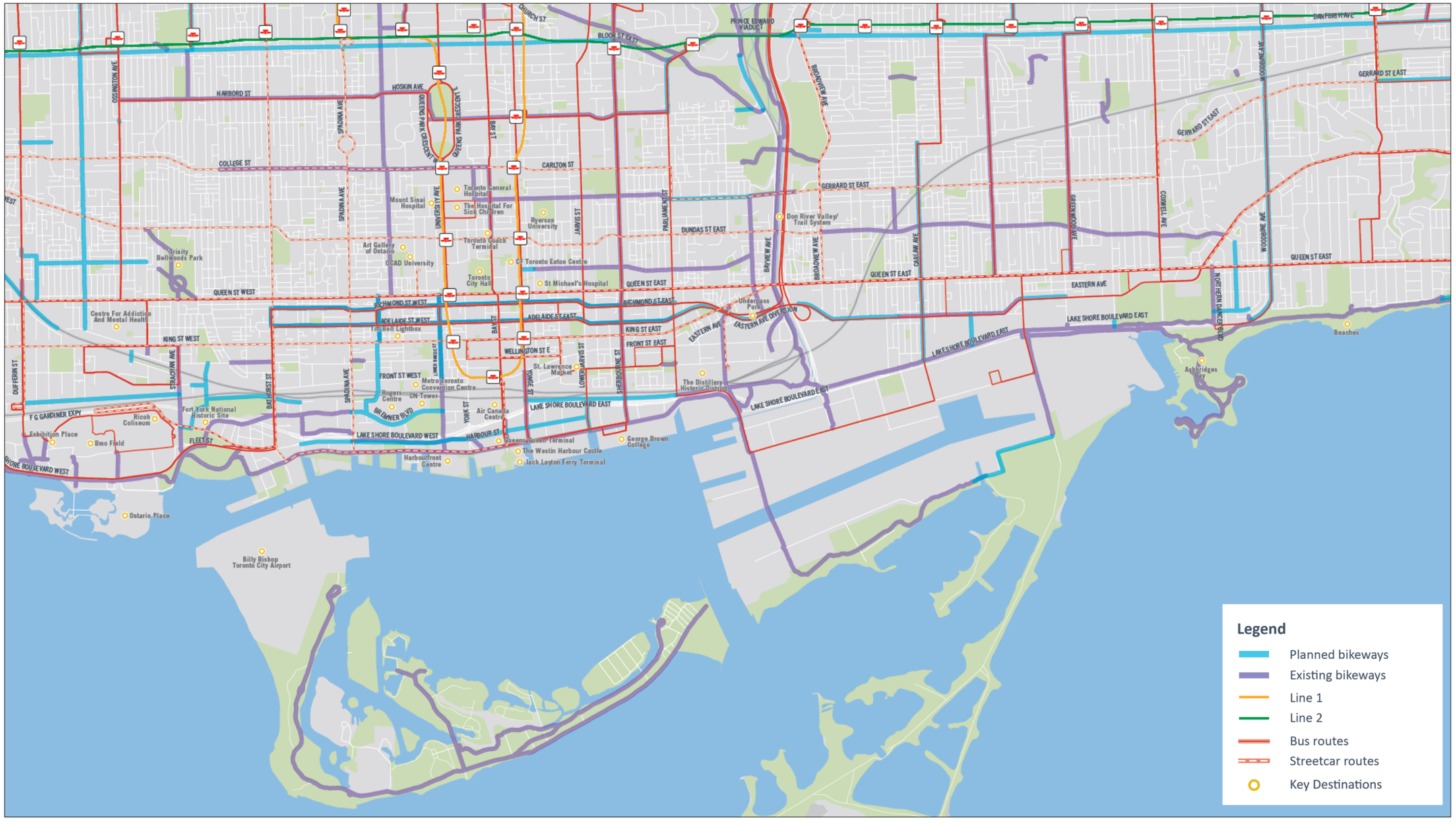
East of the Downtown, the Port Lands area will include further developments to cycling infrastructure. These improvements to cycling infrastructure will be implemented alongside transportation upgrades as development occurs.

Figure 3.1: Existing and Planned Cycling Network from the 2016 Toronto Cycling Network Plan (Western Section)



Data Source: **City of Toronto Ten-Year Cycling Network Plan (2016)**, Toronto Transit Commission | Cartography: Steer Davies Gleave

Figure 3.2: Existing and Planned Cycling Network from the Toronto Cycling Network Plan (Eastern Section)



Data Source: **City of Toronto Ten-Year Cycling Network Plan (2016)**, Toronto Transit Commission | Cartography: Steer Davies Gleave

3.2.3 Existing Transit Network

The Waterfront Transit study area consists of local transit services provided by Toronto Transit Commission (TTC) and regional transit provided by GO Transit services. Inter-regional rail service is also provided by VIA Rail and Amtrak along the Lake Shore rail corridor with Union Station as a major hub. Inter-regional bus service will be introduced to the new bus terminal at 45 Bay Street.

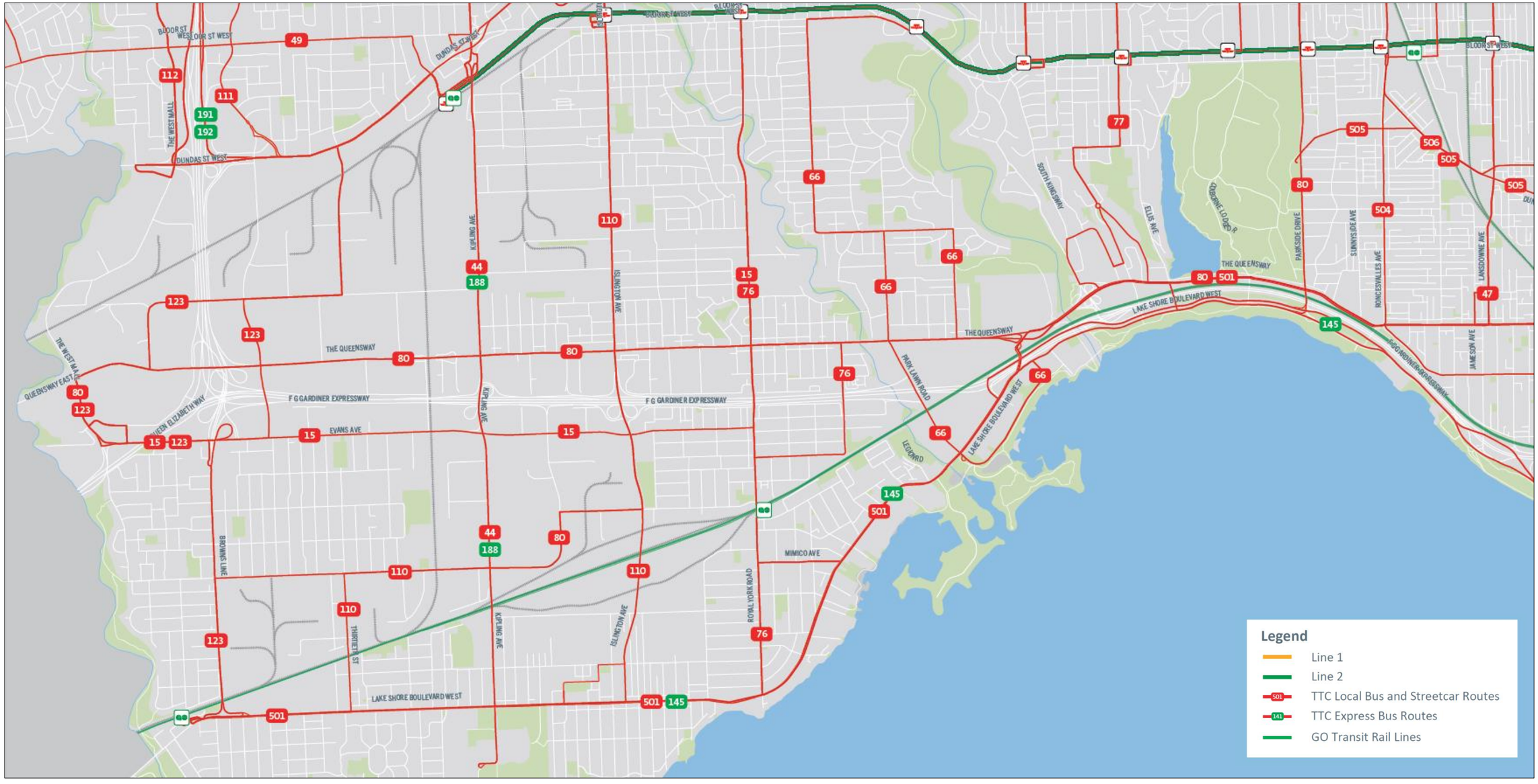
TTC services in the study area use conventional 40-foot buses, the older CLRV and ALRV streetcars, as well as the new low floor Flexity Outlook streetcars. Routes are mainly operated in mixed traffic, with the exception of a few streetcar routes. GO Transit operates commuter rail services on the Lakeshore West Line, with a local service on the corridor connecting at Long Branch, Mimico, Exhibition, and Union stations. Table 3.1 summarizes the TTC and GO routes operating in the Waterfront Transit study area. Figure 3.3 and Figure 3.4 shows a map of these services.

Table 3.1: Summary of TTC and GO Services in the Waterfront Transit Study Area

Route	Operation Type	Vehicle Type	Frequency	
			Peak	Off-peak
East-West Routes (*Route introduced June, 2016)				
80 Queensway	Mixed traffic	40-foot bus	30 mins	20 to 30 mins
121 Fort York-Esplanade*	Mixed traffic	40-foot bus	13 mins	15 mins
143 Beach Express	Mixed traffic	40-foot bus	15 to 25 mins	No service
145 Humber Bay Express	Mixed traffic	CLRV Streetcar	30 mins	No service
501 Queen (East of Humber)	Mixed traffic	ALRV / CLRV Streetcar	5 mins	6 to 10 mins
501 Queen (West of Humber)	Mixed traffic	ALRV / CLRV Streetcar	10 mins	9 to 10 mins
502 Downtowner	Mixed traffic	CLRV Streetcar	12 mins	10 mins
503 Kingston Rd	Mixed traffic	CLRV Streetcar	12 mins	No service
504 King	Mixed traffic	CLRV Streetcar	2 mins	4 to 10 mins
509 Harbourfront	Semi-exclusive right-of way	CLRV Streetcar	6 mins	5 to 7 mins
510 Spadina	Semi-exclusive right-of way	Low floor streetcar	3 to 4 mins	3 to 7 mins
514 Cherry*	Mixed-traffic / Semi-exclusive right-of way	Low floor streetcar	8 to 9 mins	12 to 15 mins
GO Lakeshore West (Local Trips)	Fully-exclusive right-of-way	Commuter train set	1 to 2 trips per hour	2 trips per hour
North-South Routes (*Route introduced June, 2016)				
6 Bay	Mixed traffic	40-foot bus	4 to 5 mins	5 to 24 mins
29 Dufferin	Mixed traffic	40-foot bus	4 to 5 mins	4 to 10 mins
44 Kipling South	Mixed traffic	40-foot bus	5 mins	6 to 10 mins
188 Kipling South Rocket	Mixed traffic	40-foot bus	7 mins	No service
66 Prince Edward	Mixed traffic	40-foot bus	7 to 8 mins	6 to 15 mins
72 Pape	Mixed traffic	40-foot bus	7 mins	8 to 9 mins
75 Sherbourne	Mixed traffic	40-foot bus	7 to 8 mins	9 to 30 mins
76 Royal York	Mixed traffic	40-foot bus	6 to 8 mins	9 to 15 mins
77 Swansea	Mixed traffic	40-foot bus	9 to 12 mins	12 to 24 mins
110 Islington South	Mixed traffic	40-foot bus	6 to 8 mins	9 to 15 mins
123 Shorncliffe	Mixed traffic	40-foot bus	10 to 11 mins	10 to 15 mins
511 Bathurst	Mixed-traffic / Semi-exclusive right-of way	CLRV Streetcar	4 to 5 mins	5 to 7 mins

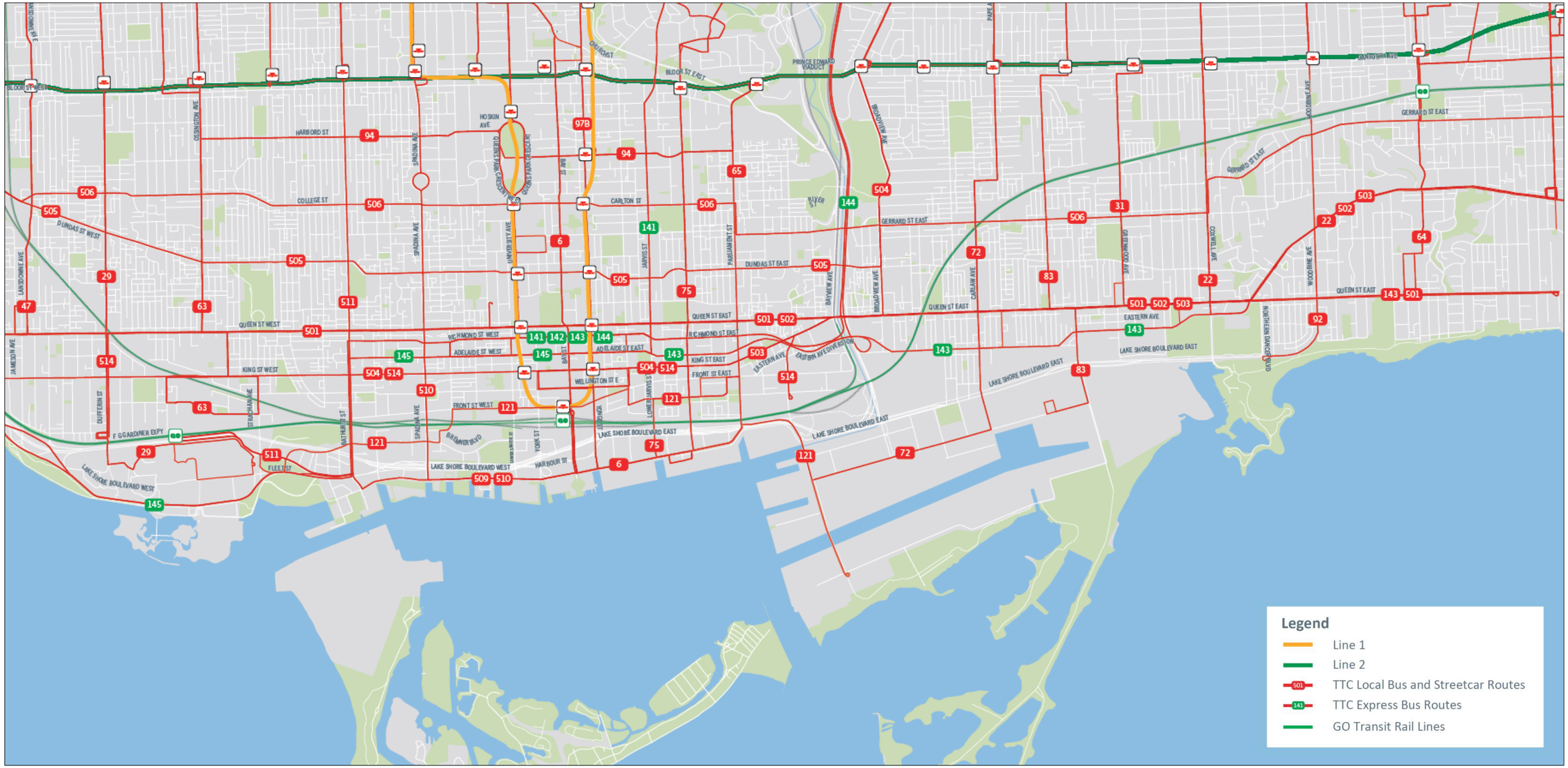
Source: **TTC Service Summary – July-August 2016**, **GO Transit Lakeshore West Line Schedule – June 2016**

Figure 3.3: Transit Routes in the Waterfront Transit Study Area (Western Section)



Source: **City of Toronto, Toronto Transit Commission** | Cartography: Steer Davies Gleave

Figure 3.4: Transit Routes in the Waterfront Transit Study Area (Eastern Section)



Source: **City of Toronto, Toronto Transit Commission** | Cartography: Steer Davies Gleave

In addition to TTC and GO Transit services, MiWay bus services also connect to local transit services in the study area at Long Branch and Sherway Gardens. A summary of connecting MiWay services are outlined in Table 3.2.

Table 3.2: Summary of MiWay Service Connecting to Local Services in the Waterfront Transit Study Area

Route	Waterfront Transit Study Area Connection	Frequency	
		Peak	Off-peak
4 Sherway Gardens	Sherway Gardens	2 trips an hour	2 trips an hour
5 Dixie	Long Branch	3 to 4 trips an hour	2 to 3 trips an hour
23 Lakeshore	Long Branch	4 trips an hour	1 to 2 trips an hour

Source: **MiWay Schedules, July 2016**

3.2.4 Planned Transit Network

Chapter 2 discusses a number of transit planning initiatives that will have an impact on the transit solutions for the Waterfront. Those initiatives are summarized in Table 3.3.

Table 3.3: Relevant Transit Plans in the Waterfront Transit Study Area

Relevant Transit Plans	Description
Regional Express Rail (RER)	• Plan to electrify, as well as provide more frequent and all-day two-way service on most GO corridors, • Potential to provide a fast, and convenient alternative to streetcar and subway service for Toronto residents, particularly those passengers travelling longer distances east-west in the Waterfront Transit study area
Fare Integration Strategy	• Metrolinx study is underway to determine their preferred integrated regional fare structure • City is also undertaking a study to propose a more equitable GO fare structure within the City, and when future GO-RER services become operational • Negotiated fare policy between the City and Metrolinx will influence ridership that RER can attract within the City, which in turn could influence the type of local transit that is preferred for a Waterfront Transit solution
New GO-RER Stations	• Plan for new stations on existing GO lines in conjunction with RER, which will potentially influence ridership for a Waterfront Transit solution • Station locations for initial assessment in the initial 10-year plan include Liberty Village (King and Atlantic area), East Harbour (former Unilever site), Gerrard Street-Carlaw Avenue area, and Spadina Avenue-Front Street, with Park Lawn identified as a potential future station
SmartTrack	• In coordination with Metrolinx's own initiatives, the City is planning to build on the RER plan by providing additional service along the Stouffville-Lake Shore-Kitchener GO corridors and more stations, including an integrated fare structure

Relief Line	• Early plans for a new subway line connecting the Line 2 east of the Don River to Line 1 in the Downtown core
	• Currently preferred alignment is generally along Pape Avenue, Eastern Avenue, and Queen Street, and will:
	  ◦ Connect to new growth areas including East Harbour (former Unilever site) and West Don Lands
	  ◦ Influence transit demand patterns in the Port Lands, East Bayfront, Lower Don Lands, and the Eastern Beaches
	  ◦ Potentially relieve existing and future transit demand on other east-west corridors, including Queen Street, King Street, and Queens Quay

Relevant Transit Plans	Description
East Bayfront Transit	• Plans and completed environmental assessment to introduce a new streetcar line in a dedicated right-of-way along Queens Quay East • Based on the plan from the approved environmental assessment, significant investment would be required to reconfigure the portal connecting to the Bay Street tunnel, and expanding the Union Station streetcar terminus • Corridor on Queens Quay East will form part of the overall Waterfront Transit solution
Port Lands + South of Eastern Transportation and Servicing Master Plan	• Master plan preferred transit network calls for new streetcar lines further south along Cherry Street and on an extended Broadview Avenue, as well as on Commissioners Street. Service from Commissioner's street could provide new service along to the existing Leslie Street streetcar tracks (currently in place to provide a link from the north to the Leslie street streetcar barns).

3.3 Existing Travel Patterns

3.3.1 Existing Travel Flows

Using available travel behaviour data from the 2011 Transportation Tomorrow Survey (TTS), the following sections describe the current travel flows in each of four identified segments in the Waterfront Transit study area.

It is important to note that this assessment is based on weekday morning peak period travel behaviour, and focuses only on trips with origins and destinations in the subareas under discussion. Trips that pass through a subarea are not included in the analysis.

Long Branch to Humber River (South Etobicoke)

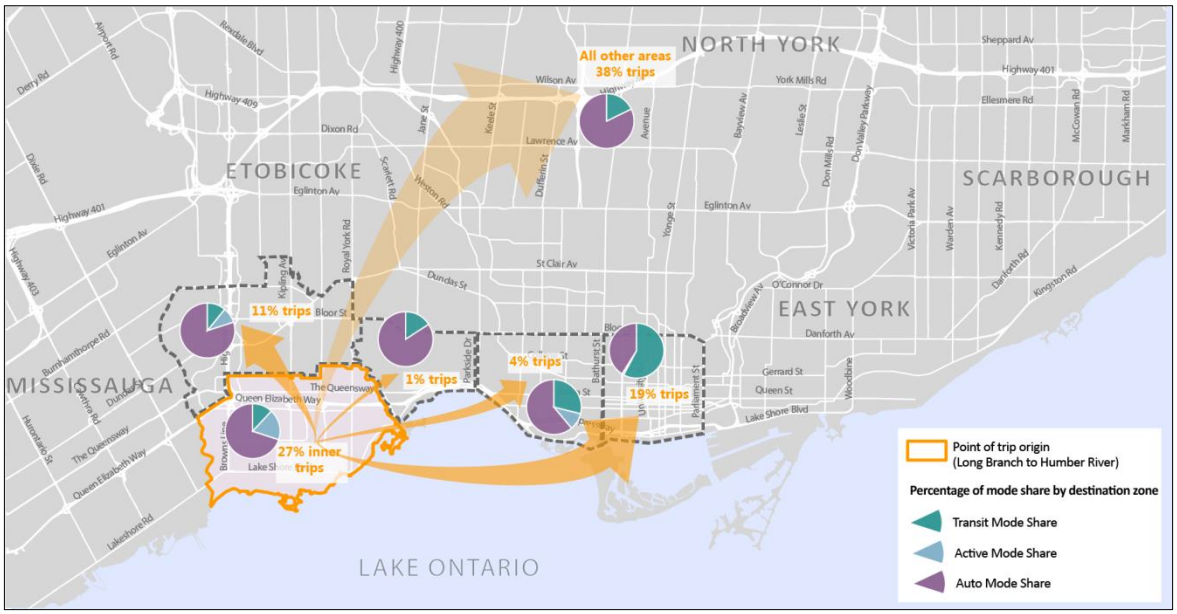
This section of the study consists of industrial and large scale retail employment, as well as a notable college campus (Humber College), along with residential development in a variety of different scales. Travel flow in southern Etobicoke is fairly even in the weekday AM peak period (6:00 am to 9:00 am), with approximately the same number of trips entering and leaving the subarea—each with approximately 31,000 total trips on all modes.

Figure 3.5 shows the major travel patterns from this subarea during the AM peak period.

There are opportunities to provide improved transit and active transportation infrastructure for local travel and boost current mode share figures towards more sustainable modes. Among those outbound trips during the weekday AM peak period in this subarea, 27 percent of total trips start and end within the subarea. Among these internal trips, 18 percent are made by active modes, while 15 percent of trips are made by transit.

Trips heading to the Downtown core make up a total of 19 percent of total trips in the region. Within this travel connection, transit makes up 58 percent mode share, with only one percent through active modes. This still leaves some 40 percent using auto-related modes.

Figure 3.5: Travel Patterns for Outbound Trips in the AM Peak Period – Long Branch to Humber River

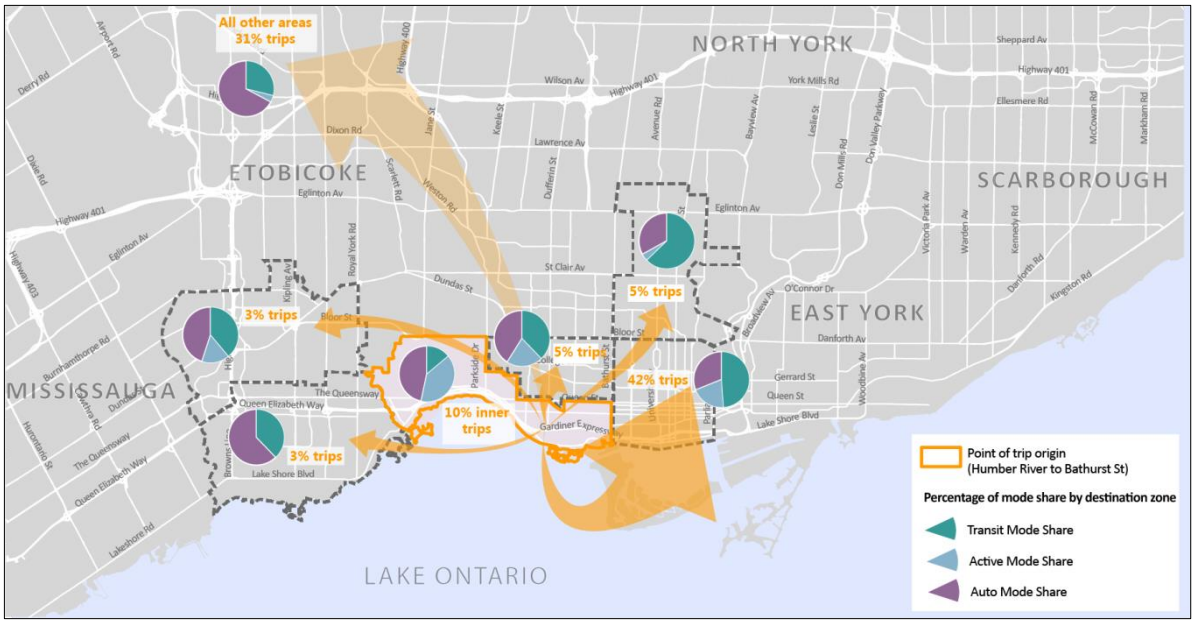


Source: **Transportation Tomorrow Survey, 2011**| Cartography: Steer Davies Gleave

Humber River to Bathurst Street

This subarea consists predominately of residential development of various scales and mixed-use 'Avenues', as well as parks and special events uses, including Exhibition Place. During the AM peak period, there are more trips leaving than entering the subarea (approximately 15,000 versus 7,000 trips). Figure 3.6 shows the major travel patterns from this subarea during the AM peak period.

Figure 3.6: Travel Patterns for Outbound Trips in the AM Peak period – Humber River to Bathurst Street



Source: **Transportation Tomorrow Survey, 2011**| Cartography: Steer Davies Gleave

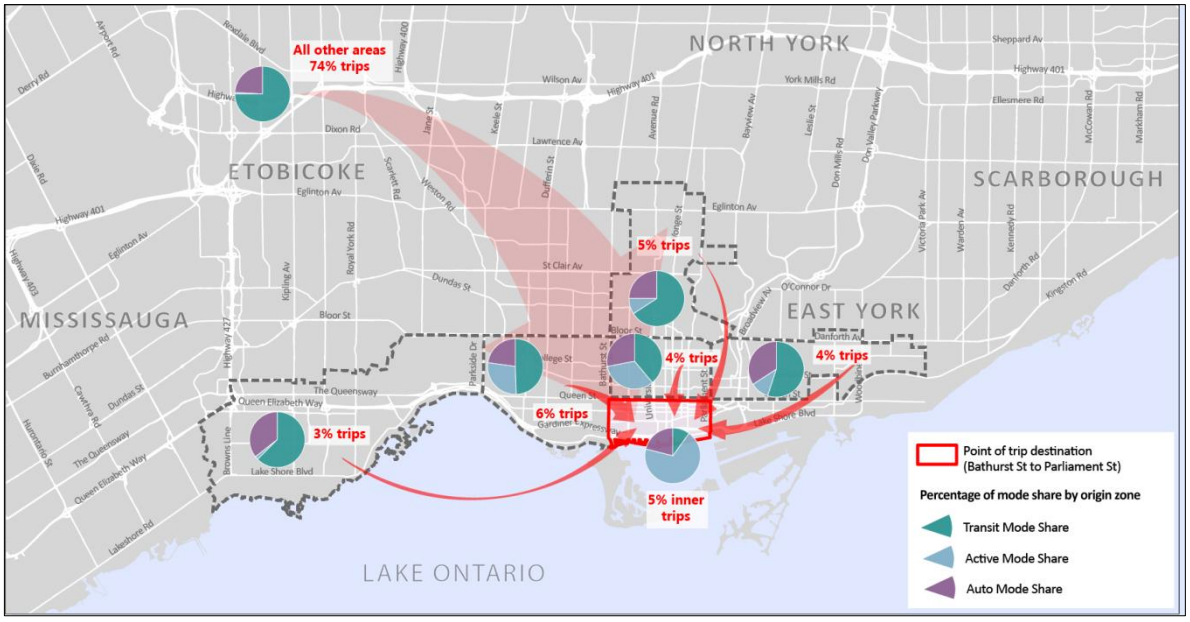
For AM peak period trips originating in the subarea, 42 percent of trips are destined to the Downtown core, and half of those trips (7,300 trips) are transit trips and 20 percent are walking and cycling trips. While some of those 7,300 trips may travel north-south and connect with Line 2, a majority of those users would rely on east-west King Street and Queen Street transit corridors to reach their destination—both of which have limited transit capacity.

There are approximately 3,600 trips made internally within the subarea, making up 10 percent of total trips. Among those 3,600 trips, 39 and 14 percent of the trips are made by active modes and transit respectively.

Bathurst Street to Parliament Street

As the Downtown core and principal transit hub in the Greater Toronto and Hamilton Area, this subarea accounts for the greatest amount of trips with approximately 131,000 total trips destined to the area. Because both the expansive GO Transit commuter rail network and the TTC subway network converge on the subarea, it offers unparalleled accessibility and transportation capacity, making it unique in the wider region. Figure 3.7 and Figure 3.8 show the major travel patterns to and from the subarea, respectively, during the AM peak period.

Figure 3.7: Travel Patterns for Inbound Trips in the AM Peak Period – Bathurst Street to Parliament Street



Source: **Transportation Tomorrow Survey, 2011**| Cartography: Steer Davies Gleave

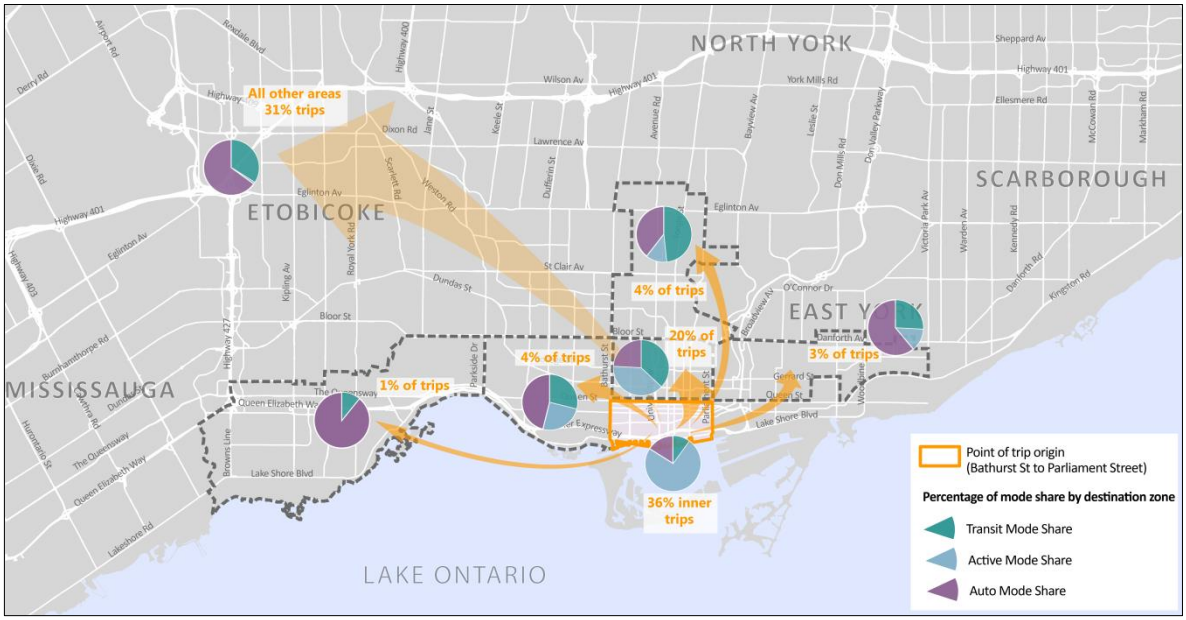
Specifically focusing on trips destined to the Downtown core area there are no notable concentrations of trip origins within the region. The adjacent areas, as shown in Figure 3.7, each make up four to six percent of total trips.

Looking more closely at mode shares in the highlighted areas, the percentage of walking, cycling and transit trips range from 65 to 80 percent. For the areas just east and west of the Downtown core, transit trips make up 55 and 50 percent respectively. West of Downtown (from as far as South Etobicoke), a total of 8,500 trips are destined to the Downtown core subarea in the AM

peak period. Transit demand between these areas, without changes to the regional fare structure to make GO-RER services an attractive option, will mean that riders must continue to rely on existing Queen and King services, which is already demonstrating constrained capacity under existing mixed traffic operations.

Similar patterns exist to the east (as far as the Beaches). A total of 5,000 transit trips are made in the AM peak period. Some of these passengers may use services on Gerrard Street and Carlton Street, but a large proportion of users would use services on Queen Street.

Figure 3.8: Travel Patterns for Outbound Trips in the AM Peak Period – Bathurst Street to Parliament Street



Source: **Transportation Tomorrow Survey, 2011**| Cartography: Steer Davies Gleave

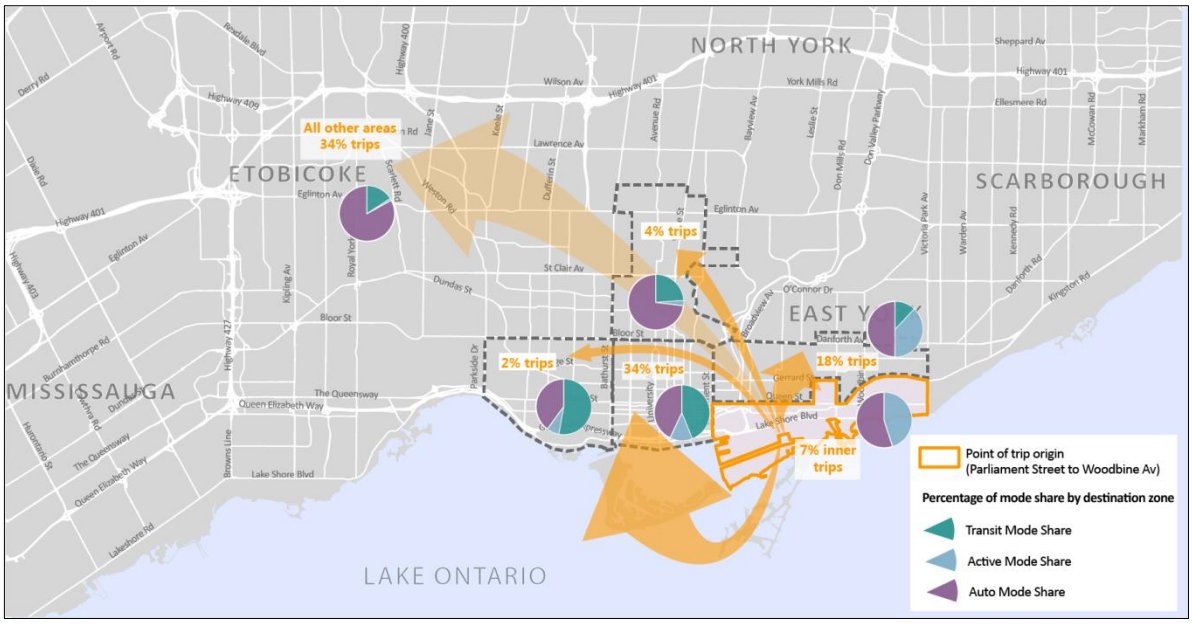
There are only 7,000 trips originating from the subarea in the AM peak. Of these trips, 36 percent are internal trips, with a further 31 percent destined to all other areas in the region. It is important to recognize that 20 percent of trips are destined to areas immediately north of Queen Street, between Bathurst and Parliament Street. The area exhibits strong active mode use, with more than three quarters of internal trips being active.

Parliament Street to Woodbine Avenue

This subarea, encompassing an area generally within Parliament Street, Queen Street, Victoria Park Avenue, and Lake Ontario, currently represents a small scale of trips in the overall Waterfront Transit study area. While residential communities exist in the Distillery District, West Don Lands, and the Beaches, a majority of the lands are under-utilized large scale industrial and retail employment uses. As a result, this area is one of the most significant in terms of future growth in the City.

Figure 3.9 shows the major travel patterns from the subarea during the AM peak period.

Figure 3.9: Travel Patterns for Outbound Trips in the AM Peak Period – Parliament Street to Woodbine Avenue



Source: **Transportation Tomorrow Survey, 2011** | Cartography: Steer Davies Gleave

In the AM peak period, approximately 4,000 and 2,000 trips start and end in this subarea respectively. For those trips originating in this subarea, 34 percent of trips are destined to the Downtown core—of which 44 percent are made by transit and 13 made by active modes.

Flows to areas immediately north are 18 percent of the total outbound trips, with a majority of them made by vehicles, 38 percent made by walking and cycling, and 12 percent made by transit.

Around 7 percent (approximately 500) trips are internal to the subarea, and of these trips, almost half use active modes while a little more than half use vehicles. No internal trips use transit.

3.3.2 Transit Corridor Volume

Currently, east-west travel within the Waterfront Transit study area includes surface streetcar and bus routes operating primarily along Queen Street, King Street, the Queens Quay, Lake Shore Boulevard, and The Queensway. The primary routes operating along these corridors include 143 BEACH EXPRESS, 145 HUMBER BAY EXPRESS, 501 QUEEN, 502 DOWNTOWNER, 503 KINGSTON RD, 504 KING, 509 HARBOURFRONT, and 510 SPADINA.

On GO Transit, passengers can currently travel on the Lakeshore West Line to and from Long Branch, Mimico, Exhibition, and Union stations.

An assessment of passenger volumes was conducted to understand the level of demand on existing east-west corridors and to identify the potential scale to which further enhancements are required. Using available passenger on-off data from the Toronto Transit Commission (various years between 2010 and 2015) and GO Transit (collected in 2013), the accumulated volumes of major east-west routes in the study area has been mapped.

As discussed in Section 3.2.3, TTC made some notable changes to east-west routes, including the introduction of new routes, 514 CHERRY and 121 FORT YORK-ESPLANADE, as well as the rerouting of the 72 PAPE route. Data from these routes were not included in the volume maps.

The accumulated volumes were calculated by dividing the key east-west corridors into small segments, including Lake Shore Boulevard, the Queensway (east of Humber Loop), King Street, Queen Street, Fleet Street-Queens Quay West, as well as on Richmond Street and Adelaide Street (where current express services operate). The length of each corridor segment is approximately 500 metres and is divided on major perpendicular streets.

For each route, the accumulated passenger load was obtained by direction for each individual stop. Each corridor segment includes multiple stops on the route. To attribute one passenger volume value for that segment of the route, the maximum accumulated passenger load value for all stops within that segment was used. In instances where more than one routes operate along a corridor, the accumulated passenger value for those routes was added together.

The following subsections describe the passenger volumes on major east-west routes within the study area.

Long Branch to the Downtown Core

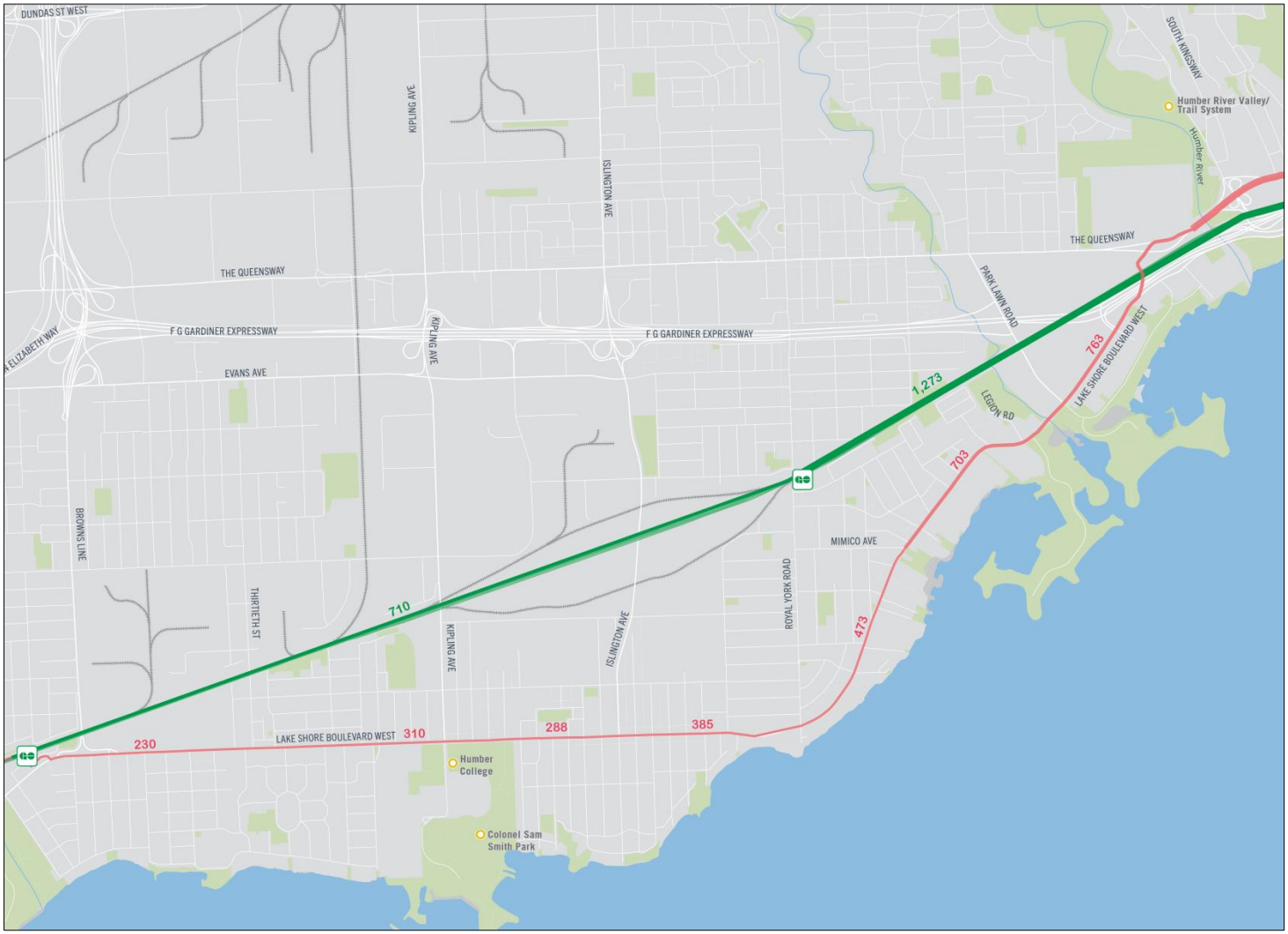
Figure 3.10 and Figure 3.11 show the eastbound passenger volumes along Lake Shore Boulevard West (in Etobicoke), The Queensway, Queen Street, King Street, Adelaide Street, Fleet Street, and Queens Quay West from the specified routes from Long Branch to the Downtown core. The maps were separated into two figures for clarity.

From Long Branch to the Humber River, TTC east-west passenger volumes during the AM peak period accumulate steadily, reaching more than 750 passengers in the eastbound direction. East of the Humber River, volumes further accumulate along the Queensway reaching a total of more than 1,400 passengers just west of Roncesvalles Avenue. Along Queen Street and King Street, volumes continue to increase as services reach closer into the Downtown core, reaching approximately 2,700 passengers on each corridor just east of University Avenue. Assuming that AM peak hour volumes make up half of AM peak period volumes, approximately 1,400 passengers travel along the Queen and King corridors each at the peak point.

Current passenger levels in the peak hour are expected to be even higher, as the obtained passenger data may not reflect the unprecedented growth in the City, particularly in areas near the King-Liberty community.

A March 2016 TTC report on improved transit service in central Downtown indicated that the total passengers in the busiest hour of service on 504 KING have already surpassed 2,000 passengers at the peak point. While the restructuring of the services on King Street and the introduction of new streetcars on 514 CHERRY will help to provide some additional capacity on the corridor in the near term, the sheer passenger volumes observed on a service that runs in mixed traffic will lead to operating conditions that would cause transit user frustration. Additionally, the 2,000 passengers observed on 504 KING may not account for passengers who have already diverted to other routes like Line 2—preferring the increased vehicle travel speeds and reliability of the subway over the existing streetcar in mixed traffic. Providing greater east-west capacity will be essential to continue to support growth in transit travel and to improve transit operations in the long-term.

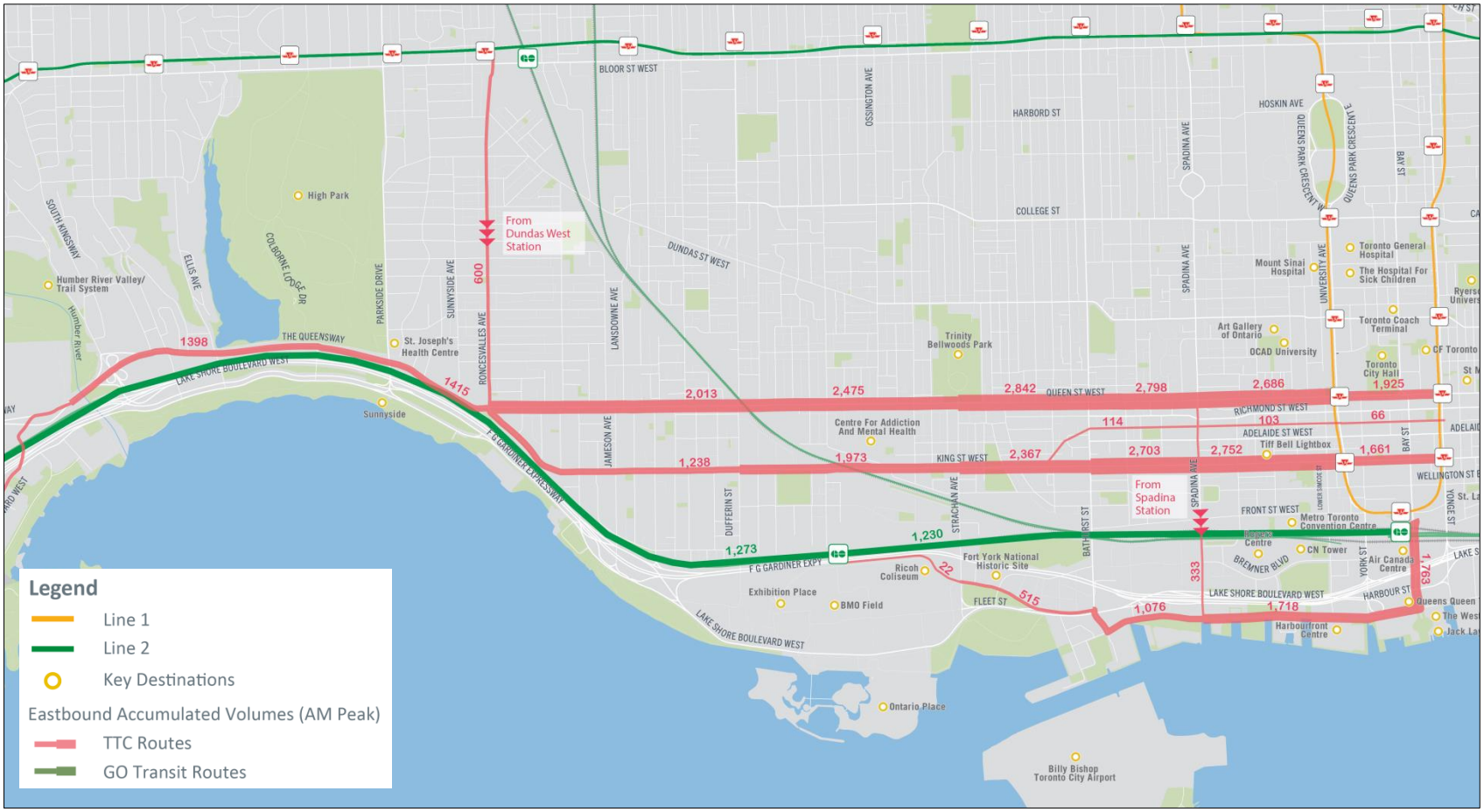
Figure 3.10: Eastbound Volumes (from Long Branch to Humber River) by Corridor Section in the Weekday AM Peak Period



Source: **Toronto Transit Commission On/Off Counts** | Cartography: Steer Davies Gleave

Note: For map simplicity, the small volume of trips on the 143 HUMBER BAY EXPRESS was incorporated into the volumes on Lake Shore Boulevard West, The Queensway, and King Street west of Bathurst Street). The volumes then emerge onto the Adelaide Street corridor.

Figure 3.11: Eastbound Volumes (from the Humber River to Downtown) by Corridor Section in the Weekday AM Peak Period



Source: **Toronto Transit Commission On/Off Counts** | Cartography: Steer Davies Gleave

Note: For map simplicity, the small volume of trips on the 143 HUMBER BAY EXPRESS was incorporated into the volumes on Lake Shore Boulevard West, The Queensway, and King Street west of Bathurst Street). The volumes then emerge onto the Adelaide Street corridor.

Along the central Waterfront, around 1,800 passengers travel in the AM peak period eastbound on Queens Quay and connect at Union Station. Currently two services (509 HARBOURFRONT and 510 SPADINA) operate to Union Station. Various plans and EAs (including the 2010 East Bayfront EA) have identified that any additional services into the Union Loop would require an expansion of the current underground terminus.

In addition to TTC services, GO Transit's Lakeshore West Line provides an alternative for east-west travel. As shown in Figure 3.10 and Figure 3.11, passenger volumes within the study area on the Lakeshore West Line (meaning passenger volumes on services calling at Long Branch, Mimico, Exhibition, and Union and not taking into account ridership before Long Branch) accumulate steadily along the corridor towards the Downtown core. For these City-based trips, fewer than 1,300 passengers travelled through the peak point during the AM peak period.

There appears to be additional capacity available to accommodate more City-based riders. The current lack of an integrated and competitive fare policy between GO and TTC, and the levels of service frequency between the two service types, may be a factor contributing to the comparatively limited number of passengers on the Lakeshore West Line in the study area.

Eastern Beaches to the Downtown Core

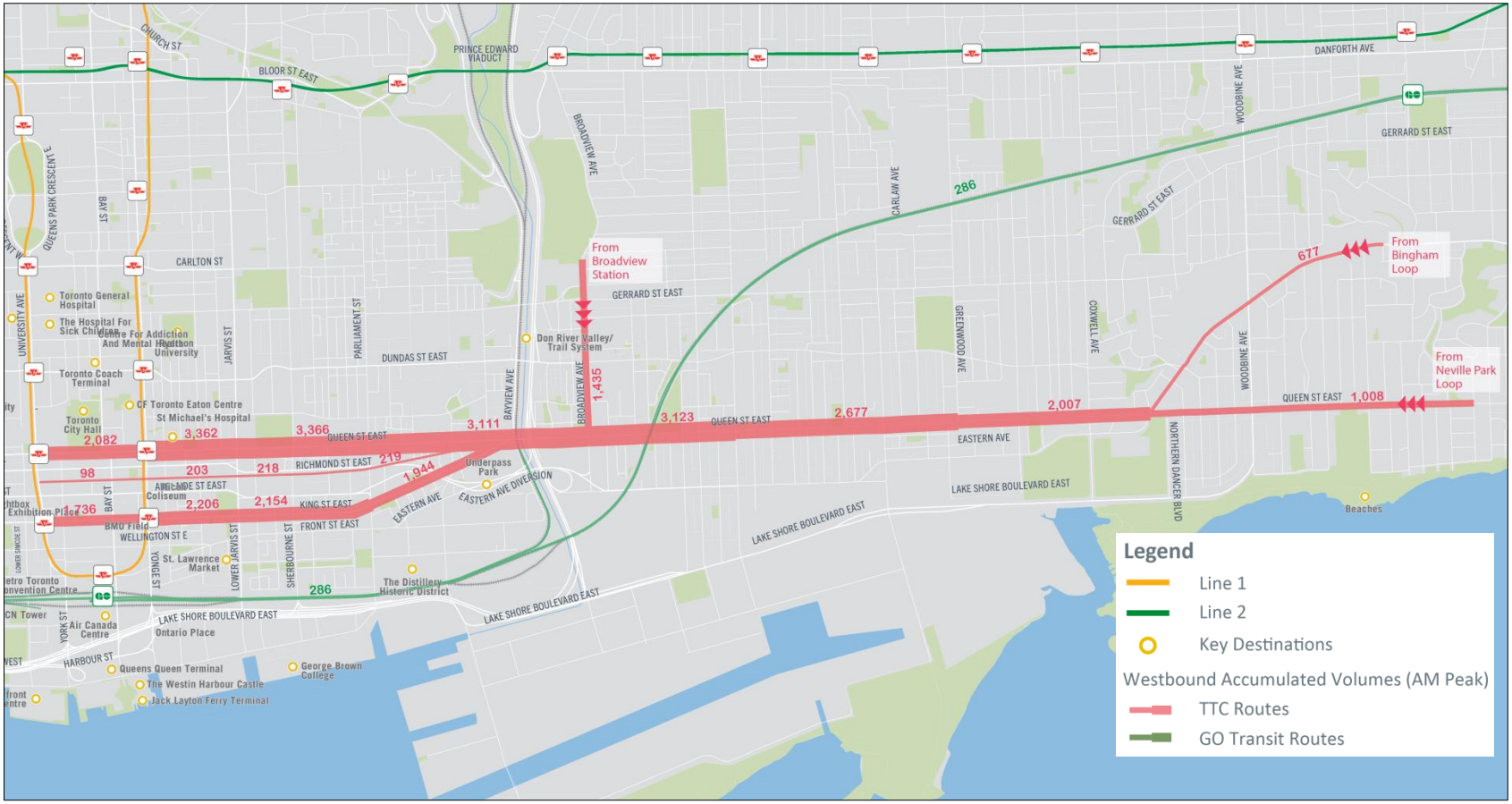
Figure 3.12 shows the peak direction (westbound) volumes along King Street, Queen Street, and Richmond Street from the Eastern Beaches to the Downtown core during the weekday AM peak period.

From the eastern Beaches communities into the Downtown core, passenger volumes during the AM peak period accumulates steadily, as shown in Figure 3.12. Passengers from 503 KINGSTON RD feed onto Queen Street, along with 501 QUEEN AND 502 DOWNTOWNER for a majority of Queen Street east of the Don River. The 504 KING further feeds onto Queen Street at Broadview Avenue services. Approximately 300 passengers travel westbound from Danforth GO Station.

Just over 3,000 passengers travelling on Queen Street cross the Don River in the westbound direction. Just east of the Don River, some streetcar routes then diverge on other corridors onto King Street and Wellington Street, while others remain on Queen Street. In total, nearly 6,000 passengers travel towards the Downtown core along the three corridors at the peak point just before reaching Yonge Street.

The typical capacity range for streetcars in mixed traffic is approximately 2,000 passengers per peak hour. Assuming that AM peak hour volumes make up half of AM peak period volumes, both corridors are reaching near capacity levels based on the current conditions—with 1,700 and 1,100 passengers travelling in the peak direction on Queen Street and King Street respectively. As peak hour passenger volumes reaches capacity within the current mixed traffic conditions, operational issues become more common—with increased passenger overcrowding, slow operating speeds, operating delays, and diminishing schedule reliability.

Figure 3.12: Westbound Volumes (from the Eastern Beaches to Downtown) by Corridor Section in the Weekday AM Peak Period



Source: **Toronto Transit Commission On/Off Counts**| Cartography: Steer Davies Gleave

Note: For map simplicity, the small volume of trips on the 145 BEACH EXPRESS was incorporated into the volumes on Queen Street (west of Parliament Street). The volumes then emerge onto the Richmond Street corridor.

3.4 Forecasted Travel Demand from Previous Studies

Understanding the overall future travel demand is important not only to understand how it could (or it could not) be accommodated within the current network, but also to determine the potential scale and phasing of transit improvements to address the Project Vision and objectives.

With significant planned change in population and employment growth in the study area, evolving plans in the regional transportation network (e.g. RER, regional fare integration, SmartTrack initiative, Relief Line), as well as moving to a 2041 future planning horizon, updated transportation modelling data is critical for future Waterfront Transit planning phases.

For this Phase 1 study, outputs from previous studies were used only to provide some indication of the levels of east-west travel in the study area. Based on this assessment, distinctions in projected ridership can be made for the key corridor segments.

In South Etobicoke, on Lake Shore Boulevard West between Long Branch and Park Lawn Road, it was forecasted that the passenger volume would reach up to 1,100 passengers at the peak point in the peak hour in the peak direction in 2031. These figures were based on previous 2008 TTC presentation materials for streetcar improvements on Lake Shore Boulevard.

Moving closer to the Downtown core, previous studies forecasted significant transit volumes for 2021 as part of the East Bayfront Transit EA study.

West of Union Station / Bay Street, AM peak hour demand in the peak direction on the Waterfront corridors (Bremner Boulevard and Queens Quay West) in 2021 was forecasted to be approximately 3,000 passengers in the peak hour eastbound towards the Downtown core. Adding to existing volumes on King Street and local branches of the Lakeshore GO West Line, the total volumes within the study area from the west was projected to total approximately 6,000 passengers in the AM peak hour.

East of Union Station / Bay Street, more than 4,000 passengers are projected at the peak point on Queens Quay East in the peak hour in the peak direction in 2021.

These transit demand forecasts from previous studies support the need of a higher order transit corridor in the study area, however the role and capacity of a Waterfront Transit line within a network solution is subject to further assessment in a Phase 2 study.

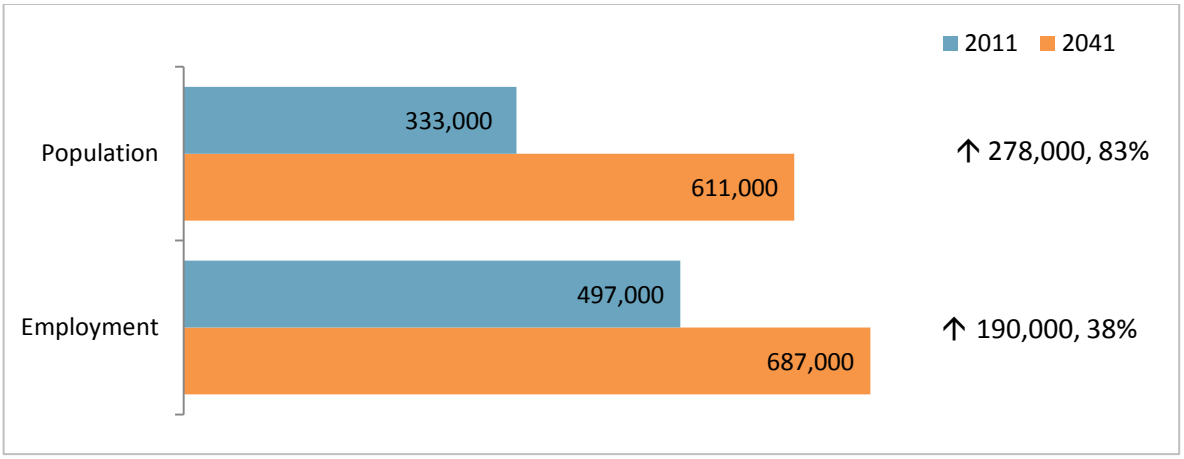
3.5 Existing and Planned Land Use

3.5.1 Population and Employment Growth

The Waterfront Transit study area includes many of the highest densities and the most rapidly growing areas in the Greater Toronto Area. As a result of continued demand for urban living, steadily increasing local economic growth, as well as provincial land use policies supporting growth and intensification within the region's built up area, portions of the Waterfront Transit study area have and are projected to continue to grow to 2041.

Figure 3.13 illustrates the projected growth in population and employment within the Waterfront Transit study area. As shown, population is projected to grow by approximately 278,000 (or more than 80 percent) from 2011 to 2041. Employment is expected to grow from 497,000 jobs to approximately 687,000 by 2041 (an increase of 38 percent)

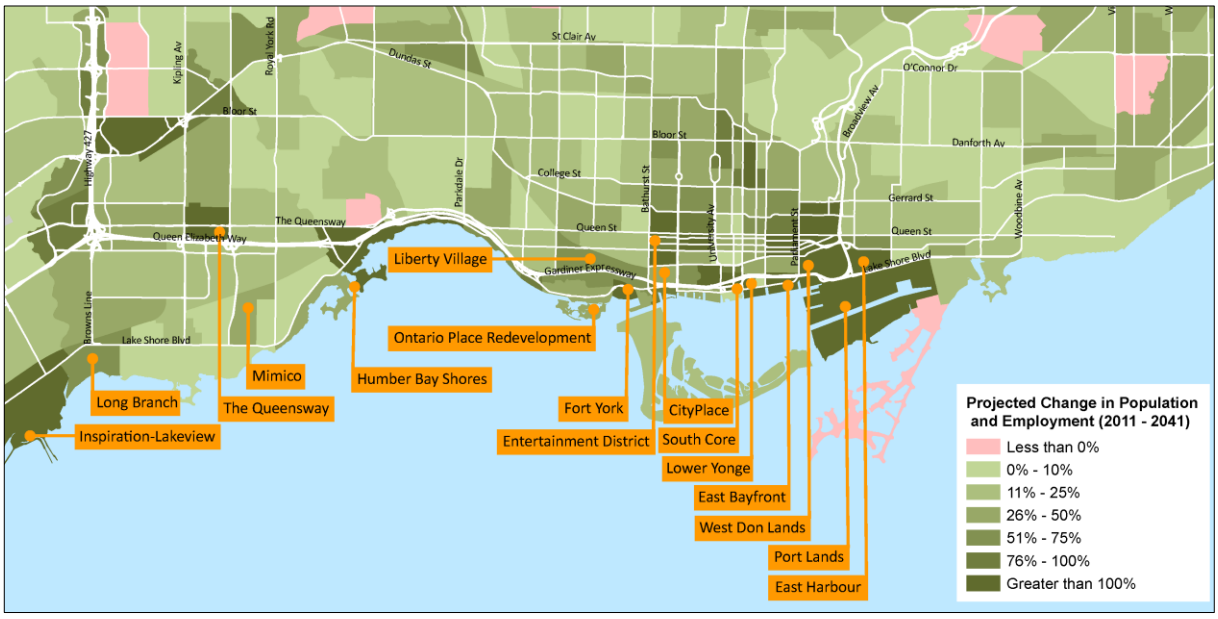
Figure 3.13: Growth Projections in the Waterfront Transit Study Area (2001-2041)



Source: **City of Toronto, City Planning Division**

Projected population and employment is not distributed evenly through the Waterfront Transit study area. There are specific communities that are expected to grow very rapidly, while other more mature lower-density residential and employment areas remain relatively stable within the 30-year horizon—consistent with the City's land use planning policies. Figure 3.14 shows the geographic distribution of projected change in population and employment from 2011 to 2041.

Figure 3.14: Spatial Distribution of Projected Population and Employment Growth in the Waterfront Transit Study Area



Source: **City of Toronto, City Planning division** | Cartography: Steer Davies Gleave

Within the past five years, notable high density residential growth has already taken place in the Humber Bay Shores, Mimico, the Queensway, Liberty Village, Fort York, CityPlace, Entertainment District, Southcore, West Don Lands. These areas are expected to continue to grow further in the

coming years. In terms employment growth, some office development has taken place in the Entertainment District, Liberty Village, Southcore and East Bayfront.

Continued growth in population and employment is also planned in a number of other areas including Long Branch, Lower Yonge, and the Inspiration-Lakeview community in Mississauga. Significant and transformational developments that are in the planning stages includes the Port Lands and East Harbour (former Unilever site) areas.

3.5.2 Major Attractions and Community Destinations

Population and employment growth will significantly increase the level of trips generated within the Waterfront Transit study area (particularly in the weekday peak periods). In addition, the high number of parks, recreational, and institutional uses in the study area will also drive trip generation.

Major attractions include Rogers Centre, CN Tower, Ripley's Aquarium, Toronto Railway Museum, Air Canada Centre, Harbourfront Centre (and other Queens Quay attractions), Exhibition Place (including BMO field and Ricoh Coliseum), Ontario Place, the Distillery District, and Billy Bishop Toronto City Airport.

Major parks and recreational destinations include Ashbridges Bay Park and the Eastern Beaches, Tommy Thompson Park, Cherry Beach, Corktown Common, Sugar Beach, Sherbourne Common, Fort York and Garrison Common, the Toronto Islands and the Jack Layton Ferry Terminal, HTO Park, Coronation Park, High Park, Marilyn Bell Park, Sunnyside Park, Humber Bay Park, Colonel Sam Smith Park, and Marie Curtis Park.

Major institutional uses include Humber College (Lakeshore campus), Trillium Health Partners (Queensway Health Centre), St. Joseph's Health Centre, Centre for Addiction and Mental Health, George Brown College (Waterfront campus).

The travel profile of these community destinations and major attractions are often different from each other and from population and employment lands, typically generating trips in the off-peak and weekend periods. For instance, trips to parks and major attractions would more commonly occur during the weekday evenings and on weekends. Major institutional uses would have a more evenly spread travel profile throughout the weekday daytime periods. This is a key consideration in a Phase 2 study, to ensure that mobility and accessibility needs are addressed in the planning and design (e.g. stop locations and spacing) process.

3.6 Key Findings and Future Considerations

The development of an integrated Waterfront Transit Network Vision requires the consideration of the unique land use and travel conditions within the Waterfront Transit study area. The following sections summarize key findings in the different segments of the study area.

3.6.1 Long Branch to Humber River

Transit in South Etobicoke needs to accommodate longer distance travel to the Downtown core while also serving the notable level of internal trips occurring within the community. Anticipated growth in the Humber Bay Shores, Mimico, Long Branch, southeastern communities in

Mississauga (e.g. Inspiration-Lakeview) is expected to increase the overall volume for travel in the area and will help to support the community revitalization.

Projected east-west ridership volumes on this section need to be updated based on new population and employment projections. This will assist in determining whether a Waterfront Transit Network solution should be prioritizing local service over longer commuter travel, and if Metrolinx's RER with a competitive fare structure within the City address longer trip demands.

3.6.2 Humber River to Strachan Avenue

Growth in communities such as Liberty Village has already contributed to significant increases in transit ridership on streetcar services on King Street and Queen Street. Overcrowded streetcars, schedule reliability issues, and slow transit travel times are notable symptoms of transit corridors reaching capacity. The recent changes to streetcar service on King Street—with the addition of the 514 CHERRY service—provides more frequent service in the section most heavily used in the corridor and greater vehicle capacity through the use of new low-floor streetcars.

Further growth in the area is expected with the planned redevelopment of Ontario Place and the growing number of attractions at Exhibition Place. This growth will not only provide greater demand for commuter travel, but also further expand the demand for off-peak and weekend travel. While these service changes could help improve service in the short-term, more substantive east-west capacity improvements are necessary to accommodate further growth.

These east-west capacity enhancements involve a combination of improvements:

- greater transit priority on existing streetcar lines—which could include current preliminary plans to introduce a transit mall concept for King Street, and
- developing new transit corridors—particularly to provide greater service coverage to Waterfront areas south of the rail corridor.

These capacity improvements also need to consider high quality connection provisions to GO-RER rail services at Exhibition Station and to the proposed Spadina Station.

3.6.3 Strachan Avenue to Parliament Street

From west of the Downtown core, considerable growth has already taken place in Fort York, Entertainment District, and CityPlace, which has led to significant increases in passenger volumes on King Street and Queen Street. With further growth planned for the future, additional east-west capacity is needed to provide a fast and reliable transit service. Creating greater transit priority for these corridors (including recent proposals to operate a transit mall on King Street) will help to add some capacity. New transit corridors are also necessary to add needed transit capacity and to provide better service coverage and network connections to planned growth areas near and south of the rail corridor.

Improving transit service to the East Bayfront area in the near future is a key priority. In the longer-term, appreciating the transit demands east of Parliament Street, including the potential transformational influence of emerging transit initiatives, is critical to assessing the appropriate Waterfront Transit Network solution.

3.6.4 Parliament Street to Woodbine Avenue

There has been fairly limited development in this section to-date. However, with significant projected increases in population and employment in the West Don Lands, Port Lands and East Harbour (former Unilever site), transit will play a transformational role in the revitalization and intensification plans. Preliminary proposals for the East Harbour site call for a new multi-modal transportation hub (where the Relief Line, GO-RER, SmartTrack initiative, and local transit services will converge) as well as a major employment destination with more than 50,000 jobs.

With these emerging development and transit initiatives, how will travel and transit patterns evolve, and influence Waterfront Transit demands are key questions to be assessed in a Phase 2 study.

In the communities close to the eastern Beaches, between Leslie Street and Woodbine Avenue, the transit role requires further investigation. Specifically, a Phase 2 study should determine whether accessibility to Waterfront destinations and a potential easterly extension is more desirable over enhanced connections to the regional network at the planned East Harbour transportation hub.

4 Vision and Objectives

4.1 Purpose of a Vision

The geographic area for the Waterfront Transit 'Reset' is long and expansive. A range of diverse neighbourhoods (where people live) and destinations (where people want to go) are present in the area. As such, there are a number of interconnected objectives for a Waterfront Transit Network.

Development of a mutually agreed upon Waterfront Transit Vision at the outset focused the City, stakeholders, public, and all others involved on the key elements of this project. This visioning process also highlighted those elements that will be integral to subsequent phases of Waterfront Transit development. By agreeing on a project Vision in Phase 1, project team members ensured that any differences of opinion on the project purpose were resolved before substantial volumes of work were undertaken and that all subsequent work– including concept identification and development– will align with this Vision. A well-defined Vision is also helpful in crafting the project objectives, which are typically used as the cornerstone for project evaluation and decision-making in phases to follow.

The Vision for the project explains the overall aim or purpose of the project, and provides a 'big-picture' focus. It will be referred back to as the project progresses to inform priorities and decision making. It was developed in consultation with the client and the public, resonating with both internal and external stakeholders for the project.

Project objectives provide further detail over and above the project Vision. They guide how the alternatives will be measured and compared against each other. Flowing from the Vision statement, the supporting objectives help to inform the detailed evaluation indicators and explain, justify, and prioritise trade-offs between options. Each objective is then supported by detailed criteria that will be used to measure and assess the relative performance of the options. It is important to consider how the objectives will be used to evaluate options during the development process.

When developing project objectives, it is important to consider the results that can be achieved given the available time, resources and project scope. As well as being important to option evaluation, it is also important that the objectives align with current City policy and priorities.

4.2 Process for Developing Project Vision and Objectives

Based on an understanding of the existing and future conditions and opportunities in the project area, a preliminary Vision statement was developed with the City, TTC and Waterfront Toronto

representatives through a series of meetings and a Visioning workshop (See Appendix A, Visioning Workshop). In particular, the Visioning workshop facilitated discussion on key opportunities and constraints that guided the development of supporting project objectives that would ensure a proper application of the Vision.

A preliminary Vision statement and objectives were presented at a Stakeholder Advisory Committee meeting. This committee, consisting of community, business and relevant agency representatives within the project area, endorsed this draft (See Appendix B Public Consultation Report). The Vision statement and supporting objectives were also published on the project website and presented to the public during the two meetings. No specific feedback related to the project Vision or objectives was received. General public comments received at these meetings support the project's Vision and related objectives.

4.3 Project Vision

The Vision for this and subsequent phases of the Waterfront Transit project is to:



Provide high quality transit that will integrate waterfront communities, jobs, and destinations and link the waterfront to the broader City and regional transportation network



4.4 Supporting Objectives

This Vision is supported by four objectives, which aim to:

Connect waterfront communities locally and to Downtown with reliable and convenient transit service:

- Promote and support residential and employment growth
- Provide more travel choices

Enhance accessibility (improved reliability and convenience) of transit service linking key destinations (employment, housing, institutional, education, cultural, recreational, commercial):

- Better connect people to everyday places
- Improve connectivity in neighbourhood improvement areas
- Make transit an attractive option for more trips
- Attract new transit riders
- Improve quality of life

Promote broader City and regional transportation network connections

Develop implementable and affordable solutions to address current needs and the flexibility to respond to future conditions.

5 Concept Development

Concepts for a Waterfront Transit Network solution were developed with the following considerations:

- addressing the established Project Vision and supporting objectives,
- reviewing previous studies corridor alternatives and assessments, and ensuring continued feasibility and / or validity,
- build upon the transit market assessment findings, and identified opportunities and constraints, including known recent concerns and emerging transit and high-density development initiatives, and
- input from Stakeholder Advisory Committee (SAC), the public and the study team.

Additionally, to guide the development of alternative network concepts, an appreciation of both:

- the proposed transit service operating characteristics (including the potential transit corridor carrying capacity) and
- the role of the Waterfront Transit solution (including the potential transit demand) are required.

Simply put, the proposed supply and the projected demand need to be aligned and understood.

Transit service operating characteristics are both a function of the transit mode, and, perhaps more important, the associated transit right-of-way configuration. Different permutations of transit mode and configuration will present varying operating characteristics related to the transit service's capacity, reliability, speed, and accessibility.

Typically, a transit right-of-way configuration has two major components:

- degree of transit priority or separation from vehicular traffic and
- stop and station spacing.

The greater the separation from vehicular traffic and greater the stop spacing is, the superior the proposed transit service's operating characteristics will be with respect to increased transit corridor carrying capacity potential, schedule reliability, and average operating speed.

However, this greater separation and spacing configuration may potentially present a less accessible transit solution with corresponding diminished levels of ridership. Additionally, costs rise as right-of-way separation is increased.

Depending on the role of the proposed transit solution and the projected transit demand, trade-offs may occur between the degree of transit priority on the roadway, physical separation from vehicular traffic, and stop spacing. The length of a proposed transit solution could also be a major consideration for a proposed transit solution's capacity, reliability, speed, and accessibility.

For the purpose of developing alternative concepts for a Waterfront Transit solution, it is assumed that the made-for-Toronto Bombardier Flexity Outlook streetcar technology will be used. This implies a number of operational aspects to be considered in the concept development:

- a single-ended vehicle requiring turn-back operations via a loop configuration,
- doors opening on the right side only, and
- TTC rail gauge.

The range of street-level configurations include enhanced streetcar operations in mixed traffic, streetcar / LRT operations in a dedicated transit right-of-way; and streetcar / LRT operations in a transit mall. This combination of transit technology and configuration presents a range of potential operating characteristics—capacity, average operating speed, and stop spacing—as summarized in Table 5.1, which was used to guide the concept development and evaluation. Impacts to operations, including construction projects and congestion on the roadway and at intersections, can impact operating speeds, and are not accounted for in the table.

Table 5.1: Types of Streetcar / Light Rail and its Associated Operating Characteristics

Configuration and Description		Typical Operating Characteristics			Example
		Outside TOcore	TOcore	Outside TOcore	
Streetcar in Mixed Traffic					
• LRV running in mixed lanes with vehicular traffic, that will be impeded by left turns along or crossing the transit corridor at intersections and at mid-block entrances/driveways, thereby reducing the transit service's reliability and speed, and the transit corridor's carrying capacity • Stops are typically closely spaced providing good access to transit (approximately 200 to 300 metres on average) but with either undesirable in-street or curbside stops, inefficient boarding and alighting—which further reduces the service's reliability and speed • Typically, operates at street level within the existing road right-of-way	**Capacity Range (pphpd)** **Average Operating Speed** **Stop Spacing**	< 2,000 people 12-18 km/h	< 2,000 people 10-16 km/h	< 2,000 people 12-18 km/h	 **Toronto – Dundas Streetcar** Source: **Wikimedia Commons**
Enhanced Streetcar					
• LRV generally running in mixed lanes with vehicular traffic, with potential for short dedicated transit lane segments to improve transit service reliability and speed, while being considerate to the local built character and environment • Stops generally remain closely spaced providing good access to transit, but with either undesirable in-street or curbside stops, inefficient boarding and alighting—which further reduces the service's reliability and speed • Enhancements aimed to improve the transit service's reliability and speed, and thereby expanding the transit corridor's carrying capacity, ○ Enhancements include: optimizing transit operations with fewer stop locations, introducing vehicle left turn restrictions along or crossing the transit corridor at signalized intersections, providing in-street stops/stations, and implementing transit signal priority along the transit corridor • Typically, operates at street-level within the existing road right-of-way, with potentially wider rights-of-way required to implement enhancements at problematic intersections	**Capacity Range (pphpd)** **Average Operating Speed** **Stop Spacing**	< 2,500 people 14-20 km/h	< 2,000 people 12-18 km/h	< 2,500 people 14-20 km/h	 **Toronto – King Streetcar** Source: **Wikimedia Commons**
Streetcar / LRT					
• LRV running in dedicated lanes separated from vehicular traffic, or significantly separated from vehicles except for short segments considering the local built character and environment, which limits vehicular traffic impedance by left turns at signalized intersections • Stops / stations are typically spaced further apart, approximately 400 metres on average, thereby reducing access to transit service • With efficient in-street stop / station design for boarding and alighting, in addition to fewer stops / stations and transit signal priority, the transit service's reliability and speed and the corridor's carrying capacity can be further improved with vehicle left turn restrictions along and / or crossing the transit corridor at the signalized intersections • Operating at street level, wider road rights-of-way are required to provide for the LRV dedicated lanes and in-street stops / stations, among other elements that are required to respond to the local built character and environment ○ Other elements include: cycling lanes, on-street parking, turning lanes, wider sidewalks, etc.	**Capacity Given Range (pphpd)** **Average Operating Speed** **Stop Spacing**	< 3,500 people 14-22 km/h	< 3,000 people 14-20 km/h	< 3,500 people 14-22 km/h	 **Toronto – Spadina Streetcar** Source: **Wikimedia Commons**
Transit Mall					
• LRV running unimpeded in a street along which vehicular traffic is prohibited, or greatly restricted by space (vehicular travel is limited to short segments or to one lane), by time (vehicular access is limited to certain hours), or by both • Unimpeded by vehicular traffic along the transit route (i.e. no left turns), combined with transit signal priority and closely spaced but efficient stop / station design for boarding and alighting, increased reliability and speed for the transit service, and therefore the transit corridor's carrying capacity, is provided • Associated with downtown areas with limited road right-of-way and some form of pedestrianization, whereby pedestrians and cyclists are freer to move in an enhanced public realm, a transit mall configuration is highly attractive and accessible for transit patrons	**Capacity Range (pphpd)** **Average Operating Speed** **Stop Spacing**		< 4,500 people >18 km/h		 **Strasbourg – Homme de Fer Station** Source: **Wikimedia Commons**

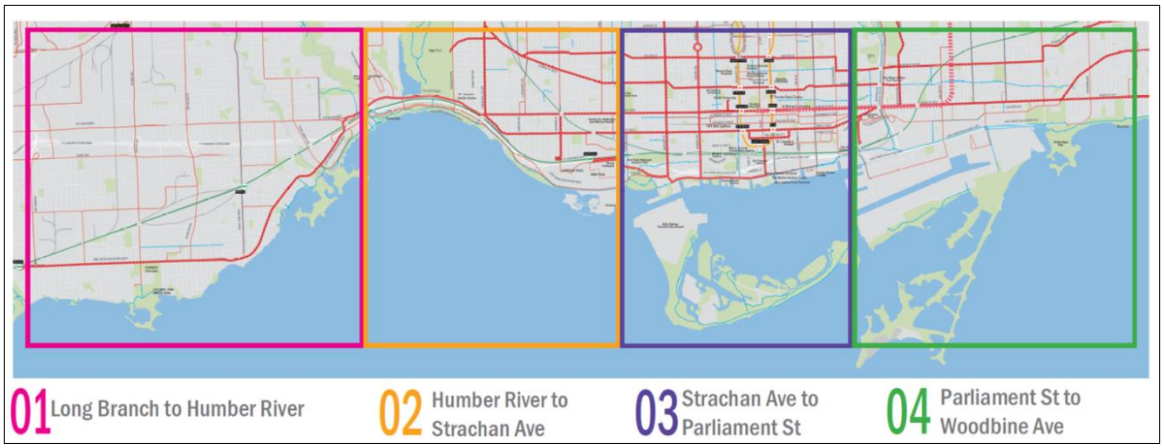
Notes:

1. Given as passengers, peak hour, peak direction (pphpd). Provided capacity range guided by **TRCP 165, Transit Capacity and Quality of Service Manual, Third Edition, 2013**, and local TTC operating experience.
2. Other assumptions include: Bombardier Flexity Outlook streetcar / light rail vehicle (LRV) capacity – 70 seats, 132 passengers service loading and 251 passengers crush loading; and, potential service frequencies ranging from three to five minutes.

5.1 Concept Development Approach

The Waterfront Transit study area is very large, spanning more than 21 kilometres west to east. The extensive geography and associated diverse transit needs led to a division of the study area into four segments. This was done to allow for focused concept development and assessment on segment-specific opportunities and constraints. It also facilitated the consultation process where local needs could be considered in light of the larger network planning context. The segments are shown in Figure 5.1.

Figure 5.1: Study Area Segments



For the purposes of identifying and assessing a wide range of potential Waterfront Transit Network solutions, Segment 3 was further divided into 'sub-segments':

- **Western Approach** – Includes concepts for a western approach to the Downtown core. These concepts will need to be compatible with the 'Serving Downtown' concepts.
- **Serving Downtown** – Introduced a family of concepts with unique transit service approaches to serving the Downtown core and the central Waterfront area. Ultimately, the assessment of these concepts is the most critical to completing an overall Waterfront Transit Network solution.

Each of the following subsections highlights key opportunities and constraints and a description of each developed concept for each segment.

5.2 Segment 1: Long Branch to Humber River

Stretching from the City's western border with Mississauga, this segment contains the Long Branch and Mimico GO Stations, and the neighbourhoods of Long Branch, New Toronto, and Mimico. There has been significant population growth along Mimico's lakefront (e.g. Humber Bay Shores), reinvigorating the need for more reliable and frequent transit service to the area. Major east-west transit travel is currently served by the 501 QUEEN streetcar line on Lake Shore Boulevard, connecting Long Branch and Humber Loops. The area is divided by the rail corridor running from just south of the Humber Loop to just north of Long Branch Loop. GO Train service operates on the rail corridor and offers local service at Long Branch and Mimico Stations.

Important Waterfront destinations include Humber Bay Park and Colonel Sam Smith Park, with several other smaller Waterfront beaches dotted along the area's lake shore. A major educational institution, Humber College's Lake Shore Campus, is also located in the area.

5.2.1 Opportunities and Constraints

Key opportunities and constraints within this segment include:

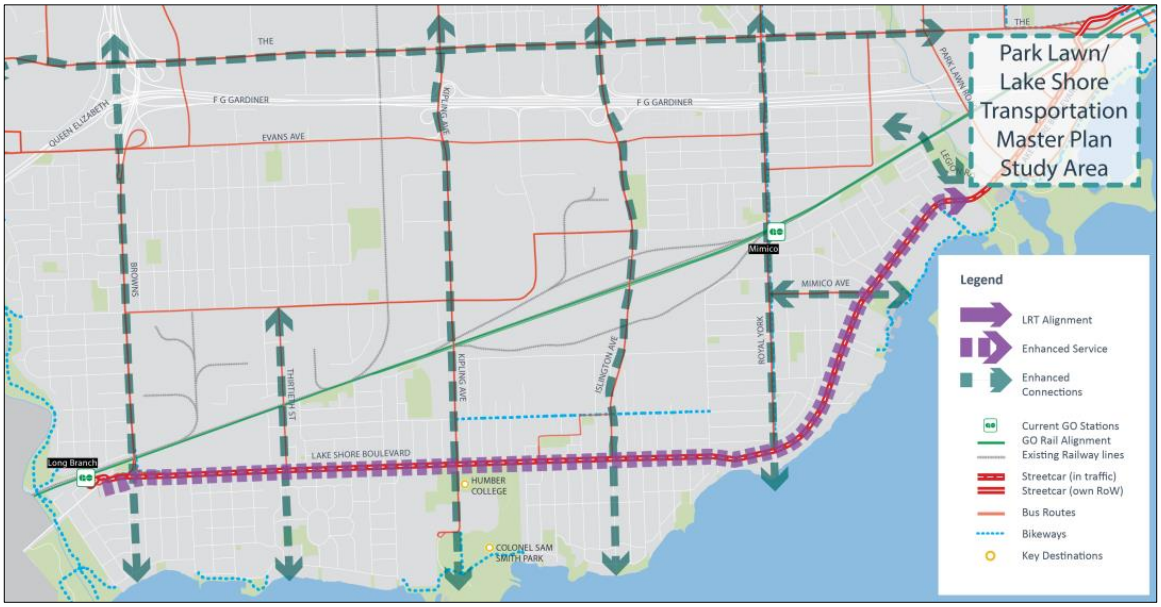
- opportunities to improve local transit travel within South Etobicoke due to population growth in Mimico and Humber Bay Shores has led to a significant increase in travel demand,
- opportunities for faster and more reliable transit connections to and from Downtown, as existing streetcar service operating is operating in mixed traffic, leading to less reliable service and longer trip times,
- narrow rights-of-way along segments of Lake Shore Boulevard and The Queensway,
- potential to capture new transit riders with improved service to the north and to Mississauga, and
- opportunities for improved interconnections with planned GO-RER services along the Lakeshore West line.

Three concepts were developed to take advantage of these opportunities while addressing these constraints.

5.2.2 Concept 1A – Enhanced Lake Shore Boulevard Transit Service

Concept 1A, illustrated in Figure 5.2, would enhance streetcar service along Lake Shore Boulevard West by improving transit operations along the route. Potential upgrades include Lake Shore Boulevard West left turn restrictions, north-south roadway turning restrictions, transit signal priority measures, and stop consolidation.

Figure 5.2: Concept 1A Map

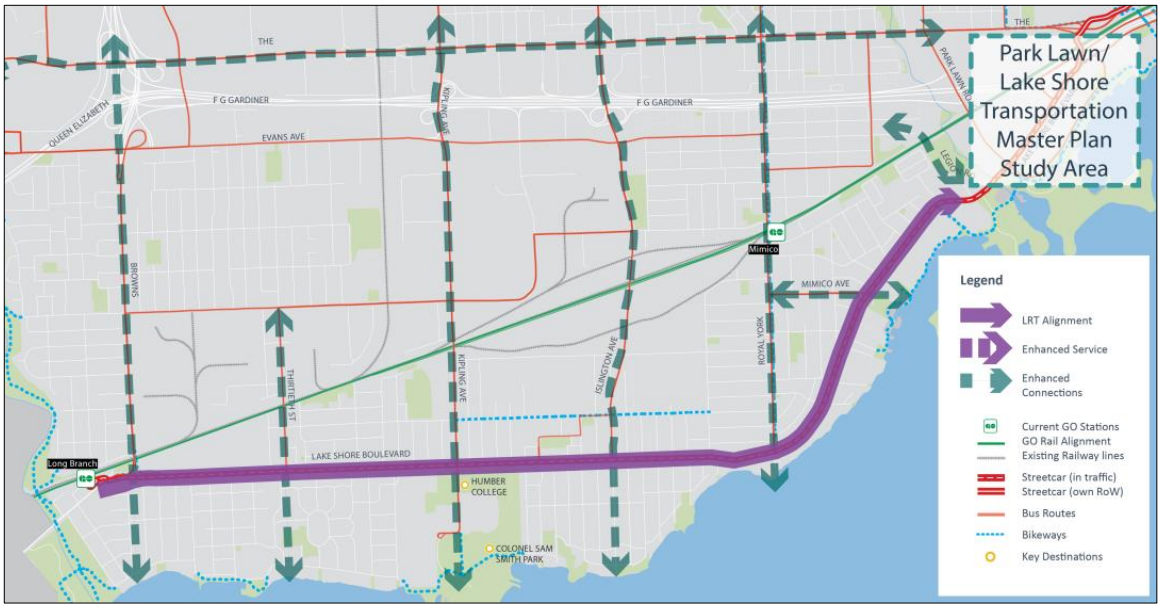


This concept would include more direct connections to GO stations (at Long Branch and possibly at a new station at Park Lawn, if implemented). It would also facilitate improved connections to MiWay services. Enhancements to north-south bus connections could be implemented to provide convenient and high quality connections at transfer points (e.g. improved transit patron amenities) and to the existing transit network (e.g. BRT-lite service to Line 2 and the future Etobicoke Growth Centre).

5.2.3 Concept 1B – Lake Shore Boulevard LRT

Concept 1B, illustrated in Figure 5.3, would reconfigure the existing streetcar line into an LRT service. For the most part this service would be along a dedicated transit right-of-way separated from traffic lanes and with fewer stops (a stop spacing of 400 metres is typical), subject to the local urban context, where mixed streetcar operations may remain.

Figure 5.3: Concept 1B Map



Similar to Concept 1A, this concept would provide more direction connections to GO stations and MiWay. The introduction of an LRT along Lake Shore Boulevard West would be installed in tandem with dedicated cycling tracks and pedestrian environment improvements.

Similar to Concept 1A, enhancements to north-south bus connections could be implemented to provide convenient and high quality connections at transfer points (e.g. improved transit patron amenities) and to the existing transit network (e.g. BRT-lite service to Line 2 and the future Etobicoke Growth Centre).

5.2.4 Concept 1C – The Queensway LRT

The Queensway is another major east-west arterial, located north of the Waterfront and the rail corridor. Concept 1C would introduce an LRT service in its own dedicated transit right-of-way along The Queensway. In general, the alignment would be separated from traffic lanes and have

greater stop spacing than the existing bus service (stop spacing of 400 metres is typical). This concept is illustrated in Figure 5.4.

Figure 5.4: Concept 1C Map

North-south bus connection enhancements could be implemented to provide convenient transfer points (e.g. improved transit patron amenities), but also high quality connections to the existing transit network (e.g. BRT-lite service to Line 2 and the future Etobicoke Growth Centre, and southerly to the Lake Shore).

Additionally, services on the existing 501 QUEEN along Lake Shore Boulevard West would be maintained and operational improvements could also be included as per Concept 1A.

5.3 Segment 2: Humber River to Strachan Avenue

Segment 2 is primarily served by the 501 QUEEN streetcar running from Humber Loop through to Downtown along The Queensway and Queen Street. It is also served by the 504 KING streetcar, running south along Roncesvalles Avenue then turning east along King Street. The 514 CHERRY streetcar running north from the Dufferin Loop to King Street and then turning east, also serves the area. The majority of residential and employment areas are divided from the Waterfront by the rail corridor and the Gardiner Expressway. GO service is provided to Exhibition Station, which is adjacent to the Exhibition Loop.

Waterfront destinations include Humber River, Sunnyside Beach and other parks that extend continuously east to Ontario Place. Exhibition Place is also a major destination in the area. Recent and continuing growth is occurring in the Liberty Village area, with predicted growth occurring south of the Queensway, west of Ellis Avenue.

5.3.1 Opportunities and Constraints

Key opportunities and constraints within this segment include:

- need for greater capacity and more reliable east-west travel alternatives from Roncesvalles Village, South Parkdale, and King-Liberty neighbourhoods to the Downtown core,
- opportunities for high quality transit connections in Liberty Village, which has experienced notable residential and employment growth, to capture latent transit demand and address a known gap in the current network,
- Ontario Place potential revitalization, which may require high quality transit service to facilitate the viability of new development,
- opportunities to provide better connections to Exhibition Place with increasingly more frequent and year-round activities, including sporting events at BMO Field (pedestrian flow into and out of this area is an important consideration), and
- opportunities to facilitate greater access to Waterfront parks and trails from areas north of the rail corridor, given that the rail corridor, Gardiner Expressway, and large elevation changes act as barriers.

Six concepts were developed in this segment to address these opportunities and constraints.

5.3.2 Concept 2A – The Queensway and LRT Bridge across Gardiner Expressway / Rail Corridor to Exhibition Place

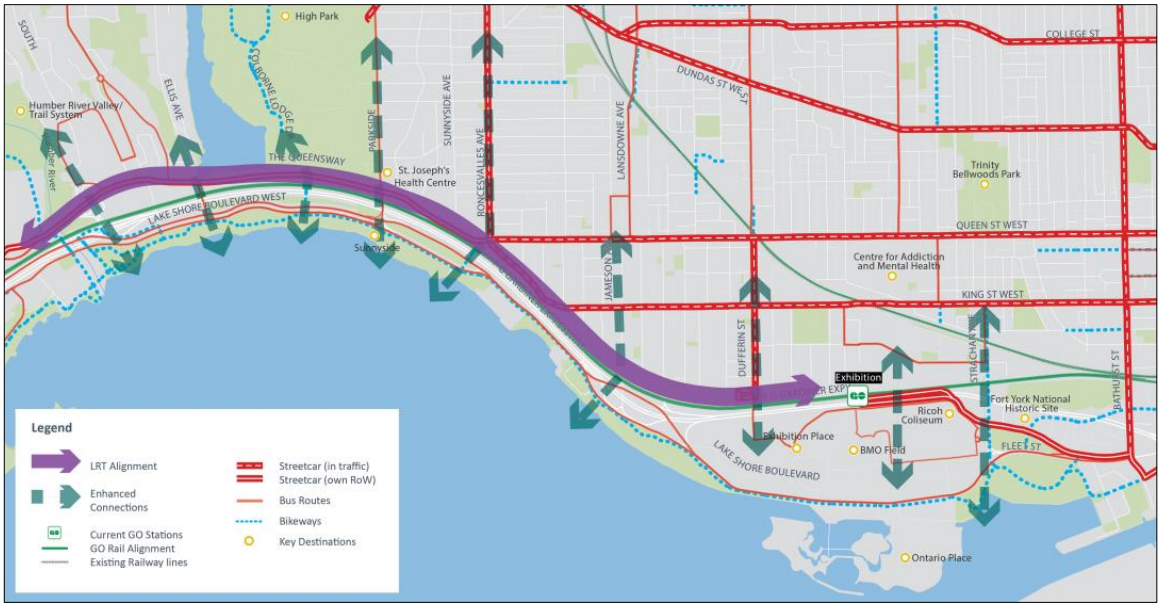
Concept 2A would connect to the existing dedicated streetcar right-of-way on The Queensway, west of The Queensway-Roncesvalles Avenue-King Street-Queen Street intersection, and continue easterly from this point along a new dedicated right-of-way. This new right-of-way would cross the rail corridor and Gardiner Expressway and then continue along the north boundary of Exhibition Place to connect with the existing Exhibition Loop, in the vicinity of the Exhibition GO Station, and connect with the existing dedicated streetcar tracks. The concept is illustrated in Figure 5.5.

Figure 5.5: Concept 2A Map

5.3.3 Concept 2B – The Queensway and LRT Alignment on Embankment North of Rail Corridor

Concept 2B, illustrated in Figure 5.6, is similar to Concept 2A in that it would follow the existing dedicated streetcar right-of-way along The Queensway. However, west of The Queensway-Roncesvalles Avenue-Queen Street-King Street intersection it would connect into a new dedicated transit right-of-way, running along the north embankment of the rail corridor to Dufferin Street. From Dufferin Street, it would continue easterly along the north side of the rail corridor, where the New Liberty Street has been proposed, to the vicinity of the Exhibition GO Station and Exhibition Loop.

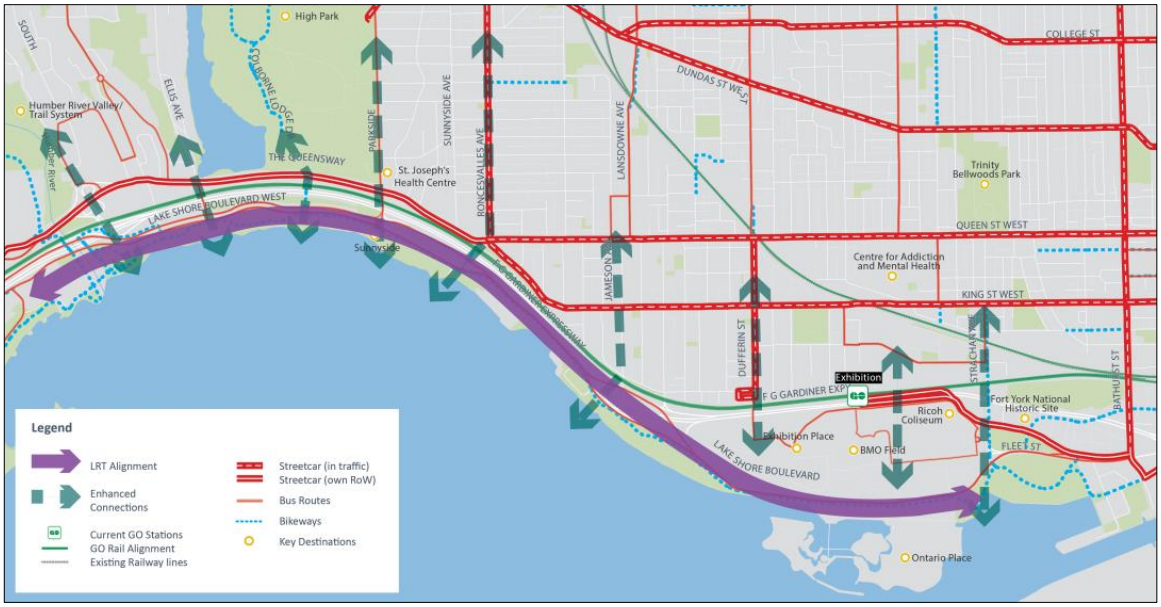
Figure 5.6: Concept 2B Map



5.3.4 Concept 2C – Lake Shore LRT Crossing Humber River to South Edge of Coronation Park

Concept 2C, illustrated in Figure 5.7, would introduce a new LRT alignment in its own dedicated right-of-way along Lake Shore Boulevard West from the Humber River to past Ontario Place. This alignment would require a new bridge across the Humber River.

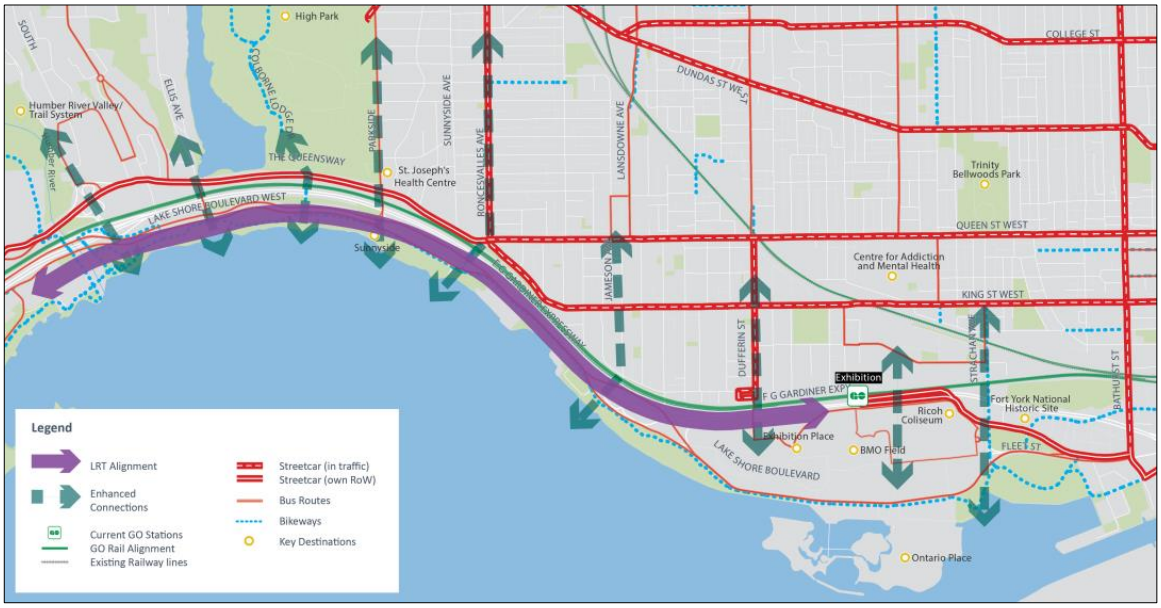
Figure 5.7: Concept 2C Map



5.3.5 Concept 2D – Lake Shore LRT Crossing Humber River to Exhibition Place

Concept 2D would introduce LRT service in its own dedicated right-of-way on Lake Shore Boulevard West to a point roughly where Dunn Avenue crosses the rail corridor. At this point, the alignment would continue east by crossing the Gardiner Expressway ramps and then along the north boundary of Exhibition Place to connect with the existing Exhibition Loop, in the vicinity of the Exhibition GO Station, and connect with the existing dedicated streetcar tracks. This concept is illustrated in Figure 5.8.

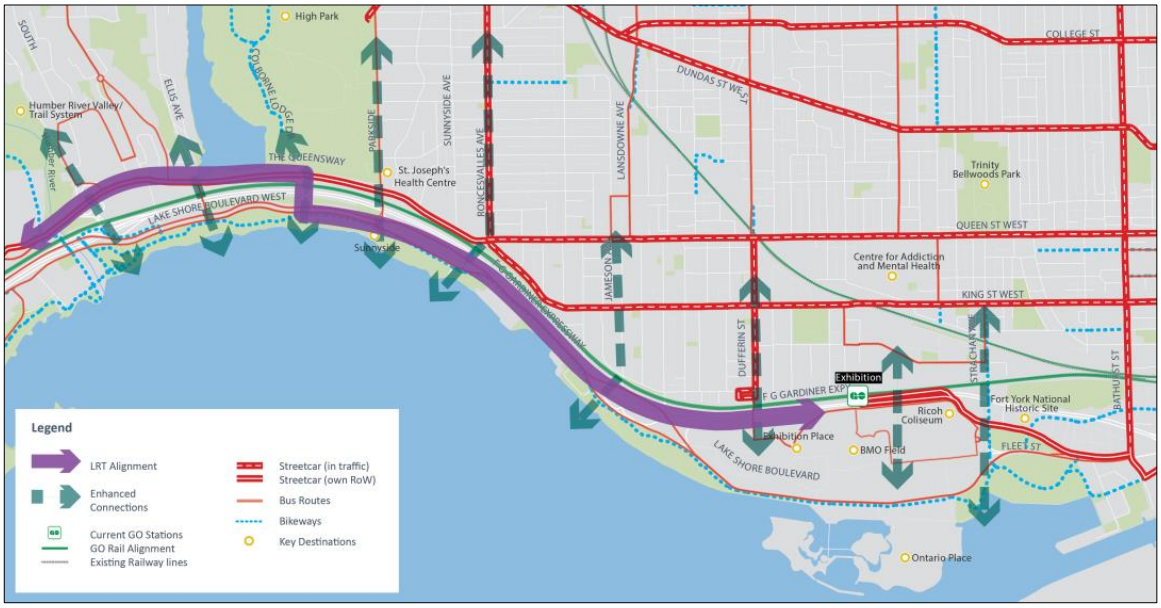
Figure 5.8: Concept 2D Map



5.3.6 Concept 2E – The Queensway / Colborne Lodge Drive / Lake Shore Boulevard to Exhibition Place LRT

Concept 2E, illustrated in Figure 5.9, would follow the existing Queensway dedicated streetcar right-of-way from Humber Loop to Colborne Lodge Drive, where it would turn south to Lake Shore Boulevard. A new dedicated LRT right-of-way would be introduced along Lake Shore Boulevard West to roughly a point parallel to where Dunn Avenue crosses the rail corridor. At this point, the alignment would continue east by crossing the Gardiner Expressway ramps and then along the north boundary of Exhibition Place to connect with the existing Exhibition Loop, in the vicinity of the Exhibition GO Station, and connect with the existing dedicated streetcar tracks.

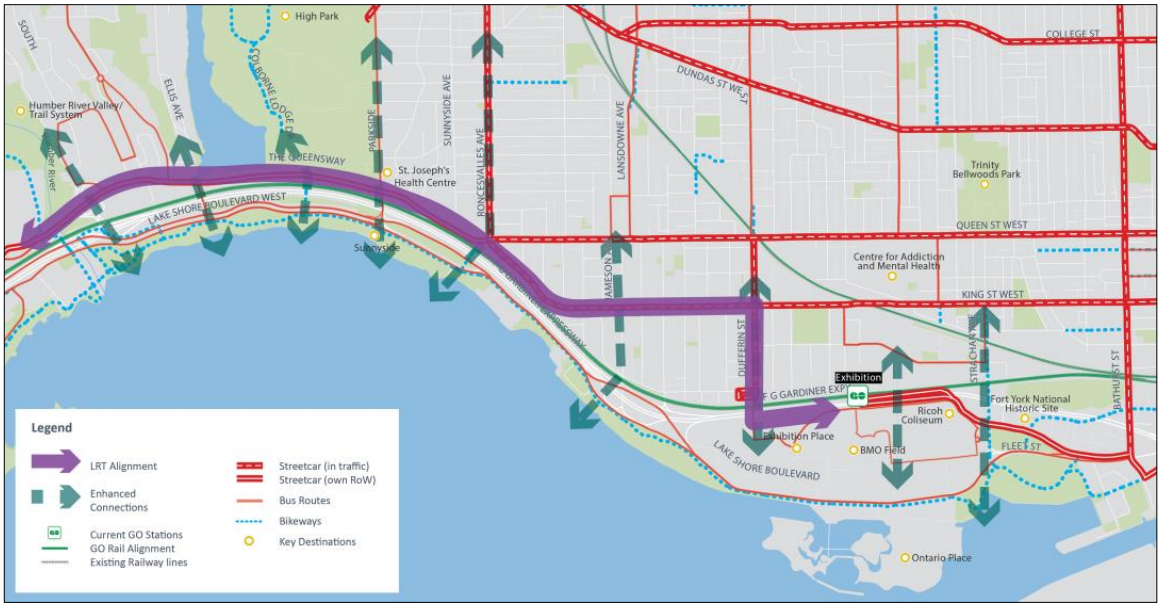
Figure 5.9: Concept 2E Map



5.3.7 Concept 2F – The Queensway / Dufferin Street / King Street LRT

Concept 2F, illustrated in Figure 5.10, would extend the existing dedicated streetcar right-of-way on The Queensway, through the Queensway-Roncesvalles-King-Queen intersection, and along King Street to Dufferin Street. At Dufferin Street the alignment would turn south, following an existing streetcar alignment, past the Dufferin Loop. At this point, the alignment would continue east along the north boundary of Exhibition Place to connect with the existing Exhibition Loop, in the vicinity of the Exhibition GO Station, to connect with the existing dedicated streetcar tracks.

Figure 5.10: Concept 2F Map



5.4 Segment 3: Strachan Avenue to Parliament Street (Western Approach)

This segment contains the City's Downtown core - a key hub for transit services, destinations and activities for the City and the region. Because of the complexity of possible solutions in this area, concepts were developed for two sub-segments: the western approach (from Strachan Avenue to Bathurst Street) and for the Downtown area (from Bathurst Street to Parliament Street).

5.4.1 Opportunities and Constraints

Key opportunities and constraints within this segment include:

- need for greater transit connections to serve the significant levels of redevelopment that have occurred and are projected to continue (most notable, this development is occurring near Fort York, CityPlace, the Entertainment District, Lower Yonge and East Bayfront),
- limited streetcar capacity at the current Union Station terminus limits overall transit capacity for a Waterfront Transit solution, presenting significant infrastructure costs to address, and
- opportunities are potentially available to identify short-term transit improvements to accommodate existing growth (e.g. increased service coverage and greater routing alternatives), while planning and protecting for longer-term infrastructure investments.

5.4.2 Concept 3A – Existing Fleet St / Bathurst St / Queens Quay LRT

Concept 3A, illustrated in Figure 5.11, would continue service from the west along the existing Manitoba Drive-Fleet Street streetcar alignment to the intersection of Bathurst Street-Fleet Street-Lake Shore Boulevard. Transit and traffic operational issues at this intersection would be improved through a reconfiguration of the streetcar tracks and traffic lanes.

Figure 5.11: Concept 3A Map

5.4.3 Concept 3B – Fleet Street / Fort York Boulevard / Bremner Boulevard LRT

Concept 3B is similar to Concept 3C where it would follow the existing Manitoba Drive-Fleet Street streetcar alignment to Fort York Boulevard. The alignment would then follow a new dedicated LRT right-of-way along Fort York Boulevard past Bathurst Street to Spadina Avenue. This concept is illustrated in Figure 5.12.

Figure 5.12: Concept 3B Map

5.4.4 Concept 3C – South of Rail Alignment / North of Rail Alignment / South of Front Street LRT

Concept 3C, illustrated in Figure 5.13, would introduce a new dedicated LRT right-of-way starting in the vicinity of Exhibition GO Station and Exhibition Loop. It would then follow an underground or elevated streetcar alignment across the rail corridor to meet with Front Street at Bathurst Street.

This concept would require coordination with a potential Metrolinx Union Station satellite station along Front Street between Bathurst Street and Spadina Avenue. Currently, Metrolinx is proposing a GO-RER station at this location (i.e. Spadina Station), but serving the Barrie GO Line only.

Figure 5.13: Concept 3C Map

5.4.5 Concept 3D – Lake Shore Boulevard / South of Coronation Park / Queens Quay LRT

Concept 3D would continue Concept 2C, which introduces a new dedicated LRT right-of-way along Lake Shore Boulevard West past Ontario Place. This concept is illustrated in Figure 5.14. In Segment 3, this concept would continue the new LRT alignment along Lake Shore Boulevard West until it reaches Coronation Park; it would then continue along a new right-of-way through the park to meet with Queens Quay at Bathurst Street.

Figure 5.14: Concept 3D Map

5.5 Segment 3: Strachan Avenue to Parliament Street (Serving Downtown)

The Downtown is a critical section of a Waterfront Transit Network. It presents the best opportunity for providing service to major attractors (employment, entertainment, and retail along with key Waterfront destinations) while also allowing for connections to other regional and City transit corridors.

To help understand the different potential approaches for serving Downtown, four families of concepts were developed, as summarized in Figure 5.15. These Downtown concepts were developed schematically to better specify how the Waterfront Transit Network connects with the existing and planned City and regional transit network in the Downtown, and to major Downtown core destinations.

Figure 5.15: Families of Concepts for Downtown

Family A

Union Loop Modification

- Considerable redesign of existing Union Loop either by:
  - Expanding current loop
  - Extend alignment easterly

Family B

New Second Downtown Loop

- Build a second terminus west of Union, with connections to regional transit, to serve western demand

Family C

Queens Quay Through Service

- Route service along Queens Quay with different configurations
- Requires enhanced north-south transit

Family D

Enhanced Local Network

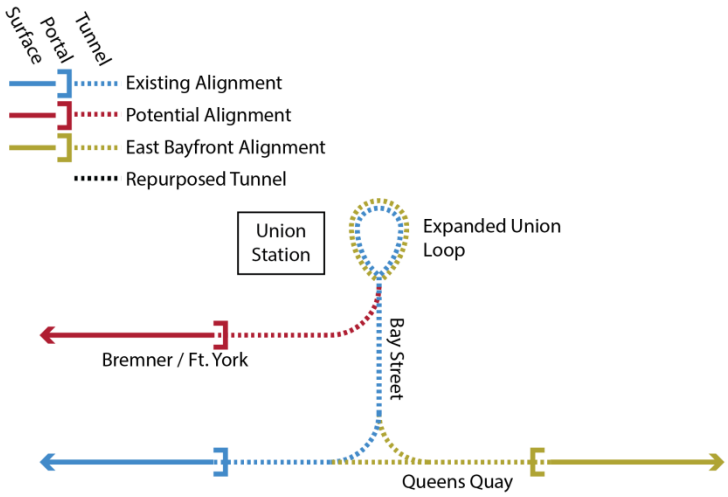
- Distribute service along the network using:
  - Existing alignments
  - New alignments

These concepts were developed at a more schematic level than concepts for other sections since actual alignment details and design will require detailed ridership modelling and operational microsimulation analysis.

5.5.1 Concept A.1 – Expanded Union Loop

The concept would expand the Union Loop to provide sufficient capacity to handle both existing streetcar alignments and the new Waterfront Transit Network. This concept has been approved through the 2010 East Bayfront EA study. Figure 5.16 is a schematic of the concept.

Figure 5.16: Concept A.1 Schematic



Waterfront Transit services could run into this expanded Union Loop by using a tunnel portal along Bremner Boulevard just west of the Air Canada Centre (see Concept 3B) then turning north to the Union Station loop. Alternatively, service could use the existing Queens Quay streetcar alignment to enter the existing tunnel portal.

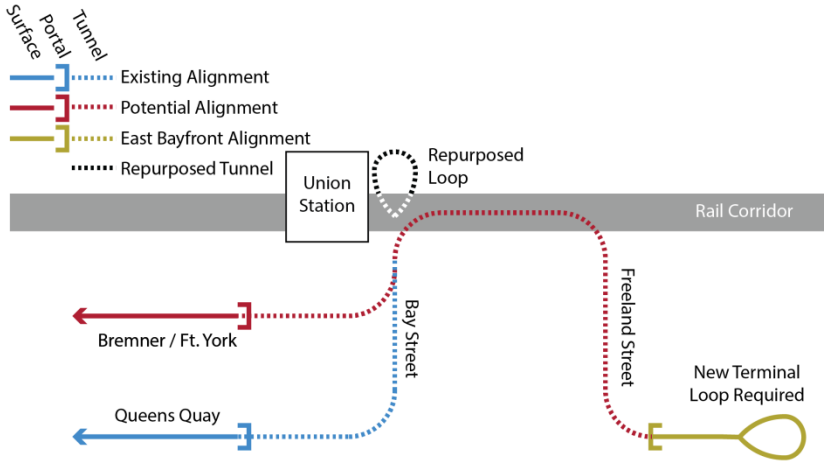
Operationally, through service could be continued along Queens Quay using the tunnel and portal proposed under the East Bayfront alignment, then continuing along Queens Quay East. Some (or all) service could be run north to the Union Loop.

5.5.2 Concept A.2 – Extend Underground Alignment Easterly

Concept A.2 would transform the existing Union Loop into an in-line station by building a new tunnel east under the railway corridor, then turning south to merge with the East Bayfront alignment on Queens Quay East via a north-south road (possibly Freeland Street or Cooper Street). Waterfront Transit service could be run from the west from Queens Quay along the existing Bay Street tunnel to the proposed new tunnel. Alternatively, service could be run along Bremner Boulevard to a new tunnel portal just west of the Air Canada Centre (see Concept 3B).

See Figure 5.17 for a schematic of the concept.

Figure 5.17: Concept A.2 Schematic

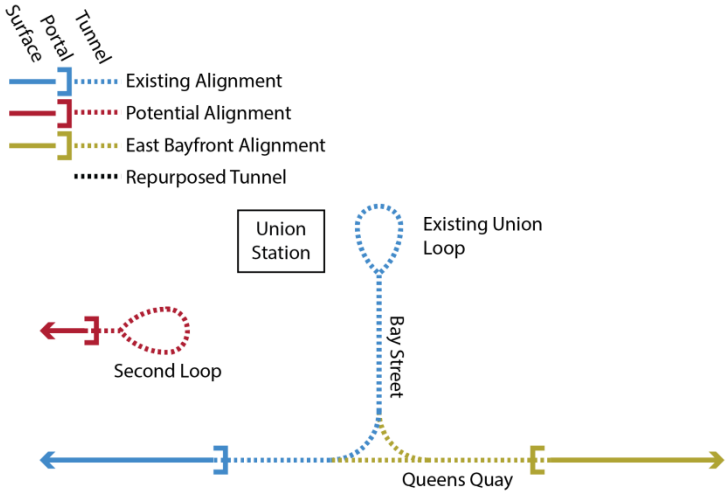


5.5.3 Concept B.1 – Second Loop

Considering that a major constraint on future Waterfront Transit solutions is the existing Union Loop operational capacity, this concept would introduce a new underground loop west of Union Station at a new multi-modal transportation hub, most likely at Metrolinx's planned GO-RER Spadina Station along Front Street between Bathurst Street and Spadina Avenue. Some or all Waterfront Transit service from the west would run into this new second loop (potentially using Concept 3B or Concept 3C), while other transit service could continue along the existing Queens Quay alignment.

Through service along Queens Quay would be routed on a new tunnel through to the East Bayfront alignment, as per the approved 2010 East Bayfront EA study, while maintaining the existing Union Loop for existing streetcar service. See Figure 5.18 for a schematic of the concept.

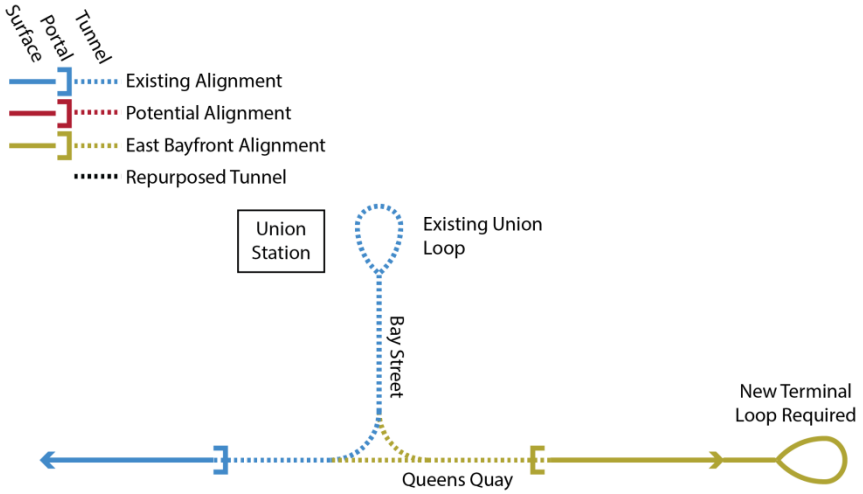
Figure 5.18: Concept B.1 Schematic



5.5.4 Concept C.1 – Tunnel By-Pass of Bay Street and Maintain Transit Service into Union Station

Concept C.1 would maintain the existing Union Loop. New Waterfront Transit service would be provided east of Bay Street along Queens Quay through a new tunnel, as per the approved 2010 East Bayfront EA study, and then following the proposed East Bayfront alignment. A new terminal loop for through service would be required to turn streetcars around. See Figure 5.19 for a schematic of the concept.

Figure 5.19: Concept C.1 Schematic



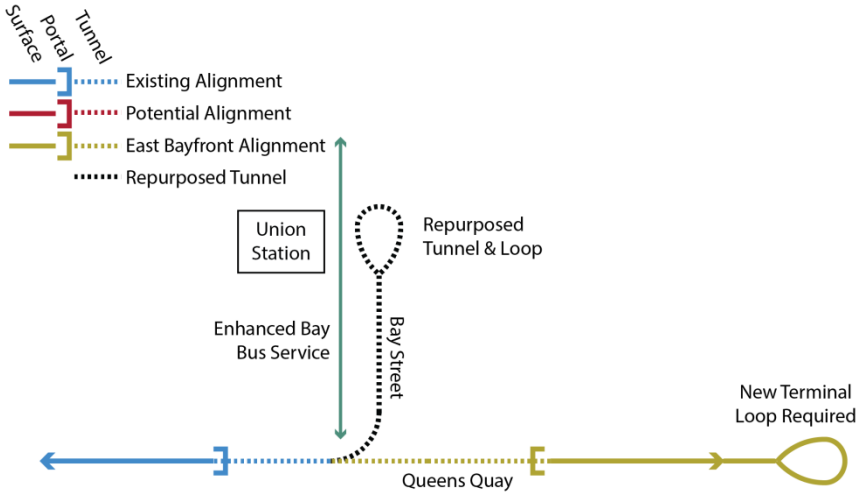
5.5.5 Concept C.2 – Tunnel By-Pass of Bay Street, Repurpose Bay Street Tunnel into Union Station

Similar to Concept C.1, the new Waterfront Transit service would be introduced east of Bay Street along Queens Quay through a new tunnel, as per the approved 2010 East Bayfront EA study, and then following the proposed East Bayfront alignment.

However, the Union Loop and Bay Street tunnel would be repurposed for other modes (e.g. moving sidewalk, PATH pedestrian connection, pedestrian and cycling connections – see Section 5.5.11). Additionally, transit service from Queens Quay to points north would be facilitated by enhancing bus service along Bay Street, and other north-south streets.

See Figure 5.20 for a schematic of the concept.

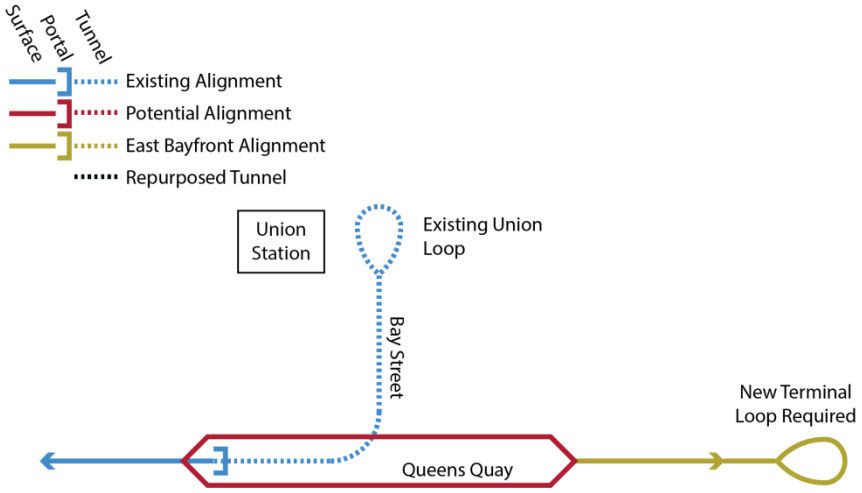
Figure 5.20: Concept C.2 Schematic



5.5.6 Concept C.3 – At-Grade By-Pass of Bay Street and Maintain Transit Service into Union Station

Concept C.3 is a variation of Concept C.2, however, through service would be provided along an at-grade by-pass around the existing Bay Street tunnel portal on Queens Quay West. The existing Union Loop would be maintained, with service operating as capacity allows. A schematic of the concept is shown in Figure 5.21.

Figure 5.21: Concept C.3 Schematic

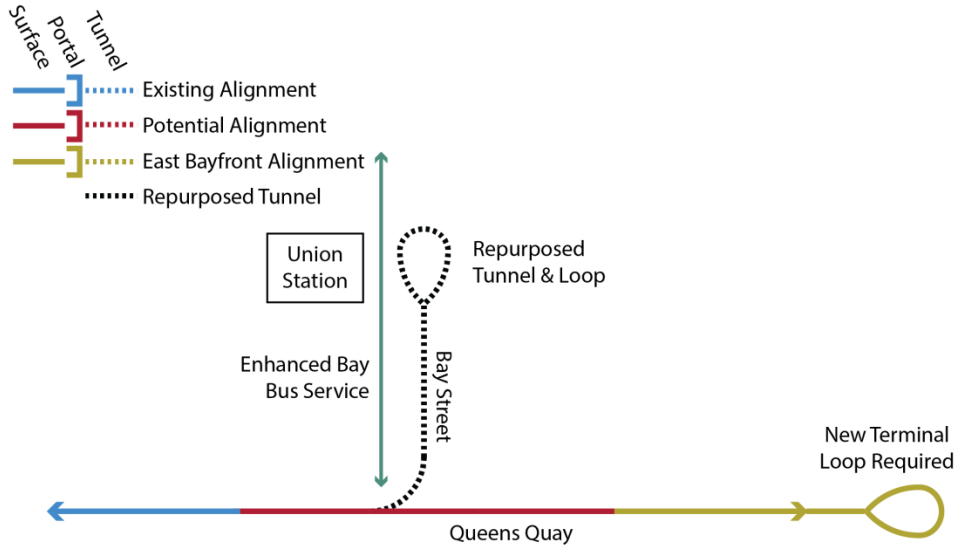


5.5.7 Concept C.4 – At-Grade By-Pass of Bay Street and Repurpose Bay Tunnel into Union Station

For Concept C.4, the existing Union Loop and Bay Street tunnel would be repurposed and north-south connections would be facilitated with an enhanced bus service along Bay Street to Union Station and to points north. Similar to Concept C.2, the existing Union Loop and tunnel would be repurposed for other modes (e.g. moving sidewalk, PATH pedestrian connection, pedestrian and cycling connections – see Section 5.5.11).

Through service along Queens Quay would be facilitated by the removal of the tunnel portal and the continuation of an LRT alignment easterly along the proposed East Bayfront alignment. A schematic of the concept is shown in Figure 5.22.

Figure 5.22: Concept C.4 Schematic



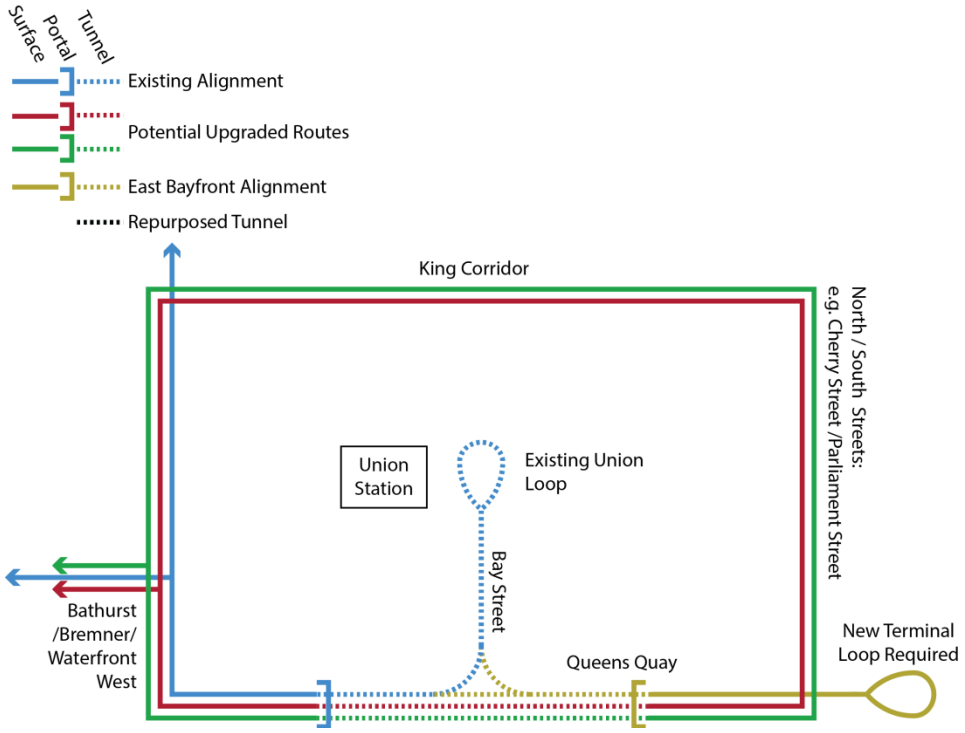
5.5.8 Concept D.1 – Distribute On Enhanced Local Network and Maintain Existing Loop

Concept D.1 would distribute new transit service on upgraded streetcar corridors through Downtown. Possible routing opportunities include running north-south along Bathurst Street or Spadina Avenue in the west, then running east-west along King Street in the north, north-south along Cherry Street or Parliament Street in the east to the approved East Bayfront alignment along Queens Quay.

Through service along Queens Quay past Bay Street would be run underground through the existing tunnel portal. The Union Loop would be maintained, with existing service using the loop as capacity allows.

In particular, this alignment would be supported by the outcome of TOcore and the King Street Visioning Study, where a potential transit mall configuration is contemplated. A schematic of this concept is shown in Figure 5.23.

Figure 5.23: Concept D.1 Schematic

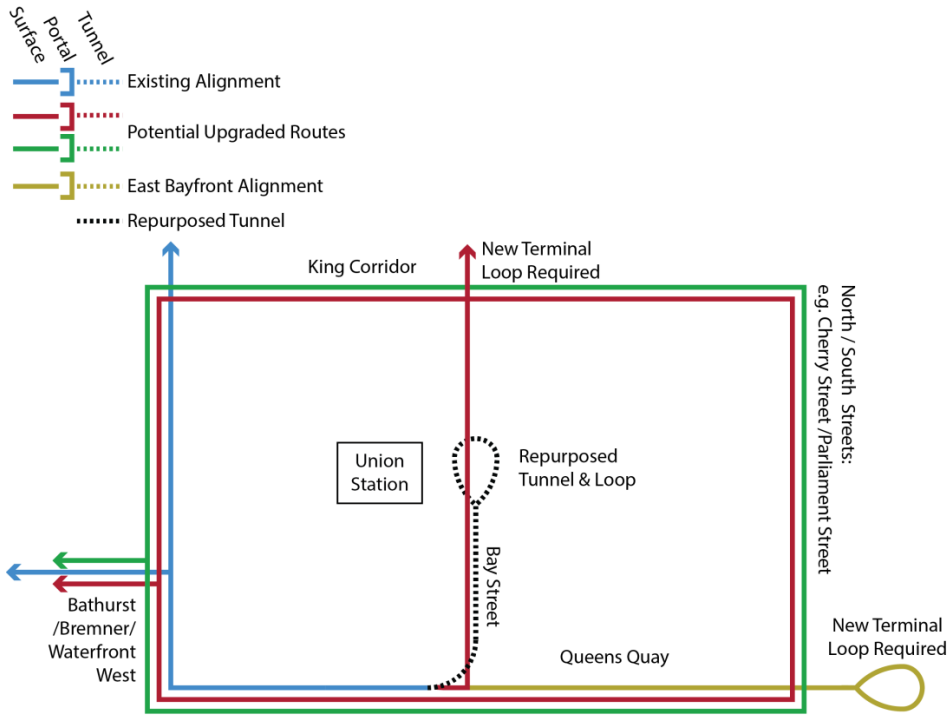


5.5.9 Concept D.2 – Distribute On Local Enhanced Network and Bay Street LRT

Concept D.2, illustrated in Figure 5.24, is similar to Concept D.1. However, the Bay Street tunnel would be repurposed for other modes (e.g. moving sidewalk, PATH pedestrian connection, pedestrian and cycling connections – see Section 5.5.11).

Through service along Queens Quay would be routed at-ground through to the East Bayfront alignment. A new LRT would be introduced along Bay Street to facilitate north-south travel to Union Station and points north.

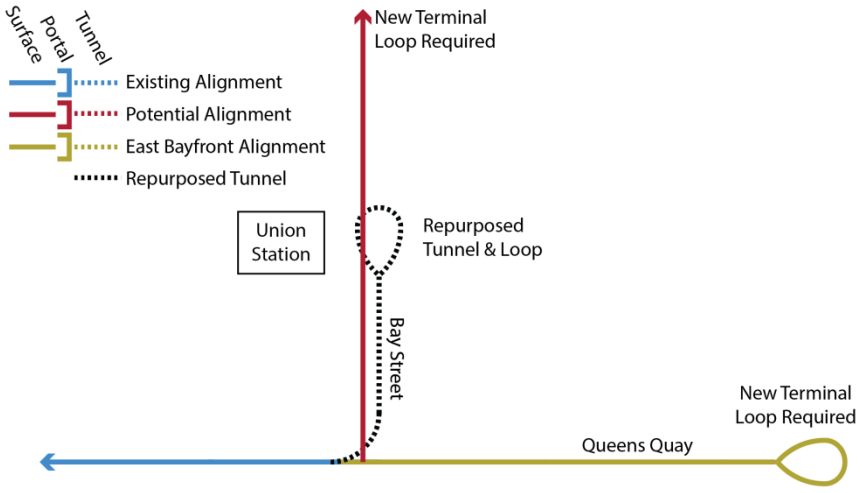
Figure 5.24: Concept D.2 Schematic



5.5.10 Concept D.3 – Bay Street LRT and Queens Quay At-grade LRT

Concept D.3, illustrated in Figure 5.25, is similar to Concept D.2 except there is no transit service distribution along the network provided. Instead, through service would be introduced on Queens Quay at-grade, with north-south service being facilitated along a new LRT line at-grade on Bay Street. The Bay Street tunnel and Union Loop would be repurposed for other modes (e.g. moving sidewalk, PATH pedestrian connection, pedestrian and cycling connections – see Section 5.5.11).

Figure 5.25: Concept D.3 Schematic



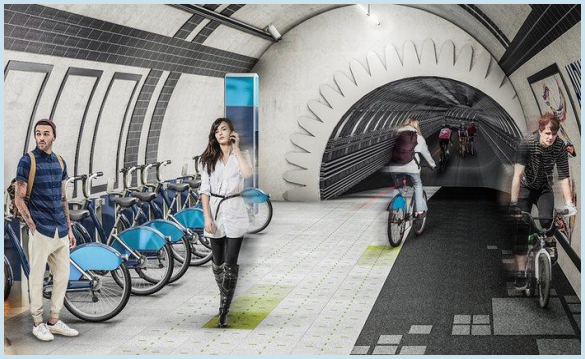
5.5.11 Repurposing the Existing Bay Street Tunnel

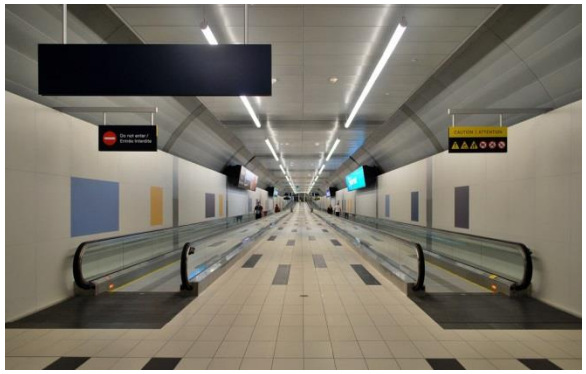
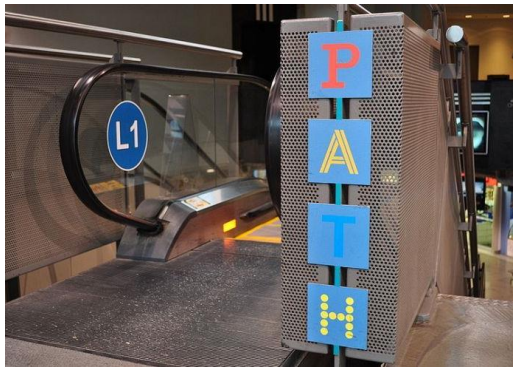
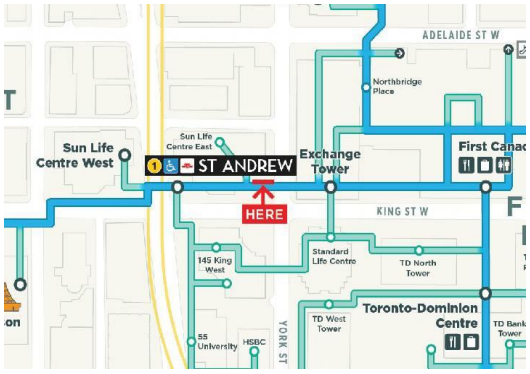
A number of the serving Downtown concepts did not include a direct transit connection to Union Station, thereby providing an opportunity for repurposing the existing Bay Street transit tunnel infrastructure. With close proximity to the Jack Layton Ferry Terminal, the Martin Goodman Trail, and other Central Waterfront attractions, a repurposed tunnel would still be an important component of a Waterfront Transit Network solution, in addition to the public realm.

Inspirational concepts for transforming the existing streetcar tunnel are presented in Table 5.2.

If repurposing the tunnel is pursued as part of an overall Waterfront Transit Network solution, feasibility studies will be required to define the potential options (e.g. pedestrian capacity analysis, construction feasibility).

Table 5.2: Inspirational Concepts for Repurposing Bay Street Tunnel

Add Bike Lanes and Public Art		
		Existing bike and pedestrian tunnel under Amsterdam Central Station Source: **Bicycle Dutch**
		Conceptual London Underline offering pedestrians and cyclists an alternate route through central London Source: **Gensler**

Add Moving Sidewalks	Connect to PATH System	
		
Existing pedestrian tunnel connection to Billy Bishop City Centre Airport Source: **Marcanadian**	Connect to the existing Downtown underground pedestrian walkway Source: **Tour By Transit**, Steer Davies Gleave	

5.6 Segment 4: Parliament Street to Woodbine Avenue

Segment 4 is and will continue to be an area of considerable redevelopment and growth within the Port Lands, West Don Lands, and East Harbour (former Unilever site) areas. A new multi-modal transportation station (GO-RER, SmartTrack, Relief Line) is being proposed at East Harbour to support these projected developments.

Additionally, considerable planning activity has already occurred in this segment, with proposed dedicated streetcar lines identified. The Port Lands and South of Eastern Transportation and Servicing Master Plan propose a number of transit improvements (see Section 2.3.5). For the purposes of this Phase 1 study, these identified dedicated transit rights-of-way have been adopted as the base network for assessing additional concepts (see Figure 2.19).

As such, this segment will focus on continuing Waterfront Transit service east of Leslie Street to Woodbine Avenue.

5.6.1 Opportunities and Constraints

Key opportunities and constraints within this segment include:

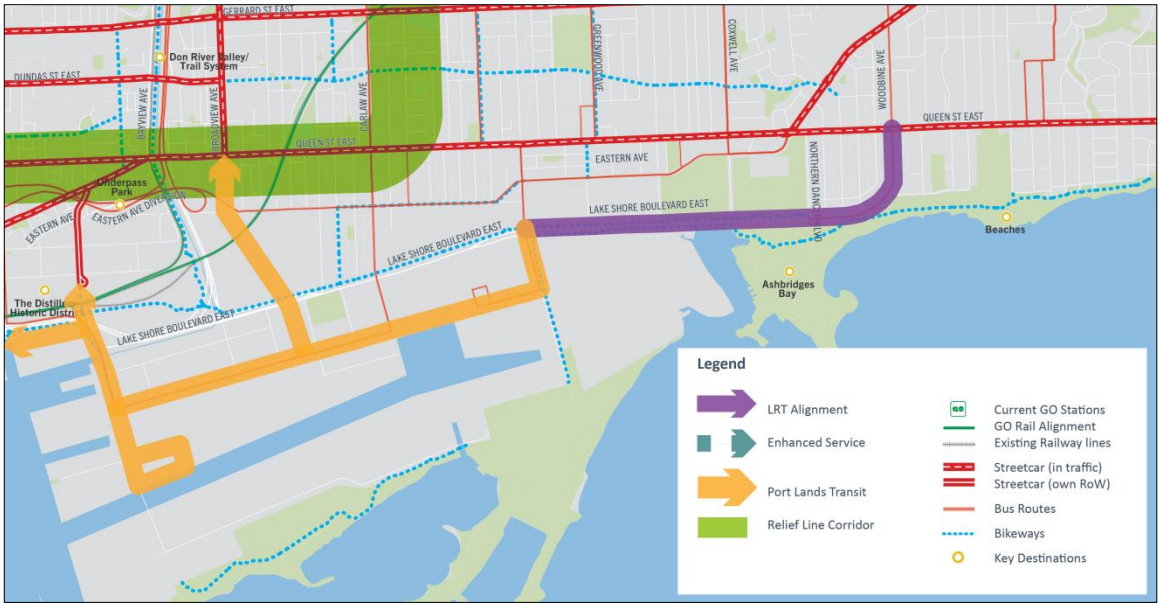
- opportunity to increase transit connections from the eastern Beaches communities to the Downtown core as a transit alternative to Queen Street,
- current form of the Gardiner Expressway, Lake Shore Boulevard, and water features are barriers to connect City to the Waterfront Transit, and
- planned development of these areas present major opportunities for Waterfront Transit connections.

5.6.2 Concept 4A – Lake Shore Boulevard LRT Extension

Concept 4A, illustrated in Figure 5.26, assumes the completion of the transit network in the Port Lands and South of Eastern Transportation Master Plan to Leslie Street. At Leslie Street, a new LRT in a dedicated right-of-way would be introduced along Lake Shore Boulevard East to Woodbine Avenue, with a possible link to Queen Street along Woodbine Avenue to connect Waterfront Transit with the existing streetcar network.

Considerations for looping the vehicles, either by running to an existing loop in the network (i.e. at Kingston Road) or introducing a new loop in the network will be required.

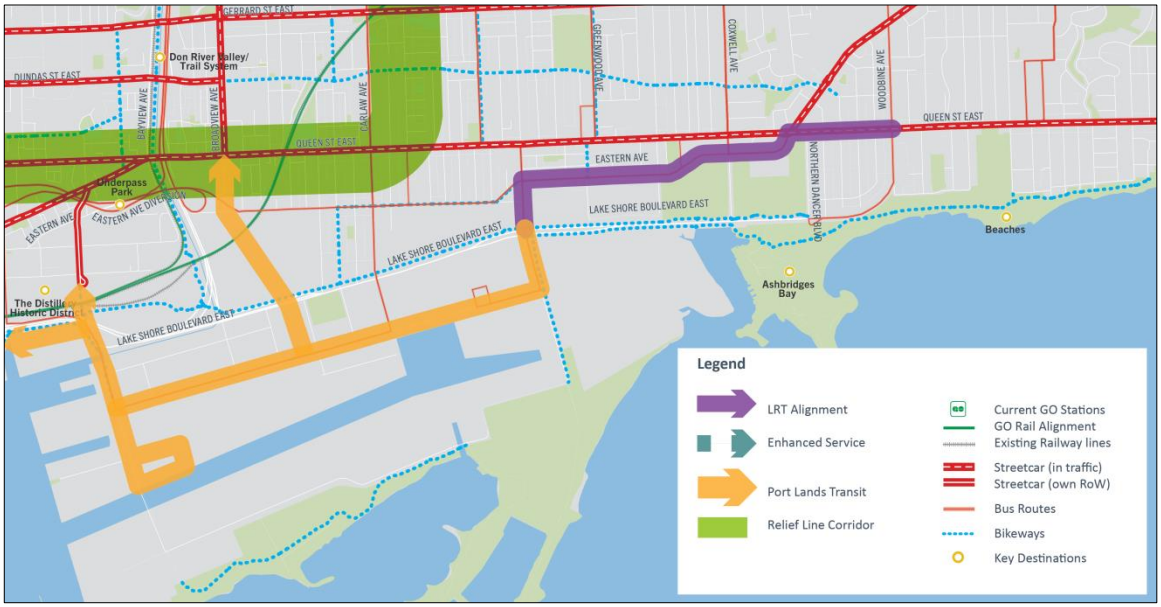
Figure 5.26: Concept 4A Map



5.6.3 Concept 4B – Eastern Avenue LRT Extension

Concept 4B, illustrated in Figure 5.27, assumes the completion of the transit network in the Port Lands and South of Eastern Transportation Master Plan to Leslie Street. At Leslie Street, a new LRT in a dedicated right-of-way would be introduced along Eastern Avenue to Queen Street, facilitating direct access to the loop at Kingston Road and Queen Street. A possible extension of service to Woodbine Avenue would be possible along Queen Street, necessitating a new loop at that location or continuing operations to Neville Park loop for turn-around service.

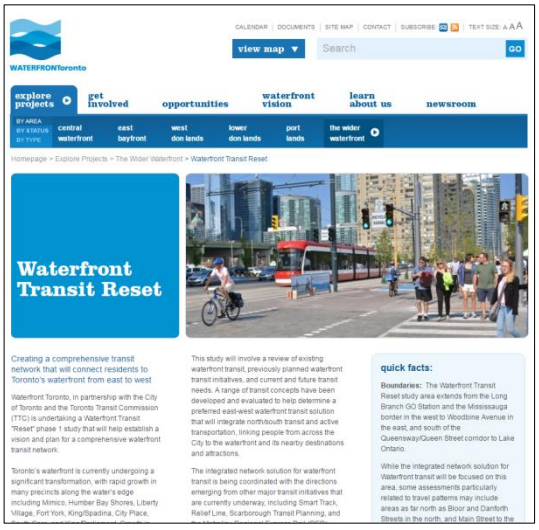
Figure 5.27: Concept 4B Map



6 Public and Stakeholder Consultation

The City of Toronto, TTC and Waterfront Toronto recognize the value and importance of public and stakeholder engagement, firmly believing that involving stakeholders and the public in all phases of Waterfront Transit development is crucial to the project's success. The comments and concerns of stakeholders and the public gathered through this consultation process have helped the project team refine and evaluate the concepts under study.

6.1 Consultation Approach



A comprehensive consultation program consisting of communication and engagement strategies was developed at the outset of the study to educate and obtain input from stakeholders and the public. The Phase 1 study consultation process featured the establishment and initial meeting of a Stakeholder Advisory Committee, two public information centres, and online engagement.

Communication and Promotion Initiatives

Several communication and promotion initiatives were implemented to help inform stakeholders and the public about opportunities to participate and provide feedback on the study. Formal notices were published in local newspapers approximately two weeks before the public information centres to notify stakeholders and interested members of the public.

Social media posts and email invitations were also used to promote stakeholder and public awareness of Phase 1 consultation activities. Email notices with an invitation to attend the public information centres were sent on May 12, 2016 to approximately 7,000 subscribers of

Waterfront Toronto's extensive contact list. Additionally, existing communication channels maintained by the City of Toronto, Waterfront Toronto, and the TTC (websites, social media, and councillor e-mail lists) were used to provide details about the project and upcoming consultation opportunities.

Webpages on the City of Toronto and Waterfront Toronto websites were established at the outset of the study to provide details about the study area, background information and consultation events. Additionally, social media accounts (@CityPlanTO and @WaterfrontTO) were used to increase awareness. The websites can be found at:

- **City of Toronto**
  http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=ddc04da1b1663510VgnVCM10000071d60f89RCRD
- **Waterfront Toronto:**
  https://http://www.waterfrontoronto.ca/explore_projects2/the_wider_waterfront/waterfront_transit_reset

6.1.2 Consultation Activities

Stakeholder Advisory Committee Meeting

A Stakeholder Advisory Committee (SAC) representing a balance of neighbourhood and other interests was formed at the outset of the Waterfront Transit project. The purpose of the SAC is to provide feedback, guidance, and advice to the project team at key points during the project.

For this Phase 1 study, one SAC meeting was held on May 11, 2016. During this meeting, the SAC members were introduced to the project and the work completed to date (Project Vision, background information, initial evaluation criteria, and preliminary concepts). A list of the 42 participating SAC members can be found in Appendix B**.**

Their input was used to augment and refine the work completed to date, including the material to be presented at the upcoming Public Information Centres.

Public Information Centres

Two Public Information Centres (PICs) were held in the study area on May 25, 2016 at Harbourfront Centre, and May 26, 2016 at John English Junior Middle School. These centres were designed to introduce the study to the public, present background information, and obtain input from the public on preliminary concepts and initial screening results.

The centres featured an open house format where the public could view display panels and ask questions to study team members, with a following presentation by the project team. Time for questions of clarification was available at the end of the presentation. These presentations were recorded and made available online. Approximately 100 individuals participated in the May 25 session, while approximately 90 individuals participated in the May 26 session.

Online Participation

Options for online participation were developed to augment face-to-face consultation activities and provide an alternative for those members of the public unable to attend the PICs. An online

feedback form, a blog post, and social media engagement contacts were used to foster online participation and feedback.

6.2 Feedback and Input

A summary of comments and input received by the public is presented below, with a full report on the consultation process and feedback received provided in Appendix B.

In general, there was broad support and enthusiasm from both the SAC members and the public to continue with the project with the consensus being that Waterfront Transit improvements are overdue.

Important concerns mentioned at the SAC and at both public meetings include the:

- need for higher quality transit along the waterfront to serve communities and important destinations in the City,
- need for a timely and effective implementation of a Waterfront Transit solution; and
- immediate need for short-term solutions (e.g. transit only lanes, signal priority, longer transit vehicles, HOV lanes).

6.2.1 General Comments

Recurring comments were received that apply broadly to all four segments of the Waterfront Transit study area. These comments include expressed the need to:

- **Address operation- and infrastructure-based issues and constraints** within the existing transit system to improve service reliability and frequency by appropriately improving fleet size, station capacity, signal times, general maintenance, connections to other routes, and the consideration of double-ended LRVs or streetcars instead of loops.
- **Ensure transit planning keeps pace with population growth and the demand for transit** especially in the Liberty Village, Ontario Place redevelopment, “motel strip” in South Etobicoke, and Humber Bay Shores areas.
- **Ensure that transit is safe and accessible** to a diversity of users, including seniors, families with children, disabled individuals, and students.
- **Develop a solution for fare integration** between TTC and GO Transit service to leverage existing commuter options.
- **Enhance local / regional multi-modal connections** such as TTC with GO Transit and Mississauga MiWay).
- **Consider the emerging directions of on-going planning studies** that are being completed in parallel with this study, including the Relief Line, new Metrolinx GO stations, Park Lawn-Lake Shore Area Transportation Master Plan, and the Lower Yonge Precinct Plan, among others.
- **Improve north-south connections** to important transit hubs, including existing subway stations and GO Transit stations, and to residential areas and destinations (e.g. waterfront parks, Exhibition Place).
- **Preserve local greenspace and parks** by avoiding transit infrastructure in these areas.
- **Utilize current data** and update transit ridership forecasts to inform the assessment of concepts.

6.2.2 Public Information Centre (PIC) Venue Specific Feedback

The comments and feedback received at each venue offered specific local concerns. A summary of this feedback for each venue is provided below.

Harbourfront Centre

Major comments and input received at the Harbourfront Centre PIC included:

- How the Waterfront Transit Reset Phase 1 Study took into account other planning initiatives in the area, such as the Gardiner East EA, East Bayfront EA, and West Don Lands EA, including the proposed streetcar along Queens Quay East, proposed loop at Parliament Street and Queens Quay East, and newly constructed streetcar loop at Cherry Street.
- How the pedestrian and traffic congestion around CityPlace will be addressed and if the introduction of a new LRT will help or hinder this area.
- Why connections to Scarborough are not being considered in the Waterfront Transit Reset Phase 1 Study. Some visitors to the PIC mentioned that it was difficult to reach recreation destinations (such as Ashbridges Bay) from Scarborough using transit. Although an EA study was initiated for a BRT along Kingston Road to Danforth Avenue, a visitor pointed out that this initiative has stalled. On a related note, a question regarding the potential to continue Waterfront transit service east past Woodbine Avenue was asked. It was noted that this would provide service through the Beaches and into Scarborough.
- A desire to see an improved transitway along King Street through the Downtown core was noted.

John English Junior Middle School

Major comments and input received at the John English Junior Middle School PIC included:

- The timeline and funding for the project. Visitors indicated their concern that the eventual Waterfront Transit solution will be happening in the long-term and that no source of funding has been secured for the project.
- The traffic congestion in their area and the dampening impact this decreased mobility will have on employment and population growth in Etobicoke.
- The impact of traffic on Exhibition Place and how this is impacting surrounding neighbourhoods and businesses.
- The potential for a Waterfront ferry service to complement transit service from Etobicoke to Downtown.
- The impact an LRT would have on property and parking space along Lake Shore Boulevard West, especially between Dwight Avenue and Ninth Street. Visitors pointed out that PICs from previous EA studies indicated that an LRT along Lake Shore Boulevard West may require property expropriation. Visitors mentioned how the boulevard functions as a main street with cafes, restaurants and stores. They were concerned about the impact an LRT would have on this function.

6.2.3 Segment and Concept-Specific Feedback

Feedback and input received from the public was focused on a particular concept or their local area. A summary of these comments is presented here, organized by segment.

Segment 1: Long Branch to Humber River

Feedback indicated that improving the reliability of local transit service is important, and that there is a need for both short-term and long-term improvements. There was general support for an enhanced streetcar service along Lake Shore Boulevard West from Long Branch to the Humber Loop (Concept 1A). There was support for a LRT along Lake Shore Boulevard West (Concept 1B). However, some concerns were raised regarding property and parking impacts, particular in sections with narrow rights-of-way. Also of importance to the public was the support for local businesses and shopping areas in the neighbourhood through transit initiatives.

Support for an LRT alignment along the Queensway (Concept 1C) was mixed.

Regarding current service, there was concern and frustration about the need to transfer between transit vehicles at Humber Loop, with a desire to see through service in the near future.

Segment 2: Humber River to Strachan Avenue

Most comments reiterated the need for a reliable and higher speed transit service through this area, noting various pinch points such as The Queensway-Roncesvalles Avenue-Queen Street-King Street intersection, and the mixed-traffic operations along Queen Street and King Street.

Additionally, many participants provided commentary on the overcrowding experienced through the segment on existing streetcar lines (the 501 QUEEN and the 504 KING). Of importance to many participants was the need for improved north-south connections between the Waterfront, communities immediately to the north of the Waterfront, and transit lines and neighbourhoods further north (most notably Line 2).

There was broad support for an LRT alignment in the segment, specifically for Concepts 2A (Queensway to South of Rail Corridor) and Concept 2C (Lake Shore to Coronation Park).

Some concern was raised about alignments along Lake Shore (Concepts 2C, 2D, 2E) because of the impact to automobile traffic if lanes are removed. There was also some concern about Concept 2F (Queensway to King, to Dufferin Street, to Exhibition), with participants questioning the capacity for additional transit vehicles along King Street east of Roncesvalles Avenue.

Segment 3: Strachan Avenue to Parliament Street

Concepts in this segment garnered mixed feedback, with the public highlighting the complexity and interconnected nature of any solution for approaching and serving the Downtown Core. The urgent need for short-term solutions was important to many participants, who noted existing traffic congestion, particularly during various large events, and over-capacity transit service in the area. In particular, the Fleet Street-Bathurst Street-Lake Shore Boulevard West-Queens Quay intersection was stated to be difficult to navigate for both pedestrians and drivers. These difficulties presented both safety and congestion impacts.

Western Approach Concepts

Comments for this sub-segment stressed the need for service to Downtown that could avoid an unnecessary transfer at Union Station. In particular, the need for a reliable east-west route through the area was stressed.

Serving Downtown Concepts

Concepts for serving Downtown received considerable feedback, with many participants having a preference for Concept A.1 (an expanded Union Loop) or Concept A.2 (extending the tunnel easterly at Union Station). There was muted preference for concepts that repurposed the existing transit tunnel (Concepts C.2, C.4, D.2, and D.3).

There was also support for service to a new GO transportation hub west of Union Station (Concept B.1) and for a distributed Waterfront Transit line on an enhanced Downtown network (Concept D.1). These concepts garnered support mainly due to their ability to offer new transit service to Downtown areas. A desire to integrate new and existing transit service and minimize reliance on the Union Loop was also expressed by some participants.

Of general concern was the need for accurate ridership and travel time forecasts to assess these concepts and the quick implementation of an East Bayfront transit solution to provide transit service to a soon-to-be rapidly growing area.

Segment 4: Parliament Street to Woodbine Avenue

Issues noted by participants related to the frequency, reliability and congestion along existing transit routes and whether or not a new route in the area could alleviate these issues. In particular, it was noted that transit from the Beaches to Downtown is slow, particularly during peak periods. Many participants noted the need for a new east-west route south of Queen Street and a desire to see interim solutions implemented quickly, including temporary bus services. Also noted was the desire to extend the study area further east and north, into Scarborough and the Upper Beaches.

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7 Concept Evaluation

7.1 Approach

7.1.1 Overall Evaluation Framework

The Waterfront Transit study will progress through various planning and technical analyses during its project life cycle from initiation to completion. These analyses will be undertaken, whether for the entire project or for project sub-components, for feasibility studies, service concept reviews, concept development, and environmental assessments. To ensure that these analyses are working towards common goals, an overall evaluation framework and process was developed in this phase. The evaluation framework is both clear and replicable. It incorporates the Vision and related objectives developed in this phase and the established City of Toronto's evaluation process for other transit projects. The purpose of the evaluation framework is to:

- facilitate a screening of concepts by project segment in this phase, and
- outline a preliminary detailed assessment process for entire alignments to be used for subsequent planning and design work.

The evaluation process conducted for this study was as follows:

- developing an evaluation framework and screening process, consistent with the City Planning's *Feeling Congested?* transit evaluation framework,
- identifying initial concept screening results,
- refining concepts and initial screening evaluation based on input from the SAC, public, and project team, and
- finalizing screening results and recommended concepts for further development in a Phase 2 study.

7.2 Consistency with *Feeling Congested?* Framework

As an integral part of the City of Toronto's Emerging Priority Rapid Transit Network, an evaluation of Waterfront Transit concepts should be consistent with the City's evaluation framework for other transit projects.

As discussed on Page 12, The *Feeling Congested?* Framework is an outcome of the transportation component of the City's Official Plan Review, conducted in 2013. The project established a consistent and transparent approach to evaluating transit projects both:

- at a network level (allowing a comparison between initiatives across the city), and

- at a project-specific level (allowing a comparison between options for a specific project under study).

This study uses this framework as the basis for the Waterfront Transit evaluation process, ensuring consistency with other City transportation initiatives and incorporating City priorities into the Waterfront Transit planning process. Integrating the *Feeling Congested?* framework at the beginning of the Waterfront Transit project ensures that the project's findings are placed within a broader, city-wide context.

Through an in-depth consultation process, evaluation criteria were identified and refined. These criteria allow for a consistent evaluation and prioritization of transit projects throughout the City of Toronto and support City and regional goals.

The framework is organized around three core principles, with eight criteria nested within these principles. Phases 2 and 3 of *Feeling Congested*? provided general descriptions of each criterion. These principles and criteria are shown in Figure 7.1.

Figure 7.1: Study Evaluation Criteria

Principles	Criteria
A. Serving People	A.1. Experience (ability to: reduce overall travel times; enhance reliability, safety and rider experience; provide additional capacity to ease crowding and congestion)
	A.2. Choice (ability to: connect to the broader City / Regional transit network; provide linkages to Waterfront cultural and recreational destinations; support an integrated network of different modes to provide for more travel options)
	A.3. Social Equity (ability to: provide enhanced service to all neighbourhoods, particularly those with identified inequities; provide enhanced access to public services, such as educational, government, and health related institutions)
B. Strengthening Places	B.1. Shaping the City (ability for the proposed transportation network to shape the residential and employment development of the City)
	B.2. Healthy Neighbourhoods (ability to strengthen and enhance existing neighbourhoods; promote safe walking and cycling within and between neighbourhoods)[1]
	B.3. Public Health and Environment (ability to support and enhance natural areas; encourage people to reduce how far they drive)
C. Supporting Prosperity	C.1. Supports Growth (ability to support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently)
	C.2. Affordable (improvements to the transportation system should be affordable to build, maintain and operate)

The descriptions of each criterion have been amended to focus on the specific needs and requirements of a Waterfront Transit Network solution. This is necessary because the criteria developed through *Feeling Congested?* are broad to ensure applicability to a variety of projects and study areas. The development of refined criteria definitions in this study ensures a usable evaluation framework for subsequent phases. For example, the refined definition of Criteria A.2

[1] B.2. Healthy Neighbourhoods criteria not included in initial screening

Choice, captures how a concept provides connections not only to the broad City and regional transportation network but also to Waterfront cultural and recreational destinations. The established evaluation framework for this project can be found in Appendix C.

7.3 Initial Concept Screening

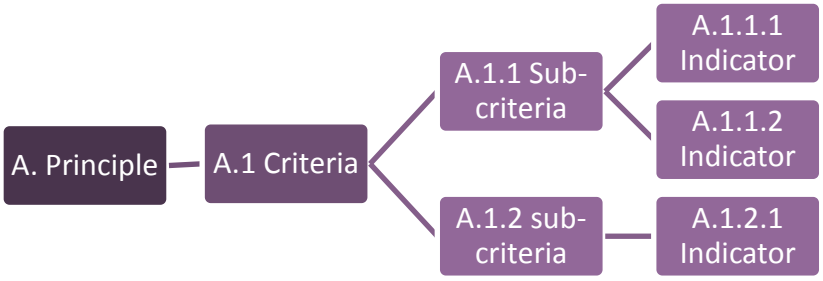
The intent of the screening was to remove from further consideration identified segment concepts that clearly do not meet established City policies or present significant community and environmental impact that cannot be reasonably mitigated. This screening, undertaken at a broad, conceptual level, highlights these poor performers by evaluating how each concept achieves each evaluation criteria. To ensure replicability, each criterion has a set of sub-criteria to focus assessment on distinct indicators of a concepts performance. Concepts that passed this screening warrant further investigation in subsequent phases of the Waterfront Transit Network project.

7.3.1 Sub-criteria and Screening Indicators

Specific indicators were developed to reflect the opportunities and constraints for each concept developed. These indicators use existing information and qualitative analysis to assign a ranking of 'Very Poor' to 'Very Good' to each concept along each segment.

These indicators are nested within sub-criteria, which provide a more detailed definition of the eight *Feeling Congested?* framework criteria. The indicators themselves are specific and measurable components of these sub-criteria, providing a concrete basis for comparing each segment's concepts. Some criteria may have only one sub-criterion and some sub-criteria may have only one indicator (see Figure 7.2).

Figure 7.2: Criteria Structure



Each concept is graded against each indicator using a consistent approach for every concept, for example, Figure 7.3 shows how indicator A.1.1.1 is defined. For detailed definitions of the screening structure and indicator definitions refer to Appendix C.

7.3.2 Application

Each indicator and sub-criteria is used to assess how each concept under consideration fares under each criterion. The purpose of this screening was not to identify a preferred alternative but to identify concepts to be ruled out because they did not present any advantages or presented serious disadvantages. For this reason the assessment was conducted using a reasoned approach, where trade-offs and interdependencies were considered. An example of the detailed screening process (for Segment 2, indicator A.1.1.1) is shown in Figure 7.4. Appendix D provides detailed results for each segment.

Figure 7.3: Indicator Definition and Rating

Principle	Criteria	Sub-Criteria	Indicator	Very Good	Good	Fair	Poor	Very Poor
A. Serving People								
	A.1 Experience							
		A.1.1. Speed, reliability, and comfort of Waterfront Transit	A.1.1.1 Length of conversion from mixed transit operations to semi-exclusive right-of-way	Optimizes transit operations by presenting a semi-exclusive LRT right-of-way for the entire segment, avoids crossing problematic intersections, and has the potential to implement various turning restrictions (i.e. has alternative vehicle routes)	Optimizes transit operations by generally providing a significant segment length of a semi-exclusive LRT right-of-way, and minimizes the impact of crossing problematic intersections, either by avoiding the intersection or having the potential to implement various turning restrictions (i.e. alternative automobile routes are available)	Improves transit operations by generally addressing the impact of crossing problematic intersections and has the significant potential to implement various turning restrictions (i.e. has alternative automobile routes) along the corridor	Enhances mixed traffic / transit operations by potentially addressing the impact of crossing problematic intersections, with minimal potential to implement various turning restrictions (i.e. has alternative automobile routes) along the corridor	Does not significantly enhance mixed traffic / transit operations by not addressing problematic operations and with minimal potential to implement various turning restrictions

Figure 7.4: Example Assessment, Segment 2, Measure A.1.1.1

Principle	Criteria	Sub-Criteria	Indicator	2A: The Queensway and LRT Bridge Across Gardiner Expressway / Rail Corridor to Exhibition Place	2B; The Queensway and LRT Alignment on Embankment North of Rail Corridor	2C: Lake Shore LRT Crossing Humber River to South Edge of Coronation Park	2D: Lake Shore LRT Crossing Humber River to Exhibition Place	2E: The Queensway / Colborne Lodge Drive / Lake Shore Boulevard to Exhibition Place LRT	2F: The Queensway / Dufferin Street / King Street LRT
A. Serving People									
	A.1 Experience								
		A.1.1	A.1.1.1 Length of conversion from mixed transit operations to semi-exclusive right-of-way	Extension of the existing the Queensway with a new semi-exclusive LRT right-of-way (essentially grade-separated). Assume problematic the Queensway / Roncesvalles Avenue / Queen Street / King Street avoided. **VERY GOOD**	Extension of the existing Queensway with a new semi-exclusive LRT right-of-way. Assume problematic the Queensway / Roncesvalles Avenue / Queen Street / King Street intersection avoided. **VERY GOOD**	New semi-exclusive LRT right-of-way introduced for the entire segment. **VERY GOOD**	New semi-exclusive LRT right-of-way introduced for the entire segment. **VERY GOOD**	Extension of the existing Queensway with a new semi-exclusive LRT right-of-way via Colborne Lodge Drive to Lake Shore Boulevard (connecting as per Concept 2C). Problematic intersections introduced at Queensway and Lake Shore Boulevard. **GOOD**	Extension of the existing Queensway with an enhanced transit operations along King Street (turning restrictions, etc.) and Dufferin Street (potential for semi-exclusive LRT right-of-way that may lead to single traffic lane operations) Problematic the Queensway / Roncesvalles Avenue / Queen Street / King Street intersection not avoided. **POOR**

7.4 Final Screening Results

The final screening results recommended 16 out of 25 identified concepts for further analysis in subsequent phases of the Waterfront Transit study (see Figure 7.5).

Initial screening results for each concept were presented at both the stakeholder and public meetings. Comments received from the stakeholders and the public were considered in an internal project team review after the public meetings. Accordingly, the initial screening results were refined, and applicable changes have been noted in this table.

Figure 7.5: Final Screening Results

Concept	Description	Recommended for Phase 2
Segment 1	**Long Branch to Humber River**	
1A	Enhanced Lake Shore Boulevard Transit Service	Yes
1B	Lake Shore Boulevard LRT	Yes
1C	The Queensway LRT	No
Segment 2	**Humber River to Strachan Avenue**	
2A	The Queensway and LRT Bridge Across Gardiner Expressway / Rail Corridor to Exhibition Place	Yes
2B	The Queensway and LRT Alignment on Embankment North of Rail Corridor	No
2C	Lake Shore LRT Crossing Humber River to South Edge of Coronation Park	No*
2D	Lake Shore LRT Crossing Humber River to Exhibition Place	Yes
2E	The Queensway / Colborne Lodge Drive / Lake Shore Boulevard to Exhibition Place LRT	Yes
2F	The Queensway / Dufferin Street / King Street LRT	No*
Segment 3	**Strachan Avenue to Parliament Street**	
Sub-Segment	Western Approach to Downtown Core	
3A	Existing Fleet Street / Bathurst Street / Queens Quay LRT	Yes
3B	Fleet Street / Fort York Boulevard / Bremner Boulevard LRT	Yes
3C	South of Rail Alignment / North of Rail Alignment / South of Front Street LRT	Yes
3D	Lake Shore Boulevard / South of Coronation Park / Queens Quay LRT	No*
Sub-Segment	Downtown Core	
Family A	**Union Loop Modifications**	
A1	Expanded Union Loop	Yes
A2	Extend Underground Alignment Easterly	Yes
Family B	**New Downtown Western Loop**	
B1	Second Loop	Yes
Family C	**Queens Quay Through Service**	
C1	Tunnel By-Pass of Bay Street and Maintain Some Transit Service into Union	Yes
C2	Tunnel By-Pass of Bay, Repurpose Bay Street Tunnel into Union	Yes

Concept	Description	Recommended for Phase 2
C3	At-Grade By-Pass of Bay Street and Maintain Some Transit Service into Union	No
C4	At-Grade By-Pass of Bay Street and Repurpose Bay Street Tunnel into Union	No*
Family D	**Enhanced Local Network**	
D1	Distribute On Network and Use Existing Loop	Yes
D2	Distribute On Network and Bay Street LRT	No*
D3	Bay Street LRT and Queens Quay At-grade LRT	No*
Segment 4	**Parliament Street to Woodbine Avenue**	
4A	Lake Shore Boulevard LRT Extension from Leslie Street and Port Lands	Yes
4B	Eastern Avenue LRT Extension from Leslie Street and Port Lands	Yes

* Recommendation for further study removed after public meetings. Revisions took into account City, Stakeholder and Public input

Key findings from the screening process are presented in the following sections, segment by segment. Refer to Appendix D for more detail.

7.4.1 Segment 1 (Long Branch to Humber River)

The screening resulted in two of the three concepts being recommended for further study: Concept 1A (Enhanced Lake Shore Boulevard Transit Service) and Concept 1B (Lake Shore Boulevard LRT).

Concept 1C (The Queensway LRT) presented issues with fulfilling City policies and the project's Vision and related objectives, most notably to serve Waterfront communities. For these reasons, it was screened from further Waterfront Transit study. Further evidence for screening out Concept 1C is outlined here:

- **Serving People:** Concept 1C would provide fewer connections to important institutions (e.g. Humber College) and links to other destinations in the wider transit network. It would also not be as integrated with the cycling network or nearby transit services (GO stations and MiWay services in particular). An LRT on the Queensway may present challenges for managing traffic flows to and from the Gardiner Expressway and Highway 427.
- **Strengthening Places**: Both Lake Shore Boulevard West concepts (Concepts 1A and 1B) support the City's Official Plan by strengthening the implementation of Avenues (i.e. Lake Shore Boulevard) and focusing transit investment on a Surface Priority Network link. Although the Queensway is itself an Avenue in the Official Plan, the alignment's distance from Waterfront attractions and communities make it less suited as an alternative for a Waterfront Transit service. Lake Shore Boulevard West also includes 'main street' type development that provides good potential for urban regeneration.
- **Supporting Prosperity**: All three concepts have the ability to support employment areas, with comparable cost estimates. However, Concept 1C may present issues for Gardiner Expressway and Highway 427 ramp operations, potentially introducing significant costs or deliverability restraints.

For these reasons, Concepts 1A and 1B are recommended for further refinement and study in subsequent phases of the Waterfront Transit study.

Although Concept 1C is not recommended for further study in the next Waterfront Transit phase, The Queensway corridor does warrant a separate study for upgrading transit service as the level of development and density continues to increase.

A summary of the evaluation for Segment 1 is shown in Figure 7.6.

Figure 7.6: Segment 1 Final Screening Results

	PRINCIPLE / CRITERIA / SUB-CRITERIA	Concepts 1A* ENHANCE LAKE SHORE	1B* LAKE SHORE LRT	1C QUEENSWAY LRT	Key Concept Comparison Notes
A. Serving People	A.1 Experience				
	A.1.1 Speed and Reliability				LRT Concepts separate from cars will be faster and more reliable
	A.1.2 East-West Capacity				LRT Concepts separate from cars will provide more capacity
	A.1.3 Traffic and Parking Impacts				Implementing LRT will have traffic impacts
	OVERALL				
	A.2 Choice				
	A.2.1 Connection to Transit Network				Lake Shore Concepts provide better connections to GO and MiWay
	A.2.2 Linkages to Destinations				Lake Share Concepts provide better linkages to Waterfront destinations
	A.2.3 Cycling Network Integration				Lake Shore Concepts are compatible with the City's 10 Year Network Cycling Plan
	OVERALL				
	A.3 Social Equity				
	A.3.1 Strengthen NIAs	Not Applicable for Segment 1			
	A.3.2 Institutional Connections				Lake Shore Concepts are closer to Humber College
	OVERALL				
	SUMMARY				
B. Strengthening Places	B.1 Shaping the City				
	B.1.1 Support Transit First Development				Lake Shore Concepts are compatible with the City's Official Plan
	B.2 Healthy Neighbourhoods	Not Used for Screening			
	B.3 Public Health and Environment				
	B.3.1 Park / Waterfront Connections				Lake Shore Concepts are closer to Waterfront parks
	B.3.2 Environmental Effects				No major environmental impacts are anticipated
	OVERALL				
	SUMMARY				
C. Supporting Prosperity	C.1 Supports Growth				
	C.1.1 Support Employment Areas				Opportunities on both corridors. More growth anticipated along Lake Shore Boulevard
	C.2 Affordable				
	C.2.1 Construction Cost				LRT concepts will cost more
	C.2.2 Property Impacts				LRT concepts will have minor property impacts
	OVERALL				
	SUMMARY				
SEGMENT 1	SUMMARY				

Very Poor Poor Fair Good Very Good * Recommended for additional study

7.4.2 Segment 2 (Humber River to Strachan Avenue)

The initial screening presented to the public had five of six concepts recommended for further study: Concepts 2A, 2C, 2D, 2E, and 2F. All concepts presented a variety of benefits and significant impacts or costs, resulting in trade-offs:

- **Serving People:** Concept 2F (The Queensway / Dufferin Street / King Street LRT) offers less east-west capacity improvements compared to the other concepts. However, those concepts running along Lake Shore Boulevard West (Concept 2C, 2D, 2E) may not serve an important Neighbourhood Improvement Area (South Parkdale).
- **Strengthening Places:** The key differentiator under this principle is the very poor score for environmental impacts from Concept 2B (The Queensway and LRT Alignment on Embankment North of Rail Corridor) because of the necessity for costly and invasive construction along the rail corridor embankment.
- **Supporting Prosperity:** Construction along the rail embankment, as proposed in Concept 2B (The Queensway and LRT Alignment on Embankment North of Rail Corridor), will result in property impacts. In addition to planned GO-RER track additions, there would be permanent property and sub-surface easement requirements for the retaining wall structure, and associated significant loss of mature vegetation that buffers the neighbourhood from the rail and Gardiner corridors.

Post-Consultation Review

A review of the initial screening results after the stakeholder and public consultation process resulted in Concept 2C (Lake Shore LRT Crossing Humber River to South Edge of Coronation Park) and Concept 2F (The Queensway / Dufferin Street / King Street LRT) also being screened from further study.

Concept 2C was found not to offer important service to key origins and destinations within this segment (Exhibition Place including the GO Station, and Liberty Village). Although Concept 2C would provide service to a potential revitalized Ontario Place, it was determined that improved north-south connections linked to an LRT alignment and GO Transit further north could provide this connection.

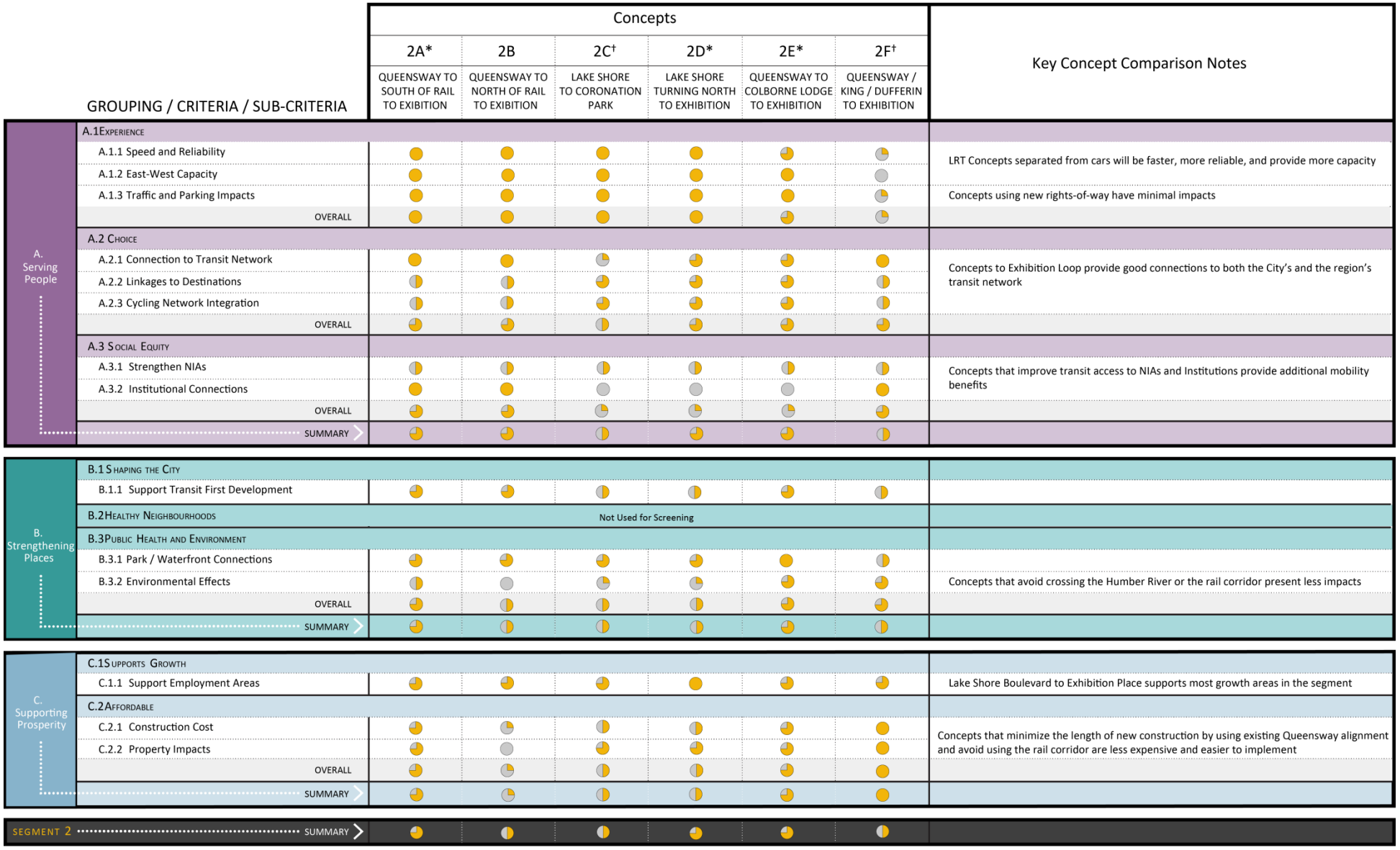
Concept 2F (The Queensway / Dufferin Street / King Street LRT) was screened from further study because of the potential issues of implementing a LRT in a dedicated right-of-way along King Street and Dufferin Street.

For these reasons, further assessment of Concept 2F as a LRT alignment under further phases of the Waterfront Transit study is not recommended.

To conclude, concepts recommended for further study in subsequent phases (Concepts 2A, 2D, and 2E) were found to align best with the Vision and related objectives. In particular, they provided the best opportunity to integrate with the City and region's transit network, while also providing linkages to key destinations and neighbourhoods in the area.

A summary of the segment's screening results is shown in Figure 7.7.

Figure 7.7: Segment 2 Final Screening Results



7.4.3 Segment 3 (Strachan Avenue to Parliament Street)

Due to the complexity of transit needs in this high-density and mixed-use area, Segment 3 is divided into two sub-segments. The first sub-segment represents the western approach to the Downtown core (from Strachan Avenue to Bathurst Street), and included four concepts for initial screening (Concepts 3A, 3B, 3C, and 3D). These concepts presented a variety of benefits and significant impacts or costs, presenting trade-offs.

The second sub-segment represents the Downtown area between Bathurst Avenue and Parliament Street. Concepts for this segment have not been evaluated in the screening process because of their complexity and the need for detailed quantitative assessments, including updated ridership modelling and operational microsimulation analysis.

Strachan Avenue to Bathurst Street Sub-segment (Western Approach)

The initial screening results presented to stakeholders and to the public had four of four concepts recommended for further study in this subsection.

Concepts resulted in fairly similar assessments. Key differences can be found for Concept 3B (LRT along Fleet Street / Fort York Boulevard / Bremner Boulevard). This alignment may likely result in:

- significant traffic and parking impacts, and
- speed and reliability issues introduced by crossing major north south corridors, such as Spadina Avenue and Bathurst Street.

Also, for Concept 3B, there may be some design challenges for introducing an LRT alignment west of Bathurst Street on Fort York Boulevard due to a combination of:

- location of the Gardiner Expressway bridge columns,
- planned development of the new Bentway (Project: Under Gardiner), and
- access to the Fort York Visitor Centre.

Concept 3C, running north from Exhibition Place in the proximity of Front Street, would require a tunnel under (or bridge over) the rail corridor, introducing significant construction and property impacts. Additionally, this concept would be more viable if Metrolinx introduces a secondary GO transportation hub in the vicinity of the currently proposed GO-RER Spadina Station.

Post-Consultation Review

Concept 3D (Lake Shore Boulevard / South of Coronation Park / Queens Quay LRT) was screened from further analysis after taking into account public and stakeholder input plus key input from project team members. It was removed primarily because its only viable route further west (Concept 2C) was also screened out upon post-consultation review. In particular, Concept 3D presented similar issues to Concept 2C, with limited service to important residential and mixed-use areas to the north while also introducing an impact to Coronation Park and along a residential street (from the National Yacht Club's Basin along Queens Quay West to Bathurst Street).

Figure 7.8: Segment 3 Final Screening Results (Western Approach)

	GROUPING / CRITERIA / SUB-CRITERIA	Concepts				Key Concept Comparison Notes
		3A*	3B*	3C*	3D†	
		EXISTING FLEET ST ALIGNMENT	FLEET ST FORT YORK BLVD – BREMNER BLVD	NORTH OF RAIL CORRIDOR TO FRONT ST	LAKE SHORE, CORONATION PARK TO QUEENS QUAY	
A. Serving People	A.1 Experience					
	A.1.1 Speed and Reliability					
	A.1.2 East-West Capacity					Concepts that present new corridors will provide more capacity
	A.1.3 Traffic and Parking Impacts					Concepts with new corridors through existing development will have more traffic impacts
	OVERALL					
	A.2 Choice					
	A.2.1 Connection to Transit Network					All Concepts connect to the City's transit network and provide good linkages to a diverse range of destinations. Concept 3C provides a connection to a future Bathurst/Spadina GO station
	A.2.2 Linkages to Destinations					
	A.2.3 Cycling Network Integration					
	OVERALL					
	A.3 Social Equity					
	A.3.1 Strengthen NIAs	Not Applicable for Segment 1				
	A.3.2 Institutional Connections					
	OVERALL					
	SUMMARY					
B. Strengthening Places	B.1 Shaping the City					
	B.1.1 Support Transit First Development					Concepts north of Lake Shore Boulevard serve existing and planned development better
	B.2 Healthy Neighbourhoods	Not Used for Screening				
	B.3 Public Health and Environment					
	B.3.1 Park / Waterfront Connections					
	B.3.2 Environmental Effects					
	OVERALL					
	SUMMARY					
C. Supporting Prosperity	C.1 Supports Growth					
	C.1.1 Support Employment Areas					
	C.2 Affordable					
	C.2.1 Construction Cost					Concept 3C would present significant construction costs to cross the Kitchener GO line
	C.2.2 Property Impacts					
	OVERALL					
	SUMMARY					
SEGMENT 3	SUMMARY					

Very Poor Poor Fair Good Very Good

* Recommended for additional study

†Not recommended for additional study after taking into account stakeholder and public feedback

'Serving Downtown' Concepts

As discussed in Section 5.5, the Downtown concepts were developed schematically to better specify how the Waterfront Transit Network connects with the existing and planned City and regional transit network in the Downtown, and to major Downtown core destinations.

Due to the complexity of these concepts, as well as the need for them to be quantitatively assessed, they were not assessed using the screening process like the other segments. However, an initial high level assessment of the various concepts has been conducted to screen out any very poor performing concepts from subsequent detailed assessments in future studies.

Families A and B

Concepts in Families A and B provide quality connections to the City and regional transit network at either Union Station or at a new secondary terminus. However, both require expensive and complex underground construction.

All Family A and B Concepts have been recommended for assessment in a Phase 2 study.

Family C

For Family C, Concepts C.1 and C.2 were recommended for further assessment in a Phase 2 study. Both concepts require an extension of the Bay Street streetcar tunnel eastward along Queens Quay, introducing fairly significant construction costs. However, both options provide some flexibility in the transit network, and mitigate potential pedestrian congestion issues at Union Station. However, these options will likely introduce moderate transit operational impacts.

Concept C.3, which proposes an at-grade by-pass around the Bay Street streetcar portal, was removed from further analysis because of the lack of right-of-way along Queens Quay in this area.

Similarly, Concept C.4, which repurposes the Bay Street tunnel and introduces a surface LRT along Queens Quay through Bay Street, is also screened out because of significant Queens Quay impacts.

Family D

Family D, which would involve developing an integrated enhanced Downtown network providing distributed transit service within the Downtown Core, requires a re-thinking of how transit service is currently being provided. Concept D.1 has been recommended for further assessment, due to its compatibility with the potential King Street transit mall implementation that is currently under consideration. Additionally, this concept has the potential to be an interim solution scenario.

Concepts D.2 and D.3 would involve introducing an at-grade LRT along Bay Street, which would involve removing at least one lane of traffic in each direction, and would include a number of other constructability issues. As such, these two concepts are not recommended for further analysis.

In summary, to ensure the appropriate long-term network solution, detailed analysis (ridership analysis, operations assessment, feasibility/constructability studies, and such) and stakeholder consultation (Metrolinx, various City departments, TTC, Metrolinx, Business Improvement Areas, major utilities, and such) is required in subsequent study phases.

7.4.4 Segment 4 (Parliament Street to Woodbine Avenue)

The initial screening resulted in both Concept 4A and Concept 4B being recommended for further study, primarily because the area east of Leslie Street to Woodbine Avenue has not been previously considered.

A summary of initial screening for Segment 4 can be found in Figure 7.9.

Concept 4B (Eastern Avenue) introduces more parking and traffic impacts because of a narrower right-of-way compared to Concept 4A (Lake Shore Boulevard). Additionally, both concepts would require a new terminus loop and proper planning to ensure a high quality connection to the Eastern Beaches area, and potentially further east to Scarborough.

Figure 7.9: Segment 4 Final Screening Results

GROUPING / CRITERIA / SUB-CRITERIA	Concepts: 4A* LAKE SHORE BLVD	Concepts: 4B* EASTERN AVE	Key Concept Comparison Notes
A. Serving People			
A.1 Experience			
A.1.1 Speed and Reliability	Fair	Fair	Eastern Avenue (Concept 4B) has a 20m right-of-way, constraining LRT operations
A.1.2 East-West Capacity	Fair	Fair	
A.1.3 Traffic and Parking Impacts	Fair	Poor	Anticipated greater traffic impacts along corridor
OVERALL	Fair	Fair	
A.2 Choice			
A.2.1 Connection to Transit Network	Fair	Fair	
A.2.2 Linkages to Destinations	Fair	Fair	Lake Shore (Concept 4A) closer to key recreational destinations
A.2.3 Cycling Network Integration	Fair	Fair	
OVERALL	Fair	Fair	
A.3 Social Equity			
A.3.1 Strengthen NIAs	Not applicable for Segment 1		
A.3.2 Institutional Connections	Good	Good	
OVERALL	Good	Good	
SUMMARY	Good	Good	
B. Strengthening Places			
B.1 Shaping the City			
B.1.1 Support Transit First Development	Fair	Fair	
B.2 Healthy Neighbourhoods	Not Used for Screening		
B.3 Public Health and Environment			
B.3.1 Park / Waterfront Connections	Good	Good	
B.3.2 Environmental Effects	Good	Good	Eastern Avenue (Concept 4B) has a 20m right-of-way, leading to potential environmetal effects
OVERALL	Good	Good	
SUMMARY	Good	Fair	
C. Supporting Prosperity			
C.1 Supports Growth			
C.1.1 Support Employment Areas	Fair	Fair	
C.2 Affordable			
C.2.1 Construction Cost	Good	Good	
C.2.2 Property Impacts	Good	Good	
OVERALL	Good	Good	
SUMMARY	Good	Good	
SEGMENT 4 SUMMARY	Good	Good	

Very Poor · Poor · Fair · Good · Very Good · * Recommended for additional study

8 Strategic Directions – Moving Forward

Based on an articulated overall Waterfront Transit Vision, supporting objectives, and an appreciation of transit market opportunities, recommended conceptual corridors and strategic directions were developed in this Phase 1 study to guide future project phases.

This Phase 1 study is critical to 'resetting' the planning basis for a comprehensive Waterfront Transit solution. Challenges include a large geographical study area, diverse transit travel markets and destinations, significant high density growth in the corridor, and incremental solutions over the last 30 years. Combined with continued planned population and employment growth in the Waterfront corridor, plus opportunities to integrate with emerging major transit and City-building initiatives, the Phase 1 study provides a consolidated roadmap for the City to move forward to address these challenges. To move forward, guidance for the next phases of the project has been formulated and organized as follows:

- **Key Phase 1 Findings** – Highlights key findings from the transit market assessment (Section 3), and identifies the recommended concepts (Section 7),
- **Strategic Directions for Future Study Phases** – Outlines key questions that were not resolved at the time of this study and that need to be addressed in future study phases to fulfill the long-term Waterfront Transit Vision and supporting objectives, and
- **Short-Term Initiatives** – Identifies potential corridor improvements that will address known service gaps or problem areas, and studies that will support the subsequent planning phases, with a focus on enhancing transit service reliability and accessibility.

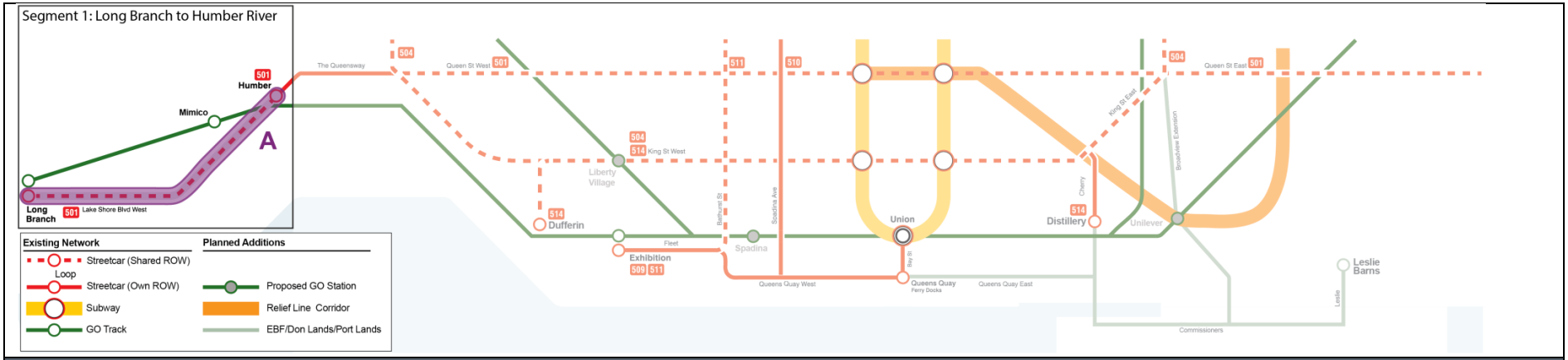
This guidance has been concisely summarized for each segment and presented in Figure 8.1 to Figure 8.5.

A Phase 2 study is recommended to develop an evidence-based implementation plan supported by a business case assessment. Additionally, Phase 2 will set the stage for subsequent EAs, corridor planning and protection, and design completion.

Recommended key activities during a Phase 2 study include:

- transit demand modelling analysis,
- further development of the preferred transit corridor concepts for the complete study area,
- detailed comparative evaluation of alternatives,
- coordination and consultation with Metrolinx and other key stakeholders,
- identification of a preferred network solution, including preparation of functional plan drawings to a five percent level of detail, or greater, with associated cost estimates,
- comprehensive public and stakeholder consultation,
- business case assessment(s), and
- an overall Waterfront Transit implementation plan, including financing strategies.

Figure 8.1: Segment 1 Long Branch to Humber River Strategic Directions



Key Phase 1 Findings

The transit market assessment, combined with public and stakeholder consultation, indicated a varied transit travel demand pattern – primarily local travel within South Etobicoke segment, but also to Downtown Toronto, and to the north. Transit improvements are needed to improve local east-west transit operational issues, to support long distance commuting trips to Downtown, and to provide high quality connections to Mississauga at Long Branch GO Station and to provide north-south connections to the TTC subway.

Metrolinx initiatives, regional fare integration and Regional Express Rail (RER) offer an increased service frequency at existing GO stations and to a potential new station at Park Lawn, offering opportunities to alleviate longer distance travel demands.

Transit improvements are required to support recent and planned growth in the Mimico area (e.g. Humber Bay Shores). The underway Park Lawn / Lake Shore TMP will address this growth and provide a sustainable multi-modal transportation network consistent with the findings of this Waterfront Transit Network Vision study.

Concepts 1A and 1B along Lake Shore Boulevard West (Area A in above map) were considered to best align with the project's Vision and related objectives, as well as the opportunities highlighted in the transit market assessment. Consistent with the City's Official Plan and Avenues designation, these concepts offer better transit connections to serve existing and planned Waterfront neighbourhoods, recreational and institutional destinations (e.g. Humber College), and to regional transit such as GO Transit and MiWay. Additionally, existing streetcar infrastructure and generally sufficient road right-of-way width present opportunities for incremental improvements ranging from an enhanced transit service to an increased degree of transit exclusivity that is appropriate for the local built form and environment.

Phase 2 Strategic Directions

The role of transit in South Etobicoke needs to be understood and determined. Building on the projected transit demand, the following key questions need to be answered:

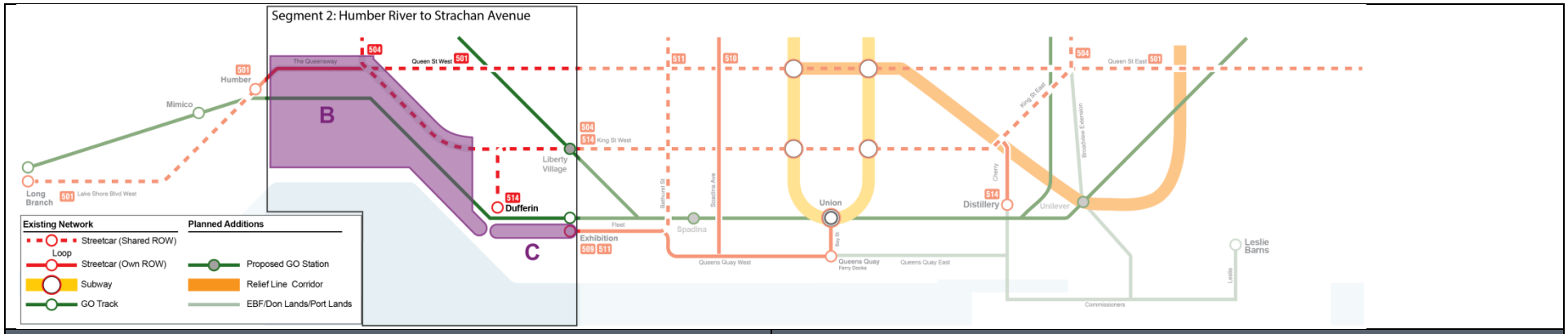
- Should a Waterfront Transit solution prioritize local neighbourhood service or longer commuting trips?
- Do Metrolinx initiatives, such as a competitive fare structure within the City and frequent RER service, combined with enhanced station connections and a new Park Lawn station, present opportunities to facilitate potential longer distance travel demands?

The Waterfront Transit solution should also be integrated with the existing and planned built form and environmental context, ensuring consistency with the City's Avenues objectives and Lake Shore Boulevard's designation as a major cycling corridor. Potential revitalization and public realm opportunities and key corridor constraints, such as parking, need to be identified.

Short-Term Initiatives

In addition to the on-going Park Lawn-Lake Shore Area Transportation Master Plan, other key short-term initiatives could include the development of a Long Branch GO Station Master Plan, with the intent of providing a high quality multi-modal inter-regional transportation hub.

Figure 8.2: Segment 2: Humber River to Strachan Avenue Strategic Directions



Key Phase 1 Findings

The transit market assessment, combined with public and stakeholder consultation, indicated a transit travel demand pattern that is both local and Downtown Toronto-oriented. Additional east-west transit capacity and priority is needed to support the significant existing and planned growth within the corridor (including King-Liberty neighbourhoods, Exhibition Place and Ontario Place). Transit improvements are required to improve local east-west transit operational issues along the King Street and Queen Street streetcar corridors, particularly at The Queensway- Roncesvalles Avenue-King Street-Queen Street intersection, and to provide increased mobility options locally, including a connection to the regional transit network at Exhibition GO station.

Concepts that best address the project's Vision, objectives, and the opportunities highlighted in the transit market assessment, (refer to Areas B and C in above map for corridors under consideration):

- Utilize the existing Queensway corridor, span over the rail and Gardiner Expressway corridors west of Dunn Avenue, and then continue along the northern boundary of Exhibition Place to the existing Exhibition loop (Concept 2A),
- Implement a new transit corridor along Lake Shore Boulevard West, span over the Gardiner ramps, and then continue along the northern boundary of Exhibition Place to the existing Exhibition loop (Concept 2D), and
- Utilize the existing Queensway corridor, span under the rail and Gardiner Expressway corridor in the vicinity of Colborne Lodge Drive, span over the Gardiner Expressway ramps, and then continue along the northern boundary of Exhibition Place to the existing Exhibition loop (Concept 2E).

Each of these concepts provides additional east-west capacity while supporting various potential north-south connections to Waterfront destinations. They also avoid major community and traffic impacts.

Phase 2 Strategic Directions

Projected transit demand and the role of transit in South Etobicoke (Segment 1) will assist in answering the following question: "Is there a need for a continuous and / or a separate Waterfront Transit solution between these segments?"

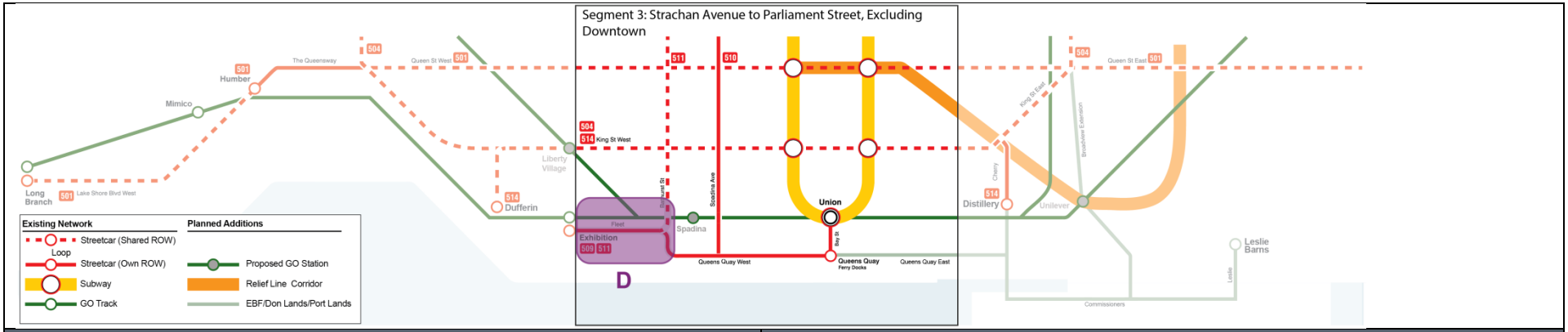
This question should be answered for different levels of development to properly assess the potential for phased implementation. Key tasks following this determination will include resolving property "pinch" points, fostering third party collaboration, and understanding complex construction (e.g. crossing the rail and Gardiner corridors).

Functional design to the 5 percent level, prior to initiating an environmental assessment, is required to establish cost, property and environmental impact certainty. This work should consider a range of alternative alignments and service levels and be completed such that a business case analysis can be consistently applied.

Short-Term Initiatives

As outlined above, the section along the north boundary of Exhibition Place to the existing Exhibition loop is common to all of the recommended concepts (Area C). In the shorter-term, extending the streetcar service to the Dufferin loop area from Exhibition loop would close a streetcar service gap, providing increased mobility options to the Liberty Village area. Additionally, it would provide TTC significant flexibility to refine service routing to align with latent and future demand, including potential relief to the 504 KING streetcar route.

Figure 8.3: Segment 3: Strachan Avenue to Parliament Street, Western Approach Strategic Directions



Key Phase 1 Findings

The transit market assessment, combined with public and stakeholder consultation, indicated a transit travel demand pattern that is local and Downtown oriented during the work week. Additional east-west transit capacity is needed to support the significant existing and planned growth within the corridor (e.g. Fort York-Niagara neighbourhoods, CityPlace), and the increased transit demands from the west that are destined Downtown. Transit improvements are required to improve local east-west transit operational issues (reliability and frequency) along the 509 HARBOURFRONT, 511 BATHURST, AND 504 KING streetcar routes, particularly at the problematic Fleet Street-Bathurst Street-Lake Shore Boulevard West intersection.

Concepts that best address the project's Vision, objectives, and the transit market assessment (refer to above map, Area D, for corridors under consideration):

- Utilize the existing Fleet Street-Bathurst Street-Lake Shore Boulevard West corridor, with anticipated operational transit improvements at the complex Fleet Street-Bathurst Street-Lake Shore Boulevard West intersection, and along Queens Quay. West between Lake Shore Boulevard West and Spadina Avenue (Concept 3A),
- Implement a new transit corridor along Fort York Boulevard and Bremner Boulevard (Concept 3B), and,
- Introduce a new grade-separated transit corridor, likely underground, from the Exhibition loop to the north side of the rail corridor, likely connecting a new transportation hub (Concept 3C).

These concepts are consistent with the recommended concepts in Segment 2 and enable continuity with the identified family of concepts proposed for serving Downtown. All of these recommended concepts provide additional east-west capacity, but will introduce increased construction costs to avoid potential major community and traffic impacts.

Phase 2 Strategic Directions

The sub-section between Strachan Avenue and Bathurst Street (the Western Approach), is contingent on both the projected transit demand and identified Waterfront Transit solution to / from the west, and the selected Downtown approach(s) to the east.

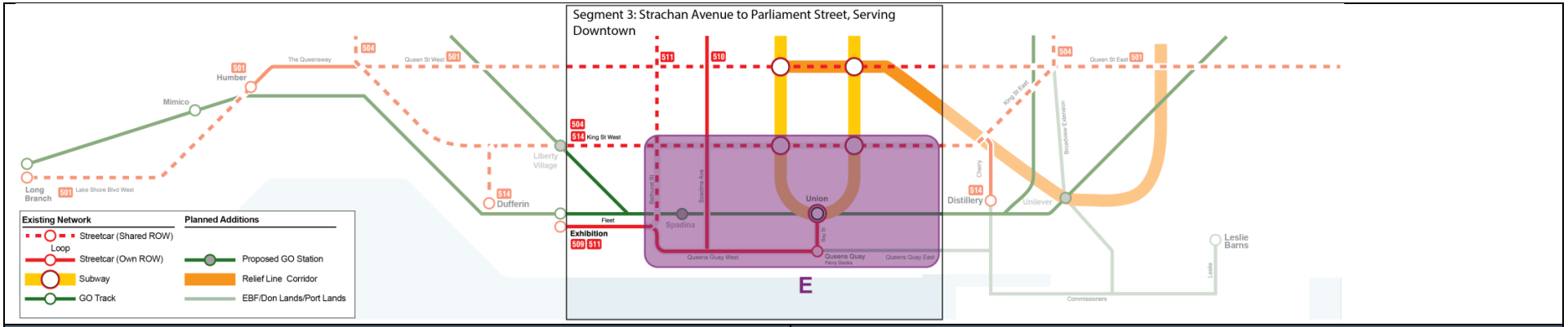
Potential for phased implementation in this segment is significant by utilizing the existing local surface network with enhancements, until other emerging opportunities, such as a satellite Union Station transportation hub and a King Street transit mall operation, become fully realized.

As such, given the likelihood for a phased implementation of a Waterfront Transit solution, it is likely prudent to protect multiple corridors, particularly since there are few corridors available. Functional design to the 5 percent level, prior to initiating an environmental impact certainty. This work should consider each recommended corridor, and be completed such that a business case analysis can be consistently applied

Short-Term Initiatives

Common to all of the recommended concepts is the reconfiguration and operational optimization of the problematic Fleet Street-Bathurst Street-Lake Shore Boulevard West intersection, which introduces reliability and speed issues. This initiative would provide an integral improvement to the existing and future network, ensuring the effective viability of additional or enhanced transit operations along Queens Quay and / or Bathurst Street. These transit operational improvements, and likely roadway re-configuration, should be investigated not only to improve the present conditions, but also to support the planned incremental improvements to transit service to the west (i.e. completing the missing link) with associated increased transit capacity demands.

Figure 8.4: Segment 3: Strachan Avenue to Parliament Street, Serving Downtown Strategic Directions



Key Phase 1 Findings

To address the established Waterfront Transit Vision and supporting objectives, the approach to serving Downtown identified four concept families:

- Family A – Existing Loop Modification: connect western and eastern Waterfront Transit solutions to an expanded Union Station loop,
- Family B – New Downtown West Loop: connect a western Waterfront Transit solution to a new terminus location that is connected to the inter-regional transit network,
- Family C – Queens Quay Through Service: provide a continuous east-west transit solution, similar to Queen and King Streets, including enhanced north-south connections, and,
- Family D – Distribute on Enhanced Local Network: circulate western and eastern Waterfront Transit solutions Downtown on enhanced and prioritized existing transit corridors.

The concept families present significantly different strategic approaches to serving Downtown, while also presenting a potential for phased implementation. Common to all concepts was the provision of connections to inter-regional and higher-order transit networks. Each family had at least one concept recommended for further evaluation in a Phase 2 study.

Short-Term Initiatives

To improve transit access and mobility options between East Bayfront and Downtown, an interim solution should be investigated that could incrementally implement the approved Queens Quay East dedicated transit right-of-way.

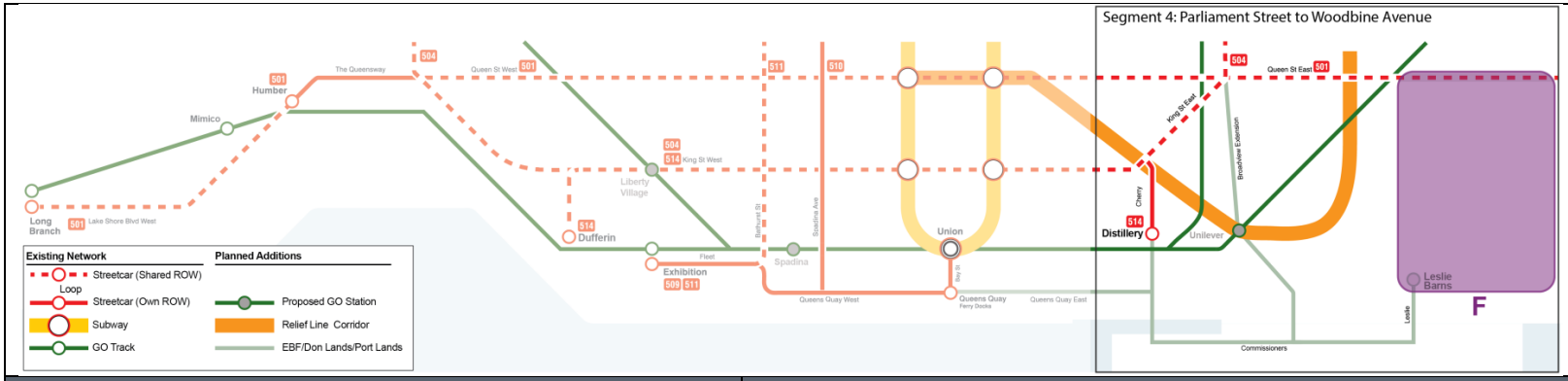
For example, installing tracks along Parliament Street from the proposed Parliament Loop northwards to King Street would connect East Bayfront to the TTC's Downtown streetcar network and Subway Lines 1 and 2

Phase 2 Strategic Directions

Detailed assessments and major trade-offs are required to determine the best approach to serving Downtown. Key questions to be considered in a Phase 2 study include:

- Understanding capacity and operational risk at Union Station Loop, including if a proposed expansion of the existing loop can meet the entire Waterfront Transit Network demands.
- To what degree does the Waterfront Transit Network solution require network redundancy, rather than reliance on a one-terminus solution?
- Does every western and eastern Waterfront Transit solution need to terminate at Union Station? Is there potential for future passenger congestion at a single terminus? Ultimately is a second terminus required? Does a surface Waterfront Transit Network solution on enhanced and prioritized corridors meet potential transit demands, ultimately or for just phased conditions?
- How will travel and transit patterns evolve based on the emerging significant development growth (Lower Yonge, East Bayfront, Port Lands, East Harbour, etc.)? How will planned transit infrastructure, such as the RER / SmartTrack and the Relief Line, influence Waterfront Transit demands, particularly for the eastern Waterfront network approach?
- Can TTC surface operations be restructured to provide interlining services in the Downtown? What are the potential issues and performance measures that should be used for a detailed assessment of this proposal? Could a Waterfront network transit solution be highly compatible with the TOcore / King Street vision?
- Will Metrolinx require another downtown transportation hub to offload capacity at the Union Station? If so, when, and how will it connect to the City's higher-order transit network? Is it a potential new western terminus for a western Waterfront Transit solution in the longer-term?
- Does the westerly extension of a Relief Line present a potential connection and terminus for a western Waterfront Transit solution in the longer-term?

Figure 8.5: Segment 4: Parliament Street to Woodbine Ave Strategic Directions



Key Phase 1 Findings

Extensive planning for future LRT service east of Parliament Street to Leslie Street has been undertaken as part of a completed Lower Don Lands Master Plan and the on-going Port Lands and South of Eastern Transportation and Servicing Master Plan. Recommendations from those studies have been adopted in this study. The recommended LRT network and corridors include a re-aligned Queens Quay East from Parliament Street to Cherry Street, connecting to the Cherry Street LRT that would extend south of Commissioners Street to the ship channel, with the main east-west LRT corridor continuing along Commissioners Street and connecting to Leslie Street with a turn-around at the TTC Leslie Barns carhouse. The Broadview Avenue streetcar would also be extended southerly to Commissioners Street, and, in the longer-term, south of the shipping channel.

The existing transit travel demand pattern for the segment's limited transit services are generally varied but oriented to / from Downtown for peak periods. Given the significant planned population and employment growth (e.g. East Harbour, Port Lands), and the associated proposed major transit infrastructure investments (RER / SmartTrack, Relief Line, major transportation station hub, competitive fare structure) in addition to the planned LRT network mentioned above, the future transit travel patterns will be transformational. Public and stakeholder consultation indicated a desire to extend service easterly along the Scarborough Waterfront. Identified Concepts 4A and 4B, along Lake Shore Boulevard East and Eastern Ave respectively, were both recommended for further Phase 2 study assessment.

Phase 2 Strategic Directions

A transit network solution is emerging between Parliament Street and Leslie Street. However, the transformational implications of significant planned development growth, including the projected addition of 50,000 jobs in the area, and associated proposals for major transit infrastructure, are still changing. As such, the appropriate role of transit between Leslie Street and Woodbine Avenue is yet to be determined.

Should the Leslie Street to Woodbine Avenue segment continue easterly to improve accessibility to Waterfront destinations, including the Scarborough Waterfront? Or, should improvements be focused on the planned transportation hub at East Harbour and surrounding high-density development, thereby supporting Downtown-oriented trips and inter-regional connections? Can both these objectives be achieved?

As such, potential transit travel demand patterns need to be determined based on the latest travel demand modelling, ensuring consistency in all inputs with other planning studies. Building upon the potential transit demand and the planned transit network, appropriate Waterfront Transit Network solutions could be developed and assessed against the overall Waterfront Transit Vision and supporting objectives.

Short-Term Initiatives

To provide input into updating the travel demand modelling, a pre-feasibility study should be undertaken, focusing on the easterly extension along Lake Shore Boulevard East and Eastern Avenue corridors between Leslie Street and Woodbine Ave, and perhaps further east along the Scarborough Waterfront. The feasibility study will investigate potential configurations (i.e. degree of semi-exclusivity vs. mixed traffic operations), and appropriate terminus locations (to the north at Line 2, to the east at Queen Street or Kingston Road, or further east).

A Visioning Workshop

steer davies gleave

Memo

To	City of Toronto, Waterfront Toronto, TTC		
From	Steer Davies Gleave, LURA		
Date	20 April 2016		
Project	Waterfront Transit Reset	Project No.	22937501

Project Visioning & Workshop Summary

Meeting Summary

Project team members from the City of Toronto, Waterfront Toronto, the Waterfront Secretariat and the Toronto Transit Commission met to discuss the overall project vision for the Waterfront Transit Reset. For a full list of participants, please see Appendix A. The following is a summary of the discussions that took place at the meeting.

Why do we need a project vision?

Attendees first discussed the overall need for a project vision, and cited the following reasons:

- The challenge has been misunderstood – people need to understand what the role of a continuous waterfront line is:
    - Is the system providing local or regional transit service, or both.
    - Currently there are 'bits and pieces' in place, but there are missing chunks that we have been talking about for a long time that could be dealt with expeditiously through this project.
- It is large-scale project with a lot of different organizations involved. A vision allows us to all work towards the same goal and be on the same page.
- To understand what we are doing and why we are doing it; allows us to remind ourselves of the end goal.
- A vision could be a great tool as a message for the public as part of consultation to allow people to better understand what we are setting out to do.
- There are so many competing interests and objectives in this corridor – a vision and objectives are going to be essential to set priorities and make necessary trade-offs.

Problems and Opportunities

To set the context for the discussion of the project vision, attendees then discussed potential problems to be addressed and opportunities associated with the project.

Problems to be addressed

- Need to consider how the proposed line is going to work together as part of the larger network.
    - Connect to the local network as well as seamlessly connecting to the regional network (GO stations).
- Waterfront communities have grown significantly in the past decade but remain isolated from the larger city– one way of integrating them with the rest of the city would be through transit.
- There is currently an imbalance in access between east and west.

- We need to ask ourselves: is a waterfront transit line what we need? Are we clear on that? Do people on the waterfront want to go to other waterfront destinations?

Opportunities

- Funding from higher levels of government is available now so we need to move quickly or this opportunity could be missed.
- There are gaps in the existing network that we could be looking to fill (e.g. how do we serve underserviced areas better?)
- For the portions of the waterfront that are currently undeveloped – this is an opportunity to put transit in before it is developed so it is there from the outset. These developments could then be transit-oriented from the beginning.
    - On the other hand, where neighbourhoods are already built, integrating transit is a challenge we need to think about.
- Waterfront transit could allow the opportunity to help alleviate traffic congestion and address commuter patterns. The waterfront line would run parallel to the automobile route people take into the city (Gardiner Expressway). This could be an opportunity to encourage modal shift.
    - However, it is important not to create a false expectation of relieving congestion on the Gardiner. This will give capacity for growth as opposed to relieving congestion.
- There are a lot of condominium communities along the waterfront. People moving into these are people who will likely use transit.

Project Vision

Two draft vision statements were presented to attendees for their feedback and consideration. The draft statements were:

Waterfront LRT will link waterfront communities, jobs, and destinations, providing high quality transit service that integrates seamlessly with the City and Regional transportation network.

A waterfront transit solution will weave waterfront communities and destinations together, providing reliable and accessible transit service and connections to the wider city-region transit network. This "transit-first" network solution will consider people's travel patterns and quality of life, and be integrated with high quality active transportation and local transit networks in a socially and financially responsible and implementable manner.

Attendees noted the following with respect to the project vision:

- The draft statements are missing 'time' as a consideration – we want to address what we can do in the short-term that is practical.
- People are seeking reliability and speed. How do we make transit attractive so people will want to use it? Need to see this in the vision and objectives.
- A waterfront line could be 'special' and something to get people out of cars.
- From a transit perspective, the considerations are:

  - Access – facilitating travel patterns that people want to make, thinking about the line from a network perspective.
  - Development – accommodating existing development and facilitating new development
  - Ridership – meeting current and future demands.
  - Deliverability – planning and protecting for longer term visions along the corridor, while also prioritizing what can be practically done in the short term.

- It should be a vision about solving transit problems.
- People have long associated the waterfront with driving along the Gardiner, now it could be a streetcar. This could be a way the city connects with the water.
- This is about the expansion (as opposed to integration) of the city/regional transportation network.

Breakout Session – Options Scoping

Attendees then split into three groups to discuss key questions and focus on options scoping.

Group 1

- The group felt that there is a need for more local service that connects into GO service in south Etobicoke.
- Made assumptions that there would be integrated fares with GO, serving mid-length trips (local becoming intermediate).
- Roncesvalles is a missing part of network and is a gap that needs to be filled.
- There should be service to Ontario Place and there will need to be a coordination with what happens there (transit will play a role in its success).
- The group felt that there should be a continued connection along Queens Quay east of Bay Street, also noting the need for:
  - More continuous service east and west of Bay Street, and
  - A connection up to Union Station (via Spadina or Bathurst).
- With respect to the east end, the route could run east via Parliament Street, if not Cherry Street (with the latter perhaps being cost prohibitive).
  - Service would extend through to the Port Lands as that development happens.
- In the short-term, address the central core area where there are gaps.

Group 2

- Etobicoke is seen as a long-term priority in terms of major upgrades.
- The short-term focus would be to improve connections along Lake Shore Blvd.
- Suggest considering an interim modal hub at Park Lawn Road (transfer onto RER services or continue trips onwards going east).
- Roncesvalles – the orientation is to provide connections north of the rail tracks (not a lot of need for connections on the south).
- Exhibition – more direct alignment close to GO corridor, with local streetcar routes (e.g. 509) continuing onwards to serve Ontario Place.
- City Place / Rogers Centre / Union Station – alignments along Fort York and Bremner, with potential options for Front Street.

- There are deliverability considerations with respect to connecting to the subway at Union Station. Perhaps in the short-term we do not, but look at long-term provision of a connection.
- Further east there is planned growth:
    - Connect Broadview into the Port Lands; and
    - Provide better connections from the east into downtown (current reliance is on Queen Street).

Group 3

- There has been a rapid increase in population in Etobicoke, however there is a lack of choice with respect to transit and residents in that area have to pay double fare (GO, express bus).
    - The easiest way to address this is to move the loop south to Park Lawn.
- There is a gap between Roncesvalles and Exhibition GO – solving this is key.
    - Do we need to go further south to Ontario Place or north to King Liberty?
- Queens Quay – use existing alignment / investment in the line.
    - Do we need that connection to Union?
        - Existing service, and removing it would be detrimental to habits.
        - Don't run new service into Union.
- Commissioners Street will have a dedicated right-of-way.
- Queens Quay will run to Don River.

Other Points for Consideration

Other points for consideration discussed by attendees at the meeting were as follows:

- The work here needs to consider fares (do not replicate already what exists. i.e. the GO Train from Etobicoke).
- Priority areas should be established based on criteria such as density.
- The waterfront is one of the biggest parks in the city and people need to be able to access it (the downtown is otherwise parks deficient; as density increases the access to the greenspace will be important).
- Ridership is greater on the weekends as opposed to typical a.m. and p.m. weekday peaks.
    - The waterfront is a year-round, seven days a week destination with a lot of overlapping events.
- The project team cannot be shy about tackling ideas that involve impacts on automobile capacity if it is what we need to do to achieve better transit.
- Need to consider integration with the cycling network as part of this project.

Next Steps

Next steps include:

- Re-drafting the vision and circulating it to the group;
- Update the maps (including potential alignments) and circulate them to the group; and
- Stakeholder Advisory Group meeting – May 11 (with executive SC meeting one week prior).

Appendix A – Meeting Participants

- Chris Glaisek, Waterfront Toronto
- Pina Mallozzi, Waterfront Toronto
- David Stonehouse, City's Waterfront Secretariat
- Nigel Tahair, City of Toronto
- David Brutto, City of Toronto
- Meaghan Hogan, Waterfront Toronto
- Tristan Simpson, Waterfront Toronto
- Stephanie Simard, Toronto Transit Commission
- Jacqueline Darwood, Toronto Transit Commission
- Heather Inglis Baron, City's Waterfront Secretariat
- Andrew Hilton, Waterfront Toronto
- Mary-Ann George – Toronto Transit Commission
- Deanne Mighton, City of Toronto
- Garvin Tom, City of Toronto
- David Cooper, City of Toronto

Consulting Team

- Liz Nield, Lura Consulting
- James Knott, Lura Consulting
- Paul Kulig, Perkins+Will
- Ian Druce, Steer Davies Gleave
- Matthew Lee, Steer Davies Gleave
- Alex Legrain, Steer Davies Gleave
- Harold Sich, Steer Davies Gleave

B Public Consultation Report

Waterfront Transit Reset
Phase 1 Study



Consultation Summary Report

Prepared by Lura Consulting for:
The City of Toronto, Waterfront Toronto and TTC
June 2016

TORONTO

WATERFRONTToronto

This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Waterfront Transit Reset Phase I Study. If you have any questions or comments regarding this report, please contact:

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Table of Contents

Appendices:

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1. Introduction

Background

The City of Toronto, in partnership with the Toronto Transit Commission (TTC) and Waterfront Toronto, is undertaking a study to "reset" transit planning for the waterfront. Phase 1 of the Waterfront Transit Reset Study will create a vision and inform the development of an integrated transit plan for Toronto's waterfront, from Long Branch in the west to Woodbine Avenue in the east and south of The Queensway/Queen Street. The study area is illustrated on the map below.

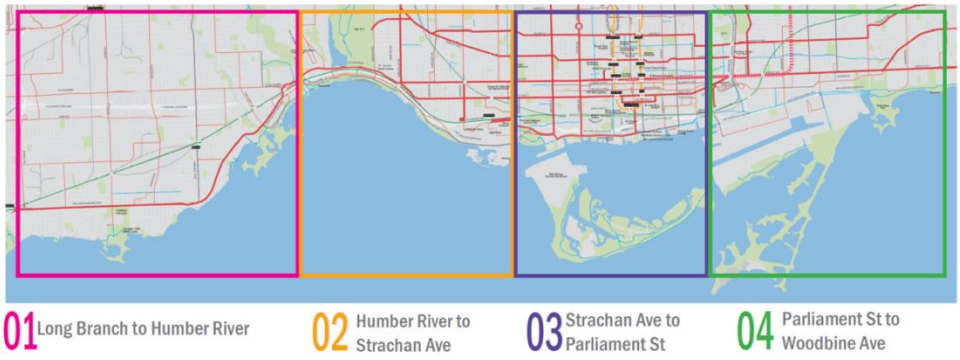

Figure 1 - Waterfront Transit Reset Study Area

Phase 1 of the study was initiated following direction from Toronto City Council in the fall of 2015. It involves a review of:

- Existing waterfront transit services;
- Previous waterfront transit planning initiatives; and
- Current and future transit needs.

The objective is to define a long-term solution for transit along the waterfront, in consultation with stakeholders and the public.

Study Process and Timelines

The study is anticipated to be completed in several phases. Phase 1 will establish a clear vision and identify reasonable alternative concepts for a Waterfront Transit Solution.

Phase 2, subject to City Council approval in summer 2016, would:

- Advance feasibility studies;
- Begin Environmental Assessment(s) or amend existing Environmental Assessment(s);

- Pursue the implementation of short-term strategic improvements that minimize long-term throwaway costs; and
- Advance a business case and pursue funding opportunities.

The study is being coordinated with the directions emerging from other major transit initiatives currently underway including Smart Track, Relief Line, Scarborough Transit Planning, and the Metrolinx Regional Express Rail (RER) expansion program.

Vision for Waterfront Transit

The vision for Waterfront Transit is as follows:

> Provide high quality transit that will integrate waterfront communities, jobs, and destinations and link the waterfront to the broader City and regional transportation network.

Study Objectives

The objectives of the study are to:

- Connect waterfront communities locally and to downtown with reliable and convenient transit service:
  - Promote and support residential and employment growth; and
  - Provide more travel choices.
- Enhance accessibility (improved reliability and convenience) of transit service linking key destinations (employment, housing, institutional, education, cultural, recreational, commercial):
  - Better connect people to everyday places;
  - Improve connectivity in neighbourhood improvement areas;
  - Make transit an attractive option for more trips;
  - Attract new transit riders; and
  - Improve quality of life.
- Promote broader City and regional transportation network connections.
- Develop implementable and affordable solutions to address current needs and the flexibility to respond to future conditions.

Evaluation Framework

The evaluation framework established for the transportation component of the City's Official Plan review process – *Feeling Congested?* – was used to ensure a consistent and transparent approach. The approach is based on three major principles under a total of eight evaluation criteria, as illustrated in Figure 2:

Figure 2 - Evaluation Framework

Report Contents

This report provides a summary of the consultation program and key consultation activities undertaken during Phase 1 of the Waterfront Transit Reset Study, as well as the feedback received through those activities. Section 2 describes the consultation program and the mechanisms used to engage stakeholders and the public, followed by a summary of the feedback received in Section 3. The report concludes with an outline of the next steps in the study process in Section 4.

2. Consultation Process Overview

The City of Toronto, TTC and Waterfront Toronto recognize the value and importance of engaging stakeholders and the public in the Waterfront Transit Reset Phase 1 Study. A comprehensive consultation program consisting of complementary communication and engagement strategies was developed at the outset of the study to educate and obtain input from stakeholders and the public as part of an inclusive and transparent planning process. The Phase 1 consultation process featured the establishment and initial meeting of a Stakeholder Advisory Committee, two public forums and online engagement.

Communication and Promotional Tactics

The communication and promotional strategies that were utilized to inform stakeholders and members of the public about opportunities to participate and provide feedback are described below.

Public Notices

Formal notices were published in local newspapers approximately two weeks before the public forum to notify stakeholders and interested individuals, and encourage participation in the study. The table below lists the dates and local papers in which formal notices were printed.

Table 1- Publication of Public Notices

Public Forum	Publication Date	Publication
Phase 1 (May 25-26, 2016)	Thursday, May 12, 2016	Etobicoke Guardian (South) Bloor-West Villager Parkdale Liberty Villager Beaches/South Riverdale Mirror
	Thursday, May 19, 2016	Metro News Toronto

The notice was also published on the project webpage on Waterfront Toronto's website. Copies of the meeting notices are included in **Appendix A**.

E-Promotion

E-blasts and email invitations were also used to promote stakeholder and public awareness of Phase 1 consultation activities as described below:

- An e-mail notice and invitation was sent to approximately 7,000 subscribers (industries, professional organizations, community associations, transportation groups, numerous individuals, etc.) of Waterfront Toronto's extensive contact list database on May 12, 2016; and
- Existing communications channels of the City of Toronto, TTC and Waterfront Toronto (websites, social media, Councillor e-mail lists, Waterfront Toronto e-newsletter, etc.) were used to provide details about the project and upcoming consultation opportunities.

Online Presence

Webpages on the City of Toronto and Waterfront Toronto websites were established at the outset of the study to provide details about the study area, background information and consultation events. Both webpages contain a comprehensive overview of the study, relevant documents and resources as well as information regarding consultation events and opportunities to participate online.

Social Media

City of Toronto and Waterfront Toronto Twitter accounts – @CityPlanTO and @WaterfrontTO – were used to increase awareness about the public consultation events and to encourage broad participation. The hashtag #TOthewaterfront was used to promote and track discussion.

Consultation Activities

The key face-to-face and online consultation activities utilized to engage stakeholders and the public are described below.

Stakeholder Advisory Committee Meeting

A Stakeholder Advisory Committee (SAC) representing a balance of geographical and sectoral interests was formed at the outset of the study. The purpose of the SAC is to provide feedback, guidance and advice to the project team at key points during the study process. One SAC meeting was held during this phase of the study on May 11, 2016 to introduce the project and obtain feedback on the work completed to date (e.g., vision, evaluation criteria, and preliminary concepts) in preparation for the upcoming public forums. A total of 42 SAC members participated in the meeting.

A copy of the SAC meeting summary is available in **Appendix B**.

Public Forums

Two public forums were held in the study area on May 25, 2016 (Harbourfront Centre) and May 26, 2016 (John English Junior Middle School) to introduce the study, present background information, and obtain input on the preliminary concepts and screening results. Both sessions featured an open house, followed by a plenary presentation with time for questions of clarification, and an interactive workshop. Approximately 100 individuals participated in the May 25 session, while 90 individuals participated in the May 26 session.

The following consultation resources were developed for the public forum:

- ***Overview Presentation –*** A presentation was developed by the project team to introduce the Waterfront Transit Reset Phase 1 Study, present background information as well as the preliminary concepts and screening results, and outline the next steps in the study process.
- ***Display Panels –*** A total of 22 panels were displayed at the public sessions to provide participants with an overview of the project purpose, study area (which was divided into four segments), work completed to date, and conceptual options.
- ***Discussion Guide –*** A discussion guide was developed to inform participants about the study purpose, phasing and timelines, draft vision, objectives and evaluation framework. The discussion guide also provided instructions on how to provide feedback at the public forum or online.
- ***Preliminary Screening Results –*** The preliminary screening results of the conceptual options for each segment of the study area were provided to public forum participants as handouts at the public forum.
- ***Feedback Form –*** Feedback forms with discussion questions corresponding to each segment of the study area were available as separate handouts at the public forum, enabling participants to choose which area(s) to focus their feedback and comments.

PDF copies of the presentation, display panels, discussion guide and preliminary screening results are available on the City of Toronto and Waterfront Toronto project webpages.

The questions of clarification raised at the public sessions are summarized in **Appendix C**.

Online Participation

Options for online participation were developed to complement face-to-face consultation activities and encourage broad participation. The tools used to facilitate online participation are described below:

- ***Video Recording –*** A video recording of the overview presentation from the May 25 session is available on the Waterfront Toronto project webpage. It serves as a record of the event, while enabling participation by individuals who could not attend in person.
- ***Social Media –*** Twitter was used to complement face-to-face discussions before and after the public forums to encourage participation. Participants were also encouraged to tweet feedback and comments. The project hashtag #TOthewaterfront was used to promote and track discussion.
- ***Online Feedback Form –*** An online version of the feedback form was made available on the Waterfront Toronto project webpage until June 3, 2016, allowing participants to submit comments on their own time following the public sessions.
- ***Email –*** Participants also had the option of submitting feedback via the info@waterfrontoronto.ca email address. Staff at Waterfront Toronto ensured email communications were promptly responded to and recorded for reporting purposes.
- ***Blog*** – A blog post was published on the Waterfront Toronto corporate blog on May 27, 2016. It included a recap of the public forum, an overview of the study, and next steps. It also provided links to all public forum materials, and encouraged the public to provide comments online.

Participation Results

More than 600 (3,625 with website visits) individuals participated in Phase 1 of the study between May 11, 2016 and June 3, 2016. The table below summarizes the number of participants by consultation activity:

Table 2 - Participation Results by Consultation Activity

Consultation Activity	Number of Participants
SAC Meeting #1	42
Public Forums: • May 25 • May 26	 100 90
Recorded Video Viewings	245
Feedback Forms Submitted • SAC • Public Forum • Online	 7 53 54
Emails	11
Website Visits • City of Toronto • Waterfront Toronto	 1,300 1,723
Total # of Participants	602 (3,625 including website visits)

3. Summary of Participant Feedback

The purpose of the Phase 1 consultation program was to introduce the study, present background information, and obtain input on the preliminary concepts and screening results. The following discussion questions were posed to encourage dialogue and feedback for each segment of the study area (Long Branch to Humber River, Humber River to Strachan Avenue, Strachan Avenue to Parliament Street and Parliament Street to Woodbine Avenue):

1. **What issues should be considered?**
2. **What opportunities should be considered?**
3. **What feedback do you have in regards to the preliminary concepts and evaluation?**
4. **What concerns you, and why?**

Public forum participants provided their feedback to members of the project team during the interactive workshop portion of the sessions or by completing feedback forms for the study area segments of most interest to them, while online participants submitted comments through an electronic version of the feedback form on the Waterfront Toronto project webpage. In total, 107 hardcopy and online feedback forms were submitted by the June 3, 2016 deadline for comments.[1] In addition, 11 emails were received with comments about the study.

A summary of the feedback received through consultation activities from this phase of the study is presented below. The summary provides a high-level synopsis of recurring comments, concerns and/or recommendations from consultation participants.

The feedback forms received through in-person and online consultation activities are catalogued in **Appendix D**, while comments received via email are recorded in **Appendix E**.

What We Heard

General Comments

Recurring comments were received that apply broadly to all four segments of the study area. These include:

- **Provide direction for "quick wins"** that can be implemented in the short-term or as interim solutions (e.g., transit only lanes, signal priority, longer transit vehicles, HOV lanes, etc.).
- **Address operation- and infrastructure-based issues and constraints** within the existing transit system to improve service (e.g., fleet size, station capacity, signal times, general maintenance, connections to other routes, fare integration, etc.).

[1] A number of additional comments were received following the June 3 Phase 1 deadline and will be considered moving forward into Phase 2 of the study.

- **Ensure transit planning keeps pace with population growth and the demand for transit** (e.g., Liberty Village, Ontario Place redevelopment, "motel strip" in South Etobicoke, Humber Bay Shores).
- **Ensure that transit is safe and accessible** to a diversity of users (e.g., seniors, families with children, disabled individuals, students, etc.).
- **Develop a solution for fare integration between TTC and GO Transit service** to leverage existing commuter options.
- **Enhance local/regional multi-modal connections** (e.g., TTC with GO Transit, Mississauga MiWay).
- **Improve the reliability, frequency and speed of existing transit services** (e.g., 501 Queen Street streetcar).
- **Consider the emerging directions of ongoing planning studies** that are being completed in parallel with this study (e.g., Relief Line, new Metrolinx GO stations, Park Lawn/Lake Shore Area Transportation Master Plan, Lower Yonge Precinct Plan, etc.).
- **Improve north/south connections to transit** (e.g., subway stations, GO Transit stations), residential areas and destinations (e.g., waterfront parks, Exhibition Place).
- **Preserve local greenspace and parks** (i.e., do not develop transit infrastructure in these areas).
- **Utilize current data and traffic modelling** to inform the conceptual options.
- **Consider double-ended LRTs or streetcars** instead of loops.

Segment 1: Long Branch to Humber River

Issues

The following issues were raised frequently by participants:

- Traffic and congestion are key issues in this segment of the study area (e.g., on Lake Shore Boulevard, The Queensway, Park Lawn Road) and negatively impact local transit service.
- The narrow right-of-way on Lake Shore Boulevard in South Etobicoke (e.g., west of Park Lawn Road) is not wide enough to support LRT service.
- There is a need for continuous service from Long Branch to the downtown core (e.g., eliminate the need to transfer at the Humber Loop).
- Issues east of the Humber Loop (e.g., congestion, etc.) impact service in this segment of the study area.
- Transfers at the Humber Loop are inefficient and unreliable.
- Maintain the character of old town centres in New Toronto and Mimico.

Opportunities

Recurring feedback from participants highlighted the following opportunities:

- Improve connections between residential areas and local services and destinations (e.g., Sherway Gardens, Kipling Subway Station).

- Improve streetcar service on Lake Shore Boulevard.
- Encourage transit-oriented development along Lake Shore Boulevard and The Queensway (e.g., pedestrian-friendly, mid-rise mixed-use development, independently owned stores and restaurants).
- Strengthen the economic viability of smaller businesses along Lake Shore Boulevard.
- Plan more loops or options for transit vehicles to turn to provide flexibility.
- Explore the potential for a multi-modal transportation hub at the former Mr. Christie site (e.g., TTC, GO Transit, etc.); a few participants expressed concerns about this suggestion, noting that it will contribute to congestion in the surrounding area.
- Consider the need to expropriate land for transit corridors.

Preliminary Concepts

Feedback specific to the concepts in this segment of the study included:

- ***Concept 1A, Enhanced Lake Shore Boulevard Transit Service***
    - Support for this concept was based on a preference to enhance existing transit service instead of introducing LRT service on Lake Shore Boulevard.
    - Concerns about the possibility of eliminating transit stops to enhance service, which some participants feel would negatively impact local service and discourage transit use.
- ***Concept 1B, Lake Shore Boulevard LRT***
    - Support for this concept was based on the following benefits:
        - Improves local and long distance service (e.g., speed and reliability); and
        - Increases capacity for transit demand over the long-term.
    - Concerns were raised about a wide range of potential impacts of a new LRT, including:
        - The creation of a new a barrier to the waterfront (e.g., QEW, railway tracks);
        - Exacerbating traffic and congestion;
        - Reducing the availability of on-street parking and bike lanes;
        - Increasing noise pollution (e.g., vibration from LRTs);
        - Reducing the retail strip between Mimico Avenue to Superior Avenue; and
        - Impacting the small-town character of older neighbourhoods.
- A few participants questioned the need for an LRT, noting that service improvements east of the Humber River would also address service issues west of the Humber River.
- ***Concept 1C, The Queensway LRT***
    - Support for this concept was based on the following benefits:
        - The large catchment area of surrounding neighbourhoods and businesses;
        - The wide right-of-way; developing an LRT would be less disruptive to residents and businesses (compared to an alignment on Lake Shore Boulevard);
        - Providing more long-term capacity; and
        - The potential to connect to LRT service in Mississauga.
    - Concerns about this option included:

- The Queensway is too far north from the waterfront to be considered waterfront transit;
- It is already well served by frequent bus service with connections to the subway; and
- The demand for transit may be for north/south connections rather than east/west service.

Concerns

Participant feedback included the following concerns:

- Provide timelines to implement each option; feedback iterated concerns that new plans will be developed but not implemented, given the need to address congestion and the demand for transit in this segment of the study area.
- Ensure improvements or new transit continues to serve the local community (e.g., connections to local community services).
- Ensure uninterrupted access to local parking and driveways during and after implementation of any transit improvements.
- Address concerns regarding impacts to residential areas (e.g., noise and vibration, congestion, property values, affordability, etc.).
- Ensure transit is safe and convenient during all seasons; a few participants expressed specific concerns about safety at the Humber Loop (e.g., dark, isolated, etc.).

Segment 2: Humber River to Strachan Avenue

Issues

The following issues were raised frequently by participants:

- The area where Roncesvalles Avenue, King Street and Queen Street converge is under major pressure from congestion and is heavily used by cars, transit vehicles, cyclists and pedestrians.
- Traffic and congestion are key issues in this segment of the study area (e.g., Queen Street, Marine Parade Drive) and negatively impact local transit service.
- Transit service is negatively impacted by slow travel times, overcrowding and unreliability.
- More hubs and north/south connections (e.g., to the Bloor-Danforth subway) are needed in the local transit network instead of directing all routes through Union Station.
- Bridges in this segment of the study area need to be considered in planning and design work (e.g., loads, potential upgrades to support transit vehicles, etc.).

Opportunities

Recurring feedback from participants highlighted the following opportunities:

- Consider a transit mall on King Street or Queen Street.
- Ensure access to new transit service is quick and convenient to encourage ridership (e.g., improving north/south connections, pedestrian bridges and tunnels over/under the Gardiner Expressway and railway corridor).
- Consider opportunities to improve the public realm along the waterfront.
-
- Consider options for express service to/from the downtown core (e.g., third track).

Preliminary Concepts

Recurring comments were received that apply broadly to all the options in this segment of the study area, include:

- Improve north/south connections for pedestrians and cyclists (e.g., widen bridges, consider active transportation only routes) and ensure they are safe and convenient.
- Consider the LRT transition from The Queensway to Lake Shore Boulevard carefully (e.g., consolidate roads, use a simple solution), given the trade-offs of each option.
- Include cycling routes in the options.
- Concerns about reducing the traffic capacity of Lake Shore Boulevard and parkland.
- Concerns that an LRT right-of-way on Lake Shore Boulevard is not practical.

Overall, broad support for an LRT in a dedicated right-of-way was iterated by participants, particularly the options presented in Concepts 2A and 2C (based on the number of recurring comments specific to these concepts). Feedback outlining reasons why participants support, or do not support, the concepts is included below.

- ***Concept 2A, The Queensway and LRT Bridge across the Gardiner Expressway / Rail Corridor (crossing location TBD) to Exhibition Place***
    - Support for this concept was based on the following benefit:
        - Implements recommendations of previously completed Environmental Assessment.
- ***Concept 2B, The Queensway and LRT Alignment on Embankment North of Rail Corridor***
    - Support for this concept was based on the following benefits:
        - Encourages ridership from residents in Parkdale and High Park, diverting passengers from the King Street and Queen Street streetcars.
- ***Concept 2C, Lake Shore LRT Crossing Humber River South to Edge of Coronation Park***
    - Support for this concept was based on the following benefits:
        - Restores transit service to the area, which was removed in the 1950s;
        - Bypasses Exhibition Place, ensuring uninterrupted service during large events (e.g., CNE); and
        - Provides a long-term solution for transit.

- ***Concept 2D, Lake Shore LRT Crossing Humber River to Exhibition Place***
    - Support for this concept was based on the following benefits:
        - Provides a connection to the Exhibition Loop/GO Station; and
        - Improves service to areas that currently have limited transit (e.g., Liberty Village).
- ***Concept 2E, Queensway / Colborne Lodge Drive / Lake Shore to Exhibition Place LRT***
    - Support for this concept was based on the following benefit:
        - Eliminates sharp turns on the alignment.
- ***Concept 2F, Queensway / Dufferin Street / King Street LRT***
    - Support for this concept was based on the following benefits:
        - Provides a connection to the Exhibition Loop/GO Station; and
        - Eliminates sharp turns on the alignment.
    - The concern that King Street has limited capacity for additional transit vehicles, particularly if two routes merge, was raised by a few participants.

Concerns

Participant feedback included the following concerns:

- Ensure service between the study area segments is seamless (e.g., no bottlenecks or disruptions during large events like the CNE).
- Concerns that transit improvements will not be implemented quickly enough to address current issues (e.g., congestion and the demand for transit in this segment of the study area).

Segment 3: Strachan Avenue to Parliament Street

Issues

The following issues were raised frequently by participants:

- Traffic and congestion are key issues in this segment of the study area (e.g., Bay Street, Queen Street, King Street) and negatively impact street-level transit.
- The intersection of Bathurst Street, Fleet Street and Lake Shore Boulevard is difficult to navigate, leading to congestion and safety issues.
- The need to improve north/south network connectivity (e.g., to the Bloor-Danforth subway), particularly from the waterfront; participants noted that they do not need to be routed through Union Station.
- The need for more through service options in the downtown core (e.g., enabling riders to travel from east to west without stopping or transferring at Union Station).
- The need for transit service on Queen's Quay East.
- The need to improve waterfront transit service for local residents and tourists.

- This is a densely built and populated segment of the study area; north/south pedestrian routes, particularly within the downtown core, are at capacity.
- The impact of large events (e.g., sporting events, concerts, and festivals) and destinations (e.g., Distillery District, St. Lawrence Market, ferry terminal, Harbourfront Centre) along the waterfront on local neighbourhoods (e.g., congestion).

Opportunities

Recurring feedback from participants highlighted the following opportunities:

- Increase the resiliency of the transit network (e.g., increase north/south and east/west connections).
- Consider modifying routes during large events (e.g. sporting events, concerts, and festivals) to increase transit along Queens Quay.
- Consider a transit mall on King Street or Queen Street.
- Provide multi-modal access to key destinations within the area (e.g., Billy Bishop Toronto Island Airport, waterfront parks, residences).
- Consider a transit hub at the Westin Harbour Castle Hotel.

Preliminary Concepts

Feedback specific to the concepts in this segment of the study included:

- ***Concept 3A, Existing Fleet Street – Bathurst Street – Queens Quay LRT***
    - Consider a separate intersection for streetcars at the Bathurst Street/Fleet Street/Lake Shore Boulevard intersection to accommodate increased transit service.
- ***Concept 3B, Fleet Street – Fort York Boulevard– Bremner Boulevard LRT***
    - Support for a dedicated right-of-way for transit on Bremner Boulevard.
    - Concerns that this concept is constrained by a limited right-of-way between Strachan Avenue and Simcoe Street.
- ***Concept 3C, South of Rail Alignment – North of Rail Alignment / South of Front Street LRT***
    - No comments received specific to this concept.
- ***Concept 3D, Lake Shore Boulevard – South of Coronation Park – Queens Quay LRT***
    - Support for this concept was based on the following benefit:
        - A dedicated right-of-way will improve the reliability and speed of transit service.

- ***Union Concept A.1, Expanded Union Loop***
    - Preference for this concept over repurposing the existing tunnel or constructing a new tunnel.
    - Support for this concept was based on the following benefit:
        - Provides a long-term solution to accommodate new easterly transit routes.
- ***Union Concept A.2, Extend Underground Alignment Easterly***
    - Strong interest in this concept based on the following benefits.

        - Preserves connectivity to the transit network;
        - Avoids infrastructure challenges at Queen's Quay; and
        - Provides an alternate to Union Station (e.g., enhances network resilience).
- ***Union Concept B, Second Loop***
    - Support for this concept was based on the following benefits:
        - Shifts the flow of transit vehicles away from Union Station; and
        - Could be developed to serve areas experiencing growth.
    - Concerns about this concept were based on the following points:
        - The cost of constructing a second loop; and
        - Making connections/transfers to other transit routes inconvenient.
- ***Union Concept C.1, Tunnel Bypass of Bay Street an maintain some transit service to Union***
    - No comments received specific to this concept.
- ***Union Concept C.2, Tunnel Bypass of Bay Street, Repurpose Bay Street Tunnel into Union***
    - Few participants support repurposing the tunnel; those who did noted that at-grade pedestrian routes are already at capacity, and would benefit from an alternate option.
    - Concerns about this concept suggest that the bypass will:
        - Disconnect waterfront residents (and new transit routes) from other transit routes (e.g., require long walks, transfers);
        - Discourage ridership, particularly amongst seniors or disabled individuals; and
        - Be unreliable and slow, specifically the moving sidewalks.
    - Other comments suggested retaining the tunnel for existing transit services.
- ***Union Concept C.3, At-Grade By-Pass of Bay Street and maintain some transit service into Union***
    - Support for this concept was based on the perception that it is less expensive than a new tunnel.
- ***Union Concept C.4, At-Grade By-Pass of Bay Street and Repurpose Bay Street Tunnel into Union***
    - Concern that a new street-level bypass is problematic, given congestion in the surrounding area and the existing grade-separated route.
- ***Union Concept D.1, Distribute on Network & Use Existing Loop***
    - Support for this concept was based on the following benefits:
        - Provides service to the downtown core from multiple destinations; and
        - Potentially reduces the need to transfer to other routes.
- ***Union Concept D.2, Distribute on Network & Bay Street LRT***
    - Concern that this concept is premature; a few comments suggested waiting for results from the King Street corridor study.
- ***Union Concept D.3, Bay Street LRT (& Queens Quay at-grade LRT)***
    - Support for this concept was based on the fact that transit services would be routed around the core instead of travelling through Union Station.
    - Concerns about this concept included:

- Surface routes are already over capacity, particularly King Street, to accommodate this option; and
- It does not provide or enhance east/west connectivity.

Concerns

Participant feedback included the following concerns:

- Modelling is needed to ensure recommendations reflect actual travel patterns.
- Do not pre-empt options for the Union Loop based on costs alone.
- Concern that directing new routes through Union Station will exacerbate current capacity issues.
- Ensure existing transit routes remain operational.
- Concern that transit improvements will not be implemented quickly enough to address current issues (e.g., congestion and the demand for transit in this segment of the study area).
- Concern that service between the study area segments will not be integrated seamlessly.

Segment 4: Parliament Street to Woodbine Avenue

Issues

The following issues were raised frequently by participants:

- Address current issues on existing routes (e.g., frequency, reliability, congestion); a new route will not resolve them.
- Travelling from the Beach to the downtown core is slow, particularly during rush hour.
- The alignment of the King Street and Sumach Street intersection is awkward and will become problematic as the neighbourhood grows.
- The need for an east/west route south of Queen Street.
- The need for interim solutions to improve or enhance service (e.g., buses on Commissioners Street).

Opportunities

Recurring feedback from participants highlighted the following opportunities:

- Plan for future development in this segment of the study area (e.g., First Gulf redevelopment).
- Enhance north/south and east/west connections to various destinations (e.g., the Port Lands, the Beach, Leslieville, Ashbridges Bay, East Bayfront) and transit routes (Bloor-Danforth subway, Eglinton Crosstown, Relief Line).
- Leslie Barns provides a new connection.

Preliminary Concepts

Recurring comments were received that apply broadly to both the options in this segment of the study area, including:

- Support for transit in dedicated rights-of-way.
- Extend the study area further east to include Scarborough and the Upper Beach.
- Prioritize improvements in the west end of the study area first (e.g., phasing).
- Concerns about the concept noted that a route through the Port Lands will take people out of their way relative to a straight trip across Lake Shore Boulevard.

Feedback specific to the concepts in this segment of the study included:

- ***Concept 4A, Lake Shore Boulevard LRT Extension from Leslie Street and Port Lands***
    - Support for this concept was based on the following benefits:
        - Provides a more direct route (i.e., avoids sharp turns which reduce speed); and
        - The Lake Shore Boulevard right-of-way is wide enough for an LRT.
- ***Concept 4B, Eastern Avenue LRT Extension from Leslie Street and Port Lands***
    - Support for this concept was based on the following benefits:
        - Maintains open space along the waterfront; and
        - Provides service to the Port Lands and adjacent employment areas.

Concerns

Participant feedback included the following concerns:

- Ensure emergency vehicles have access in dedicated rights-of-way.
- Construction of the Gardiner East realignment will delay transit improvements in the area.
- Transit improvements will increase interest in converting employment lands for residential uses.

Additional Comments

Participants provided many other comments, several of which are outside the scope of the Waterfront Transit Reset Phase I Study. The list below highlights the top recurring additional comments provided by participants:

- Consider high speed ferry service from the downtown core to South Etobicoke in the west and the Port Lands in the east.
- Enforce bylaws regarding street level rights-of-way (e.g., no parking, transit only, traffic signals etc.).
- Explore complementary options to raise funds for implementation (e.g., raise property taxes, raise transit fares, and consider distance-based fares, development charges, road tolls).

- Ensure implementation and construction is completed in tandem with other infrastructure improvement projects (e.g., utility or sewer upgrades) to minimize disruption to local residents.
- Consider adding a station on the Lake Shore GO Transit line at Park Lawn Road.
- Prioritize mix-used planning, providing Torontonians with opportunities to live close to work.
- Continue the Relief Line west of the downtown core (e.g., to Roncesvalles Avenue).
- Consider a dedicated right-of-way for transit on the Gardiner Expressway.
- Increase the time provided at pedestrian crossings (e.g., Queens Quay).
- Consider above-grade options to improve transit (e.g., a sky train or gondola).

4. Next Steps

Feedback obtained through consultation activities completed during Phase 1 of the study was considered in preparing the City staff report to the Executive Committee of City Council in preparation for its meeting on June 28, 2016. Phase 2 of the study is subject to Council approval in summer 2016.

APPENDIX A –
COMMUNICATION AND PROMOTIONAL MATERIALS

HELP PLAN TRANSIT IN TORONTO

The City of Toronto, TTC, Waterfront Toronto together with Metrolinx are working to bring more transit to communities across the city with connections throughout the Greater Toronto and Hamilton Area.

During May and June, we have organized meetings for you to learn more about integrated transit planning and provide your feedback on key transit studies underway.

SMARTTRACK AND GO REGIONAL EXPRESS RAIL

Updates will be presented for integration of SmartTrack and GO Regional Express Rail to improve rapid transit service on three GO corridors in Toronto. Options for extension of the Eglinton Crosstown LRT west to Pearson Airport will also be discussed.

RELIEF LINE

Results of the evaluation of alignment options will be presented, including proposed locations for stations entrances.

SCARBOROUGH TRANSIT PLANNING

Updates of the evaluation of options for the Scarborough Subway Extension will be presented. Options for an LRT connecting Kennedy Station and the University of Toronto, Scarborough Campus along Eglinton Avenue, Kingston Road and Morningside Avenue will also be presented.

WATERFRONT TRANSIT "RESET"

The vision for a comprehensive waterfront transit network will be introduced. Preliminary transit concepts and their associated evaluation framework will be introduced and discussed.

THE FOLLOWING SESSIONS WILL FOCUS ON SPECIFIC PROJECTS AS NOTED.

Wednesday, May 25 / Thursday, May 26

WATERFRONT TRANSIT "RESET"

(CENTRAL)	(WEST)
Harbourfront Centre 235 Queens Quay West	John English Junior Middle School 95 Mimico Avenue
6:00 pm – 8:30 pm Presentation at 6:30 pm	6:00 pm – 8:30 pm Presentation at 6:30 pm

Tuesday, May 31

SCARBOROUGH TRANSIT PLANNING

Scarborough Civic Centre
150 Borough Drive

6:30 pm – 8:30 pm
Presentation at 7:00 pm

Wednesday, June 1

SMARTTRACK

Metro Toronto
Convention Centre
South Building, Room 801
222 Bremner Boulevard

6:30 pm – 8:30 pm
Presentation at 7:00 pm

Thursday, June 2

RELIEF LINE

Riverdale Collegiate
1094 Gerrard St East

6:30 pm – 8:30 pm
Presentation at 7:00 pm

Saturday, June 4

SMARTTRACK (WEST)

York Humber High School
100 Emmett Avenue

9:30 am – 11:30 am
Presentation at 10:00 am

Tuesday, June 21

TRANSIT NETWORK PLANNING

City Hall
Members' Lounge
100 Queen Street West

3:30 pm – 6:30 pm
Presentation at 5:00 pm

The same information will be available at each meeting and online, so you can choose the location and format convenient for you.

Meetings are wheelchair accessible. Contact us if you require other accessibility accommodations.

For more information, meeting materials and to submit online comments, please visit **toronto.ca/TransitTO**

Metrolinx
theplan@metrolinx.com
tel: 416-202-5589
www.metrolinx.com

City of Toronto
TransitTO@toronto.ca
tel: 416-338-2848
fax: 416-392-1591
www.toronto.ca/TransitTO

Waterfront Toronto
info@waterfrontoronto.ca
tel: 416-214-1344
www.waterfrontoronto.ca

TORONTO

METROLINX
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WATERFRONTToronto

Notice of Upcoming Public Consultation

We invite you to join us at an upcoming public meeting for the Waterfront Transit "Reset" Phase 1 Study.

The Study

The City of Toronto, in partnership with the TTC and Waterfront Toronto is establishing a vision and plan for a comprehensive waterfront transit network.

During this study, we will be reviewing existing waterfront transit, previously planned transit initiatives, and current and future transit needs.

A range of preliminary concepts will be developed and evaluated to help determine a preferred east-west waterfront transit solution that will integrate north/south transit and active transportation, linking people from across the City to the waterfront and its nearby destinations and attractions.

To learn more about the study, please visit:
www.waterfrontoronto.ca/explore_projects2/the_wider_waterfront/waterfront_transit_reset

Waterfront Transit "Reset" Public Meeting Details

Wednesday, May 25, 2016	Thursday, May 26, 2016
6:00 p.m. - 8:30 p.m Harbourfront Centre Brigantine Room 235 Queens Quay West	6:00 p.m. - 8:30 p.m John English Junior Middle School Auditorium 95 Mimico Avenue

Presentation at 6:30 p.m.

The same information will be available at each meeting. Please choose the location convenient to you.

For more information, please contact us at:

City of Toronto
TransitTO@toronto.ca
tel: 416-338-2848 fax: 416-392-1591
www.toronto.ca/TransitTO

Waterfront Toronto
info@waterfrontoronto.ca
tel: 416-214-1344 fax: 416-214-4591
www.waterfrontoronto.ca

The City of Toronto, in partnership with TTC, and in coordination with Metrolinx, will be holding meetings on the latest plans for Scarborough Transit, SmartTrack/Regional Express Rail, and the Relief Line.
Details of these upcoming meetings will soon be made available – watch for news on www.toronto.ca/TransitTO.

This notice issued May 12, 2016.

Follow us on: Call 311

APPENDIX B –
STAKEHOLDER ADVISORY COMMITTEE MEETING SUMMARY

Waterfront Transit Reset Phase 1 Study

Stakeholder Advisory Committee Meeting #1

Wednesday, May 11, 2016
Metro Hall, Room 308/309
6:00 pm – 9:00 pm

Meeting Summary

Agenda Review, Opening Remarks and Introduction

Ms. Liz Nield, the neutral facilitator from Lura Consulting, welcomed Stakeholder Advisory Committee (SAC) members and thanked them for attending the inaugural session. Ms. Nield introduced the facilitation team from Lura Consulting and led a round of introductions. She reviewed the meeting agenda and explained that the purpose of meeting is to introduce the Waterfront Transit "Reset" Phase 1 Study and obtain feedback on the work completed to date (e.g., vision, evaluation criteria, preliminary concepts) in preparation for the upcoming public forum. Ms. Nield also informed SAC members that the intent of the meeting is to start a conversation about waterfront transit.

The meeting agenda is attached as Appendix A, while a list of attending SAC members can be found in Appendix B.

SAC Member Briefing

Ms. Nield reviewed the SAC Terms of Reference (TOR) with committee members, outlining the mandate, workplan, and roles and responsibilities. She noted that the purpose of the SAC is to provide feedback, guidance and advice to the Project Team at key points during the consultation process. Ms. Nield explained that while only one SAC meeting is scheduled for this phase of the study, there is potential for additional meetings during Phase II of the study, which is subject to City Council approval.

Nigel Tahair, Program Manager, Transportation Planning at the City of Toronto and Ian Druce, Director of Transportation at Steer Davies Gleave, provided an overview of the study which included the following topics:

- Background, Study Approach and Timeline
- Purpose, Vision, Opportunities and Constraints

- Evaluation Framework and Preliminary Concepts
- Next Steps

Ms. Nield noted that a copy of the presentation will be available Waterfront Toronto's website following the May 2016 public forum.

Facilitated Discussion

The following provides a summary of the recurring themes and ideas discussed by SAC members on the material presented, and feedback submitted after the SAC meeting. More detailed accounts of the discussion can be found in Appendix C, while Appendices D and E include the written comments provided by SAC members.

General Comments

- Provide direction for "quick wins".
- Ensure that transit is accessible to a diversity of users (e.g., seniors, families with children, disabled, students, etc.).
- Highlight the strengths and weaknesses of different modes of transportation (e.g., travel time, regional vs. local service, impact of autonomous travel, etc.).
- Enhance local/regional multi-modal connections (e.g., TTC with GO Transit).
- Consider the impact of transit and transportation studies that are being completed in parallel (e.g., Relief Line, new Metrolinx GO stations, Park Lawn/Lake Shore Area Transportation Master Plan, Lower Yonge Precinct Plan, etc.).
- Ensure transit planning keeps pace with population growth and the demand for transit (e.g., Ontario Place redevelopment).
- Clarify opportunities and constraints in each segment of the study area (e.g., narrow rights-of-way, congestion, etc.).
- Recognize that fleet size and existing service levels limit capacity within certain segments of the study area (e.g., constraints).
- Present proposed/approved road reconfigurations even if they have not been implemented.

Draft Vision

- Support for integration with the regional transportation network.
- Ensure the vision includes access to the waterfront.
- Emphasize a holistic approach to transit planning (e.g., include active transportation, integration with other modes, etc.).
- Incorporate active transportation more explicitly in the vision.
- Expand the vision to include reliable and efficient transit service.

Evaluation Criteria

- Support use of consistent evaluation framework (i.e., Feeling Congested? criteria).

- Consider weighting the criteria.
- Suggest that the criteria should not be used to choose one thing over another.
- Include criteria that assesses:
    - Reliable and convenient transit service on weekdays and weekends;
    - Safety;
    - Accessibility; and
    - Affordability.
- Consider using Metrolinx's Business Case Guidance tool (e.g., life cycle costs, economic development) as part of the financial analysis.

Long Branch to Humber River

Issues

- Note that there are narrow rights-of-way on Lake Shore Boulevard in South Etobicoke (e.g., Mimico, New Toronto).
- Note that congestion at Humber Bay Shores impacts service on the 501 streetcar during peak hours.
- Note issues east of the Humber Loop (e.g., congestion, service reliability, etc.) impact service in this segment of the study area.

Opportunities

- Identify short-term solutions to improve local transit service (e.g., transit only lanes, signal priority, etc.).
- Provide connections to local destinations (e.g., Sherway Gardens, Kipling Subway Station).
- Identify potential connections to regional transit (e.g., Mississauga LRT, GO Transit).
- Improve streetcar service on Lake Shore Boulevard.
- Plan more loops or options for transit vehicles to turn.
- Suggest exploring a transportation hub at the former Mr. Christie site.
- Consider the need to expropriate land for transit corridors.

Preliminary Concepts

- Concept 1A, Enhanced Lake Shore Boulevard Service
    - Support for transit improvements on Lake Shore Boulevard.
- Concept 1B, Lake Shore Boulevard LRT
    - Concern that an LRT on Lake Shore Boulevard could act as a barrier to the waterfront (e.g., QEW, railway tracks) and negatively impact the local community.
- Concept 1C, The Queensway LRT
    - Feedback in support of an LRT alignment on The Queensway noted that it: has a large catchment area; is significantly wider than Lake Shore Boulevard; would be less disruptive to residents and businesses (compared to an alignment on Lake Shore Boulevard), and; has potential to connect to LRT service in Mississauga.

- Other comments noted that the alignment is: too far north from the waterfront to be considered waterfront transit, already well served by frequent bus service with connections to the subway, and that the demand for transit may be for north/south options than east/west ones.

Concerns

- Ensure improvements or new transit continues to serve the local community (e.g., service to local community services).

Humber River to Strachan Avenue

Issues

- Note that more hubs are needed in the local transit network instead of directing all lines to Union Station.
- Consider the numerous bridges in this segment of the study area.

Opportunities

- Consider a transit mall on King Street from Dufferin Street to Parliament Street.

Preliminary Concepts

- Improve north/south connections for pedestrians and cyclists (e.g., widen bridges, active transportation only routes), and ensure they are safe and convenient.
- Consider the LRT transition from The Queensway to Lake Shore Boulevard carefully (e.g., consolidate roads, use a simple solution), given the trade-offs of each option.
- Include cycling routes in the options.
- Concept 2B, Former Front Street Extension
    - Locate the new transit corridor north of the railway tracks to benefit residents in Parkdale and High Park and divert passengers from the King Street and Queen Street streetcars.
    - Consider a corridor as close to Jameson Avenue and Roncesvalles Avenue as possible (i.e., north of the railway tracks).
- Concept 2C and D, Lake Shore Boulevard LRT
    - General support for a corridor on Lake Shore Boulevard.
- Concept 2E, Lake Shore Boulevard/Colborne Lodge Drive
    - Support for proposed alignment that uses Colborne Lodge Drive as a north/south connection for the LRT.

Concerns

- Ensure transit is safe and convenient during all seasons.
- Improve north/south connections to transit and local/regional destinations (e.g., employment areas, regional transit network, etc.).

Strachan Avenue to Parliament Street

Issues

- Note that north/south pedestrian routes, particularly within the downtown core, are at capacity.
- Consider the impact of year-round events along the waterfront on local neighbourhoods (e.g., congestion).

Opportunities

- Consider modifying routes during events (e.g. sporting, concerts, festivals, etc.) to increase transit along Queens Quay (e.g., route the Bathurst Street streetcars south to Queens Quay) or adding buses.
- Provide multi-modal access to the key destinations within the area (e.g., Billy Bishop Toronto Island Airport, parks, residences).
- Consider a transit hub at the Westin Harbour Castle Hotel.
- Prioritize transit on the eastern waterfront.

Preliminary Concepts

- Concept 3A, Existing Fleet Street Alignment
    - Consider a separate intersection for streetcars at the Bathurst Street/Fleet Street/Lake Shore Boulevard intersection to accommodate increased transit service.
- Concept 3B, Fort York Blvd – Bremner
    - Consider a dedicated right-of-way for transit on Bremner Boulevard.
    - Note that this option is constrained by a limited right-of-way between Strachan Avenue and Simcoe Street.
- Union Concept D, Second Loop
    - Support for a second loop near Union Station.
- Union Concept G, Distribute Along Upgraded Surface Network
    - Support for King Street Loop around the core instead of travelling through Union Station.
    - Concern that surface routes are already at capacity, particularly King Street, to accommodate this option.
- Union Concept H, Extend Underground Easterly
    - Interest in this concept, even if is costly.
- Union Concept E, Tunnel and Repurpose Existing Tunnel
    - Feedback in support of repurposing the tunnel noted that at-grade pedestrian routes are already at capacity, and would benefit from an alternate option.
    - Other comments expressed concerns that repurposing the tunnel will disconnect waterfront residents from other transit routes.

Concerns

- Undertake modelling to ensure recommendations reflect travel patterns.
- Do not pre-empt options for the Union Loop based on costs alone.

Parliament Street to Woodbine Avenue

Issues

- Note that the alignment of the King Street and Sumach Street intersection is awkward and will become problematic as the neighbourhood grows.
- Address current issues on existing routes (e.g., frequency, reliability, congestion); a new route will not resolve them.

Opportunities

- Plan for future development in this segment of the study area (e.g., First Gulf redevelopment).

Preliminary Concepts

- A route through the Port Lands would take people out of their way relative to a straight trip across Queen Street.
- Clarify how new transit service would benefit the area; there is little congestion on Queen Street between Coxwell Avenue and the Don River (except near Pape Avenue during peak hours).

Concerns

- Ensure emergency vehicles have access in dedicated rights-of-way.

Presentation

- Clarify the intent of this study (e.g., creating a complete and integrated waterfront transit network).
- Present a few of the options instead of all of them and focus on the broader story.
- Include residential areas south of Lake Shore Boulevard in the maps.
- Include the current subway system on maps to provide context.
- Identify different land uses on the maps (e.g., residential, industrial, commercial, etc.).
- Highlight key destinations and landmarks maps of the study area.
- Include planned and approved changes to street alignments in the concepts.
- Provide data about current and future demand for transit (e.g., ridership, population projections, origin-destination information, growth areas, etc.).
- Increase the font size used in the presentation.
- Fade in the conceptual alignments to highlight how they relate to each other as the presentation advances.

Next Steps

A public form will be held on May 25 and 26, 2016. Feedback obtained through consultation activities will be included in the staff report to the Executive Committee of City Council on June 28, 2016. Phase II of the study, including any subsequent SAC meetings, is subject to Council approval in summer 2016.

Appendix A - Agenda

Waterfront Transit "Reset" Phase 1 Study

Stakeholder Advisory Committee Meeting #1

Wednesday, May 11, 2016

Metro Hall, Room 308/309

6:00 pm – 9:00 pm

AGENDA

Meeting Purpose:

- To introduce the Waterfront Transit "Reset" Phase 1 Study, including approach, timing, and scope
- To present background material and work completed to date
- To discuss and understand the community's vision, perspectives on challenges and opportunities, as well as seek input on the evaluation criteria for preliminary concepts

Agenda

6:00 pm **Sign-in and Open House**

6:30 pm **Agenda Review, Opening Remarks and Introductions**

- Liz Nield, Lura Consulting, Facilitator

6:40 pm **Overview of Terms of Reference for the Stakeholder Advisory Committee - Lura**

- Purpose and Mandate
- Discussion

6:50 pm **Study Overview and Presentation - City of Toronto, Nigel Tahair; Steer Davies Gleave, Ian Druce**

- Background, Study Approach and Timeline
- Purpose, Vision, Opportunities and Constraints
- Evaluation Framework and Preliminary Concepts

- Next Steps

7:50 pm **Facilitated Discussion – Lura**

- 10-15 minutes of discussion will be designated to each sub-area and its options/preliminary concepts (Long Branch to Humber; Humber to Strachan; Strachan to Parliament; Parliament to Woodbine).
- During the facilitated discussion, SAC members will be asked to provide feedback, give advice and ask questions in regards to each of the sub-areas.

- We will also be seeking the following feedback:
    - *What do you think about the draft Vision for the Waterfront Transit Reset?*
    - *What feedback or advice do you have in regards to the evaluation criteria for preliminary concepts?*
    - *What feedback or advice do you have to improve the clarity of the presentation in preparation for the upcoming public meetings?*

9:00 pm **Adjourn**

Appendix B – List of Attendees

SAC Meeting #1 List of Attendees

A list of the organizations that attended SAC Meeting #1 is included below.

Bathurst Quay Neighbourhood Association
CivicAction
CodeRedTO
Corktown Residents and Business Association
Economics of Technology Working Group
Exhibition Place
Exhibition Place
First Gulf
Fort York Neighbourhood Association
George Brown College
Gooderham and Worts Neighbourhood Association
Harbourfront Centre
Harbourfront Community Association
Humber Bay Shores Condominium Association
Lake Shore Planning Council
Mimico Residents Association
Our Place Initiative
Registered Nurses Association of Ontario
Roncesvalles-Macdonell Residents' Association
South Etobicoke Transit Action Committee
South Parkdale Neighbourhood Group
St. Lawrence Market Neighbourhood Business Improvement Area
St. Lawrence Neighbourhood Association
Sunnyside Community Association
Swansea Area Ratepayers Association
Toronto Centre for Active Transportation
Toronto Entertainment District Business Improvement Area
Toronto Island Community Association
Transit
Transit Advocate
TTC Riders
Walk Toronto
Urban Land Institute
Waterfront Neighbourhood Centre
West Don Lands Committee

York Quay Neighbourhood Association
Youth Engagement Strategy

Councillor Gord Perks' Office
Councillor Joe Cressy's Office
Councillor Mark Grimes' Office
Councillor Pam McConnell's Office
Councillor Sarah Doucette's Office

Waterfront Transit "Reset" Project Team

Waterfront Toronto

Chris Glaisek, VP, Planning and Design
David Kusturin, Chief Operating Office
Pina Mallozzi, Director, Design
Andrew Hilton, Director, Communications & Public Engagement
Meghan Hogan, Communications and Public Engagement Specialist

City of Toronto

David Stonehouse, Project Director, Waterfront Secretariat
Jayne Naiman, Project Manager, Waterfront Secretariat
Nigel Tahair, Program Manager, Transportation Planning
David Brutto, Planner, Transportation Planning

Toronto Transit Commission

Jacqueline Darwood, Manager of Service Planning
Mary-Ann George, Senior Transportation Planner
Stephanie Simard, System Planner

Appendix C – Detailed Summary of Questions of Clarification and Discussion

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

Questions of Clarification

Q. Will you be integrating active transportation into these options?
A. Yes, absolutely. We have good case studies to support the combination of transit and active transportation from Eglinton Connects. Phase I of the study is highly conceptual, but in addition to thinking on cross-sections and connections to transit stations, we are thinking about the incorporation of other transportation modes within the options.
Q. Is there a way to highlight active transportation in the options (e.g., as a criterion)?
A. It is one of the criteria in the evaluation framework.

Section 1 – Long Branch to Humber River

C. The 1993 Waterfront West Light Rail Transit (LRT) Environmental Assessment (EA) concluded that an LRT is not possible west of Legion Road on Lake Shore Boulevard due to the narrow right-of-way.
A. That constraint will be taken into consideration if an LRT is recommended.
C. The main streets of Mimico and New Toronto have narrow rights-of-way (e.g., Louisa Avenue). If an LRT is proposed, there would only be enough space for one lane of traffic in each direction, beside the LRT right-of-way.
A. As part of this discussion, we want to learn from the community whether there is interest in an LRT alignment.

C. Consider more opportunities to maximize the integration of any proposed improvements with the Mimico GO station (e.g., enhance multimodal connections).

C. Transit is not needed on The Queensway – it is too far away from the waterfront to be considered waterfront transit.

C. I agree on that last point. There are other challenges with transit on The Queensway – it will not capture riders north of The Queensway who are already served by frequent bus service with connections to the subway. There is a significant residential area south of Lake Shore Boulevard that would benefit more from improved transit on that street. In the presentation slides, include the whole neighbourhood and identify the different land uses (e.g., residential, industrial, etc.).

C. The key to improving transit service is to mix buses and streetcars on the same route. This negates the option of physical dedicated rights-of-way, which slow traffic; a legal right-of-way is

okay. This idea needs to be used throughout the city. The *Feeling Congested?* study is problematic. The issue with transit is travel time, not crowding. The criteria should not be used to choose one thing over another.

Q. What was the reference to the Mr. Christie site?
A. It was noted as a former industrial site.

C. Identify where the constraints are in the study area (e.g., narrow rights-of-way, capacity, and seasonal considerations). Given the compressed timeframe, there is a need to eliminate options that are not feasible fairly quickly. The entire study area is presented without reference to future demand for transit. If current constraints are due to demand for transit, provide a sense of the existing demand.
A. Transportation modelling will be completed during Phase II of the study, given the accelerated timeframe for Phase I. Based on the data we have, we know that travel patterns in South Etobicoke are different from the rest of the city.

C. Current provincial and city policies aim to increase density along transit corridors. Since the original Waterfront Transit Environmental Assessment (EA) was completed 10 years ago, new developments have exceeded what was actually proposed. The result is a higher demand for transit. The new development near Humber Bay is your biggest constraint from a traffic perspective. The Queensway has always been considered for transit.

C. The Queensway catchment area is larger compared to that of Lake Shore Boulevard, unless more infill development is likely to happen. The Queensway right-of-way is also generally significantly wider than Lake Shore Boulevard (33 m) and continues into the City of Mississauga, which could create opportunities to connect to the Hurontario LRT. There would also be significantly less disruption to residents and businesses which are setback further on The Queensway than on Lake Shore Boulevard.
A. To clarify, the study is not proposing either/or improvements on Lake Shore Boulevard and The Queensway; improvements are being considered on both routes. Lake Shore Boulevard also has an important connection to the City of Mississauga; we will be exploring this relationship at an upcoming meeting with both cities.

C. Lake Shore Boulevard has tremendous constraints. Will tunneling be considered in Mimico and New Toronto?
A. Future EAs will study those in detail, based on the outcomes of this phase of the study. We need to ensure these are the right corridors first.

C. Consider enhancing connections to the GO network and leveraging GO infrastructure.
A. That will be considered during later phases of this study. It is also part of a broader regional/local transit network plan for the city.

Q. Can you provide some idea of the timelines for the options presented?
A. We are currently working to map out approximate timelines and phasing.
A. To clarify, this phase of the study focuses on identifying which corridors meet land use objectives, enhance connections, etc. It is still early in the process to provide timelines; the objective is to provide direction for further study.

C. Consider providing direction for "quick wins".

Section 2 – Humber River to Strachan Avenue

C. The proposed route should be as close to Jameson Avenue and Roncesvalles Avenue as possible. Jamieson Avenue is a spine of apartment buildings with residents who are transit users. There is a need to divert riders travelling east from Jameson and Roncesvalles Avenues from the King Street streetcar; this requires an alignment north of the railway tracks. From a pedestrian perspective, make connections as convenient as possible (i.e., reduce barriers such as crossing under the Gardiner Expressway, travelling over the railway, etc.).

The issue that arose during the Western Waterfront LRT study was how to transition a new transit line onto The Queensway right-of-way. Many of the solutions were undesirable. A simple solution would be to use a traffic light to guide the transition somewhere between Roncesvalles Avenue and Parkside Drive.

The number of people who want to get to the waterfront will be less than the number of people who need to get to work. The Queen Street streetcar already provides good access to the waterfront. The issue is the north/south pedestrian routes from Queen Street to the waterfront.

C. The proposal to enhance GO service complements this study. At the very least make people aware that Metrolinx will be improving service on the GO network so that people who need to travel downtown can make use of that service. The criteria should focus on enhancing local service.
A. The Lake Shore West GO route is already operating more trains, and likely will not be increasing service much more. The issue of fare integration (of both local and regional transit systems) is also being studied.

C. There is currently no service on British Columbia Drive travelling toward the Sunnyside Pavilion. There are huge amounts of people who use the Dufferin Street bus, who do not have a safe way to get to the waterfront. Ensure the options consider transit use during all seasons. The other concern is crossing Lake Shore Boulevard.
A. We recognize that there are a diversity of trips along the waterfront, and that the waterfront is a 24/7 destination. The study looks beyond commuter trips.

A. We are focusing on an LRT line, but thinking about it from a network perspective.

C. Consider the impacts of population growth on the demand for transit.

C. The Western Waterfront LRT Study also focused on land uses. The project team should review that study. The point at which The Queensway and Lake Shore Boulevard meet is an important transition.
A. We have reviewed that study and understand that there may be a need to reroute the roads to improve connections. EAs completed during later phases of this study will consider those issues in more detail.
C. The recommendation was to consolidate the roads; this is essential to make the area work.

C. Is this a transit focused study only? Title could be confusing to the public. If transportation options are being discussed, it also makes sense to add a cycling route to the options.

C. There is only one access point to the tunnel between Dufferin Street and Strachan Avenue near Exhibition Place which is not big enough. There is a need for more regional hubs that do not terminate at Union Station. Consider the redevelopment opportunities at Ontario Place and ensure future transit can accommodate them. There is also potential for Bremner Boulevard to become a transit link.

C. A multimodal approach is encouraged by the Parkdale Residents Association. Is a pedestrian/cyclist bridge over the Exhibition Loop included in this study to relieve congestion?
A. That has been identified for Phase II of the study.

C. Are you considering integrated lines that split off (e.g., express service vs. local service) in any of the options?
A. That is something that will need to be considered in partnership with the TTC. We do know there are capacity constraints travelling east from Roncesvalles Avenue. Wherever the route diverts off The Queensway travelling east will be strictly an LRT. In the short-term, there is still a need for an interim connection.

C. There are locations related to some of the options where there may be changes in street and rail use (e.g., Project: Under Gardiner). The information presented should show road alignments as they will be in the future.
A. We recognize that and have tried to capture that through the evaluation framework. Impacts will be captured. It is not possible to show all the potential changes given the accelerated project timeframe, but we can add more notes in callout bubbles for the public meeting presentation.

Section 3 – Strachan Avenue to Parliament Street

C. The creation of a King Street loop instead of going through Union Station is a valid option. However, it is difficult to know where people are coming from/going to because no modelling has been done. The lack of modelling will impact recommendations made through this study.
A. We used existing origin/destination data to inform the work completed during this phase. The recommendations will identify which options, perhaps a sub-set of the options, should be studied further.

C. Any transit proposed for Bremner Boulevard should be in its own right-of-way or people will be able to pass the transit vehicles by walking. I am not in favour of re-purposing the tunnel under Bay Street as a pedestrian route – it will disconnect waterfront residents from other transit routes (e.g., they will have to get off the Queens Quay streetcar and walk north to connect to other routes).
A. Bremner Boulevard already has a dedicated right-of-way and is intended to have an LRT, with one lane travelling in each direction.

C. If an LRT is proposed for Queens Quay it should not be at grade – it is perfect the way it is. Consider developing a transit hub to replace the Westin Harbour Castle Hotel. Consider re-purposing the tunnel to Union Station and freeing up the street for pedestrians/tourists. Building another tunnel from Bay Street to Freeland Street will cost a significant amount of money.

C. Previous EAs recommended daylighting the tunnel below Bay Street to relieve congestion on other lines. Consider converting the Bay Street tunnel to a pedestrian-only mall from Queens Quay to Queen Street. The route (at grade) is significantly used by pedestrians and is already at capacity, especially at Union Station.

C. The options should reconcile the different uses at the foot of Bathurst Street and provide multi-modal access to them (e.g., airport, parks, residences, etc.).

C. How old is the data that was used to inform the study concepts?
A. To clarify, transportation modelling was not completed during this phase of work. Modelling work completed through the *Feeling Congested?* Official Plan Review work was used to inform the options presented, and forecasts to the year 2041.

Section 4 – Parliament Street to Woodbine Avenue

C. The original Waterfront Master Plan that was completed in the early 2000s recommended an LRT route from Yonge Street to Woodbine Avenue along Lake Shore Boulevard, which was not

implemented. That recommendation should be implemented through this study. It would provide service to new developments planned in the study area (e.g., Port Lands, Keating Channel, etc.).
A. The Port Lands Transportation and Servicing Master Plan (TSMP) recommends an east/west transit route on Commissioners Street, not Lake Shore Boulevard. We have adopted the TSMP recommendations in the options presented, building around them; we don't want to upset the great work that's already been done.

C. Consider adding two things to the presentation – Leslie Barns and the Expo 2025 bid which may impact timelines for implementation.

C. King Street and Sumach Street is an awkward intersection. There may be a stop on the Relief Line at this intersection, or nearby. It may be an opportunity for a quick win to resolve the problem at the intersection (e.g., streetcar/vehicular traffic circulation and congestion). This needs to be addressed as the problem will be exacerbated as more residents move into the area (e.g., East Bayfront development).

C. I do not believe that able bodied individuals can plan for disabled individuals. The project team should consult with them to ensure diversity and accessibility for all transit users (e.g., seniors, families with children).

C. The Relief Line should not be on Queen Street; it should be situated further south to serve the Unilever site. Is the intersection of Queen Street and Sumach Street a logical transit stop? The Relief Line alignment will influence the options for this area and should be considered.
A. Public meetings providing an update on the Relief Line will be held the week after the Waterfront Transit "Reset" public meetings (Week of May 30th).

C. How has the study integrated the EA work underway for the Cherry Street GO station?
A. Metrolinx will be reporting to its board in the near future regarding the station evaluation and electrification studies.

Draft Vision

C. The emphasis is along the waterfront and not to the waterfront. Access to destinations on the waterfront is not included in any of the maps. Provide some clarification about improved access to the waterfront.
A. Access to the waterfront is captured in the study objectives. It's a network solution.

C. Consider explicitly incorporating active transportation in the vision.

C. Highlight the strengths and weaknesses of different modes (e.g., commuter rail, local service, cycling). For example, the current GO Transit network is structured to provide long distance service – if more stops are added to GO railway routes, it will become more of a local service.
A. The proposed Cycling Network Plan is on the agenda for next week's Public Works and Infrastructure Committee (PWIC) meeting.

Evaluation Process

Q. Are the evaluation criteria available online?
A. Yes, the *Feeling Congested?* criteria are available online.

C. More people would consider cycling if it were more pleasant and safer.

C. The same criteria are being used in the Relief Line study. Recommendations from that study incorporate a reasoned argument approach. There is a need to weight the criteria to highlight nuances in the different sections.

C. I echo the comment about weighting.

C. Congratulations on the work completed so far, including the options presented. The criterion for Affordability is important. Transit is about more than moving from A to B; dig into the revenue number. Metrolinx does have a business case guidance tool that could be referenced to build on the *Feeling Congested?* criteria.

C. Shifting ridership releases capacity – this has not been taken into consideration and has negatively impacted efforts to plan the Relief Line for many years. Building new transit on the waterfront will avoid expensive infrastructure somewhere else.
A. Yes, it is also about building flexibility and resilience into neighbourhoods.

Public Meeting Presentation

C. While it is great that there are many options, consider presenting only a few of the options at a high level (e.g., tell a story). A lot of information was presented that may confuse the public.

C. Ensure that the materials provided at the public meeting include written descriptions. Drawings do not satisfy everyone's needs.

C. When flipping between the different options, fade them in to show how they relate to each other and increase the font size used in the presentation.

C. Provide a clear description of what will be included in Phase II of the study. There is already transit on a lot of these routes. What are we really talking about here? Enhancing transit, adding transit? Clarify how this relates to existing transit.

A. There is a lot of transit throughout the study area, however it is not complete and not a network in terms of connections and integration to the rest of the network.

C. That is an important point – I thought the option that proposes transit on The Queensway was in place of the transit on Lake Shore Boulevard.

A. To clarify, if a full LRT is approved for The Queensway, the streetcar route on Lake Shore Boulevard would not be removed.

C. How will this benefit the public? How will this improve travel times? Will there be other enhancements (e.g., operational, etc.) to improve transit experience? Come up with a plan that shifts people from cars to transit and factor cycling into the options.

C. The Secondary Plan for the Mimico waterfront did not include economic development. It entrenches a car oriented community. It is a failure in urban planning not to plan for jobs to be close to residential areas. That's the root cause for the congestion in the city.

C. Metrolinx is proposing a new GO station near City Place which will have huge implications for circulation in the downtown area. It is an important consideration in terms of the line on Bremner Boulevard.

Appendix D – Completed Comment Cards

Feedback submitted by SAC members is recorded below and organized according to the Discussion Questions. A total of seven (7) partially completed comment cards were received.

Vision

What do you think about the draft vision for the Waterfront Transit "Reset"?

- I'm happy it exists; it's sorely needed. I have used transit most of my life and more often in my adult life than driving, except in the past two years I've gone the other direction and have been driving because I can't rely on transit to get me to work/home in time when leaving reasonably early. I got stranded, delayed too many times. Cab fare is expensive and if I'm going to pay more I'll drive myself and give myself door to door service.
- Very much needed – good to see it in progress.
- Needs to consider all public transport modes (e.g., GO Rail, LRT, and bus).
- Great. Glad network integration is part of it with north/south connections.

What vision ingredients would you like to add?

- Complimenting GO train with easier access to those stations by transit.
- Express cars after the Humber Loop; don't provide stops until after Spadina Avenue.
- Ensure it withstands more extreme weather and projections for population growth and driverless cars.
- Multiple modes including bike lanes.

Long Branch to Humber River

What issues should be considered?

- The Queensway may need better transit but it's too far away from the waterfront to be an 'or' option.
- Existing streetcar service on Lake Shore Boulevard is not adequate.
- The bottleneck at Lake Shore Boulevard and Palace Pier (where Lake Shore Boulevards meets the Gardiner Expressway) might make continuing along Lake Shore Boulevard impossible. Consider using the Humber Loop and dip back south at Colborne Lodge.
- Lake Shore rail line – GO service – Possible Regional Rail.

What opportunities should be considered?

- More loops and points to turn back to manage congestion.

What preliminary concepts do you like?

- I like involving the Mr. Christie factory as a community, transportation, employment and greenspace hub. I think this could be an integral piece to draw Humber Bay Shores together as a community and destination.
- Use of both Lake Shore Boulevard West and The Queensway alignments – both are needed.
- The Queensway development to continue; the need for higher transit will grow.

What concerns you, and why?

- Development in the area could change demands post study (more and larger condos still being built).
- The plan should be able to be escalated to deal with increasing population.

Humber River to Strachan Avenue

What issues should be considered?

- Improve north/south pedestrian connections between neighbourhoods (where riders live) and the LRT line, especially south options.
- Enlarge the bridge for pedestrians and bikes at the foot of Roncesvalles Avenue.
- Improve the Parkside Drive underpass.
- New transit should be located as close to the foot of Jameson Avenue as possible so that people living on Jameson Avenue and adjacent streets can access it conveniently, preferably on the north side of the Metrolinx corridor. Transit should also be located as close to the foot of Roncesvalles Avenue as possible to allow convenient transfers from the King Street streetcar and adjacent residential areas (i.e., north of Metrolinx corridor).
- Lake Shore Boulevard is not really served by transit and is often much farther away from southern most TTC stop (e.g., Sunnyside Gus Ryder).
- Parallel lines wherever possible to duplicate service – allows for growth – build beyond present capacity for a change.
- Build and improve both Lake Shore and The Queensway alignments.
- Regional rail (GO tracks) should be implemented.

What opportunities should be considered?

- Integration of this work and the Western Toronto Waterfront Study.
- Consolidate Lake Shore Boulevard and the Gardiner Expressway in one corridor to increase parkland.
- There should be a stop at Colborne Lodge for the benefit of High Park and Sunnyside Park users whose activities are centred on the Sunnyside Pool and Pavilion immediately to the south. Colborne Lodge should then be made a pedestrian/cycling connection between

High Park and the waterfront parks as approved by City Council when they adopted the Western Waterfront Masterplan in June 2009.

- The underpasses under the Gardiner Expressway and Metrolinx tracks between Windermere Avenue and Parkside Drive can be made more inviting to pedestrians so users of the western waterfront parks will use the Queen Street streetcar where it runs along the exclusive row on The Queensway. Ditto for the bridges over the tracks and Gardiner Expressway from Roncesvalles Avenue to Dufferin Street with the addition of a bridge at Wilson Park vis a vis the King Street streetcar and the new LRT.
- Could have R.O.W. on Lake Shore Boulevard (e.g., cycling lanes north of Lake Shore).
- Additional bridges across Humber River.
- Access north to Bloor Street West.
- LRT along Railway R.O.W.

What preliminary concepts do you like?

- Using the Colborne Lodge underpass as a connection for the LRT and The Queensway streetcar.
- The green line north of the Metrolinx corridor between approximately Parkside Drive and Dufferin Street.
- Prefer transit to dip to Lake Shore Boulevard; may relieve crowding on the Queen Street streetcar.

What concerns you, and why?

- Intersection of transit in limited amount of space.
- Ontario Place “redevelopment” as a variable.
- No mention of 7 bridges at the foot of the Humber River. Constraint and opportunity (fix please).
- As shown, the orange, yellow, blue and red lines are too far south from the Parkdale and High Park neighbourhoods; move it north of the Gardiner and Metrolinx line as shown in green.
- Bridge construction on Lower Dunn across railway tracks.
- New bridges should have a wider span to allow for LRT alignment.
- Don’t like the route which crosses the Gardiner Expressway at the foot of Roncesvalles Avenue and the pedestrian bridge. This option was rejected in the west end LRT study (I was on the steering committee).

Strachan Avenue to Parliament Street

What issues should be considered?

- Significant pedestrian traffic at rush hour, north from Lake Shore Boulevard/Front Street to downtown core/Financial District spills over from sidewalks, PATH gets very busy – more pedestrian space?
- Traffic congestion during ACC, BMO, The EX, Rogers Centre events, makes it impossible to get into our neighbourhood or out, especially on weekends in the summer.
- The Central Waterfront is Canada's busiest tourist spot in the summer, especially on weekends.
- Front Street underground alignment (tunnel) to Union.

What opportunities should be considered?

- At Bathurst Street/Fleet Street/Lake Shore Boulevard – create a separate streetcar intersection. Alternatively, consider a Lake Shore Boulevard underpass beneath Bathurst Street.
- For the high congestion/event times, it might help to route the Bathurst Street streetcars south to Queens Quay and back and forth to Union Station. This would add Bathurst Street as an exit for the flood of people trying to get to or escape the area.
- Queens Quay could use a bus on weekends, looping west on Queens Quay, north on Bathurst Street or Dan Leckie Way, east on Fort York Boulevard and Bremner Boulevard, South on Simcoe Street, to and with high pedestrian flow.
- All of them! Don't be shy, start digging.

What preliminary concepts do you like?

- The large loop around the core using existing tracks rather than a small loop underground at Union. This allows the distribution of commuters to a large number of central core destinations.
- Alternate access to Union Station – possibly free up land or some other street.
- An additional LRT Union Loop (possibly beneath Union railway station or below new development slated for parcel of land bounded by Bay Street, Lake Shore Boulevard, Yonge Street and the railway tracks (new bus terminal to be located there).

What concerns you, and why?

- *No responses received.*

Parliament Street to Woodbine Avenue

What issues should be considered?

- Good!

What opportunities should be considered?

- Big picture items (e.g., World's Fair; Olympic site); put transit in place with big vision.

What preliminary concepts do you like?

- *No responses received.*

What concerns you, and why?

- LRT in general is great although TTC takes a very heavy hand approach to R.O.W construction. R.O.W. need to be streetcar only but need to have far fewer barriers for emergency vehicle access, emergency detours, TTC Bus use etc.
- New Queens Quay R.O.W much improved.

Evaluation Criteria

What feedback or advice do you have in regards to the evaluation criteria for preliminary concepts?

- Ease of movement on weekends:
    - If I can run errands much more quickly with my car over the weekend then I'm more likely to drive to get them done
- Safety in and accessing transit.
- Accessibility for all abilities.
- Affordability (if it's close in cost to parking and driving is faster and I have the option – I will drive):
    - People who don't have travel options outside of transit – amount of time they have to invest to use transit – can they make it to work and other commitments on time?
- Rerouting – I can do this easier with driving if there is a delay.

Presentation

What feedback or advice do you have to improve the clarity of the presentation in preparation for the upcoming public meetings?

- Bigger font.

Appendix E – Additional Written Comments from SAC Members

Additional comments from SAC members received by email are included below.

Transit

Further to my comments regarding an EA for 2006 on Transit for the Waterfront, I am passing that information on for it.

On March 21, 2006, the first CLC meeting was held for Waterfront Toronto draft ToR for the Waterfront Transit Environmental Assessment under the control of Waterfront Toronto that I was referring to at the SAC meeting on May 11. I and a number of SAC members were at that first one.

This was a Master Plan for all transit lines that were being looked at for the Waterfront that included the existing Queens Quay West line, a new Queens Quay E, Cherry St from King St to Unwin Ave, Don Roadway from Villiers to Commissioners St, Commissioners St east of the Don Roadway to Leslie St, Leslie St from Queen St to Unwin Ave, Villiers St, Lake Shore Blvd E from Yonge St to Woodbine Ave, Unwin Ave from Cherry St to Leslie St and extending Broadview Ave to Commissioner St.

We were not allowed to look at transit outside this area as how would the Waterfront EA connect to TTC network or having impact on it. A number of various options were looked at how existing service could service the waterfront, but that is all we could do at that time.

When we started the EA for Cherry St and Queens Quay E new lines, it was only then I and others who there on the 2006 CLC Master Plan EA, learned that the Lake Shore Ave E line was removed from the approved plan by the team, TTC commissioners and City Council in summer of 2006. It was removed during the Province approval stage by TTC after been requested to break the Master Plan down into 3 sections. This was stated by the consultant looking after these EA's as well TTC Superintendent Bill Dawson. No reasons were given why the Lake Shore Line was removed.

What has been the vision for the waterfront in the way of density has completely changed since 2006/2008 to a higher density that will have a major impact on planning the transit system. This has also been impacted by the announcement to Amend Golden Horseshoe Land Use Polices by the Province on May 10, 2016. It calls for higher density along transit lines as well places to live, play and work. We have seen a mid-rise development plan for the LCBO land go to a supper tall one with 6 towers ranging 65 to 85 storeys tall and this is next to another supper tall development that was to be mid-rise to tall.

Since 2006/2008, a number of changes to the Master Transit Plan have taken place to the point Unwin Ave line has been removed, since it was supposed to be 40 years out. That line should remain as future line on all Transit Plans for the waterfront. Other changes have taken place that weakened the transit network for the waterfront.

Bathurst Quay Neighbourhood Association

Draft vision is amazing if overwhelming!

Vision Ingredients:
I do not know where this fits in but attention needs to be paid to the aging population and to the needs of families with young children using transit. I find the walking sometimes onerous which I did not notice particularly when I was younger. Also seats & should be designed at a higher level to enable the elderly to get up & washroom facilities & escalators that go down as well as up!

Humber River to Strachan:
Opportunities
When will we know the Future of Ontario Place?? I like that needs are being considered. I like the concept that Links to Liberty Village making it more accessible to folk living south East. Also overall links to existing networks & especially regional ones. It can really limit job opportunities when it takes so long to reach work --especially part time work.

Strachan to Parliament Street:
I think the issues of traffic congestion & user safety of TTC at Bathurst & Lakeshore & Queens Quay were covered. Also issue that currently east from Union Station/ Queen's Quay is not easily possible. Also liked recognition that there needs to be improved access to the waterfront for residents living north. Presumably they will not have cars or cottages!

Parliament to Woodbine:

Currently all I know is that it takes too long by streetcar so I do not go!

Presentation:
I liked the friendly attitude & the respect given to participants. It created an unusually welcoming atmosphere. Thank you for this opportunity.

Transit Advocate

Here are additional notes on my thoughts from the SAC meeting. I didn't go into a lot of the gory details at the time in the interest of not monopolizing the evening, and because some thoughts needed time to settle.

General Issues:

During the meeting, I raised the question of future demand. I know that you're not running these lines through the model yet, but it would be useful to have some order-of-magnitude numbers to indicate what each of the proposals is trying to deal with. We know existing ridership numbers, as well as

population projections. There is also the question of basic origin-destination info – it's not enough to know simply how many people will live in an area like southern Etobicoke, but where they are likely to want to travel.

There are already population and development projections available from City Planning. This kind of info would be useful overlay on the waterfront transit lines to show where the growth is actually expected to occur. Possibly a "heat map" presentation by census tract so that the expected evolution of the entire city is visible.

Another person raised the question of travel time. This too would be useful in the preliminary info. For example, does converting a section of a route to "LRT" or some other priority measure actually serve a large population and give them substantially better travel times? Are there areas where such improvements will be difficult to achieve?

"Hard stop" limitations: A line on a map does not mean that something can be built *and* operated. This is particularly true of Union Station Loop whose capacity has been overcommitted, I believe, by the number of lines proposed to use it. Similarly, various routes through the CNE grounds are constrained if the intention is 365 day x 24 hour availability. There is no point in having a "rapid transit" line to S Etobicoke if it will be closed for at least a month a year for various events. The availability (if any) of alternate routes is an important consideration and makes the core area different from areas further away in this regard.

"SmartTrack": This is something of a ghost proposal, and I won't go into my previous critiques, but an important issue here is that ST notably ignores the Lake Shore corridor especially as relating to a reduced inside-416 fare for "ST" service well integrated into the TTC. By analogy to the Scarborough studies, if cheaper GO service were available in Southern Etobicoke, this could change the travel patterns provided that people could reach stations without going out of their way (that's actually the tricky part for LSW because GO does not as easily intercept trips on LSW as it would in Scarborough given the road and route layout). Whether "ST" will survive as a name is hard to say, but any review of GO vs TTC travel needs to include the effects of a more attractive fare, and then of course whether GO could even provide capacity.

Long Branch to Humber segment:

Although there are specifics to be reviewed for this segment, it is difficult to do this without knowing what may happen further east. Today, the east-west service is the 501 Queen car now operating as an independent service on Lake Shore. Past experience has shown that when this is through-routed to downtown, the chaos on the main part of the route causes unpredictable service west of Humber Loop. There is no point in relieving the comparatively small areas of congestion (mainly around Humber Bay) on Lake Shore if streetcars do not come frequently and reliably, and offer a speedy trip to the core.

A related issue is the question of a GO station location. There is already some political demand to move the stop to Park Lawn from Mimico, or to establish a separate stop. For service levels, remember that extra stops may not be served by all trains, especially by those trips that will remain as diesel operations after GO/RER is in place. (Diesel will remain on the longer haul runs and could be as much as half of the peak period service on the LSW corridor.)

Any discussion of shifting travel to GO via, say, a Park Lawn Station should include access times (getting to the station + average wait for a train) so that the benefits of a "fast" trip to the core are not oversold. This should also include the matter of whether access would be primarily by transit or if people would drive and park, a mode that is only workable for a small proportion of riders whose commutes are early enough in the day, but also a waste of land. There is an analogy here to the problem with the Main-Danforth station link that attracts few riders. Aside from the cost, it is a 10 minute walk between a subway train and a connecting GO train.

There is supposed to be a study underway already of establishing a streetcar right-of-way to some point at least from Humber to Park Lawn (the bridge just to the west limits current road width, and this should be reviewed).

As you may know, I have done work for the City Transportation Department and TTC on congestion on the downtown streetcar routes. This also produced information on traffic behaviour on Lake Shore. Although it was out of scope for that report, I can share this with your study.

The proposed Queensway LRT has been around for some time, but has the irony of being a replacement for a very infrequent and little-used bus route. The real question here is where additional riding will come from, and where do people along The Queensway want to travel? Development is a known factor, but the orientation of demand could be more north-south than east-west. Another analogy here (and something that was mentioned in passing at the meeting) is the local nature of demand on Lake Shore. I remember stats some years ago (it was a TTC report, but I'm not sure if it was TTS data or their own review) that showed over half of the off-peak demand west of Humber Loop on the streetcar was for local trips. These were very poorly served by the spotty service coming through from downtown, a destination many would-be riders did not care about.

During the many reviews of the WWLRT, it was clear that the TTC only wanted to take it as far as the proposed new loop at Park Lawn, and there was also a scheme to go to a Legion Road Loop that would connect to a new GO Station. Again this is an origin/destination issue depending on how far west the frequent "LRT style" service should go to pick up the bulk of the demand that would head into downtown on this route in preference to a service in the GO corridor.

Humber to Strachan:

This segment really cannot be divorced from some of the issues in the next segment east notably problems at Bathurst, Spadina and the railway lands generally. My comments include references to these areas.

As with other parts of the network, there is always the question of capacity offered to riders versus theoretical capacity of each route. King is quite busy now with a two minute headway, although capacity will be improved once this operates with larger vehicles. We have actually lost capacity on this line with the ALRV trippers being reallocated to Queen and replaced with buses.

On Queen, the service is nowhere near the capacity of the street thanks to a long-standing constraint on fleet size and improved service.

Peak headways on Queen are now 5 minutes compared to 2 on King, and there is a lot of room for growth in these corridors. To what extent should we be trying to shift demand south to a new WWLRT when we are not operating as much service/capacity as possible on existing routes? This is especially important for Queen which is a long walk from any future WWLRT line. The extra access time would likely negate any benefit of a faster trip.

What is a WWLRT is supposed to achieve? Is it to both serve S Etobicoke and S Parkdale, or are these two separate demands? If the WWLRT route is forced to travel too extensively beside (or worse through) S Parkdale, what happens to travel times?

The Roncesvalles/Queen intersection is a real mess, and various proposals for threading a new service through here are fraught with problems.

The various schemes for connecting the WWLRT to The Queensway each has its benefits and problems:

- Connection proposals right at the intersection or close to the west (south of the car house, east of Sunnyside) would be physically challenging, and would add “LRT” movements to an already congested area.
- A connection east of Roncesvalles on King would create an intersection at a point where there is already severe traffic queueing westbound to Roncesvalles.
- A connection further west, somewhere south of St. Joseph’s Hospital but east of Parkside, would require a flyover of the rail corridor which I don’t think is technically possible given the grades to get up and down in a fairly short distance.
- The connection via Colbourne Lodge Road, together with other road changes in the Western Beaches, offers probably the fastest route from S Etobicoke into the western core, but it makes no connection with Roncesvalles. (Proposed links west of Roncesvalles don’t make this connection either.)
- A connection via Dufferin and King would be very much subject to traffic congestion especially when there is any special event at the CNE or environs. Some of the worst congestion in the King

Street study actually shows up from Dufferin to Roncesvalles on King, and not just during the peak periods. This route could compromise the attractiveness of an "LRT" service by taking it by a slow, winding route. Again, don't just look at the speed of the Queensway right-of-way, but at the travel time you would impose for the trip from Roncesvalles into the core.

There were speakers in favour of connections both to S Parkdale (notably the Jameson apartment corridor) and to Roncesvalles. Frankly, I don't think that a link to Roncesvalles is a worthwhile proposal because of the geometry, and the question then is whether riders from west of Dufferin would benefit from being diverted down to the WWLRT via Dufferin from King. If the desire is to send "Roncesvalles" cars to downtown via an alternate route (effectively extending the 509 to Dundas West Station), that may well be a separate issue from what to do with a S Etobicoke service.

Another proposal for west-of-Bathurst was the "FSE" alignment. The new Liberty Street is intended as a small local street without provision for an LRT corridor. Moreover, taking this line east of Bathurst would run into an area of severe traffic congestion where taking lanes for an LRT corridor is not practical.

Strachan to Parliament:

Whatever traffic is added to a WWLRT "corridor" must all find its way through the Bathurst/Fleet intersection unless it goes up Bremner. This brings me back to the issue that hard constraints on capacity need to be flagged so that we don't draw more lines on a map than can reasonably be served by the road/transit system.

The Bremner link runs into problems with the Under Gardiner project and the revamped Fort York, not to mention the limited right-of-way availability from Strachan east to Simcoe. Yes, there is a median occupied by a healthy collection of trees and other plants (the removal of which would be the source of complaints were it torn out), but it is unclear whether this is wide enough to accommodate islands for stops rather than simply a pair of tracks through the area west of Spadina. East of Spadina there is no right-of-way, and this area has both heavy traffic (Gardiner bound) and major congestion when there is an event at the Dome. There will be quite a challenge fitting in an LRT right-of-way, let alone protecting it from pedestrian incursions which would make the activity on Queen's Quay seem trivial.

Any scheme for lines coming in from the west needs to be certain of just what route(s) to the core are practical. Far too much faith seems to be placed in the "Bremner LRT", and if it is not practical, it should be dropped, or at least downplayed as an option.

The Bathurst/Fleet/Lake Shore intersection is a severe constraint to any increased transit service especially because almost all service will turn here one way or another (the through NS route via Bathurst is unlikely to be a major component of overall services). A particular problem is the amount of green time taken by Lake Shore as this crosses over the southern route any new service will take to the core. A route further north (Fort York/Bremner) avoids this bottleneck, but has its own problems as I mentioned. Only the southerly route via Ontario Place avoids crossing Lake Shore at Bathurst but it

commits the WWLRT to running via Queens Quay to Union which could prove troublesome depending on service frequency. (Another example of the need to understand demand levels.)

Union West GO Station:

As part of the Union Station Corridor Study, GO Transit looked at two options to increase capacity. One was a tunnel for the LS corridor under Union Station, and the other was a satellite station where Bathurst Yard is today (southwest of Spadina and Front). The tunnel option is prohibitively complex and expensive (not to mention that it would require ALL LS trains to be electrified, a serious problem for service beyond Aldershot). The Bathurst Yard option would see trains from the Barrie and KW corridors terminate before reaching Union. However, some way must exist to distribute these riders into the core and beyond, and they will have the pesky characteristic of arriving in large clumps with each train.

This affects the DRL alignment, but with that line now sitting up on Queen Street at City Hall, I am not sure it is physically possible to swing that far south to connect with GO. The decision to use Queen rather than Wellington (which seemed to have a lot of favour earlier in the study) is a potential cock-up, but it certainly would not be the first time this sort of thing has happened.

My understanding is that the Bathurst Yard scheme will show up in the "Stations" study to be published by Metrolinx in June. This potential station is in your study area.

Union Loop:

Before getting into the details, I think that the way problems for this loop are presented by staff are misleading in that they dwell excessively on the cost of expanding complexity in a way that only made sense in the context of a very limited Waterfront Toronto budget. Yes, it might set us back $250m or so to expand the loop. That's less than 10% of the cost of a subway we are building to keep the politicians in Scarborough onside with transit spending.

Quite bluntly, it is not City staff's job to spin proposals by an appeal to their "high cost" especially when other schemes that are under study will have high costs too. In effect, you seem to be pre-judging the outcome of one issue. Cost is one factor that is compared among many projects, not used to pre-empt consideration without a knowledge of benefits and alternatives.

The first question must be this: realistically what is the capacity of an expanded Union Loop? Could it actually handle the combined demand (vehicles and passenger flow) of the three branches proposed to connect into it (Waterfront West, East and Bremner)? There is also the matter of the underground intersection capacities at proposed junctions on Bay at Queens Quay and at Bremner.

The second question was raised by someone at the meeting: The Bay street tunnel at long last connected the waterfront into the city when the Harbourfront line opened, and now we are talking about its replacement with a walkway or some other scheme. Some speak favourable about the Island

Airport tunnel, although that is about one quarter of the length of the Bay Street link. Depending on the technology used, there are issues with travel times, accessibility, heating/ventilation just as a start, not to mention the TTC's chronic inability to keep things like moving walkways and escalators working.

The idea that the Queens Quay LRT would revert to a through east-west surface route would destroy its value as a link into Union, something that the entire Waterfront East LRT is built on. It is important to remember that future developments to the east will not, like the condo towers from Yonge to York, be in walking distance of Union and people travelling to the eastern waterfront will depend on the transit connection. A separate link up Bay would make complaints about the "difficult" subway to SRT transfer at Kennedy Station seem quite trivial by comparison.

Appeals to removing the "mine shaft" entrance of the LRT west of Bay are very short-sighted and forget that the waterfront is much bigger than one intersection.

There was also a scheme shown to replace the loop with a through route turning east and then south. I have to assume that this would be under the existing GO bus terminal as land under Front itself is already occupied by the subway. This would not eliminate the ramp west of Bay, but would shift the exit further east and avoid the construction issues at Yonge. This is an intriguing idea, but it too is not cheap. There is also a question of passenger circulation between a new north/eastbound platform and the subway station that would have to cross the west/southbound track.

Anything to go in this area must be coordinated with a lot of construction projects that will begin fairly soon. It cannot be left as a project to be fiddled with for another decade. I note that there is an SAC update on the Lower Yonge Precinct transportation plans in mid-June. Possibly more info will be forthcoming there, but as your meetings come earlier, you need to speak to how your work and the Lower Yonge plan will fit together.

More generally, the issue of eastern waterfront transit should be addressed NOW, not in the indefinite future. There is already a completed EA. The worst outcome would be for Union's capacity to be hijacked by a new service from the west when the eastern service is needed as an integral part of the waterfront plan.

The scheme to loop via surface streets is a non-starter especially if this will involve a significant addition of service to the already congested King Street corridor. Also, I don't think there is surface road capacity available for the NS link needed to form at least the western leg of such a loop (up York Street, say).

A separate western loop at York would run into similar problems.

This is a portion of the map where there seems to be more than the usual amount of crayons at work.

Parliament to Woodbine:

There is a reference to using Parliament as a north-south link, and I think this is left over from early days of the proposals for what is now the Cherry Street link. Leaving it in the map/description is, I believe, misleading.

For public sessions, the proposed reconfiguration of Queens Quay, Parliament, Cherry, New Cherry and Lake Shore should be shown. With the Gardiner decision out of the way, plans afoot for a World's Fair bid and the about-to-complete "due diligence" on the Don Mouth Reconfiguration project, there is likely to be major work in this area fairly soon. People need to see what it will look like in, say, 10 years, not today.

These illustrations can be lifted directly from work already done for projects in the area.

Issues in this area include:

The RL alignment at the Great Gulf site. Current city plans call for a northerly alignment along Queen, although a "dodge" down to the GG property is shown as an option. This is a major employment centre, and it will not be adequately served by GO/ST especially for "in town" travel that originates on local TTC lines.

The proposed Broadview Streetcar link ignores the fact that Broadview Station is already overflowing with streetcars. There is no room to fit in a new service unless there is a major redesign of route layouts. Possibly the eastern leg of 504 King would become a new "Broadview" car but it would have to run through into the core via QQ to preserve its functionality. The question then is how much of the south-of-Keating transit network would actually be in place by what date to provide a continuous trip. This would also remove the direct link from King East to the Danforth subway.

Schemes to bring a service from Kingston Road and/or The Beach to downtown via the Port Lands have been around for some time, but it is unclear what these would accomplish. First off, there is little congestion on Queen between Coxwell and the Don River except westbound near Pape/Carlaw in the AM peak. Second, a route through the Port Lands would take people out of their way relative to a straight trip across Queen. As a side note, residents on Leslie have been told that the track to Leslie Barns will only see limited use for car house access, not become a major route in its own right.

People complain about existing service as much for its frequency and reliability as for its speed once they are on board. A new route will not solve problems with traffic congestion or irregular service on Kingston Road. Service to The Beach has improved recently with the updated 501 Queen schedules, but it can still be erratic because uneven headways are tolerated. A new route does not solve problems of poor line management, bad scheduling or inadequate service. We should not give people hope of better things to come especially if there are long lead times, and if problems that can be addressed today fester because there will be some magic "solution" down the road.

Humber Bay Shores Condominium Association

Re: Draft vision
I felt the presentation vision was most appropriate and long overdue. Had community transit planning overview kept pace with approved development and population growth, perhaps the likely cost to fix what is broken would be more reasonable and easier to accomplish? That said; it is now being given very serious consideration and ought to be very well accepted by public. Understand the geographic proximity reference to 'waterfront' but other than north-south access to the lake, the east-west link (weekday business commute does not seem relevant).

Other vision ingredients - Perhaps a view to expropriation of vital connecting land links for future installation of modes of transit. E.g., Christie's property needs consideration for transit corridors. There are a number of choke points to consider in connecting one community to the next (river bridges, narrow streets, grade transition, etc.). Strategies around improvements around moving riders during early am and late evening - removing barriers to traffic flow and increasing transit TTC cars (# of cars and shortening intervals). A strategy for better transit during times of popular events and transit line/roadway repairs. Making transit more affordable, efficient and safe for double the ridership as private cars are gradually withdrawn for regular business commuting.

Long Branch to Humber River

Issues/Opportunities - As above relating to: need to expropriate transit corridors. Opportunity to increase ridership capacity and reliability for transit frequency and delay analysis.

Concepts and Concerns

The dedicated LRT routes are desirable when ample land is available and not severing business and residential communities. As a BIA and Resident Association executive member as well as a business building owner in Mimico by the Lake, the Lake Shore LRT was not favoured as it meant another barrier to the Lake and Lakeside parks (Other north-south barriers include the QEW and CN railway .... and to add a third LRT curbing as well as cycling curbs is not a well-received concept). The Queensway LRT option would be preferred as the road is wider and as stated earlier the 'waterfront' aspect of transit needs should not be a consideration in south Etobicoke. The Transportation Master Plan for Humber Bay Shores with 30 or more high-rise condominiums (sans any Christies development) all within 2.5 km of affront ingredients roadway and a population density of nearly 30,000 when all development is completed - ought to be given priority before the transit reset options for south Etobicoke are entrenched. An LRT through (Mimico) Humber Bay Shores would be, for us, a nightmare.

I would defer any opinion to those affected in other transit reset locations.

Urban Land Institute

VISION

The vision is good; it is comprehensive and speaks to the Waterfront as not just integrated, but also integrated to the rest of the City and the region's communities.

SPECIFIC COMMENTS RE: FOUR NEIGHBOURHOOD AREAS AND TRANSIT OPTIONS CONSIDERED

No comments on specific solutions; the comments that the public made were all generally very good, and we hope and trust that every comment will be considered.

EVALUATION CRITERIA

We applaud the City's use of a consistent evaluation framework and committing to present analysis to decision makers and the public as a part of a commitment to transparency and good decision-making. "Feeling Congested" is a useful strategic evaluation tool, but more evidence is always better. Feeling Congested is not as thorough Metrolinx's Business Case Guidance and it would be better to more thoroughly consider lifecycle costs including subsidy and revenue impacts, as well as economic development impacts more thoroughly as recommended by Metrolinx's Business Case Guidance as opposed to the light touch "Feeling Congested" can represent. These are substantial infrastructure investments and it is worth doing investment-grade analysis rather than high-level strategic analysis. In the interests of resources, perhaps a hybrid of Feeling Congested with a deeper focus on key differentiators within the Metrolinx Business Case analysis guidance is the most effective analysis.

Given the long-term nature of the projections used for planning, it would be appropriate to consider risk or probability of outcomes for the various criteria. For example, there is a greater chance of a ridership projection actually being realized for an established neighbourhood compared to a ridership projection for a neighbourhood which doesn't yet exist.

PRESENTATIONS

The Presentation material overall is very good. A greater focus on the full suite of mobility options current and future, including cycling, walking, and the impact of autonomous vehicles and other technology-enabled mobility patterns (i.e., ridesharing) would help round out the considerations presented.

There is likely/seems to be a lower understanding of the regional transit plans and projects already underway than there could be. Regional Express Rail and Smart Track progress could receive greater profile. This would help create greater interest and knowledge about the potential for integration, which PRESTO and future fare integration will allow. There is also a lack of understanding of how frequent RER/ST service could be in the long-term. We understand the frequency could be greater than

advertised and therefore that changes how RER/ST contributes and integrates with an optimized transit system.

South Etobicoke Transit Action Committee

VISION

What do you think about the draft vision for the Waterfront Transit "Reset"?

- Generally a strong draft. Text not included in agenda so wasn't able to review it post meeting.

What vision ingredients would you like to add?

- The vision should really emphasize that this is an exercise that is as much about looking forward to the future and anticipating and planning for future demand as it is about fixing problems that exist in the present. Figures would be beneficial i.e. 1 million new Toronto residents in the next 20 years, with an equivalent number moving to inner 905 municipalities bordering Toronto who will travel and commute into 416. Public needs to keep in mind not just the current development plans approved and before the City, but possible density increases. Where this information has the potential to affect route decisions, it should be presented alongside those options.
- The vision should strive for reliability and efficiency for a variety of transit use purposes including local travel, and daily commuting.

- **Important to emphasize a holistic approach throughout the study area – not just transit but also active transportation, cycle paths, maximizing opportunities to transfer to other routes and modes** e.g. GO at Long Branch, identifying opportunities for bike racks at key nodes, etc. Visually, this could be achieved in the overall study area map by a) at least showing the portions of other major routes (Line 1, 2, Spadina ROW, etc.) where they intersect, as well as a kind of transfer symbol there (as is displayed on Subway route maps to indicate transfer points); Identify current and/or potential pedestrian friendly walkways to link transit modes.

PRESENTATION

- **Would be beneficial to place less emphasis on the study area as a "corridor" and more as a plan to add higher order transit to the southern part of the city.** In this respect, presentation could place more emphasis on: Potential for new or improved transfer nodes to higher order transit routes, (such as Spadina ROW, Line 1 subway, Relief Line, RER); Potential for new or improved transit to extend or redistribute ridership on infrastructure that is at or approaching capacity (i.e. Line 1 subway, Line 2 subway if relevant).
- The maps are generally too bare and suggestive of a blank slate: **Listing present and future physical and/or other constraints to transit in all Waterfront sections is very important;**

would be beneficial to show residential, commercial, office, and industrial land uses in different colours on the map, for an instant appreciation of the nature of each area. This may be less of an issue in some areas of the study area, but in South Etobicoke it is crucial. The Queensway and Lake Shore Blvd. have very different profiles; similarly, current and/or projected population densities along the study area are important to show; fading from one slide to the next as one person suggested would a good way to transition from a map with land use to density to route options with constraints.

LONG BRANCH TO HUMBER

What Issues Should Be Considered?

- **It is important to be very specific as to whether it is an LRT that is being proposed or a streetcar with a ROW, and to preferably show examples of the kinds and sizes of vehicles considered in public consultations**. Would the plan be to run the new Bombardier cars in ROWs? Or purchase new, larger LRVs? If both are options, then it should be clearly communicated.
- **The Humber Bay Shores neighbourhood at Park Lawn and Lake Shore Blvd W is currently a major bottleneck on transit operating at rush hours**, holding up streetcars for 10+ minutes, which is forcing 501 Queen streetcar riders to abandon transit for the car.
- While the Transportation Master Plan (TMP) for this area will address the area in detail, the Waterfront Reset Study could earn a great deal of good will in the community by acknowledging the problems and committing to looking for shorter term transitional strategies and ensuring strong flow of information between the Waterfront "Reset" study and the TMP;
- The Waterfront "Reset" and TMP should both identify immediate improvements for transit through this community, such as transit only lanes and transit signal priority, or restoration of 508 and/or 507 service that will ideally also be compatible with longer term transit improvements.
- **There are significant road width constraints on Lake Shore Blvd. W. The available road width varies considerably between sections and those variations need to be communicated very clearly to the community, broken up into segments, and options considered for each segment.** Otherwise, residents will see a roadway cross-section relevant for a wider stretch of roadway, recognize that the option is impossible in a narrower section, and dismiss the possibility of a ROW altogether. For example: In Mimico there are fewer municipal parking spots than in other sections. There is a cycle path (linear trail) so presumably an on-road cycling path is unnecessary (Check with Lakeshore Planning Council – Etobicoke South Cycling Committee for their recommendations); In New Toronto, there are many municipal parking lots and angled side street parking, so preserving street parking on both sides of the street would be less important. There is also a cycling route along Birmingham St. (a parallel street just a little north) and along the Waterfront Trail, so a cycling path is probably not a

necessity on Lake Shore Blvd. W in this section; (Check with the Lakeshore Planning Council – Etobicoke South Cycling Committee for their recommendations); In Long Branch, the Lake Shore Blvd. W. is wider, and there is angled street parking, so there are not as many road width constraints; Showing options that demonstrate a clear understanding of the constraints and opportunities in those specific sections is very important; The concepts should also present short-term options for transit priority and hybrid lanes, and for "ROW" without curbing. E.g. in sections with only enough width for 6 lanes total, the streetcar lane and parking lane could be hybrid. I.e. in the direction of peak flow (eastbound in morning rush hour), parking is prohibited in curb lane to permit vehicular movement, middle lane is for vehicles, ROW lane dedicated to transit (Royal York 76 and Humber Bay Express 145 buses could also use it where possible), and no left turns. Off peak, the streetcar lane could be shared/mixed, and the curb lane could permit parking.

- **Stop location identifications should serve priority sites first, and subsequently identify locations for intermediate stops.** Lake Shore Blvd. W has several seniors' homes, Humber College Lakeshore campus, elementary schools, high schools, medical clinics, etc. Those priority sites (and any others) should be identified with the community to ensure that if stops are spaced further apart, they still serve the needs of the community. The prospect of losing a stop near an important community access point, particularly where mobility is key, would be viewed as a significant negative within the community.

What Opportunities Should Be Considered?

- A Lakeshore LRT or Streetcar ROW provides an opportunity to connect from Long Branch to Sherway Gardens and then to Kipling Station to strengthen transit network connections overall.
- **It would be a good idea to indicate Mississauga---side LRT / transit plans at the municipal border to give people a sense of the connections created, including the proposed Port Credit GO Mobility Hub.**
- **Optimize connections to RER at Long Branch and future Park Lawn GO stations.**

What Concerns You and Why?

- Both the Queensway and Lake Shore Blvd W. LRT/ROW route options require greater context in presentations. More specifically: **Maps must include Line 2 subway, and the entirety of any regions they are meant to capture ridership from**, including the entirety of southern New Toronto and Long Branch regions, (both the subway and the shoreline of Lake Ontario were cut off the map).
- **For context, it would be helpful to include ridership figures and the existing bus and streetcar routes** that a Queensway and/or Lake Shore LRT/ROW are meant to capture from, preferably during both peak and off---peak travel.
- As noted above in comments re: Vision, it would be beneficial to mark residential, commercial, industrial areas and population densities wherever route options are presented.

HUMBER RIVER TO STRACHAN & STRACHAN TO PARLIAMENT

- **These sections are important for recapturing capacity on overcrowded 501 and 504 routes.** Residents in these areas should recognize that an LRT or ROW would divert a significant amount of ridership originating further west away from 501 and 504 and on to the new route, which will help alleviate overcrowding on 501 and 504
- **Consideration needs to be given to streetcar only lanes on King Street from Dufferin to Parliament Street,** whether as part of a downtown on street loop for streetcars from the suburbs, or as part of an on street transit right-of-way.

Concerns

Any route needs to include good links north to employment and entertainment areas, to GO train stations, TTC routes, and active transportation paths. Furthermore, TTC north--- south routes also need to have transit priority into downtown to major destinations, so that all Waterfront transit trips are not sabotaged by poor trip distribution there.

APPENDIX C –
PUBLIC FORUM QUESTIONS OF CLARIFICATION

Public Forum Questions of Clarification

A summary of the discussion following each overview presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**.

Session 1 – Harbourfront Centre (May 25, 2016)

Q. Does this study take into consideration the results of the Gardiner East Environmental Assessment (EA)?
A. Yes, we have a Council approved plan for the Gardiner East EA. The EA report is currently being finalized. The next stage will be detailed design, followed by construction in 2019.

Q. The City will be reporting to the Executive Committee of Council on the same day that Metrolinx will be reporting to its Board. What is the point of doing anything if Metrolinx hasn't made any decisions?
A. We are still in Phase I of the study; there is room for adjustments before commencing Phase 2.

Q. The area surrounding City Place is very congested on evenings and weekends. There are traffic jams during rush hour from cars travelling to the Gardiner Expressway. Are there any new ideas to improve connections?
A. The next phase of study will include traffic modelling and consider operational impacts to streetcar and LRT vehicles, depending on the option chosen for connections to Union Station.

Q. Will streetcars travelling eastbound on Queens Quay make use of the loops at Parliament Street or Cherry Street?
A. We are allowing for both options. The easterly route could turn north on Parliament Street or Cherry Street. The Cherry Street option does require some expensive infrastructure to get under the railway embankment, but if it is feasible it will be explored.
C. The same should be considered for service on Commissioners Street.

Q. If the study objective is to enhance connections along the waterfront, why was Scarborough not included? I live in the waterfront in Scarborough and cannot get to Ashbridges Bay easily by transit.
A. An EA that was initiated a few years ago, but not completed, was studying options for bus rapid transit (BRT) or an LRT on Kingston Road to Danforth Avenue.
C. That EA was dropped. It still does not address why the study area terminates at Woodbine Avenue, cutting off the east end of the City again.

Q. One of the options presented referred to a second loop at Bremner Boulevard. How long will it take to walk from the loop to a subway station?

A. A second loop is needed to relieve congestion at Union Station and accommodate transit vehicles from a new route. We have not landed on a precise location at this point in the study.
C. Ensure it is as close as possible to a subway station.

Q. What is the focus of the study – local or regional transit service? There has been some discussion about reducing the number of stops in Etobicoke, which would impact local service. How do you reconcile the trade-offs between Concepts 1A (Enhanced Lake Shore Boulevard Service) and 1B (Lake Shore Boulevard LRT).
A. It is important to keep in mind that the study is applying a network approach to transit planning. We see some alternatives for Lake Shore Boulevard and The Queensway. It is likely that there will be service, or improvements to service, on both routes.

Q. What is the potential to continue service east of Woodbine (e.g., into the Beaches and Scarborough)?
A. There is a need to end the line somewhere. We have not identified an end point yet, however there are difficulties travelling north on Woodbine Avenue. The study limits were directed by City Council and serve as a starting point. We will give it some more thought.

Q. I also support the previous comments for transit service to continue east of Woodbine Avenue (e.g., Kingston Road connection). Has there been any consideration for a transit way on King Street, especially in terms of options to navigate around Union Station?
A. The TOCore study currently underway in the downtown core is also exploring what King Street could see in terms of transit. We are working closely with that team; there is some overlap between the study teams. They are working to identify a pilot study for King Street within the next year. A transit modelling exercise will also be initiated for the full corridor from Roncesvalles Avenue to River Street later this year.

Session 2 – John English Junior Middle School (May 26, 2016)

Q. Why haven't you looked at high speed ferries?
A. The Waterfront Secondary Plan includes the potential for ferry service.

Q. If an LRT on Lake Shore Boulevard is recommended, would expropriation be required in New Toronto (Dwight Avenue to Ninth Street)? An LRT through this segment would be problematic for the community, as Lake Shore Boulevard, functions as a main street with cafes, restaurants and stores. Are there any other alternatives?
A. We are considering those impacts. Speed and reliability make transit attractive, which is the rationale for a dedicated right-of-way. We certainly don't want to negatively impact the community we are trying to serve. The objective is to balance trade-offs between speed and reliability and community impacts.

Q. Are high speed ferries on the table or off the table? I am pleased to know learn that there is a task force for the Park Lawn Drive and Humber Bay Shores area.

A. The City has left the provision of ferry service to the private sector in the past. There is no active plan for high speed ferry service.

Q. Could Concept 1A (Enhanced Lake Shore Boulevard Service) combine streetcar service with an LRT that begins further east (e.g., Humber River)?
A. Yes.

Q. I am concerned about your timelines. Short-, medium-, and long-term timelines were referred to, but most of what was presented will be implemented in the long-term. There is also no funding dedicated to implement any of these options. I live in an area affected by traffic and gridlock. It is hard to believe that any new industries would want to come to the area. I want to see improvements within five years.
A. Within the next year, the TOCore study will be initiating a pilot project to prioritize transit on King Street. We also want to fast track the extension from the Exhibition Loop from Manitoba Drive to Dufferin Street. These are a few examples of how we are working to improve transit service in the short-term.

Q. I am concerned about the impacts to Exhibition Place. I represent an organization that hosts events there. Gridlock is already crippling the surrounding community. What is the process and timeline for providing feedback to this study?
A. Exhibition Place is a member of the Stakeholder Advisory Committee (SAC). They are also undertaking a Master Plan for the site, which will include plans for parking and transit, and potentially other uses. Exhibition Place has indicated support for an LRT at the edge of the site.
A. The deadline for feedback for this phase of the study is Friday, June 3. There will be opportunities for ongoing feedback during Phase 2 of the study.

Q. When will the information presented at the Metrolinx board meeting on June 28 be shared with the public?
A. The City has not received information regarding timing from Metrolinx; we are working with the information available on the Metrolinx website.

C. Planning for the Eglinton Crosstown started in 2007 and will be completed in 2021, or after 14 years. How long would it take to build and operate high speed ferries?

Q. Who will be using the transit proposed in these options? Most of the cars moving through the area exit from the Gardiner Expressway.
A. We hope that an improved transit network will encourage more people to take transit.

Q. Does the Stakeholder Advisory Committee (SAC) include staff from City Planning?
A. Yes.

Q. Transit is integrated with roadways. Given the pinch where the Gardiner Expressway and Lake Shore Boulevard meet, is the province involved in this study? It seems like this study is being completed in a piecemeal process.

A. To clarify, the City is responsible for the Gardiner Expressway within the city limits.

APPENDIX D –
SUBMITTED FEEDBACK FORMS

Submitted Feedback Forms

Feedback submitted by participants at the public forum or online is recorded below and organized according to the Discussion Questions. A total of 107 feedback forms were received (53 hardcopy; 54 online).

Long Branch to Humber River

1. What issues should be considered?

- Is traffic on Lake Shore Boulevard actually affecting service on Lake Shore Boulevard by streetcar, or is it traffic on the Gardiner Expressway?
- Local service is important; stops should not be removed lightly.
- Widening platforms may be needed to make Lake Shore Boulevard accessible.
- Signal Priority of limited benefit with near-sided stops.
- Where will the extra vehicles of people using the "Christies Hub" park? NO capacity for extra traffic anywhere in that area! Pretty well assured of a "fight" if a big parking area is planned due to demographics of local residents (assertive, well educated, know-what-they-want people).
- Strengthening the economic viability/opportunities of smaller businesses along Lake Shore and providing the ability for it to expand along the Queensway.
- Strengthening/encouraging walkability in both corridors.
- Safety of transit users on Lake Shore re: existing on-street car stops, especially where multiple lanes of traffic must be crossed to reach the sidewalk.
- Speed of access to/from other areas of the city by transit and cycling.
- Reliability of transit service – improving from current levels on the 501.
- Preserving/improving/restarting the character of the old small town centers of Mimico and New Toronto.
- Reconsider Lake Shore as main east/west corridor. Investigate Queensway and Evans.
- Consider Lake Shore as a more local service.
- Address all timeframes. Based on meeting discussion/ques (before breakout). No proposals presented for short/med term at Lake Shore and Park Lawn Road.
- Concept 1-B Lake Shore LRT should be started immediately. The streetcar service is very poor to serve downtown. There should be an express streetcar downtown from Long Branch cars should be prohibited from traveling on streetcar tracks at certain times of day, rush hours.
- Do not allow parking on Lake Shore Blvd. during rush hrs.
- None.
- Ferry from Humber Bay Shores (and possibly Mimico).
- Have a continuous ride with no transfer to go from Mimico to Ontario Place for a concert.
- Keep streetcars on Lake Shore – No LRT.

- The waterfront needs to be seen as a prime destination connecting the city:
    - Needs to be connected in cost and in a seamless way;
    - Why are Metrolinx studies being done separately – needs to be done more unified;
- 1a and 1b – agree this should be taken forward.
- Concept 2C – new line along Lake Shore.
- Build a subway long along the Queensway from Sherway Gardens to University Ave.
- Expedite Action.
- Expedite Funding formula: Raise property taxes; Sell the line via IPO; Raise fares on the TTC; Implement distance-based fares.
- Higher level Transit on The Queensway give more long-term capacity. By adding key N/S links down to the existing tracks on Lake Shore you get big loops and the potential for several rush hour cars specific to certain areas.
- Enhancement of Lake Shore to a private ROW should be scheduled to fit blocks of track replacement and other city (water/sewer) replacement.
- #1 remove bottleneck at Humber Loop. If you can't do that nothing will work.
- #2 traffic flow (all of it) on Lake Shore.
- Introduce LRT – Separate from Traffic.
- Disconnect Lake Shore 501 from that beyond Roncesvalles. This area constantly effected by problems east of Roncesvalles where delays more common.
- Connect Humber Bay shore condos and business areas of Mimico, New Toronto and Long Branch to give residents access to proper shops that require traffic that we have locally.
- Frequency and reliability of service is my most important issue.
- The Humber Loop is an isolated short-turn area for Humber Bay residents. Any solutions in this area need to try to move the loop closer to more residents, and integrate with a potential future GO station at Park Lawn Road.
- Pedestrian safety from speeding cyclists on bike path.
- Removal of downtown streetcars.
- Crazy congestion along Park Lawn from the Queensway to Lake Shore which will get even worse with approved and proposed condos of which the city does not seem to be able to control the proliferation.
- Dedicated LRT from Long Branch to Downtown.
- LRT option would be preferred. Current street car is way to slow and service intermittent. Currently there is no direct TTC service linking the Lake Shore corridor with Mimico Go station. If a better more convenient link was established it might get more people to use GO for trips downtown. Kipling Go station would be very useful (even more so than long branch given the number of trips to Humber college).
- Park Lawn/Lake Shore development.
- Do not move streetcar loop into our park area at park lawn.
- Moving more people without cars.
- Congestion at park lawn, delays due to transfers at Humber loop, slowdowns due to single occupant vehicles.

- Population increase and traffic jam every morning causing unacceptably long commute time to downtown. Street cars are old and often break down. All in all, a very UNRELIABLE transit system.
- Traffic along Lake Shore.
- Current bottlenecks, (lack of) ridership growth in other areas, future technology. Why are we spending money when real issues persist that limit ridership growth? Primarily peak hour capacity, key station capacity and general maintenance (cleanliness). Why are we looking at all at rigid (and costly) transit infrastructure when there seems to be global consensus that self-driving autos are the future [this includes comments from politicians, futurists and your chief planner] - the road network will be much more important in this regard especially ensuring a complete grid and well timed traffic signals. Elimination of many left turns, maybe more one way streets, separate vehicle turning and pedestrian walking signals.
- 1. Do not put a TTC transit loop at Park Lawn/ Lake Shore. Stop taking away our parkland. The Long Branch to Humber solution works very well in reducing wait times.
- the inclusion of pathways for walkers.
- The narrowness of Lake Shore Rd.
- Firstly this is subway centric. What is needed is Go Train shuttles, which go west of Mimico to Lake Shore & Royal York, Lake Shore & Islington, Kipling & Lake Shore, and Horner & Kipling, back to Mimico Go. The east shuttle should loop from Lake Shore & Superior, Lake Shore & Park Lawn, to Grand Ave & Queensway, Grand & Manitoba back to Mimico. These shuttles should run during rush hours (6:00-10:00am, and 3:30-7:30pm). A Go Train gets folks downtown in 11-16 minutes. This will get folks downtown faster. A right of way LRT down Islington from Lake Shore to Bloor Subway would also get folks north.
- Traffic congestion at Park Lawn and Lake Shore Boulevard is untenable and must be rectified, so improved transit would be welcome. However, a dedicated streetcar/LRT lane may only intensify the traffic congestion situation for Mimico Residents who need to commute to parts of the city beyond the downtown core, where current transit access is not realistic.
- Parking and driveway access needs residents of Lake Shore Boulevard West at Royal York are an issue - we've already lost street parking as a result of the now approved cycle track. An LRT with dedicated line would presumably remove all on street parking. The current extended sewer project has made access both difficult and dangerous - my driveway can only be exited by reversing out, and with the current barriers, this means reversing straight out, and necessitates entering into the opposing traffic lanes, due to the configuration of construction barriers. Presumably this would be impossible in the case of a dedicated LRT or streetcar lane, and would thereby remove any option for parking/vehicular access to my property. In the absence of an alternative residents parking solution i.e. dedicated residents parking lot, this will devalue these properties significantly.
- Noise pollution and vibration issues will be an increased problem for residents of Lake Shore Boulevard West with increased service/LRT.
- Congestion for Mimico residents who have no alternative but to drive will increase with the loss of a vehicular lane to a dedicated transit lane - intensified by the loss of road surface to the Mimico cycle track.
- Expanding the LRT to include the west end of the city.

- The rapid increase in residents (25,000-30,000)around Lake Shore and Park Lawn; the poor transit connections to downtown (takes over an hour in rush hour).
- Travel times, ability to bypass vehicle traffic, maintaining good routes for vehicle traffic, seamlessness of the commute into the city (reduce connection points, maximize distance on single rapid mode), connections between transit options (i.e. from Lake Shore to the GO line), reliability, desirability, accessibility.
- Traffic congestion, commute, population.
- How best to serve the new development along the Lake Shore/motel strip.
- Moving people east with ease.
- The three main issues are the time it takes to get downtown (or from downtown) or other major areas, the frequency of service and the reliability of service (i.e., a consistent time between vehicles, rather than having two or three streetcars showing up one after the other).
- It is probable that the solution East of Park Lawn will be different from the solution west of Park Lawn. East of Park Lawn has problems due to the virtually uncontrolled building of taller and taller condos and probably needs a dedicated lane for transit/LRT. Further west is different. I represent the Mimico by the Lake BIA and today we passed a motion stating we are against a dedicated right of way thru our BIA. The street is not wide enough and we are concerned that we will have little retail left due to the "property impacts". The last plan we saw took out most of the retail on the north side of our BIA from Mimico to Superior. We are working very hard to make our area into a destination with a small town feel and we don't feel that a high speed commuter rail line to take people from Mississauga to downtown is consistent with that - when they should really be on the GO train. Furthermore - we feel that the enhanced streetcar option would be a great idea and work well since the major streets end at Lake Shore Blvd West so signals can be controlled by street cars and it should have a minimal impact on traffic elsewhere.
- Existing and proposed density.
- Connectivity north to rail/subway lines, must have separated lanes for any options, impact on housing prices around the area.
- "An LRT (streetcar in a separated right-of-way) cannot be built through the area - only as far west as Legion Road (now, Park Lawn Road).
- This was determined by the Waterfront West LRT Environmental Assessment (August 1993), which was approved by the Province in 1995. As stated in the Executive Summary; “Beyond Legion Road, the right-of-way is too narrow to provide a separate LRT line”.
- The minimum curb-to-curb requirement for an LRT is 27 metres - Lake Shore Blvd. West in Mimico and New Toronto is typically 19 - 19.5 metres.
- Congestion; enhancements for drivers; accessibility; planning for future demand versus only considering catching up on 40 years of neglect of the public transportation.
- I reside around Lake Shore Blvd. W. & Park Lawn. In my view, streetcars or LRT's ROW does not seem to be a good option because: 1) will reduce space and create a lot of congestion due to the number of particular cars in this area. 2) will create a barrier for a significant number of residents crossing Lake Shore with their pets and children to enjoy the lake views and trail. Also, will pose a

potential risk for people jumping on the ROW for crossing. 3) learning from the ROW along St. Clair, this will degrade our beautiful Boulevard.

- Lack of consistent 10-minute or better service.
- The number of people living there now having to go in any direction at any time of day.
- Do not put a TTC transit loop at Park Lawn/ Lake Shore. STOP TAKING AWAY OUR PARKLAND. The Long Branch to Humber solution works very well in reducing wait times.
- The following is a copy of all comments provided by [name removed] with which I fully agree.
- An LRT (streetcar in a separated right-of-way) cannot be built through the area - only as far west as Legion Road (now, Park Lawn Road).
- This was determined by the Waterfront West LRT Environmental Assessment (August 1993), which was approved by the Province in 1995. As stated in the Executive Summary; “Beyond Legion Road, the right-of-way is too narrow to provide a separate LRT line”.
- The minimum curb-to-curb requirement for an LRT is 27 metres - Lake Shore Blvd. West in Mimico and New Toronto is typically 19 - 19.5 metres.
- Permanent cost to neighbourhood of razing commercial buildings along Lake Shore Boulevard; serving expected increased population in Long Branch and New Toronto, but without stimulating excessive growth (i.e., many high-rise buildings rather than mid-rise "avenues" development); connectivity to the north and to Mississauga.

2. What opportunities should be considered?

- If major platform work is needed anyway, maybe an opportunity to move to far-side stops to improve service with signal priority.
- Rethink Long Branch connection with GO Transit.
- Consider telling Bombardier to sell their streetcars to someone else and order from a reliable source! Or make sure you take advantage of the clauses reimbursing us for waiting. Have you considered eventually forming a subway loop to allow a way for travel in either direction to a destination downtown in case of closed stations or emergencies (think London).
- The width of Lake Shore Blvd is unusual in the existing streetcar system – why not seize that opportunity to dedicate lanes to light rail (like St. Clair – but don’t mention that publicly – too controversial!).
- Preservation/protection of possible connections toward Port Credit – it’s close by, but with the current break of service at Long Branch and slow service, it feels much further away.
- The chance to catalyze development along either/both Lake Shore and the Queensway away from big-box style, car-oriented strip malls
- Moving the Gardiner North
- High speed ferries
- Public transit right-of-way to take precedence over vehicular traffic – move the “express” buses streetcars.
- None
- None

- Ferry! TTC or City could operate
- Start showing results – too many studies! Shovels in the ground. Use space over the Gardiner or bury it. I have attended previous meetings and nothing gets done.
- Funding strategies – developers and builders don't get approved until they agree to contribute significantly to the transportation improvement funding.
- Christie site could be another "Union Station" – major west transportation hub.
- It could be a loop – bus and train connections for the West Toronto.
- More bus only lanes.
- Water buses – high speed Ferries.
- Front street concept 3c – Norther of Rail Alignment.
- Lake Shore 3D LRT .
- Option 1B – Lake Shore LRT, along with 2C,3D,D1, 4A.
- If only going with a Lake Shore alignment – do it in small chunks and get Water, sewer, hydro, roads, to do their work in conjunction. Small bites will stretch out the work, but minimize disruption and allow the city to budget a little work every year and complete a switch to LRT ROW overtime.
- Same number.
- Speed.
- Get the community moving though Lake Shore LRT.
- LRT from Humber Loop to Long Branch go.
- I agree with the alternatives presented.
- The configuration of Queens Quay is a potential model that could be duplicated along Lake Shore Boulevard, and spur new mixed development along the corridor.
- Way to force cyclists to slow down at certain points whether they like it or not
- 1. Dedicated GO transit shuttle from Humber Bay Shores to the Mimico GO Station. 2. Creation of a Park Lawn GO station.
- Transit hub at old Christie factory with GO, bus and streetcar combined hub and extensive parking.
- Closing eastbound exits from the 427 to Jameson on the Gardiner during rush hours
- There is a current opportunity to expand express busses to improve transit links to downtown. Current streetcar is much too slow and unreliable.
- Using Mr. Christie's site to its fullest advantage
- Go-train stop at Park Lawn is necessary to take cars off the roads.
- Use the air space over the Gardiner, i.e. the 3D Air Bus concept, from Mississauga to downtown.....Think outside the box!
- Short-term solutions such as painting the road to create a streetcar right of way.
- Transit for the future! Think next 50 years!
- Converting existing Mr. Christie Plant to a GO stop.
- Utilizing existing corridors and infrastructure and enhancing low cost alternatives such as walking and cycling. For example, construction of stations along the midtown LRT seems to be taking a large footprint versus stations integrated into real estate along the lower section of the Yonge line which are more like street front stores. The big stations diminish walkability of the neighbourhood by

spreading out merchants and service providers. Non-local rail should be diverted around the city - surplus tracks should be redeployed for GO heavy rail or tracks removed and the corridor used for other purposes.

- Longer streetcars on the Longer Branch/Humber line during rush hour.
- That Toronto's population is changing rapidly and most of the new immigrants are to use clean air means of transport and would love to continue this in TO (i.e. bicycles, walking etc.).
- Increase existing transit in required times; balance north/south and east/west routes so that either and be used in time of service breakdown.
- Extend the Bloor subway line from Kipling to Sherway Gardens, and down to Long Branch Go train. This completes a vital loop. The Long Branch station would be a Mississauga Transit Terminus, a Go Train Connection, and Queen Street Car connection. It's a vital hub that enlarges the entire system.
- For existing residents of Lake Shore Boulevard, opportunities for alternative residents parking arrangements should be considered e.g. dedicated residents parking lot. If an LRT with dedicated right of way is built, the plan must take into account driveway access and ability to enter and leave properties, particularly this will be an issue on the South side of the street once the dedicated cycle track is in place between Lake Crescent and 1st Street. Grants for residents to undertake noise reduction retrofits (window, insulation) should be considered, as well as compensation for loss of property value due to impacts on accessibility/parking. Alternatives to improve transit using the existing rail corridor utilized by the GO should be explored rather than creating an LRT on Lake Shore Boulevard.
- 90% of residents are within a 5-10 minute walk of Lake Shore and Park Lawn; potential move of existing Humber Loop and opportunity to buy land from the Christie development for a GO station would support both a GO station at Park Lawn and a dedicated ROW LRT from Humber Loop to Union; new bus route (66D) and Express bus ridership prove there are residents will use improved transit.
- 1. Maximizing the potential of the existing GO system (adding stations at Kipling/Islington, Park Lawn, Roncesvalles, and Bathurst/Spadina) and having fare integration/parity with TTC within the city limits. Dedicated rail service is obviously an optimal solution if it's not completely cost-prohibitive, and there are enough stops to make the line useful to the maximum number of people.
- 2. A rapid transit line along Lake Shore Blvd., if it could in fact be rapid (i.e. would need fewer stops than along current streetcar route, and traffic light coordination so not stopping every 100m) this solution would also need to consider how to integrate as part of a bustling family-friendly, pedestrian-friendly neighbourhood. St. Clair would not be a model to follow.
- Tourism, use of infrastructure, linking different systems.
- I am not too familiar with this area.
- LRT lines.
- As expanded on in my comments at the end, consideration should be given to having the Relief Line extended out to Roncesvalles and having the streetcar or LRT from Etobicoke terminate at a subway station at Roncesvalles.
- We think the enhance streetcar should be considered and the LRT option on the Queensway - although there is a similar problem with space in the Royal York stretch.

- A new loop should be built at Royal York instead of Park Lawn to provide increased service to all the high density areas. ROWs are only needed where traffic is congested.
- Linking the existing density at the Motel Strip to a transit service of equal magnitude.
- Boat transit.
- Place-making along Western waterfront, opening up water to the rest of the city.
- An LRT belongs on The Queensway; west to Mississauga as the road allowance and right-of-way is far wider than Lake Shore Blvd. West.
- This will provide a much greater ridership capture area than Lake Shore Blvd. West could ever possibly provide due to the physical constraint of Lake Ontario, which severely limits any growth in population and transit riders (unless massive lake filling is allowed to build new residential and employment density in the lake).
- Connectivity of different modes of transport; use of the lake as a means of transportation e.g. through hovercraft ferries; enhanced use of existing rail corridors (e.g. GO). Invest in radical new solutions from other jurisdictions i.e. multi-tier transportation (combined road-rail and multilevel roads) such as Chicago) or "straddling buses" in China. Toll roads to help fund future transportation innovations - we can't expect change if we are unwilling to pay for it.
- Residents are encouraged to leave their cars at home and will use public transportation. This will help improve air quality and contamination. Improve quality of life: less stress, less wasted time in transportation, more time with family. More people using public transportation means full capacity, and so, more $. Increase in the value of our properties.
- Dedicated streetcar lines on Lake Shore Boulevard West between Long Branch GO and Humber Loop
- Longer streetcars on the Longer Branch/Humber line during rush hour.
- An LRT belongs on The Queensway; west to Mississauga as the road allowance and right-of-way is far wider than Lake Shore Blvd. West. This will provide a much greater ridership capture area than Lake Shore Blvd. West could ever possibly provide due to the physical constraint of Lake Ontario, which severely limits any growth in population and transit riders (unless massive lake filling is allowed to build new residential and employment density in the lake).
- Extension of the dedicated streetcar right of way past Humber Loop.
- Opportunity to promote development of BOTH Lake Shore Boulevard AND The Queensway as "avenues" with mid-rise apartment buildings.

3. What feedback do you have in regards to the preliminary concepts and evaluation?

- Very skeptical full-blown LRT is warranted problems with service come from further east on Queen Street West.
- Do not like raised Lake Shore LRT in Mimico, no room on the road, bike lanes are very important to keep and a streetcar could continue east along Queen.
- Do not like enhanced streetcar service on Lake Shore or LRT at street level.
- Competitive GO fares would be awesome. I would use GO to get from Mimico to downtown for sure
- Convenient for all, no transfer between vehicles at hubs, people don’t mind sitting and waiting but hate having to get off to fight for a new seat/waiting in cold, windy, stinky, unsafe places, especially

late at night or in winter (i.e. Humber Loop) – Mississauga riders much more likely to use transit if they could get from Long Branch to downtown in one vehicle.

- Aim as high as possible – try to secure (or at least preserve the possibility for) LRT corridors on both Lake Shore and the Queensway
- Strengthening the existing streetcar system is desperately needed – not sure whether the "enhanced" option will really be sufficient.
- Since the LRT would be in close proximity with the streetcar network, please allow whatever line is developed to connect with the existing system rather than being isolated like Eglington (in terms of the technology used) more compatibility = more resilience.
- Intermodal connections with GO Trains would be fantastic to promote/strengthen.
- Even if a full LRT alignment is not feasible through the narrower part of Lake Shore through Mimico, the rest should still be evaluated for LRT conversion.
- None.
- Support Concept 1B – Lake Shore LRT (only long-term solution).
- None.
- Short term solution = express bus routes (HOV lanes) on Lake Shore (east of Park Lawn).
- Concerned about rebuilding tracks and platforms in Mimico 3 times! Waste of tax dollars. Ferry needs no Tracks!
- None.
- None.
- Support Concept 1B.
- Don't like LRTs.
- All Lake Shore LRT options should be selected (1B, 2C, 3D, D1, 4A) while leaving all other existing lines in place (Queensway right of way streetcar).
- Elimination of Queensway Route is premature even if built as a single track (huge loop).
- No LRT.
- Really like the LRT on Lake Shore, great transit connection
- I strongly favour the Enhanced Lake Shore service, rather than an LRT. With improvements such as banning left turns during peak periods and signal improvements to give streetcars priority, I suspect that trip times to the Humber Loop wouldn't be significantly different from the LRT option.
- I believe a dedicated LRT corridor, outlined in Concept 1B, is the only way to improve service from a speed perspective.
- Removal of downtown streetcars has left 10,000 + residents in the Humber Bay Shores / Marina Del Rey / Grand Harbour areas with the necessity to change streetcars at Humber Loop - about three stops away. Very inefficient.
- Do those taking the least time first. It seems to take forever to get any transit project completed in this city.
- I live in zone 1 and any of the concepts would be a big improvement - if really like to see some action and improvements. The studies should focus on things that can be implemented as quick wins to improve transit in the short- term and longer-term bigger projects.
- Be more visionary, think of multi-uses for Lake Shore/Park Lawn.

- Increase "express buses" downtown from Humber Bay Shores.
- When I brought this up at the Mimico open house, along with the ferry service proposed by another gentlemen....it was pretty much scoffed at....I thought you were asking for feedback?
- You should use data to influence the designs such as data about trip start and end locations/times. Consider tapping into existing data sources such as Google or Waze, or running a survey similar to the Toronto cycling survey.
- Setting aside my larger concerns, I like the way the designs are trying to knit together the city and existing fragmented transit network. Diverting people from Union is a good idea. I think they are missing the opportunity to make the road network work better which will efficiently deal with buses, cars and bikes helping them get to their destinations and in particular for routes heading out of the congested core.
- It seems workable but costly. When info on where funds will come from is given it would make more sense.
- Not in favour of changes that affect the narrowness of the Lake Shore.
- The existing Queen Streetcar needs to turn back at Humber / Kipling, not at Humber Loop or Park Lawn. This is the crucial build up point.
- If the issues of loss of parking, challenges on driveway access, noise and vibration pollution due to increased transit traffic can be dealt with properly, and service times to downtown are significantly shorter, the LRT could be a major benefit to the area. However, I didn't see anything in the proposals that would indicate how this proposal would alleviate the current extreme congestion at the Park Lawn and Lake Shore intersection, which needs urgent attention, rather than intensifying it due to loss of a lane to vehicular traffic.
- The Waterfront West LRT already had a (nearly) completed EA five years ago. It wouldn't take much to complete it and get going.
- This is a great study. The concepts appear to thoroughly explore the viable options. Most interesting, in my opinion: 1B or added GO stations and service; 2A, 2C, 2D - best to stay on one e/w thoroughfare rather than snaking between
  3B, 3D
- We should concentrate in serving waterfront/lake shore boulevard people.
- Like 1B.
- The transit routes crossing the Humber south of the Gardiner are probably not practical. There is insufficient room for an LRT line for the space from the Humber to the streetcar tunnel (about 400 meters west of the Humber); unless the City was willing to expropriate and demolish some of the condos on the south side of Lake Shore. Also, in addition to the need for a new bridge over the Humber, there would be the difficult (and probably costly) problem of having the east bound Lake Shore (including the lanes coming from the Gardiner) cross the LRT line before or after the Humber (since Lake Shore and the LRT line would be parallel, it would not be possible to have a simple level crossing).

- There were lots of options, but not many solutions.
- N/A.
- An LRT through The Lake Shore needs to be eliminated as an option quickly, as it simply cannot be done.
- The Queensway is the only viable option for an LRT through the area – unless lake filling is done and a waterfront transit line is built in Lake Ontario.
- Removing transit stops is not a viable option.
- LRT needs to be demonstrated to actually decrease significantly the transit times - if it's a minor increment, it's not the best solution. High speed connections e.g. enhancements to the use of the GO corridor would be better options.
- I like the options and my preference is the LRT.
- I believe there is a need to have stronger connection between waterfront transit and central/north of Toronto and GTA other than buses"
- Like the possibility raised of dedicated lanes
- "An LRT through The Lake Shore needs to be eliminated as an option quickly, as it simply cannot be done.
- The Queensway is the only viable option for an LRT through the area – unless lake filling is done and a waterfront transit line is built in Lake Ontario.
- Removing transit stops is not a viable option.
- I favour Concept 1A, enhanced streetcar infrastructure, for Lake Shore Boulevard between the Humber and Long Branch. This saves money in the short run, and keeps open the option of adding LRT on The Queensway at a later date.

4. What concerns you, and why?

- Local service that's reliable impacts quality of service and ridership. Transit does not have to go average speed of 30 km/h plus for people to ride in meaningful numbers.
- Impact from 507 streetcar restoration should be assessed for service quality to determine what infrastructure is actually needed on Lake Shore Boulevard.
- Please consider a through transit vehicle from Long Branch to Downtown (then east) do not want to exit vehicle at hub and transfer after waiting again. Bought in area because of easy, quick one vehicle transit to downtown. Like GO, short wait at Union, then proceeds farther East without changing vehicle (this also decreases people movement, chaos) makes it more user friendly for moms/people carrying things and people with bikes.
- I'm generally optimistic about these options – just asking for as much higher-order transit as possible (i.e. dedicated lanes/ROW vs. on-street/mixed traffic). If the Queensway option cannot be pursued at this time, please keep it possible in the future – don't change any connection with the existing streetcar system so radically that it would prohibit future consideration of this corridor (e.g. connection at/near Humber Loop).
- None.
- Understanding of short/medium and long-term timeframe not clear.

- What definitions did the study team used?
- Meeting question/discussion re “short and medium term planning considered 1-5 year timeframe – no indication of actual proposals to address immediate situation within a reasonable (short-midterm timeframe).
- I am concerned that the city is not getting involved in ferries. We have more condo’s being built than New York; let’s have ferries like New York! Also concerned that LRT would cause traffic jams on Lake Shore.
- Nothing except timing.
- Cost should eliminate an option.
- Plenty of road all along Lake Shore to build right of way.
- Loss of small Neighborhood feel in LRT is driven though.
- Build LRT ROW where space exists and run a mixed traffic where necessary.
- Why do we need two streetcar lanes and buses on same route?
- None. Please build transit.
- Do not move Humber Loop unless in conjunction with multi-modal hub (40, subway, etc.).
- Currently, I rarely take the streetcar from our home near Royal York & Lake Shore downtown, as I need to allow for at least an hour to get to Yonge Street. The biggest frustration is with streetcar spacing - instead of 1 streetcar passing by every 10-15 minutes, we often have 3 streetcars in a row every 30-40 minutes.
- With surface LRT, there is always the potential for conflicts with traffic (vehicular or pedestrian/cycle). If Concept 1B is chosen, serious thought should be given in the design phase as to how these conflicts can be reduced (street closures, barriers, alignment to side of the street, etc.).
- Time!!! Whatever happened to SmartTrack? It has been two years since the election and nothing concrete has happened. Beijing and other cities build two to three subways in the same timeframe. No concrete master plan that everyone on council supports. Every Tom, Dick and Harry on council has their opinion and does not care what is best for the city as a whole.
- GO station at Park Lawn will just increase car traffic in the area which is already unbearable - we need greenery and parkland on the Christie site NOT parking lots!
- Worry that the project will only produce studies and not improve transit.
- Traffic congestion at Lake Shore/Park Lawn.
- The streetcar loop is perfect hidden behind the Gardiner - please leave it where it is.
- That this is just talk....again! I have been to these before, and we are no further ahead. We need to be bold and courageous and committed and visionary...walk not talk
- I'm concerned about the slow pace of improvements. Congestion and slow commutes are at an all-time high and immigration into the city is not slowing. Many more condos are being built. Short-term solutions are needed ASAP.
- Make transit RAPID. Cars lanes should make way for public transit. If TTC is faster than driving more people will ride it. It's the other way around right now, forcing more and more people to drive to work.
- Traffic congestion and safety along Lake Shore Boulevard.

- I think we need to make sure the road network is considered as transit and improved with better linkages, improved parking (more frequent parking garages and lots, and less on street parking), better lines on roads to delineate cycling areas (especially restriping wider sections of roads so the drivers provide space to bikes). Operational issues need to be addressed - bus route frequency changes (not a 6pm - many people are still coming home from work). The city and provincial government should have more flexible hours (or scheduled hours) to spread out transit and road demand.
- Ease traffic on the Lake Shore. Perhaps close it to non-local traffic during rush hour. Polluting our neighbourhood.
- The length of time this project will take to complete.
- My fear is that the Queen Street Car will be shortened, and not go to Long Branch. This would ruin transit for the entire area. It's crucial it is not shortened.
- Part of the proposed LRT runs through a fully residential area predominated by single family homes i.e. between Lake Crescent and Dwight Ave. Issues of parking, access and noise/vibration of residents must be considered, as well as the negative impacts to property values. The recent sewer project has made it very evident that loss of parking and challenges with driveway access will be further intensified with the building of the cycle track and now, potentially a dedicated streetcar lane. I'm also concerned with "what will this look like" when I look out of my front window, which looks right onto Lake Shore Boulevard West.
- Conserving the natural aspect of the lake.
- Any delays in increasing transit options in the area will create grid lock at Lake Shore and Park Lawn.
- Speed to market - we're so far behind on transit along this corridor, plans need to move quickly. Breaking the corridor into segments based on existing breakpoints - understanding that there may be very good reasons to look at the project in the 4 identified segments, it is important to note that these are not based on commuter travel patterns (Humber to Strachan, Humber to Long Branch, Strachan to Queens Quay) - all connections and changes in mode of transportation add time and inconvenience to the commute. The current break points at the Humber and at Strachan are not necessarily desirable. Enhanced service along the Lake Shore is not great -- if there is no rapid transit addition, rather than 'enhancing' the existing streetcar service from the Humber to Long Branch, we'd be better served by ripping out the tracks and overhead lines, making a beautiful Blvd. w/ HOV lanes during rush hour and having really great bus service and shelters.
- Investing money and people not using the system.
- I am concerned that there might be too much emphasis on building a transit line that connects Etobicoke to the downtown and not enough emphasis on building a useful transit line - i.e., one that gets people to and from the downtown in a reasonable period of time. As expanded on in my comments at the end, I am concerned as to the practicality and cost of focusing more traffic directly into and through Union Station. I am also concerned about the timing. The Humber Bay Shores area already has significant traffic congestion and there are not only thousands of new condo units under construction but thousands more that are planned for and will likely be under construction in the next few years.

- We want to preserve and enhance our Main Street retail on Lake Shore. Also we feel that there should significant emphasis on transit uses within South Etobicoke and not just thinking about how to get people Downtown.
- Endless planning and studying. The Motel Strip has been studied for decades, and now in 2016, after 1000's are units are built are we considering transit?
- Constant consultation preventing work from starting, role of dedicated transit in pricing out lower-income residents from neighbourhood.
- That an LRT is still being shown through The Lake Shore to Long Branch - even though the Environmental Assessment was completed in August 1993 which decisively concluded an LRT cannot be implemented west of Legion Road (now, Park Lawn Rd.). LRTs (streetcars in a separated right of-way) are continually promoted as “Rapid Transit” – which they are not. Only modes of transit that are completely grade-separated from all other transportation modes qualify as Rapid Transit. In Toronto, only the subway system and GO Transit rail service meet the minimum standards for rapid transit. Any notion that removing stops for greater stop-to-stop distances will improve service is false, as the longer walk to transit stops results in longer overall trip times. It is also discriminatory towards elderly people and those with young children as it far less convenient for them to access public transit. One of the objectives of the 1993 WWLRT EA was “Reducing walking distances to transit stops” – to promote greater transit use. The claim, “Streetcar service operating along Lake Shore Blvd in mixed traffic, leads to less reliable service and longer trip times” is false. It is purely operational and scheduling problems caused by extending the 501 Queen Route streetcar to The Lake Shore which has resulted in unreliable service. As the 1993 EA notes; “Transit operating speeds between Roncesvalles and downtown Toronto are very low”. Resulting problems are magnified at the ends of very long transit lines, such as in The Lake Shore. Also, the reality that a complete lack of “planning” has caused significant transit problems in the City must be seriously considered. For example, the Mimico Secondary Plan (OPA197) proposes a much higher residential density in an area not subject to intensification – with a complete absence of economic development and local employment resulting in an area that is totally dependent on transportation for people to get to work. A prime example of the result to be expected is the situation at the “Motel Strip” condo area, with no local employment in proportion to population (which should typically be 0.5 job per resident) - where long periods of severe gridlock have resulted. There should be no emphasis on transit contributing to new residential ""intensification"" - as current transit service is currently decades behind the existing population density. No sight of the recent urban-planning concept of “The New Urbanism”, where residents live locally and work nearby to reduce travel times to employment is apparent - as well as recognition that the location of employment always dictates the level of public transit use, not residential density. This is notwithstanding the fact that when the Town of New Toronto was founded in 1890, it was designed (and built) as a “complete community” that was self-sufficient by the mid-1920s. A large proportion of residents simply walked to work from home on a daily basis, as well as shopped locally. The notion that a transit “hub” can be built on the former Christie’s Biscuits site is nonsense, for the same reasons that required the Legion Road Loop proposal to be later moved to Park Lawn Road – too many new residents who would be

exposed to transit vehicle noise and operations. In fact, the population density at the Christie's site that would be adversely impacted is significantly greater that at Legion Road.

- Solutions are "catch-up" mode, not a radical rethink of transportation needs for the long term future. We are paying for the complete lack of forward thinking since the late sixties in Toronto, and the way the city is developing, the current plans will be completely inadequate in 20 years.
- My concern is that this study will end up in the garbage, as it has happened with the previous studies. Also, that this project is not given high priority and becomes outdated in a few years
- Lack of short-term action to address rush hour commuting issues.
- Ease traffic on the Lake Shore. Perhaps close it to non-local traffic during rush hour. Polluting our neighbourhood.
- Wait times and streetcar frequency.
- I am concerned to avoid a repetition of the Humber Bay Shores experience, with development intensity far in excess of what was originally planned, and a transportation nightmare as a result.

Humber River to Strachan Avenue

1. **What issues should be considered?**

- Any tracks on CNE grounds will be closed during the EX. Consider splitting track so there is a single track on the Ontario Place alignment (west to East) that links to Brennen or Fleet/EX loop. The E/W line is a single track that ties up between CNE/CN track to Dufferin Loop. Use Ellis Ave as link to existing Track.
- Expedite action. Expedite Funding Formula.
- Is this area the highest priority for speeding things up? Most trips through this stretch are pretty quick already, with most people riding through from the west hoping to get downtown. The slowdown pretty much occurs in area three.
- Make King Street transit only please.
- Build a bypass link into the Bloor Danforth line. Shortest link is up Park Lawn. This would be a faster link to uptown. Could be part of short-term loop or a partial build.
- Relationship with the neighbourhoods along/north of the Queensway.
- Barrier created by the Gardiner (both real and psychological – even if cross-streets connection through the neighbourhoods on the other side, the increased distance and unpleasantness of underpasses can make it feel hostile.
- Speed of service (e.g. Directness vs the options that zig-zag under the Gardiner or along King/Dufferin.
- Service to Liberty Village – the Lake Shore Boulevard alignment misses it all together.
- How many services are going to Humber loop/Humber Bay shores?
- Roncesvalles/King/Queen intersection is under major pressure and regularly struggles.
- Don't encroach into Waterfront and parkland
- Route bounding Gardiner is preferable to merging into King, a heavily travelled route (transit-wise) relieve pressure rather than add to it.
- Quicker travel times, connections to existing services.

- The intersection at King, Queen, Roncesvalles and The Queensway is a huge area for personal and transit vehicles, pedestrians and cyclists to navigate. Grade separation should be seriously considered in this area during the design phase, as well as the potential ramifications on the alternative selection.
- Pedestrian safety from speeding cyclists on bike path.
- Access to Exhibition station from Dovercourt/Sudbury area is very difficult due to the route of Sudbury St.
- Congestion on Queen St.
- Park lawn road at Lake Shore is a nightmare during peak morning and afternoon commute - something needs to be done now.
- Use of Lake Shore.
- Slowness east of Roncesvalles and overcrowding on streetcars.
- Dedicated streetcar lanes should be extended to Park Lawn.
- Traffic Congestion.
- A dedicated streetcar lane or elevated tracks will not work on Queen W. Nor E. Will ruin all the shops and therefore will ruin the most iconic street in all of T.O.
- Traffic gridlock exacerbated by 30,000 newer residents in the Humber Bay Shores community that exists NOW.
- Everybody knows what needs to be done. King Street should be for cars, and Queen Street should be for LRT / street cars and bicycles. That is the only way to improve transit in a big way. The city needs many more cars on the Queen Street line, to improve the headway/ throughput.
- Get people off driving, be able to enjoy water views.
- Traffic capacity of Lake Shore Blvd, and transit capacity on the Queen 501 route.
- Getting people to Exhibition Place quickly and cheaply.
- The time it takes to travel through this area.
- Crossing of Humber River - environmental impacts. Adding further infrastructure lines on the bay may cut off the waterfront even more from residents to the north.
- Consider means to improve the amenity of the waterfront, rather than just piling additional transportation options into the waterfront.
- Dedicated lanes for transit
- The number of people living there now who work all over the Golden Horseshoe at all times of day
- There needs to be easy access to the new LRT for local residents at the south end of Roncesvalles Avenue and at Jameson Avenue.
- At Roncesvalles the issue is to make the transfer to and from the Roncesvalles leg of the King Streetcar as convenient as possible. That means the walking distance needs to be short and should certainly not entail a long walk across the Metrolinx railway and the Gardiner expressway to the Lake Shore Boulevard.
- At Jameson the issue is to make it as convenient as possible for pedestrians to walk down Jameson from all the apartments on that street and adjacent streets and access the new LRT

without having to walk the extra distance across the Metrolinx railway or the Gardiner or Lake Shore Blvd.

- The bottleneck after Marine Parade Drive where the Gardiner meets Lake Shore (eastbound)
- Short term traffic congestion and interim traffic flow relief on Lake Shore east of Park Lawn.
- Getting people downtown rapidly; serving St Joseph's Health Centre, Exhibition Grounds and Liberty Village; preserving parkland beside the lake.
- Future development at Ontario Place and southern edge of Exhibition place along the Lake Shore

2. What opportunities should be considered?

- Poles on outside of ROW allow 1.5m narrower corridor. Pole free ROW = emergency Vehicle Bylaw route. Consider 3rd track – Express Lane in rush hour (signalize like Jarvis St On weekdays Rush hour limit Lake Shore to express service from Ellis to CNE loop.
- 2C – Lake Shore LRT (along with 1B, 3D, D1, 4A
- Spend the money first on getting Lake Shore streetcar riders moved onto a higher-frequency fare-integrated GO RER service in the Park Lawn area, as the biggest benefit can come from getting people downtown fast.
- The possibility of an express line (3rd track) running from Humber/Ellis to Ontario Place/Ex/Lake Shore
    - Express route could run in CNR ROW into Downtown core – One way during rush hours.
- Improved access under the Gardiner at Humber Loop – Yes it's expensive but necessary for long term (access public transit and pedestrian cycling lanes)
- Remove parking within lands between East and Westbound Lake Shore lanes
- While I would advocate for a route in the existing ROW along the Queensway, strengthening the connections to the waterfront itself are also culturally/civically important.
- Better serving Ontario Place
- Convert existing Manitoba loop to a storage facility as network is eastside heavy due to Ashbridges MSF.
- The intersection at King, Queen, Roncesvalles and The Queensway has the potential to become a major transit hub between GO Lake Shore West trains, a Waterfront LRT, the 504 King Streetcar, and a future east extension of the Relief Line. This potential hub opportunity should be considered during the design phase, as well as its potential ramifications on the alternative selection.
- Way to force cyclists to slow down at certain points whether they like it or not
- This area north of the tracks is densely populated and would greatly benefit from improved access to transit near the lake. There needs to be a bridge or tunnel from Dovercourt/Sudbury to king/Atlantic to give that area better access to the transit investments near the lake.
- 1. Have more streetcars go down King St. 2. Have a dedicated right-of-way along the train corridor for streetcars or LRT.
- Currently on warm weekends, cars are jamming the waterfront parking lots and parking all over the grass in the western parks. Reliable public transit is urgently needed to serve that area.

- high speed LRT with dedicated right of way
- Lake Shore's width
- Short term: Traffic rules or painting of right of ways to speed the streetcar. Long term: a permanent right of way.
- Widen the roads for dedicated street car lane. Mr. Christie is not in use; consider moving the sidewalk on the north side of Lake Shore to widen the road.
- Increase the Speed Limit
- Subway to serve the King and Queen St. Corridors.
- Dedicated streetcar or LRT right of way. Transportation Hub for streetcar, bus, LRT? And GO services at Christie Lands
- As above, there is really one solution, make King Street for cars, and Queen Street for transit & bicycles.
- Infrastructure and tourism
- Maximize use of existing transit infrastructure
- Leveraging this opportunity to connect Manitoba Loop to Dufferin & improve western access to Exhibition Place's grounds.
- Ways to incorporate pedestrian flow to the shore, connecting to Exhibition place, place-making at transfer points between GO/streetcar/bus network
- Implementing a streetcar line through Sunnyside primarily along the median of Lake Shore Blvd. West to the Canadian National Exhibition grounds. This would restore public transit service to the area which was removed in the 1950s for building the F.G. Gardiner Expressway.
- Stacking highway and rail options, to minimize footprint and allow reclamation of parkland would be a radically new solution. We need innovation, not band aids.
- Dedicated lanes for transit.
- Subway to serve the King and Queen St. Corridors.
- The new line should be placed on the north embankment of the Metrolinx railway ROW in order to bring it as close to the residential communities as possible so it is as easy to get to as possible. Another consideration in making the new line as convenient as possible to workday transit commuters west of Dufferin is to free up capacity on the King streetcar so that it can better accommodate the heavy demand from commuters in the Liberty Village area. The argument might be made that parks and recreational facilities users in the western beaches would benefit most from a line that was placed on Lake Shore Blvd. However, recreational users are probably less time sensitive than commuters who are trying to get to or from work so it is more important to make the convenience of workday commuters paramount over evening and weekend recreational users. Therefore it would be better to place the new line as close as possible to where people live or transfer to and from another heavily used line, i.e. the King streetcar at Roncesvalles-King-Queen. It should be noted that the Western Waterfront Master Plan adopted by City Council in June 2009 (I think) found that transit access for recreational users of the Western Beaches parks was actually quite good but could be improved by making Colborne Lodge Drive an exclusive pedestrian-cycling route and by fixing up the underpasses between the Queensway Streetcar and the parkland to the south to make them more inviting for active

transportation. This has already been approved by City Council and awaits a modest amount of money for implementation.

- Opportunity to complement the relief subway line when we finally get it
- Ensuring the developers consider future transit and bear costs of such infrastructure links into plans. Particularly with respect to development of the Mr. Christie site.
    - 1) The existing dedicated streetcar right of way between Roncesvalles and Humber loop works well. Why hasn't extension of the existing streetcar right of way along King (or alternative) to the east not been considered. This must be cheaper and quicker to implement than an LRT... and new streetcars have much higher volume.
    - 2) A GO station and good connection to LRT/Streetcar should be planned into Mr. Christie site design.
- Splitting the line along the Lake Shore so that one branch follows the Lake Shore all the way to Bathurst (if there is to be a lot of development at both Exhibition Place and Ontario Place) and the other branch running through the Exhibition grounds from the western end to meet up with the current service which loops inside the Exhibition grounds. Alternate every second car on one or the other branches.

3. What feedback do you have in regards to the preliminary concepts and evaluation?

- Like 2E but go further west to Ellis.
- Run a like or two to Ontario Place to bypass the CNE
- Why can’t Lake Shore go up to Bremner and run that way
- Leave existing lines in place (Queensway street car); commuters in the West (Etobicoke South) need a way to bypass and get express service to downtown
- Support concept 2C
- Eliminate the parking along the bike path and use the median boulevard for LRT infrastructure
- Support concept 2F with a slight change
    - Continue along King and down to Exhibition and Liberty Village or make king street transit only place
- 2C LRT on Lake Shore
- Support 2C – Lake Shore LRT (only long-term solution)
- 2F doesn’t seem to make sense, too much street car traffic on king if two very busy routes merge on King between Dufferin and Roncesvalles (or on Dufferin between King and Springhurst
- 2C or variants of others to serve Ontario Place should be given a closer look and seriously considered
- I strongly favour the new connection from Roncesvalles to the existing streetcar service at Exhibition Place, as per the older EA for this stretch
- Any concepts involving a new right-of-way on Lake Shore does not seem like an efficient use of the space available to us (i.e. the existing streetcar route on the Queensway).
- Exhibition GO should have direct access to the east ends of the trains from Strachan. Only requirements are staircases from the Strachan Bridge to the tracks. Similar stairs were built for Fort York. This would also improve access to Exhibition station.

- Pursue dedicated streetcar and/or LRT right of way.
- should be a balance of east/west and north/south routes for the most options available to residents and in case of service breakdowns
- You missed the mark. The above is the only real solution of merit.
- None
- I prefer Option 2F using Dufferin to link to Exhibition Loop/GO Station
- Like 2A, 2C, 2D
- Given the limited space south of the Gardiner and to the west of the Exhibition, how practical are the plans to run an LRT line through this area.
- I don't know why 2B was removed. From the last EA the main community impact was the removal of some sheds built to railway land. I don't know why it would cost most then other options. It would require less new track then most other options and if starts from the north end of the Dufferin Bridge, no new bridges would be required (except for Dufferin which would be needed anyway)."
- N/A
- It appears the Lake Shore Blvd. West route is the most logical option.
- Think more radically - recent provincial announcements have clearly set the direction for increased density and intensification. The plans shown in the waterfront transit reset appear to barely meet the current urgency, and now is the time to plan for a very different future.
- The routes seem problematic.
- The green line shown on the map between Humber and Strachan is best for the reasons set out above.
- Option 2A is a must and is needed quickly to alleviate intensive growth in the Park Lawn - Lake Shore area.
- Supposing Concept 2A turns out to be too expensive, I would favour 2B, with the LRT routed north of the rail corridor. Only there seems to be no option under consideration that would connect 2B to Union Station. If neither 2A nor 2B proved to be feasible, then I would favour 2F, with the LRT routed along Dufferin Street and King Street. Routing the LRT along the Lake Shore Boulevard corridor would surely entail a major sacrifice of traffic capacity or parkland and probably both.
- Too many unknowns. How will GO fares be integrated with TTC fares? Will GO build a station at the old Christie site? Will there be much development at Exhibition Place and Ontario Place?

4. What concerns you, and why?

- Limits to runs during the CNE.
- Timing. There is plenty of room on Lake Shore to build the right of way.
- Have continuous LRT from Long Branch to downtown.
- Humber Loop should be eliminated.
- Must have seamless transition between station 1 and 2 proposals – no bottlenecks!
- Linkage of LRT's through Long Branch to Humber and Humber to Strachan.

- Under the Gardiner is not an inviting place to have a major street car stop. There are not many people transferring to GO Trains.
- Loss of public waterfront parks.
- Worsening traffic conditions in this heavily travelled area.
- Service along King/Queen is extremely slow along this stretch. If travel times were reduced significantly, I'd be much more inclined to take the streetcar downtown instead of driving.
- Concepts 2E and 2F involve sharp turns. I believe a Waterfront LRT needs to strive for greater speeds (therefore avoid sharp turns), and this needs to be a criteria in the alternative evaluation.
- Increased traffic.
- Worry that things will move too slowly!
- Population growth and slow pace of transit improvements.
- Transfer at Humber Loop is inefficient and unreliable.
- Not enough subways. A city this size with a population this size with the winters we have needs more subways, not simply more buses and streetcars. FYI: Diesel from buses produces carbon monoxide and is responsible the asthma a lot our children are suffering from.
- The length of time that it will take to solve a problem that exists NOW and is going to get worse; particularly in the Humber Bay Shores area. The transit planning for this burgeoning community has been horrible to non-existent - and I'm being kind.
- Integration with Go Trains is an afterthought. It would be cheaper and more valuable to have east & west shuttles run from Exhibition on the Go Line, into the adjacent areas in Dufferin / Liberty Village. This will get folks downtown faster and relieve stress on Lake Shore Blvd, as presently too many drive downtown.
- People not using transit.
- Humber Loop can be a lonely scary place.
- Connecting East, West and North with Exhibition Place & Ontario Place. Exhibition Place changes in buildings and landscape.
- In attempting to connect to the existing Harbourfront right of way, the route from Etobicoke to the downtown will be extended (i.e., going south than back north again) increasing travel times.
- N/A.
- Action not being taken quick enough.
- Traffic.
- Not enough subways. A city this size with a population this size with the winters we have needs more subways, not simply more buses and streetcars. FYI: Diesel from buses produces carbon monoxide and is responsible the asthma a lot our children are suffering from.
- An issue that came up in the earlier Western Waterfront LRT study a few years ago was the transition from the north Metrolinx rail embankment to the exclusive ROW on the Queensway. Some plans for this transition showed a lot of concrete structure that would be undesirable from an urban form point of view given that there are residential neighbourhoods immediately to the north. A better solution would be a simple traffic light that would allow the new LRT vehicles to cross over the eastbound lanes of the Queensway to and from the embankment

alignment to and from the centre ROW on Queensway. Hopefully this new traffic signal would give priority to transit vehicles. The transition point would be located somewhere near the foot of Sunnyside Avenue.

- LRTs (streetcars in a separated right of-way) are continually promoted as “Rapid Transit” – which they are not. Only modes of transit that are completely grade-separated from all other transportation modes qualify as Rapid Transit. In Toronto, only the subway system and GO Transit rail service meet the minimum standards for rapid transit. Any notion that removing stops for greater stop-to-stop distances will improve service is false, as the longer walk to transit stops results in longer overall trip times. It is also discriminatory towards elderly people and those with young children as it far less convenient for them to access public transit. The reality that a complete lack of “planning” has caused significant transit problems in the City must be seriously considered. For example, the Mimico Secondary Plan (OPA197) proposes a much higher residential density in an area not subject to intensification – with a complete absence of economic development and local employment resulting in an area that is totally dependent on transportation for people to get to work. A prime example of the result to be expected is the situation at the “Motel Strip” condo area, with no local employment in proportion to population (which should typically be 0.5 job per resident) - where long periods of severe gridlock have resulted. There should be no emphasis on transit contributing to new residential "intensification" - as current transit service is currently decades behind serving the existing population density.
- Streetcar frequency and wait times.
- The possible timelines... this transit is needed now in the area and funds should be made available from developers working in the area.
- Parkland is precious, and Lake Shore Boulevard is congested enough as it is!

Strachan Avenue to Parliament Street

1. **What issues should be considered?**

- Dropping the Bay St Tunnel is the least attractive/logical option. That would mean that this new rapid transit line would be totally separated from the rest of the TTC rapid transit network in a couple of the options that did not use King.
- Why does a street-level LRT/Streetcar on Bay Street warrant consideration when a grade-separated route already exists? Especially given how constrained that corridor already is/will be, given the Gardiner ramps, the new Go Bus terminal and proximity to the Air Canada Centre creating heavy traffic pressure.
- Infill of Parliament Slip
- Connection to Cherry St. line/loop
- Connection to Leslie St and Barns
- Via Commissioners and Cherry
- Where do riders go? Union or King and Bay. Can a loop that misses King (Wellington Adelaide) direct riders from Union?

- King St should become transit only – no cars.
- Expedite timing.
- Expedite funding formula.
- Network connectivity including access to subway system for travelers originating on the Waterfront
- Repurposing the tunnel from Queens Quay to Union would be a very long walk/transfer connections to union are important, an expanded Union loop would be ideal
- Please give the 509 and 510 streetcars signal priority, it moves too slow
- People are confused in Queen's Quay by where they can/cannot drive. More signage is needed and/or red paint/hatching on the Streetcar right of way.
- Harbourfront line connection to Union St.
- We are in the catchment area of the Toronto Western Hospital, at Bathurst and Dundas we should not have to change cars at Fleet when we are sick and want to see a Dr. at TWH.
- Impact of Gardiner ramp removals.
- Transit signals – use white bar vs traffic light for transit.
- The Union Loop needs to be built out properly to handle EB LRT, Queens Quay and Bremner.
- Trying to cut corners will lead to long term pain.
- Waterfront LRT lines should be directly connected to the Yonge Subway (much like 509 and 510 lines are now), but the connection doesn't have to be at Union (king or St. Andrew would do)
- The confusion of the Bathurst/Lake Shore intersection, it is a nightmare!
- Not everyone is going to Union/Yonge Street.
- Continuous, fast east/west transit south of Queen is necessary.
- Sensors on lights are needed on Queens Quay for transit. TTC stops too often at unnecessary lights.
- How much room is there for additional demand on King between Shaw and Church?
- The main issue is the integrity of any street-level reserved ROW tracks. Currently there is zero police enforcement of car drivers accessing the tracks, leading to a shutdown of signal priority and slow orders from the TTC for QEW. Also there should be plenty of opportunity for pedestrian to access the platforms. Currently at Harbourfront Centre stop, pedestrians have seven sections in a 97 second window!
- improved travel times, connections to existing and planned services
- An efficient link to Union Station is critical. I do not believe enough concepts have been considered in this area, and while the Union Station connection is explored separately, I believe the connection between it and the concepts needs to be considered more clearly. Also, the intersection at Lake Shore and Bathurst creates considerable delays and safety concerns. Any opportunities to reduce conflicts in this area need to be considered.
- Pedestrian safety from speeding cyclists on bike path
- Important to offer to Torontonians and tourists the kind of reliable, frequent waterfront transit now provided from Exhibition to Bay. Important to serve the Bathurst Quay neighbourhood, as now, by continuing the streetcar down Bathurst Street to Queens Quay. The airport wants to re-route this streetcar from Bathurst along Lake Shore to Dan Leckie Way, and down Dan Leckie

to Queens Quay so that they can have Bathurst Street for an enhanced (vehicle) tunnel to the airport. The airport proposal would worsen transit for the Bathurst Quay area of several thousand souls, many of whom are elderly and disabled. The airport must not be allowed to make transit service worse for Bathurst Quay residents in order to benefit airport users who want to use their cars.

- High speed LRT with dedicated right of way.
- Overcrowding and slow movement of streetcars due to too many single occupant vehicles.
- Road repairs and construction work takes too long on Queen and King. Traffic is bad on these roads during rush hours.
- Build some subways!
- That this is surely a very densely populated area and also one of the lower income areas. Transport hub must be inexpensive and efficient.
- 1. Over-crowding of buildings, people, dogs, where sidewalk and road widths are inadequate
  2. noise, air, light pollution now growing unchecked because their effects on our health are subtle and cumulative while City Hall focuses on the tangibles of taxes
  3. wide-spread and appalling ignorance of how vegetation, especially trees, benefits individuals, persons like you and me
- This is my "hood"..... I like the Bay bus because it's above ground, but I don't like it when rush hour traffic gets the buses all bunched up going one way when I want to go the other way. Buses need more 'resting spots' to even out the service all along the route, and drivers willing and able to be flexible.
- Simple integration with border transit network.
- Streetcar service needs to be planned for immediately.
- The use of Union Station and the capacity to handle more people, we also need to move people west and east of Bay, own tracks to avoid traffic and make public transit faster than driving. Cycle lanes are a must.
- Where is the population density now and in future? How can Liberty Village best be served?
- Traffic Congestion in the core.
- The time it takes to travel through this area. The ability of Union Station to handle more traffic.
- I am [Name Removed], co-chair of the York Quay Neighbourhood Association, which deals with municipal issues along the waterfront from Spadina to approximately Yonge. Since huge residential buildings are being built or soon will be built east of Yonge along Queens Quay, we speak for the many future residents in that area as well. YQNA believes that service should be provided as soon as possible along Queens Quay East, at least through a bus route in the short term, pending construction of an urgently needed East Bayfront streetcar line along Queens Quay East. At present, there is no easy TTC access from the tourist and recreational attractions of the Distillery District and surrounding area to the Jack Layton Ferry Dock, and recently revitalized Queens Quay waterfront promenades, Harbourfront etc. The Bay bus route provides bus service as far as George Brown, while there is essentially unrelated streetcar and bus service to the Distillery District. But these culturally-rich areas are often both on the itinerary of Toronto visitors, who want to go from one to the other. We think these areas should be linked by buses

that travel along Queens Quay, the most direct route. Potentially, there could be buses that go down Bay, east on Queens Quay, and up Sherbourne or Parliament to reach either Sherbourne station or Castle Frank subway stations, and of course back in the opposite direction. Such busses would be also be useful alternative routes for business commuters coming downtown on weekdays, relieving pressure on the Yonge subway.

- Maximizing transit use along the central waterfront, ensuring high-quality, frequency service with few transfers, considering the high number of pedestrians during events and the impact that may be had. Considering how forcing transfers between two Union Station stops (East/West) or transfers by foot or bus to the south will hurt demand for service.
- Dedicated lanes for transit
- The number of people living there now and the fact that they don't all work downtown - they will need to get to all areas of the city at all times of day.
- Build some subways!
- No bus service available between King St and Lake Shore between these streets.
- Connectivity of everything with Union Station, combined with getting people to other downtown destinations conveniently; needs of transit users travelling THROUGH downtown from west of Strachan to east of Parliament and vice versa.
- Through service on the Waterfront East and West lines and some service continued to the existing Union Loop.

2. What opportunities should be considered?

- Any opportunity to increase the resilience of the network through additional connection should be considered. The opportunity to connect along ground-level corridors along King St is absolutely valid however I do not think it warrants abandoning the infrastructure that already exists, regardless of whether it can be expanded or just maintained as is.
- More north south links (York, bay, parliament, cherry).
- Tie in to King Transit Corridor.
- Tie in to future DRL.
- Use Green P parking at University and Front to build loop at St. Andrews Subway link.
- 3D and D1 - Along with 1B, 2C, 4A.
- LRT from Roncesvalles to Downtown along Queen/King?
- Remove street parking or even all autos and focus on dedicated ROW transit and active transportation.
- Can connect to DRL.
- Queen West atmosphere is very similar to Market Square in Manchester, has tram without autos.
- Good grid connections could provide a quasi-relief line from east and west origins through central Toronto via Waterfront
- Bathurst and Lake Shore intersection – turn it into a large traffic circle? Many people are confused by where you are allowed to turn and where, and the traffic signal cycle is very long. This will move traffic efficiently and access all potential streets and movements. To make the

509 streetcar get through it, a small tunnel from Fleet to Bathurst and Queens Quay would work.

- Consider not to loop at Union and use double ended LRT/Streetcars to increase capacity of several lines going into Union St.
- Gardiner ramp redevelopment – preserve transit corridor along Harbour St. to bypass tunnel at Bay and Queens Quay, across via York and Freeland.
- Use subway stations other than Union to connect waterfront LRT into.
- Bury the Gardiner traffic. Keep the Gardiner for a pedestrian mall with maybe stalls along the length of it. Best view of the city on the Gardiner. Trains/subways could be elevated to the Gardiner leaving room for covered bike lanes that can be accessed all year!
- Can the Bay buses go down to Parliament/Commissioners/Leslie in the meantime to provide an east route on the Waterfront? Please do something while doing the studies, it is badly needed.
- York St as Possible Routing alternative from Bremner? On-Street or tunnel, Good GO Train connection.
- Richmond/Adelaide fair for on-street loop in core, possibility incorporating York St. Northbound
- Maybe Simcoe as alternative to York, again as either tunnel or on-street.
- This is an opportunity to model traffic differently. Instead of considering cars, transit and pedestrians separately, modeling should be done by number of people moved (1/1 people per car vs 25 people/streetcar etc.) this would ensure a more equitable use of surface space instead of the current system which is weighted disproportionately in favour of private auto use.
- There is considerable condominium construction (completed, underway and planned) adjacent to the Gardiner Expressway. A new Waterfront LRT alignment could serve these populations.
- Way to force cyclists to slow down at certain points whether they like it or not.
- Add another GO stop with access to both Bathurst and Spadina from both ends of the trains.
- This line will serve many people who want to shop at Loblaws at Jarvis and Queens Quay or the St. Lawrence Market. Currently neither is well served by transit.
- Short term solutions such as traffic rules and painting right of ways. Long term, installation of permanent right of ways and consider turning King or Queen Street into a transit & bike only road.
- Consider making Queen/King center lane reserved for high occupancy (streetcars included) to encourage ride sharing and using public transit during rush hours.
- In the larger picture..... having been to Japan and seen the stacked transit opportunities in Tokyo..... can't we do more with that below grade wide open rail line property? Can't we build sky trains there like in Vancouver? & what's happening on Eglington in Etobicoke and Mississauga?
- Of the options offered, I think 3D makes the most sense. Downtown A1 with streetcar that can drive in both directions so no need for loop or A2 possibly going a little further north to provide a walkway to The Esplanade.
- Streetcar should go past Parliament to Cherry and link with the 514 service. I acknowledge that Cherry may ultimately extend to the Port Lands but that's years away and in the meantime there is great efficiency to have the Cherry Street line connect with the East Bayfront.

- In some cities in Europe street cars along the water are sold as a touristic destination,
- Fort York Blvd west of Spadina has right-of-way for LRT reserved in the median. East of Spadina a streetcar in mixed traffic might be required on Bremner Blvd. Large traffic circle by the ACC could accommodate a loop/terminus close to Union Station.
- 2nd Loop; allowing LRT to bypass union if possible.
- Using boats.
- Placing stops at destination areas, maximizing existing Union Station infrastructure and streetcar infrastructure, allowing through flowing lines.
- Dedicated lanes for transit.
- Perhaps a waterfront subway line from Long Branch to Union would be better suited. Or more buses travelling north/south between King and Lake Shore.
- Creating an accessible and WALKABLE downtown.
- Strong north/south service connecting with strong east/west service.

3. What feedback do you have in regards to the preliminary concepts and evaluation?

- Of the option presented, A2 (the in-line station) seems to make the most sense. It preserves connectivity to the rest of the rapid transit network and doesn't force services to terminate at Union, and avoids infrastructure challenges at Queen's Quay.
- Considering on-street services (Option set D) seems premature right now – it would be much appreciated to have the context of the King St corridor study to really evaluate this alternative
- Most ideally, it would be great to get a combination of an on-street connection and underground solution (e.g. option A2) to boost network resilience.
- As a contingency if A2 is less feasible, option D1 at least continues to provide that grade-separated connection (even if the connection along Queen's Quay to the east is not achieved) without abandoning Bay St altogether.
- 3B is the best. Additional tracks serves more developing areas and could be built to link to only Bathurst or Spadina to shift traffic into Downtown Core and not into Union
- A2 – love, love, love
- D2 – also really love
- Commuters from South Etobicoke need new ways to get downtown fast and bypass congested areas (Liberty Village) along the way.
- Leave existing lines operational (except Lake Shore streetcar (LRT).
- Good presentations, approachable staff
- Turning the Bay St tunnel into a pedestrian corridor would be a mistake. Riders will not walk the 600-700 meters from the waterfront LRT to Union. Moving sidewalks are not the answer (they often break down and aren't very fast).
- Do not like D1/D2 – too much traffic and also for people whose trips terminate downtown not good as east-west route.
- Front to Queens Quay is a bit of a walk; no shops or "eyes on the street" like most parts of the path system. Converting tunnel to pedestrian route seems to not be a best-suited fit.
- Need to fix signaling for streetcar at QEW and Spadina as part of any change

- There are alternatives that would make a Waterfront LRT use the existing 509 Harbourfront streetcar right-of-way. The way it is configured makes for slower speeds. The concept evaluation should identify that using this right-of-way may slow the LRT, and also mix commuters and scenic visitors. Consideration should be given to the potential for creating two different routes for two different types of travelers west of Union.
- I'm sorry that C by-pass options are no longer considering C.3, street-level by-pass options, since those would be cheaper than any requiring tunneling.
- Need to use actual usage data e.g. People's start and end destinations and time of day.
- I don't quite understand the need for constructing another loop, with all that new residential along QQ. Can't the Bay bus can go further east to Parliament or Cherry in a two way circular loop up and around (is King already too full?) Balancing out north/south and east/west possibilities offers commuters choices, especially in service breakdowns.
- It is very important to have a direct connection to Union from QQ. Walkway would place an unacceptable burden on disabled or elderly.
- Progressive idea to have the streetcar line loop up to Union on Freeland. That seems like by far the most efficient approach. Tunneling could be done now while it is a fraction of the cost it would be one major new development north of QQE east of Yonge is built.
- We should stay by the water instead of moving north, perhaps using above ground terminal in Union could be better than trying to make the tunnels work, maybe the pedestrian tunnel would be a way to go...not sure. The streetcar tracks should be like in the new portion of cherry St.
- No tunnels if possible due to cost and complexity.
- As explained below, we are concerned that the word "preliminary" means in practice "nothing will happen for years and years".
- It's pretty clear A.1 is the only reasonable option
- St. Etienne, France has a streetcar system with a North-South line and in the middle a link to local rail station. They service this infrastructure with three lines - one going direct North-South, and the other serving the North and South side and terminating at the rail station. This works well there and could be used here, eliminating expensive tunneling and station construction by adding a second portal/stop on Bay and Queens Quay.
- Concerns about downtown core and Union Station area integration.
- The idea of a large loop through the office core on existing streets is attractive because it could bring users of the new LRT to and from multiple destinations within the area without transfers to other lines.
- The idea of creating a big LRT loop out of existing streets, as in Concept D1, is attractive. I do not have the expertise to estimate what capacities are needed.
- Historically the Waterfront's eastern boundary was more or less Bay St and so terminating streetcar service at Union Station made sense. But now there will be so much development east of Bay, (East Bayfront, the Lower Donlands, the West Donlands, East Harbour) that I think through service along the corridor makes the most sense. I would maintain some service into the Union Loop but have the majority of service pass it by.

4. What concerns you, and why?

- Removing the Bay Street tunnel as a transit facility feels like a step backward. It gives transit a grade-separated route to access the financial district, of which there are so few – we should maximize use of this kind of facility, even if the ultimate decision is to divert more Waterfront LRT service to downtown streets (option set D), at the very least the tunnel should be retained fore existing Harbour front Service and/or Spadina service – also it provides a strong rapid transit link to the ferry terminal from the rest of the city to the north.
- Using Union as an end of line will overload existing capacity.
- Consider strong dedicated North/south (private road) at Park Lawn up to Bloor/Danforth subway and York or Bay to circle Union.
- Timing – please just move on this!
- Nothing except timing.
- Don't let cost be a major issue; we need to build proper long-term options that are direct.
- Plenty of room for building right of way along Lake Shore.
- 700 meter walk to connect Waterfront residents from streetcar to subway = good option to reduce costs.
- One escalator ride to save $3B in Scarborough subway costs – unacceptable insult. Double standard?
- Repurposing the tunnel from Queens Quay to Union would be a very long walk/transfer to connections to union are important, an expanded Union loop would be ideal.
- Please give the 509 and 510 streetcars signal priority, it moves too slow.
- People are confused in Queen's Quay by where they can/cannot drive. More signage is needed and/or red paint/hatching on the Streetcar right of way.
- The 600 meters moving sidewalk!?
- Council has decided to spend 3B$ to give a one seat ride from Scarborough to the downtown, but for the Waterfront LRT there is reluctance to spend the dollars to expand to Union Station to accommodate the increased ridership.
- Too much streetcar traffic on too few tracks; what are the origin/destination pairs and peak loads? Are we putting tunnels in the right places?
- Do we need to start planning for eventual coupling of streetcars for 60m Trains? For next new streetcar order (as existing order have no couplers).
- Lack of police cooperation in ROW enforcement, auto-transit bias of police.
- Careless car drivers illegally accessing ROWs, making them useless.
- Poor signaling resulting in ROWs being inaccessible to riders.
- The way that Concepts 3A or 3C are illustrated is confusing. I do not understand how an LRT would get from Bathurst to Union. The purple arrows need to be extended to properly illustrate this.
- Population is growing and the transit improvements are not happening fast enough.
- 15 years after I moved to the St. Lawrence Neighbourhood the quality of my life is much lower and keeps getting worse.

- I don't want that tunnel from Union for streetcars going east on QQ..... I like the Bay bus - I guess I thought the best choice was the Freeland option.
- Easy connection from QQ East to Union.
- Delay. This needs to be planned and budgeted for ASAP or development will stall and the inevitable cost will skyrocket. We can't keep kicking the bucket down the road.
- The actual tunnel, to get the best use of the money already spent on that. Queens Quay should be just like Cherry St, own streets car tracks. Being friendly to pedestrians, cyclist and efficient transit.
- This segment should be broken at Bay Street to address East Bayfront LRT separately from Fort York area. Need to coordinate with Project Under Gardiner re crossing Fort York Blvd. Don't take away traffic capacity on Lake Shore Blvd which is critical when the Gardiner is closed/congested.
- The density and cross traffic, especially east of Bathurst, will likely mean frequent stops that will significantly increase the time to travel through this area. Does Union Station have the capacity to act as a transportation hub for waterfront traffic? Other than where Lines 1 and 2 meet, Union Station is already the busiest subway station. With the growth of GO traffic and passengers transferring onto the subway and further development around Union Station, might the demand on the subway station exceed capacity even without more traffic from the waterfront?
- While we are pleased attention is being given to basic questions about the need for waterfront transit, we are concerned that the "Reset", like a snake in a game of Snakes and Ladders, has suddenly brought us back to square one. A completed plan for a dedicated streetcar along Queens Quay east was in place, and an environmental assessment was done. Now the Reset seems to have brought us back to the beginning of the process, when we thought we were near the end. We cannot afford years of indecision and delay with respect to streetcars or LRT along Queens Quay East. Vast buildings for tens of thousands of residents are being erected there right now. Transit will be urgently required very soon. We are however pleased that alternatives are being considered to a tunnel loop south from Union Station to East Bayfront. [Name Removed], founder and for many years head of YQNA, said long ago that this was impractical and too expensive, as proved eventually to be the case. She suggested long ago extending the existing Queens Quay LRT east along a straight line, and putting a conveyer belt or mini-train in the tunnel to Union station. I know she does mind at all, and is fact pleased that these ideas are now being presented by planners and consultants as their own! We hope that her suggestion will be implemented soon with a minimum of delays so that tracks can be laid and streetcar service put in place in time to handle the vast number of new residents we expect soon along Queens Quay.
- Creating a second terminal near Union, as it will duplicate services at a high cost and serve as a barrier to transit ridership due to transfer inconvenience.
- Action not being taken quick enough.
- No way to get to King street from waterfront.

- It concerns me that there is no option in Segment 3 that would combine well with Concept 2B, the former Front Street extension. Concept 3B brings the LRT as far as Front and Bathurst, but then is silent about how it reaches Union Station or loops back.
- Too rushed with still too many unknowns to be decided by others.

Parliament to Woodbine

1. What issues should be considered?

- Expedite timing.
- Expedite funding formula.
- Tie into Broadview and Queen.
- Link to Cherry Beach.
- Link to Kingston Road cars and Coxwell Station.
- Would a Kingston Rd. to Eglington LRT link be worthwhile?
- What happens at the ends of the LRT right of way? It seems like it should connect somehow to the Relief Line and also have an improved connection to Woodbine Station. Travel from the Beaches to Downtown is slow during rush hour.
- I realize that the Port Lands Master Plan covers much of this area. Now that the Hybrid Gardiner solution is decided, is there an opportunity to have the Eastbound LRT continue along Lake Shore to be closer to East Harbour employment zone?
- Prefer the Eastern Ave option – doesn't clutter up the open spaces around the lake and parks
    - Connection already exists at Leslie from the new barns.
- Faster and more frequent east-west route south of Queen is necessary.
- Can we have buses in the meantime on Commissioners/Lake Shore that are continuous?
- How this will connect to other transit infrastructure:
    - Woodbine station, Eglington Crosstown.
    - Make it a fluid complete transit network similar to the crosstown.
- Connections, connections, connections.
- Broadview Extension will be in a ROW Queen to Ship Channel but not Queen to Broadview Station and arguably Broadview Station streetcar loop is at capacity at rush hour.
- Better connection eastward beyond.
- Connecting Port Lands – Queens Quay, Woodbine East – Unilever – Seamlessness
- n/a - no reason to travel beyond parliament street.
- Pedestrian safety from speeding cyclists on bike path.
- High speed dedicated LRT.
- Same as previous...continuous solution over the Gardiner.
- The development on the area and the bit for the expo 2025. Gardiner Expressway, developments.
- Service to Leslieville and potential new development around the DVP/Logan Ave.
- Eastbound flow through traffic past Union.
- No comments.

- Role of this infrastructure in Expo funding/role of Expo funding in this infrastructure.
- Remove all parking from Queen Street during rush hour and enforce it.
- Dedicated lanes for transit.
- Mainly traffic congestion.
- Strong north/south connections up to the proposed Relief line plus strong service east and west along the Waterfront

2. What opportunities should be considered?

- 4A – Lake Shore LRT
    - Along with 1B,2C, 3D and D1
- East Bay from Eastern Avenue is ready, build it.
- A direct link to Cherry Beach would draw riders.
- A second wards ferry link at Ship Channel and Cherry would draw ridership.
- Extend further east on Eastern Ave to Kingston Rd into Scarborough (up Kingston and Eglington to connect to crosstown).
- The opportunity over the long-term to connect to the Crosstown East at Kingston Rd.
- Short tern can consider a bus route connecting Cliffside – Birchcliffe Neighbourhood – Upper Beach to the Waterfront with downtown
- Way to force cyclists to slow down at certain points whether they like it or not
- This will be another opportunity for people visiting the eastern beaches, and especially Ashbridges Bay, to use transit. Wouldn't it be wonderful if that big Ashbridges Bay parking lot could be turned into more parks because it is no longer needed for cars!
- Balancing east/west and north/south options.
- Connecting East Bayfront LRT with 514 Cherry even before Port Lands developed.
- Getting expo 2025, getting transit to all the new green areas to be develop there. Make the avenue beautiful/green, fast and efficient transit, own tracks.
- Re-alignment of the Gardiner closer to the rail corridor. Good connection to Leslie Barns on Lake Shore. Existing tracks on Eastern to Leslie and on Parliament could be used.
- LRT along Lake Shore with union bypass.
- Boats.
- Connecting to new neighbourhoods and parks in the Port Lands that are now best accessible by car or bike. Using transit to motivate development, including social housing units.
- Designated transit lanes and bike lanes on Queen Street; Lake Shore bike path west of Carlaw needs signals for traffic control.
- Dedicated lanes for transit, development near waterfront.
- I like the idea of extending the Cherry line down into the lower Donlands and connecting with the proposed Relief Line as well as the new Broadview streetcar extending down into the lower Donlands further east and also connecting with the proposed Relief line and GO line somewhere in the East Harbour site.

3. What feedback do you have in regards to the preliminary concepts and evaluation?

- Leave existing lines in place – build Queensway Streetcar.
- New!
- Commuters in South Etobicoke need new, express routes to get to downtown and bypass some of the other congestion (Liberty Village).
- Lines East of Leslie should go on backburner – need later – not now.
- I like concept 4B better, eastern avenue is very close to Queen which already has a continuous east-west route.
- Consider upper beach and Scarborough in the plans.
- Clarify the cost-benefit of ending at Woodbine – where/why/what for.
- What does the Broadview extension connection to the Port Lands east/west LRT look like (or are we not there yet? Will this connect to bike stations/routes enhanced pedestrian routes – car sharing?)
- n/a - no reason to travel beyond Parliament Street.
- All of the concepts consider sharp turns (Cherry/Lake Shore and Cherry/Commissioners; Commissioners/Leslie). Consideration should be given to additional corridors that make these smoother, reducing conflicts and allowing higher speeds (e.g. Bridging the Keating channel, running south of the Leslie Barns). Also, limiting the study area to Woodbine leaves a big question mark as to how an LRT would connect to the rapid transit network in the east. Thoughts or statements should be given to how it would do that, or if the City would prefer establishing it as a standalone terminus.
- It is good to go as far east as we can.
- Looks OK
- Keeping the route on Queen Street to Woodbine would provide alternative routing to downtown and the beach, avoiding the clogged mess that this area is during any major event like fireworks.
- Option A is preferred.
- I would prefer Concept 4B, with the LRT on Eastern Avenue, to the Lake Shore Boulevard option.

4. What concerns you, and why?

- Nothing except timing.
- Plenty of room on Lake Shore to build right of way.
- DVP realigned will delay this construction.
- Scarborough will be ignored as it was not mentioned in the presentation.
- Lack of larger vision for the eastern connections in keeping will the western sections of the city. A chance to build long term to unified transit along the Waterfront. Similar vision to the crosstown.
- N/A - no reason to travel beyond Parliament Street.
- I am concerned that an LRT in this area would attract large residential development proposals, and compromise significant area for employment. Any concept carried forward should come with the stipulation that the city maintains the integrity of these lands.

- Not doing what is best for lack of money.
- How does this relate to the Cherry Street streetcar and potential service to the Port Lands?
- Lake Shore and Carlaw bike and pedestrian safety.
- Action not being taken quick enough.

Do you have any other feedback?

- Bring back our downtown streetcars.
- Build double decker well-lit pedestrian walkway thru streetcar tunnel on Lake Shore (opposite from Newport Beach condos).
- Be bold and start doing and stop talking.
- Please improve the speed, reliability of transit! The routes are fine but they are slow and overcrowded. Streetcars are also dirty and unpleasant, which might be why many people drive when they really shouldn't. Too many single occupant vehicles on the road.
- See prior comments which were general across the various planning areas.
- Rather than using resources to solve currently non-existing, future problems along the eastern waterfront, use them to solve existing problems along the western waterfronts, particularly in the Humber Bay Shores area.
- Transit connections along the waterfront from the East and West should have a strong physical tie-in with the Yonge subway/PATH system (much like the Waterfront West line does now with the Bay Street tunnel). It is ridiculous to consider repurposing the Bay St tunnel. TTC customers will not walk the 500+ meters from Queens Quay to access the subway/PATH, moving sidewalks are slow and unreliable, and customers should not require bicycles to bridge connections. Another loop should be added, or the existing loop expanded, to handle the increased capacity. Trying to solve this problem "on the cheap" will only encourage riders to find more convenient options (automobiles) and will result in under-used transit infrastructure (like the Sheppard subway).
- After almost 80 years in Toronto I agree with what my parents used to say: politics and public transit cannot live together; cities with apolitical transit systems function infinitely better than this place.
- An alternative to downtown A1 is to completely do away with the loop and instead have the streetcars pull straight in. This would require streetcars that can drive in either direction but that would seem doable to simply modifying a portion of the outstanding order of new streetcars. I would hope this would allow us to use the existing space more efficiently and would thereby cost less.
- Integrated GO Train with shuttles is better than putting everyone into the subway. Not reducing Queen Streetcar, is vital, as it’s a direct east west ride, which if shortened only slows down city wide transit. More right of way solutions all along Queen Street & Lake Shore are needed for the Queen Street Car.
- Improvements in transit, increased capacity, speed and frequency are long overdue and welcome. However, please consider the impacts to current residents of Lake Shore Boulevard

West, which is in part an established residential street of single family homes. These include loss of parking, difficulties in driveway access, reduced traffic lanes, increased noise and vibration pollution in the final solution. Opportunities to overcome these issues, e.g. creating dedicated residents parking, sound barriers, and grants for retrofits to existing properties to deal with noise should be considered.

- Thank you for giving the opportunity to have a saying on this important project for the city. The waterfront is a major attraction for Torontonians and visitors, we need to beautify it, preserve and make it accessible to all.
- Try to avoid excessive costs. Concentrate on getting East Bayfront shovel-ready ASAP for Federal funding opportunities - the passengers are already here.
- Appreciate your efforts. Thank you.
- Consideration should be given to extending the Relief Line along Queen to at least Roncesvalles. Any transit route from south Etobicoke would then terminate and connect with the subway at Roncesvalles. This would likely be very costly, however at least in the medium to long term; it may be a much better use of public funds.
    - Any transit route from south Etobicoke that crosses the Gardiner and connects to Union Station would still be very costly.
    - Connecting to a subway at Roncesvalles would provide better service to the people in south Etobicoke - i.e., it would be much faster, especially for those going north of Queen.
    - A subway from Roncesvalles along Queen would also improve transit service for people along Queen and King and would take pressure off of the King streetcar line. If there was room for a GO Station where the Kitchener line crosses Queen, the subway might also divert some of the GO traffic going downtown from Union Station.
    - Connecting to a Queen subway that would allow transfers at University and Yonge, rather than connecting at Union Station, would reduce the congestion at Union Station and the cost of dealing with that congestion. Given the demands on Union Station and the capacity that could be reasonably added, there may even be questions as to whether in is practical to route traffic from the west waterfront through Union Station.
- I thought the people attending the meeting from the City/transit side were very helpful and were actually listening. That is so often not the case and the "consultations" are just for show - so thanks for that.
- LRTs (streetcars in a separated right of-way) are continually promoted as “Rapid Transit” – which they are not. Only modes of transit that are completely grade-separated from all other transportation modes qualify as Rapid Transit. In Toronto, only the subway system and GO Transit rail service meet the minimum standards for rapid transit. Any notion that removing stops for greater stop-to-stop distances will improve service is false, as the longer walk to transit stops results in longer overall trip times. It is also discriminatory towards elderly people and those with young children as it far less convenient for them to access public transit. The reality that a complete lack of “planning” has caused significant transit problems in the City must be seriously considered. For example, the Mimico Secondary Plan (OPA197) proposes a much

higher residential density in an area not subject to intensification – with a complete absence of economic development and local employment resulting in an area that is totally dependent on transportation for people to get to work. A prime example of the result to be expected is the situation at the “Motel Strip” condo area, with no local employment in proportion to population (which should typically be 0.5 job per resident) - where long periods of severe gridlock have resulted. There should be no emphasis on transit contributing to new residential "intensification" - as current transit service is currently decades behind serving the existing population density.

- Invest in innovation; set planning horizon on future needs, not only catching up on years of neglect.
- Yes, why wasn't I asked about the Port Lands? I represent a group of watersports clubs beside Cherry Beach. We number over 1,000 people, not including those attending a kid’s camp for disadvantaged youth. The public transit opportunities are dismal. I am not sure how people will access the Luminato Hub this month either - no way to get there easily without driving!!
- It is great that citizens have been made to think about the options for transit, and given the opportunity to provide feedback.
- Good Luck.....too many variables, too many unknowns, too little time. I'm really pleased with the work that you have accomplished on the Relief Line and given the time I think that you will do just as well with this.
- I have not studied the report thoroughly enough to have specific answers to the various segments of the Waterfront Transit proposal. However, I would suggest you look at faster and less expensive initial initiatives. Pilot projects with bi-articulating buses in a bus-rapid transit concept. Why not test the new electric buses Volvo is running in Stockholm and Goteborg? These buses are fast-charging at the end locations of the lines. Goteborg and Malmö have bi-articulating buses in regular traffic. The advantage with these types of solutions is that they can be operating very soon, before people moving into the area have got used to driving their cars. In addition, the City should be more daring and limit the car traffic on certain streets, at least during rush hour. These are 'low hanging fruits' that will show that the City means business. Planning for LRTs will just take too long.

APPENDIX E –
ADDITIONAL WRITTEN FEEDBACK FROM PARTICIPANTS

Additional Written Feedback from Participants

Additional feedback received via email is included below.

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The study objectives baffle me...Do the locals really want this, or are you deciding for them? Support residential growth? Don't we have too much already? Employment growth? How? I have lived down here and loved it for thirty years; my aim is to go north easily and quickly, once there I can fan out wherever I want to go.

My beautiful local library is at the corner of Bathurst and Bremner, and my hospital is at Bathurst and Dundas; to access both by transit I must change streetcars at the horrible Fleet Street stop, which is in a puddle when it rains and mush when it snows.

I would prefer to continue on a Queens Quay streetcar to the Distillery District instead of going up to King.

But to really improve the quality of life for locals the first step would be to lengthen the time allowed to cross Queens Quay, 15 seconds is too short to cross the bicycle lane the street car lanes and the traffic lanes.....If caught between the streetcar tracks and the traffic lane when the lights change the space is dangerously small. At Rees we are often caught there as cars coming down Rees and Heading East are desperate to turn before they get a red light! In winter we have to use flashlights at the streetcar stops.....

***

Unfortunately, I am not able to make the event. I have not had the opportunity to examine any material.

The inquiry I have is regarding connectivity. The best deployment of resources I believe encompasses a 50 to 100 year plan.

Could the proposed east-bound transit system on the waterfront extend beyond and over the Don River C/W walking and bike lanes and connect to the Unilever hub.

Connection to this hub will create a value added line now and into the future if there is to be a technology implemented on the Don-Valley Park Way.

I'm satisfied that the powers that be realize the benefit of incorporating this future North-South technology into the built-form.

400 series are prone corridors for study.

***

My suggestion to solve transit for west end Mimico lakeshore area: build an elevated LRT along the lake front from Lakeshore east of Mimico. Passenger stations and platforms could be elevated and extended out with restaurants and cafes incorporated. There could be 4 or 5 stops. It could then loop into Queens Quay and/or Union Station.

There is not enough space for LRT on existing road allowances in this side of the city. Taking traffic lanes away will further congest city streets. Here is an opportunity to use the lake and not impact existing traffic lanes.

Some may not like seeing LRTs and elevated tracks along the shoreline but I think it will give the city a futuristic appearance. Where necessary the LRT can be higher to allow sail boats to pass under as well as beaches, conservation lands and parks to be unimpeded.

Something like this could quickly move many people in and out of the core on a daily basis.
And if designed well could provide lakefront access for many more people.

***

By far, the best solution to the waterfront-Union Station connection is an interesting, well-designed pedestrian and bicycle tunnel with a moving sidewalk. The distance is similar to some airport terminal hallways which have moving sidewalks, and they function very well.

The actual average travel time between the waterfront and Union would be comparable and in many cases less than it would be by streetcars making the slow turns into and throughout the tunnel. With a moving sidewalk, there would never be any wait times, and if there is a mechanical breakdown, then people could walk. If a streetcar malfunctions, there is no option but to wait. Waiting is what people hate about transit.

Having waterfront streetcars make a detour in to Union Station would create a major disincentive to using the streetcar to travel east-west along the waterfront. The detour would seem like it takes forever to someone in a rush to get to their destination a few blocks past Union Station.

The tunnel would also have other benefits beyond providing a transit link. It would connect the downtown to the waterfront. The tunnel should be freely accessible to non-transit customers, providing everyone with a quick link to the waterfront, bypassing the psychological barriers of the highway and railway. Imagine the tunnel exiting out onto an amazing view of the waterfront near the Ferry Terminal.

So, please, do not waste money on making a transit loop at Union Station. A pedestrian and bicycle tunnel is a much better city-building solution, and it will have the added benefit of costing less than a transit loop.

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Support an LRT on Lake Shore West because it fulfils a need to service the condo towers in Mimico and facilitate more development along Etobicoke's south shore. A Lake Shore LRT in New Toronto and Long Branch would help to intensify the “Avenue” by encouraging the development of mid-rise buildings. It would help to connect to Mississauga's public transit to Port Credit.

Use The Queensway right of way alignment because it already exists to lower costs and is fast. It serves St. Joseph's Hospital.

Lake Shore West route along north side of the CNE grounds to serve Liberty Village/CNE. Link to the existing Exhibition streetcar loop. Instead of using Fleet Street the LRT should use the old rail right of way under the Strachan bridge and then under the Gardiner past the Fort York Visitor Centre to Fort York Blvd/Bremner Blvd. Prefer an LRT on Bremner Blvd. because it goes down the middle of the densely populated CityPlace and South Core. The Fleet St/Bathurst/Lake Shore Blvd intersection would be a huge bottleneck for LRT cars trying to turn if this route was chosen.

Keep the streetcar loop at Union Station. Build a Ferry Dock station with a straight thru tunnel for Queens Quay streetcars bypassing the Union Station loop. Most of the streetcars go straight thru Queens Quay Ferry Dock Terminal Station. This would relieve the potential congestion at the Union loop. People can wait at the station to transfer to a streetcar going to Union. Very important to build the eastern portion of the Queens Quay LRT to service all the development in East Bayfront.

Support an LRT along Lake Shore Blvd to Woodbine; a fast direct connection with parks on both sides.

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I was unable to attend any of the public meetings on the Waterfront Transit Reset, but I wanted to give my opinion on the topic.

I am very concerned with the transportation proposals for the waterfront area, and I feel there is too much focus on on-street (whether in a ROW or not) streetcar service. Such a service, just like the existing 509 service, is slow and cannot compete in providing a viable travel alternative to the auto for many residents.

Why is Toronto Planning not looking at true rapid transit to the Port Lands, such as a grade separated elevated rail line, such as the Docklands Light Railway in London, England?

With large open spaces and little development, this is Toronto's chance to build proper rapid transit infrastructure on the waterfront, and then have development grow around the routes.

As much as I love streetcars, they are just not going to be able to provide the mobility we require in a growing waterfront. We need true rapid transit, and that will mean a grade separated rapid transit line that can provide the speedy travel people want. Failure to do this will just cause people to continue to drive, as we see with the existing developments on the western waterfront near Humber Bay.

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General Comments

- Referring to your information, the term 'LRT' is taken to mean Toronto Gauge (1495mm), double ended, doors both sides, LFLRV, running mostly, but not exclusively, on its own ROW, and reversing as opposed to looping at termination points.
- I believe the planning function should take much better account of the construction impacts of its proposals, and promote solutions that improve transit without undue disruption to existing services.
- Any improvement in transit services will inevitably have traffic (cars and trucks) impacts. There is no other solution. Do not be afraid of this – instead be open about it.
- Much 'low hanging fruit' of surface transit service improvement is there for the taking in the form of transit vehicle priority, reserved transit lanes and exclusive ROW's. Choosing to leave transit mired in traffic congestion defeats the purpose and adds considerable cost to the operation of a service – additional vehicles, more operators, lower productivity.
- All streetcar/LRT routes should be equipped with and use intersection priority system that allows the transit vehicle to pass through without stopping. Yes, transit should be faster than autos in congested areas, a notion you should vigorously promote.
- Establish exclusive ROW for streetcars and buses where ever possible, and elsewhere establish reserved transit lanes. The oft mentioned and never implemented King Transit way is an example.
- Given the recreational and residential nature of Queens Quay, and the danger the traffic/LRT/bike combo poses to pedestrians, its use as a through traffic artery should be curtailed, and instead restricting traffic to that requiring access. This can be done in a variety of ways.

Union Station

- During the recent nearly three year shutdown of 509/510 services, the Union loop enlargement, the Bremner connection, and Bay/QQ wye could all have been completed, and ready to accommodate the various plans as they were built. That appalling failure makes new promises suspect. More years long shutdowns of critical transit is not acceptable, so work now should be limited to that which can be done while the existing system operates. Not a perfect solution maybe, but an eminently practical one given past failings.
- Thus I suggest the loop, tunnels, and QQ track all be left completely untouched and service maintained for the duration of the current round of planning – a decade.
- A new Bremner LRT service should terminate on the surface in Maple Leaf Square. We might have wished it to go closer to the subway, but too bad, this is simple, do-able and practical. It should run in reserved lanes in center of Bremner to Spadina, thence in its own ROW on Fort

York Blvd west to Bathurst, then continuing on/adjacent to Fort York Blvd in reserved lane under Gardiner and thence to the Ex either by using existing ROW under Strachan or by following Fort York Blvd to Fleet and joining with existing line. This would be the third service reaching the Ex loop.

- A new QQ East surface LRT turning north on the surface of Bay (not entering tunnels) and continuing into downtown, on the surface and terminating close to Queen.
- If a 'through' QQ route that does not turn north on Bay is desired, then a surface connection going around the tunnel entrance is required, not the most desirable, but quick, easy, practical and do-able. Track connections just west of the tunnel would require only a very few days interruption of service.
- I suggest a new LRT line on the surface of Front Street, running in reserved lanes to Bathurst and thence in its own ROW west over a new bridge over the KW GO tracks to Garrison Point, thence Liberty Village, and terminating at Dufferin. On the east end it could either terminate in front of Union Station, or extend to either Church or Parliament, where in both cases it could run north on existing tracks to Carlton or Gerrard respectively. The Church option would serve a Subway line 1 relief function.

West End

- Existing Lakeshore Long Branch to Humber route should be provided its own ROW where possible and with reserved lanes otherwise. But don't rip it up; just install curbs as service continues.
- A new route from Humber west on Queensway, should if nothing else be protected for future installation.
- A new route from Ex loop to Roncesvalles, (WWLRT) running first between Gardiner and rail corridor, rising up to meet Dufferin, where it turns north, over a new Dufferin bridge, and then left beside the Dufferin loop and stop. Then continue on the narrow strip between the rail corridor and properties to King. This should be constructed as a bridge on piles (similar to Davenport Diamond proposal) and a level corresponding to the properties on the north side. Thence beside King to Roncesvalles and then connecting to Queensway tracks avoiding the King/Queen/ Roncesvalles intersection. This should be a faster service downtown (when linked up with the Bremner route) than is the King car. Stops at Dufferin, South Parkdale (Close Av), Wilson Park Road and Roncesvalles.

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There is an impossible turnaround desired for the waterfront reset - a century of plans, and no action, and then hey, maybe something.

The taint from the Scarborough fiasco has pretty much spread through most all other projects, and we have decades of subways in the less-right places, or other follies. If we charged the cars appropriately, then it wouldn't matter quite so much having less-good and costly projects, but we don't, and transit is a convenient line item to target. And with anything in concrete, it can ripple through the decades, in both budgets and inferior transit.

I had really hoped to have some paper submitted on the waterfront options. Not everything is online; including some newer ideas, and I think you've pre-selected what's okay from the narrow parameters of the Clowncil acceptance - pre-judging on political grounds, not planning. I guess I shouldn't be surprised

at this, but even Green Gord and Mike Layton were TOTALLY boosting that road folly in the Liberty Village area, the one that has had the EA lumber along with NO transit option because it's piecemealed and up to Clowncil this week PW13.10 I think, and yet this narrower strip of land is KEY to having effective transit relief into the core I think, and it has had some planning precedent in previous decades, just it's Caronto the Corrupt.

I do hope to put the paper in by earlier next week, including how we could think of transit on the Lake Shore itself, or the Gardiner too. Why not? A busway, or an LRT, either one. And once on the Gardiner (or Lakeshore) it connects to the DVP, and then we could have a surface DRL if we pushed up through Thorncliffe to Vic Park/Eglinton.

We piecemeal everything though; and the province isn't interested in enforcing the EAA nor the Places to Grow, if there are penalties of course.

The base-of-High Park to core corridor is the most logical place for improved transit in all of Toronto, and thank goodness for GO. How many lanes of excess way does the GO service bring through this corridor every morning?

GO buses however are not privileged, and endure crowding.

We also have had dire needs for sub-regional and effective transit for decades.

A third type of service is the milk run for the waterfront itself.

As an example of how paper is still useful, if you could mail me back the page of the WWLRT EA that has this phrase "In summary, more than one rapid transit line is required to meet the objectives of this project." That is, the 1993 EA recognized that a milk run will NOT deliver effective relief, so it has to be faster, and direct for real uptake. And the benefits include not just King/Queen but up to Bloor too, as some of the loading in the west end is people who can't handle the Queen/King car delays, and go up to Bloor, and then down again.

So I was happy to see a 2b option - that's the sensible thing - getting a more direct linkage to King/Dufferin area, and then use that strip of land to get to Strachan, then go over the recessed tracks to get to Front St., and then restore transit to Front St. and then to core. I think I saw a remark though that this was removed from further work.

How ridiculous. We don't need the ad revenue; we need the transit. The houses are adjacent to both a rail corridor and multi-lanes of excess way/cars, so they're kind of all buggered anyways, and if there really is an issue of crowding, as I think the railways own the ad embankment for more tracks, then negotiate a way to build a deck above.

Or cross over all the existing traffic/rail to the south side via a new bridge for a stop on south side, then cross back over, but ensure that ramps are built to enable the GO buses to exit/enter this RoW to get to Front St.

There is only opaqueness and no sense of value engineering, just politricks, again. The Star editorial today Political pandering trumps transit isn't just with Scarborough, it's with all of transit, including - or so it feels - this project.

Because there's been a century of planning recognition, and yet nothing done beyond GO (thanks), and a hurry up and be consulted for something, and because we're apparently so tight on cash, we can't actually do decent transit because it's wasted in Scarborough and on the Gardiner.

When I fussed about the Dumb Growth of the Front St. Extension - where's the transit option, can we see some transit, oh, here's another transit option beyond GO, oh maybe there are twelve transit boosts - could we try one? - It was all about transit instead of cars, as per OPs and other statements/goals like Toronto Target etc. Eventually the road withered, but apart from the GO boost to 12 cars, nothing from the civic level.

One inferior option, less easy due to the meat packing plant, was to use the north side of the Weston rail corridor from Queen/Dufferin to Front and Bathurst, then up the side and ideally, the north side of Front at Bathurst would have been widened for a tunnel under Bathurst or something. This is a rough line on Figure 6-11 the orange line being the rougher route; and orange lines under numbers indicate the time advantage of a direct route as modelled in 1993 (only - wouldn't want to do things now would we?).

The direct route has a significant time advantage over the milk run, and yet it's likely buggered by all the civic inactions and buildings allowed to go in, and that latter is thus largely the province's fault for the OMB obliviousness to the overload, though the City could have tried to say no more vigorously, except we might have to charge the cars.

The meat packing plant is now sold, and there may still be a slight chance of having the corridor widened for TTC usage, so that the Queen and King cars could go through Parkdale, and divert via Liberty Village to at least alleviate some of the real pressures there, and then to Front St. and to the core. A larger project in some ways, yes.

Of course it's likely buggered up too, perhaps from GO-only plans for corridor enlargement and the TTC being so buggered up too that it can't manage to see a new route or an idea, as it takes decades to do scant, so what use is a new idea? (I've nudged them recently on this, but they also refuse to see a bikeway as Bloor/Danforth transit relief, and/or won't pursue it, perhaps because it doesn't cost enough millions and use enough concrete.)

GO may well be getting ready to expropriate/expand, and the land is precious. So we may only be able to do a rush-hour/reversible service, and it may be really tricky to do rail, and so why not buses?? Sure we have better economics with heavy rail in some ways, but busloads of transit users are likely, and if the two/three services could become smart and flexible enough with signaling/gates, why not a reversible rush-hour transit RoW on these alignments?

I'd tried to deflect a complication at the Queen St. end with the Rail Trail crossing over Queen, arguing highest/best use is transit, but that's not what Minister Murray etc. thought it seems.

I am only touching on the three or four ideas I've thought are best: and while I know it's a tight/impossible timeline, I hope to get some paper in again next week, with some variation on all of this.

Despite a degree of work and taking it seriously, I'm pretty negative about almost all of the projects proposed as being in the less-right place, or the wrong technology, or in the case of Smart Trick, over-hyped and an adaptation of the RER with the blessing of the province to help excise Ford, and it did work. But too much focuses on Union, and it's getting to overload, plus not all destinations are, nor should be, at Union.

The Relief Line is wrong tech for the time being as we haven't tried surface options first, like DVP transit, like Bloor/Danforth bikeway, like repainting Yonge for a relief rush-hour reversible busway (Danforth too - and why not?? Chicken??) One good thing about it is thinking of Queen St., maybe, but if we get to subway for this east end, it should be where the crowding of the Danforth line actually starts, not somewhere from old plans when Scarborough was field. Diagonal routes offer great speed too and there's that Gatineau hydro corridor, so aim for it, and think busways too/first.

How pathetic with all the years of blah-blah, we haven't done a damned thing really to work on a mini-relief line from Dundas St. W. via rail corridor to Front and out to Main.

And hurry up and make more mistakes - millions abound!

With waterfront, yes, waterfront south of Front St. Avoiding digging through it is likely smarter; that's why maybe something on Gardiner isn’t so crazy. Can those bents take an LRT? I think so. And to get to a stop, or two, put in slender tall oblong supports and cable to support the bents that need carving through to allow central part of deck to be cut through to lower streetcars/LRT down, and yes, likely in mid-range vs. Lakeshore level, but maybe not. Oh, yes, too bad about all that new work, but that's part of how stupid we've been - as if the oil, concrete and construction industries have been doing our 'planning' for decades. This also includes the new Front St. plaza.

That's another waste - there should have been allowance for a Front St. below-grade transit way, but that would require planning, and not hurry up to make it 'pretty' and pour concrete and waste millions.

I'm calling this place Moronto these days btw.

Gotta try and laugh; facts don't seem to work.

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Is it too late to suggest an alternative way of public transportation from the Etobicoke south to downtown using a Gondola System over the Lake? For what I have read, many cities are turning to this system and it seems that is not very expensive. This system would be very cost effective: massive transportation to move people back and forth to work during the week; and enjoyment/touristic use during weekends. Hope the Waterfront Transit Reset committee has a look at this option.

C Evaluation Criteria, Sub-Criteria, and Indicators

Evaluation criteria, screening indicators and grading system

Table A.3 presents the screening indicators. These indicators were graded on a five-point scale ranging from 'Very Good' to 'Very Poor'. These indicators are nested within the criteria and principles of the Feeling Congested Framework, presented in Table A.1. Definitions in this table have been enhanced to reflect the specific needs and requirements of a Waterfront transit network. For reference, the original *Feeling Congested?* criteria descriptions can be found in Table A.2. Both tables have been colour-coded so that an indicator can easily be associated with the criteria and principle it is found within.

Notes explaining why a specific concept received a certain grade are only provided where there is a difference between concepts. Where all concepts are assessed at the same level, no notes are provided since the evaluation process (at this stage) is to highlight a significant issue or failing of a specific concept. Table A.3 shows the specific measures assessed and defines what is considered "Very Good' versus "Very Poor'.

Table A.1: Feeling congested principles and enhanced criteria

		Criteria
Principles	A. Serving People	A.1. Experience (ability to: reduce overall travel times; enhance reliability, safety and rider experience; provide additional capacity to ease crowding and congestion)
		A.2. Choice (ability to: connect to the broader City / Regional transit network; provide linkages to Waterfront cultural and recreational destinations; support an integrated network of different modes to provide for more travel options)
		A.3. Social Equity (ability to: provide enhanced service to all neighbourhoods, particularly those with identified inequities; provide enhanced access to public services, such as educational, government, and health related institutions)
	B. Strengthening Places	B.1. Shaping the City (ability for the proposed transportation network to shape the residential and employment development of the City)
		B.2. Healthy Neighbourhoods (ability to strengthen and enhance existing neighbourhoods; promote safe walking and cycling within and between neighbourhoods)[1]
		B.3. Public Health and Environment (ability to support and enhance natural areas; encourage people to reduce how far they drive)
	C. Supporting Prosperity	C.1. Supports Growth (ability to support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently)
		C.2. Affordable (improvements to the transportation system should be affordable to build, maintain and operate)

Table A.2: Original criteria descriptions from the *Feeling Congested?* Framework

Source: **Feeling Congested? Phase 2 Toolkit, 2013, City of Toronto**

[1] B.2. Healthy Neighbourhoods criteria not included in initial screening

Table A.3: Study measures and grading system

Principle	Criteria	Sub-Criteria	Indicator	Very Good	Good	Fair	Poor	Very Poor
A. Serving People								
	A.1 Experience							
		A.1.1. Speed, reliability, and comfort of Waterfront Transit	A.1.1.1 Length of conversion from mixed transit operations to semi-exclusive right-of-way	Optimizes transit operations by presenting a semi-exclusive LRT right-of-way for the entire segment, avoids crossing problematic intersections, and has the potential to implement various turning restrictions (e.g. has alternative vehicle routes)	Optimizes transit operations by generally providing a significant segment length of a semi-exclusive LRT right-of-way, and minimizes the impact of crossing problematic intersections, either by avoiding the intersection or having the potential to implement various turning restrictions (e.g. alternative automobile routes are available)	Improves transit operations by generally addressing the impact of crossing problematic intersections and has the significant potential to implement various turning restrictions (e.g. has alternative automobile routes) along the corridor	Enhances mixed traffic / transit operations by potentially addressing the impact of crossing problematic intersections, with minimal potential to implement various turning restrictions (e.g. has alternative automobile routes) along the corridor	Does not significantly enhance mixed traffic / transit operations by not addressing problematic operations and with minimal potential to implement various turning restrictions
		A.1.2 East-west capacity to ease crowding and congestion to address existing and future travel demands	A.1.2.1 Provides additional east-west transit capacity to attractive destinations	Provides significant improvement in east-west transit capacity with either a new route or an existing streetcar line for the entire segment being upgraded to a semi-exclusive LRT right-of-way	Significant improvement in east-west transit capacity by generally providing a significant segment length of a semi-exclusive LRT right-of-way. Minimizes the impact of crossing problematic intersections	Improvement in east-west transit capacity by generally providing a segment of a semi-exclusive LRT right-of-way, and potentially minimizing the impact of crossing problematic intersections.	Provides only minimal potential to improve east-west capacity by improving mixed traffic / transit operations for the entire segment (such as turning restrictions, transit priority, stop removal)	Provides little to no potential to improve east-west capacity by improving mixed traffic / transit operations
		A.1.3 Traffic operations and parking	A.1.3.1 Significantly impacts existing traffic operations, including emergency services and parking facilities (e.g. reduced number of lanes, turning restrictions, loss of on-street parking)	Presents no continuous lane loss, minimizes the potential for numerous turning restrictions, minimizes the potential loss of on-street parking, and minimizes the length of single lane traffic operations (which would impact emergency services)	Presents no continuous lane loss, but will have potential for numerous turning restrictions and potential loss of on-street parking, and minimizes the length of single lane traffic operations (which would impact emergency services)	Presents no continuous lane loss, but will have potential for numerous turning restrictions, loss of on-street parking, and single lane traffic operations (which would impact emergency services)	Segments of continuous lane loss will be presented, and will have potential for numerous turning restrictions, loss of on-street parking, and single lane traffic operations (which would impact emergency services)	Presents continuous lane loss, significant potential loss of on-street parking, and / or significant length of single lane traffic operations (which would impact emergency services)
	A.2 Choice							
		A.2.1 Existing and planned transit network connections (access and integration)	A.2.1.1 TTC connections with a convenient and direct transfer possible	Presents high quality (frequent, direct) bus connections to / from Subway, including potential to upgrade bus connectors. Presents potential for seamless connection to many TTC streetcar services	Presents quality (direct) bus connections to / from Subway, with potential to upgrade connectors. Presents some potential for seamless connections to TTC streetcar services	Presents limited ability for providing high quality (frequent, direct) bus connections to / from subway, including potential to upgrade bus connectors. Presents limited potential for connections to TTC streetcar services	Presents very limited ability for providing high quality (frequent, direct) bus connections to / from subway, including potential to upgrade bus connectors. Presents very limited potential for connections to TTC streetcar services	Does not provide an ability for providing high quality (frequent, direct) bus connections to / from subway and very limited to no connection to TTC streetcar services
			A.2.1.2 GO connections (GO Rail / GO Bus / RER) with convenient and direct transfer possible	Presents a direct and convenient transfer with the potential for a seamless multimodal hub	Presents a direct and convenient transfer	Presents potential for a convenient transfer within 1000 m	Present a convenient transfer between 1000 m and 1500 m	Does not present potential for a convenient transfer (greater than 1500 m)

Principle	Criteria	Sub-Criteria	Indicator	Very Good	Good	Fair	Poor	Very Poor
			A.2.1.3 MiWay connections with a convenient and direct transfer possible	Compatible with existing and / or planned MiWay initiatives, and presents potential for a high quality transfer	Compatible with existing and / or planned transit initiatives or presents potential for a high quality transfer	Compatible with existing and / or planned transit initiatives with limited potential for a high quality transfer	Somewhat compatible with existing and / or planned transit initiatives with no potential for a high quality transfer	Not compatible with existing and / or planned transit initiatives, and does not present potential for a high quality transfer
		A.2.2 Linkages to Waterfront cultural and recreational destinations	A.2.2.1 Providing / reinforcing high quality linkages to cultural and / or recreational destinations.	Directly provides seamless connections serving most existing and planned Waterfront destinations, facilitating connections from the rest of the city. Is incorporated as an integral part of the Waterfront	Directly provides seamless connections serving most existing and planned Waterfront destinations, facilitating connections from the rest of the city	Provides some connections to existing and planned Waterfront cultural and recreational destinations within the segment from the rest of the city	Indirectly provides some connections to existing and planned Waterfront cultural and recreational destinations within the segment from the rest of the city	Does not provide any connections (direct or indirect) to existing and planned Waterfront cultural and recreational destinations from the rest of city
		A.2.3 Integration with existing and planned cycling network	A.2.3.1 Providing / connecting to existing and planned cycling network (qualitative assessment)	Directly parallel to existing and planned cycling facilities, including opportunity to connect directly to Martin Goodman Trail and river valley trails, and to potentially integrate with existing and planned cycling facilities	Generally directly parallel to existing and planned cycling facilities, and potential to connect directly to Martin Goodman Trail, river valley trails, and to integrate with existing and planned crossing cycling facilities	Partially directly parallel to existing and planned cycling facilities, potential to connect to Martin Goodman Trail, river valley trails, and to integrate with existing and planned crossing cycling facilities	Not parallel to existing and planned cycling facilities, limited opportunity to connect to Martin Goodman Trail, river valley trails, and / or integrate with existing and planned crossing cycling facilities	Not parallel to existing and planned cycling facilities, and very limited opportunity to connect to Martin Goodman Trail and river valley trails, and / or to potentially integrate with existing and planned crossing cycling facilities
A.3 Social Equity								
		A.3.1 Strengthen and enhance Neighbourhood improvement Areas (NIAs)	A.3.1.1 Serving existing designated Neighbourhood Improvement Areas	Directly provides access to an identified NIA, and ability to support redevelopment investment (assuming compatible land use opportunities)	Directly provides access to an identified NIA within 500 m, and ability to support redevelopment investment (assuming compatible land use opportunities)	Provides access to an identified NIA (corridor within 500 m to 1000 m), and / or ability to support redevelopment investment (assuming compatible land use opportunities)	Provides access to an identified NIA (corridor within 500 m to 1000 m), with limited ability to support redevelopment because of physical restrictions	Does not provide access to an identified NIA (corridor not within 1000 m), and does not have the ability to support redevelopment investment
		A.3.2 Provides transit service to educational, government, and health related institutions	A.3.2.1 Serving identified educational, community services / facilities, and heath institutions	Directly provides access (corridor within 500 m) to most of the identified educational, community services / facilities, and health related institutions within the segment	Directly provides access (corridor within 500 m) to many of the identified educational, community services / facilities, and health related institutions within the segment	Provides access (corridor within 1000 m) to a few of the identified educational, community services / facilities, and health related institutions within the segment	Provides access (corridor within 1000 m) to very few of the identified educational, community services / facilities, and health related institutions within the segment	Does not directly provide access (corridor not within 1000 m) to most of the identified educational, community services / facilities, and health related institutions within the segment

Principle	Criteria	Sub-Criteria	Indicator	Very Good	Good	Fair	Poor	Very Poor
B. Strengthening Places								
	B.1 Shaping the City							
		B.1.1 Opportunity to encourage transit oriented development	B.1.1.1 Supports the City's Official Plan and policies	Situated directly along a designated Avenue, and has potential for a high quality connection to a Centre using a 15min or more frequent bus service	Directly along a designated Avenue or has potential for a high quality connection to a Centre using a 15min or more frequent bus service	Directly along a designated Avenue, with limited potential for a high quality connection to a Centre using a 15min or more frequent bus service	In close proximity to a designated Avenue with limited potential for a high quality connection to a Centre using a 15min or more frequent bus service	Not directly along a designated Avenue, and has no potential for a connection to a Centre using a 15min or more frequent bus service
			B.1.1.2 Supports Waterfront Toronto policies and principles	Fully supports the City's Central Waterfront Secondary Plan, Waterfront Toronto's Sustainability Framework, East Bayfront, Port Lands and other EAs, and various precinct plans by minimizing car use, increasing walking cycling, and public transit use, adopting conclusions, and providing right-of-way amenities	Supports most of the City's Central Waterfront Secondary Plan, Waterfront Toronto's Sustainability Framework, East Bayfront, Port Lands and other EAs, and various precinct plans by minimizing car use, increasing walking, cycling, or public transit use, adopting conclusions, or providing right-of-way amenities	Supports some of the policies and plans as identified in the City's Central Waterfront Secondary Plan, Waterfront Toronto's Sustainability Framework, East Bayfront, Port Lands and other EAs, and various precinct plans by minimizing car use, increasing walking, cycling, or public transit use, adopting conclusions, or providing right-of-way amenities	Supports few of the policies and plans as identified in the City's Central Waterfront Secondary Plan, Waterfront Toronto's Sustainability Framework, East Bayfront, Port Lands and other EAs, and various precinct plans by minimizing car use, increasing walking, cycling, or public transit use, adopting conclusions, or providing right-of-way amenities	Does not support the City's Central Waterfront Secondary Plan, Waterfront Toronto's Sustainability Framework, East Bayfront, Port Lands and other EAs, and various precinct plans by minimizing car use, increasing walking, cycling, or public transit use, adopting conclusions, or providing right-of-way amenities
			B.1.1.3 Support existing high density and identified population growth areas	Potential to directly serve all identified planned and existing high population growth areas	Potential to directly serve some of the existing high population growth areas	Potential to indirectly or directly serve most of the identified planned and existing population growth areas	Potential to indirectly serve a few of the identified planned and existing population growth areas	Limited to no potential to serve identified planned population growth areas
			B.1.1.4 Support existing significant employment and identified employment growth areas	Potential to directly serve all identified planned and existing high employment growth areas	Potential to directly serve some of the planned and existing high employment growth areas	Potential to indirectly or directly serve most of the identified planned and existing employment growth areas	Potential to indirectly serve a few of the identified planned and existing employment growth areas	Limited to no potential to serve identified planned and existing employment growth areas
	B.2 Healthy Neighbourhoods – Not used for screening							
	B.3 Public Health and Environment							
		B.3.1 Strengthen / Enhance natural heritage areas	B.3.1.1 Supports and connects to natural heritage areas, parklands, tourism, attractions, and Waterfront activities	Very high potential (within a proximity of 1000 m) to provide direct linkages to a number of parklands, tourism and Waterfront activities	High potential to provide (within a proximity of 1000 m) direct linkages to a few of parklands, tourism and Waterfront activities	Moderate potential to provide (within a proximity of 1000 m) direct linkages to a few of parklands, tourism and Waterfront activities	Low potential to provide linkages due to few sites available that can be directly accessed within 1000 m. Linkages to farther sites are provided by existing north-south connections	Very low potential to provide linkages due to few sites available that can be directly accessed within 1000 m. Linkages to farther sites could be provided by introducing or enhancing north-south connections

Principle	Criteria	Sub-Criteria	Indicator	Very Good	Good	Fair	Poor	Very Poor
		B.3.2 Environmental effects	B.3.2.1 Avoids potential adverse environmental effects by minimizing impacts to natural heritage and cultural features	Potentially very low adverse environmental impacts are anticipated to major known features. Typical mitigation requirements regarding costs, approvals, and implementation schedule are assumed	Potentially low adverse environmental impacts are anticipated to major known features. Typical mitigation requirements regarding costs, approvals, and implementation schedule are assumed	Potentially moderate adverse environmental impacts are anticipated to major known features. Typical mitigation requirements regarding costs, approvals, and implementation schedule are assumed	Potentially high adverse environmental impacts are anticipated to major known features. Typical mitigation requirements regarding costs, approvals, and implementation schedule are assumed	Potentially very high adverse environmental impacts are anticipated to major known features. Typical mitigation requirements regarding costs, approvals, and implementation schedule are assumed
C. Supporting Prosperity								
	C.1 Supports Growth							
		C.1.1 Opportunity to improve transit service to employment areas	C.1.1.1 Serves land parcels designated for employment related growth (Employment Areas and Institutional Areas) and population centres for new commuting ridership	Potential to directly serve identified planned and existing very high employment and residential growth areas	Potential to directly serve identified planned and existing high employment and residential growth areas	Potential to directly serve identified planned and existing moderate employment and residential growth areas	Minimal potential to directly serve identified planned and existing employment and residential growth areas	No potential to directly serve identified planned and existing employment and residential growth areas
	C.2 Affordable							
		C.2.1 Construction Costs	C.2.1.1 Construction cost, with lower anticipated costs preferred	Very low construction costs (e.g. interventions limited to upgrading the existing mixed traffic / transit operations)	Low construction costs associated with the implementation of a segment portion of an at-grade semi-exclusive right-of-way	Moderate construction costs associated with the implementation of an entire segment of at-grade semi-exclusive right-of-way	High construction costs (e.g. in addition to the implementation of a semi-exclusive LRT right-of-way, also includes segments of complex underground and/or elevated construction in an urban environment with potential associated roadway relocation)	Very high construction costs (in addition to the implementation of a semi-exclusive LRT right-of-way, includes significant complex underground and/or elevated construction in an urban environment and associated roadway relocation)
		C.2.2 Property Impacts	C.2.1.2 Property impacts (lower anticipated major property acquisitions are preferred)	No property acquisitions or significant third party issues anticipated	Minimal property acquisitions or significant third party issues anticipated (assumed to be associated with requirements for ancillary facilities, such as substations)	Moderate property acquisitions or significant third party issues anticipated (assumed to be associated with requirements for ancillary facilities, such as substations, partial property takings to provide right-of-way width, and/or third party crossing issues introduced)	Significant property acquisitions or third party issues anticipated (assumed to be associated with requirements for ancillary facilities, such as substations, full and partial property takings to provide right-of-way width, and major third party issues introduced)	Major property acquisitions or third party issues anticipated (assumed to be associated with requirements for ancillary facilities, such as substations, significant full and partial property takings to provide right-of-way width, and significant third party issues introduced)

D Evaluation Results

Evaluation Results

Using the indicators and grading system found in Table A.3, concepts were graded along each segment. The following sections present the detailed evaluation of each segment's concept. A summary of the final screening results can be found in Table A.1, Table A.2, Table A.3, and Table A.4 for Segments 1, 2, 3, and 4 respectively.

Table A.1: Segment 1 Long Branch to Humber River Screening Results

Principle	Criteria	Sub-Criteria	Indicator	1A: Enhanced Lake Shore Boulevard Transit Service	1B: Lake Shore Boulevard LRT	1C: The Queensway LRT
A. Serving People						
	A.1 Experience					
		A.1.1	A.1.1.1 Length of conversion from mixed transit operations to semi-exclusive right-of-way	No conversion from mixed traffic operations to semi-exclusive right-of-way. Reliability and speed will experience minor incremental improvements depending on the extent of techniques adopted, including various turning restrictions, transit signal priority, stop-spacing adjustments, among others. **POOR**	Approximately 7 km converted from mixed traffic operations to a semi-exclusive LRT right-of-way. Assumed that Long Branch to Royal York Road can be converted. East of Royal York Road, the narrower right-of-way may result in either losing a through lane in each direction or operating in mixed traffic conditions. **GOOD**	Approximately 6.5km converted from mixed traffic operations to a semi-exclusive LRT right-of-way. Assumed that section from Sherway Gardens to Islington Avenue can be converted. East of Islington Avenue, the narrower roadway right-of-way may result in either losing a through lane in each direction or operating in mixed traffic conditions. Gardiner Expressway and Highway 427 on- and off-ramps will limit east-west transit priority effectiveness. **GOOD**
		A.1.2	A.1.2.1 Provides additional east-west transit capacity to attractive destinations	Comparatively, minor increase in east-west capacity will be provided. Degree of increase will be associated with the extent of techniques adopted, including various turning restrictions, transit signal priority, stop spacing adjustments, among others. **POOR**	An increase in east-west capacity will be provided associated with the significant length of conversion from mixed traffic operations to a semi-exclusive LRT right-of-way. **GOOD**	An overall increase in east-west capacity will be provided associated with the significant new length of conversion from bus in traffic operations to a semi-exclusive LRT right-of-way. **GOOD**
		A.1.3	A.1.3.1 Significantly impacts existing traffic operations, including emergency services, and parking facilities (e.g. reduced number of lanes, turning restrictions, loss of on-street parking)	No continuous loss of lane (although when considering the addition of cycling facilities lane loss may be required). There likely will be turning restrictions along Lake Shore, particularly in Mimico to improve transit operations. No loss of on-street parking (although when considering the addition of cycling facilities may be required). No single lane operations anticipated (perhaps when to install bike lanes, but if flush, emergency services can use by-pass) **GOOD**	No continuous loss of lane (assuming on-street parking would be lost). There will turning restrictions along Lake Shore likely and at unsignalized intersections where they will be restricted to right-ins / right-outs. There will be loss of on-street parking to implement a semi-exclusive LRT right-of-way (and for the addition of cycling facilities). Potentially there could be single lane operations if property acquisitions not pursued (and for the addition of bike lanes) in the Mimico area **FAIR**	There will be a continuous loss of lane in each direction. Queensway is parallel and in close proximity to the Gardiner Expressway and Highway 427 – on and off ramps will be affected at signalized intersections. There will turn restrictions along the Queensway and at unsignalized intersections where there will restrictions to right-ins / right-outs with a need to consider signal operations for the Gardiner Expressway and Highway 427 operations). There will be loss of on-street parking to implement a semi-exclusive LRT right-of-way east of Islington Avenue. Potentially there could be single lane operations if property acquisitions not pursued (east of Islington Avenue). **POOR**
	A.2 Choice					
		A.2.1	A.2.1.1 TTC connections with a convenient and direct transfer possible	Potential for seamless connection with the 44 Kipling and 76 Royal York TTC buses (part of the 10 minute network), serving Line 2. **VERY GOOD**	Potential for seamless connection with the 44 Kipling and 76 Royal York TTC buses (part of the 10 minute network), serving Line 2. **VERY GOOD**	Potential for seamless connection with the 44 Kipling and 76 Royal York TTC buses (part of the 10 minute network), serving Line 2. **VERY GOOD**
			A.2.1.2 GO connections (GO Rail / GO Bus / RER) with convenient and direct transfer possible	Connections to: Long Branch – VERY GOOD Mimico – FAIR Future Park Lawn (Note: Park Lawn not part of Metrolinx's 10 year list of new stations) – VERY GOOD. **OVERALL—GOOD**	Connections to: Long Branch – VERY GOOD Mimico – FAIR Future Park Lawn (Note: Park Lawn not part of Metrolinx's 10 year list of new stations) – VERY GOOD **OVERALL – GOOD**	Connections to: Long Branch – VERY POOR Mimico – VERY POOR Future Park Lawn (Note: Park Lawn not part of Metrolinx's 10 year list of new stations) – VERY GOOD **OVERALL – FAIR**
			A.2.1.3 MiWay connections with a convenient and direct transfer possible	Seamless connection to MiWay at Long Branch Station. **VERY GOOD**	Seamless connection to MiWay at Long Branch Station. **VERY GOOD**	Potential for bus transfer to Islington subway station to transfer to MiWay. **FAIR**

Principle	Criteria	Sub-Criteria	Indicator	1A: Enhanced Lake Shore Boulevard Transit Service	1B: Lake Shore Boulevard LRT	1C: The Queensway LRT
		A.2.2	A.2.2.1 Providing/ reinforcing high quality linkages to cultural and/or recreational destinations.	Direct connections to Waterfront destinations, including Colonel Sam Smith Park and Waterfront neighbourhoods of Long Branch, New Toronto and Humber Bay Shores. **GOOD**	Direct connections to Waterfront destinations, including Colonel Sam Smith Park and Waterfront neighbourhoods of Long Branch, New Toronto and Humber Bay Shores. **GOOD**	Does not provide direct connections to Waterfront destinations or neighbourhoods in the study area. Potential to provide some indirect connection through Humber loop or with transfer to north-south bus routes. **POOR**
		A.2.3	A.2.3.1 Providing / connecting to existing and planned cycling network	Lake Shore has existing and planned cycling facilities. Royal York Road has continuous cycling lanes, and there are other existing nearby segments (e.g. Birmingham). Recent 10 Year Cycling Network Plan has identified both Lake Shore and Kipling Avenue for continuous routes to be studied as a Major Corridor. Close proximity to planned and existing continuous Martin Goodman Trail along the Waterfront. **VERY GOOD**	Lake Shore has existing and planned cycling facilities. Royal York Road has continuous cycling lanes, and there are other existing nearby segments (e.g. Birmingham). Recent 10 Year Cycling Network Plan has identified both Lake Shore and Kipling Avenue for continuous routes to be studied as a Major Corridor. Close proximity to planned and existing continuous Martin Goodman Trail along the Waterfront. **VERY GOOD**	Queensway has no existing and planned cycling facilities. Royal York Road has continuous cycling lanes, and there are other existing and planned nearby north-south segments (e.g. The East Mall). Recent 10 Year Cycling Network Plan has not identified the Queensway for any proposed cycling routes. Kipling Avenue has been identified for a continuous route to be studied as a Major Corridor. **POOR**
	A.3 Social Equity					
		A.3.1	A.3.1.1 Serving existing designated Neighbourhood Improvement Areas	**NOT APPLICABLE FOR SECTION** (No NIAs within section)	**NOT APPLICABLE FOR SEGMENT** (No NIAs within section)	**NOT APPLICABLE FOR SEGMENT** (No NIAs within section)
		A.3.2	A.3.2.1 Serving identified educational, community services/facilities, and heath institutions	Provides direct and high quality service to Humber College - Lakeshore Campus. **VERY GOOD**	Provides direct and high quality service to Humber College - Lakeshore Campus. **VERY GOOD**	The Queensway LRT does not provide any direct high quality service to any educational, government, and health related institutions. Existing 188 KIPLING SOUTH ROCKET buses and potential local bus network enhancements could provide a higher quality of connectivity and service to the Humber College - Lakeshore Campus. **FAIR**
B. Strengthening Places						
	B.1 Shaping the City					
		B.1.1	B.1.1.1 Supports the City's Official Plan and policies	As per 2010 OP, Map 2 – Urban Structure, the entire Lake Shore corridor is a designated Avenue. The corridor is also part of the Official Plan's Surface Priority Network (Map 5). The Etobicoke Centre is accessible by existing and planned (including potential improvements) bus service and cycling facilities along Kipling Avenue. **VERY GOOD**	As per 2010 OP, Map 2 – Urban Structure, the entire Lake Shore corridor is a designated Avenue. The corridor is also part of the Official Plan's Surface Priority Network (Map 5).The Etobicoke Centre is accessible by existing and planned (including potential improvements) bus service and cycling facilities along Kipling Avenue. **VERY GOOD**	As per 2010 OP, Map 2 – Urban Structure, the entire Queensway corridor is a designated Avenue, except for the section between Highway 427 and Kipling Avenue. The Etobicoke Centre is accessible by existing and planned (including potential improvements) bus service and cycling facilities along Kipling Avenue. **FAIR**
			B.1.1.2 Supports Waterfront Toronto policies and principles	Introduces improved transit service along Toronto's Waterfront. **VERY GOOD**	Introduces improved transit service along Toronto's Waterfront. **VERY GOOD**	May provide more transit services to from the Waterfront **FAIR**
			B.1.1.3 Support existing high density and identified population growth areas	Supports existing and future strong growth in Humber Bay Shores' area and support for growth along Lake Shore Boulevard, a designated Avenue. **VERY GOOD**	Supports existing and future strong growth in Humber Bay Shores' area and support for growth along Lake Shore Boulevard, a designated Avenue. **VERY GOOD**	Supports existing and future moderate growth along the Queensway, a designated Avenue. **FAIR**
			B.1.1.4 Support existing significant employment and identified employment growth areas	Supports existing and future growth along Lake Shore Boulevard, a designated Avenue. **GOOD**	Supports existing and future growth along Lake Shore Boulevard, a designated Avenue. **GOOD**	Supports existing and future growth along the Queensway, a designated Avenue. **GOOD**

Principle	Criteria	Sub-Criteria	Indicator	1A: Enhanced Lake Shore Boulevard Transit Service	1B: Lake Shore Boulevard LRT	1C: The Queensway LRT
	B.2 Healthy Neighbourhoods – Not used for screening					
	B.3 Public Health and Environment					
		B.3.1	B.3.1.1 Support and connects to natural heritage areas, parklands, tourism, attractions, and waterfront activities	Provides direct and high quality access to several Waterfront parklands (e.g. Marie Curtis, Colonel Sam Smith, Humber Bay Park, among several other smaller parkettes), and north-south river valleys / ravines (e.g. Etobicoke, Mimico, Humber). **VERY GOOD**	Provides direct and high quality access to several Waterfront parklands (e.g. Marie Curtis, Colonel Sam Smith, Humber Bay Park, among several other smaller parkettes), and north-south river valleys / ravines (e.g. Etobicoke, Mimico, Humber). **VERY GOOD**	Provides direct access to upstream sections of north-south river valleys / ravines (e.g. Etobicoke, Mimico, and Humber). Few parklands and parkettes located along the corridor. Enhanced north-south connections could be provided with existing and planned bus services and cycling facilities. **POOR**
		B.3.2	B.3.2.1 Avoids potential adverse environmental effects (natural heritage and cultural features impacted (qualitative assessment of natural heritage and cultural features impact)	Avoids potential adverse environmental effects. **VERY GOOD**	Adverse environmental effects include the likely widening of the Lake Shore bridge over Mimico Creek and surrounding valley area. Additional potential adverse environmental effects (e.g. loss of trees, encroachment of the Consulate General of Poland) may result from a Lake Shore right-of-way widening between Royal York Road and Legion Road (could be mitigated with adopting mixed traffic operations for this section). **GOOD**	Adverse environmental effects include the likely widening of the Lake Shore bridge over Mimico Creek and surrounding area. Additional potential adverse environmental effects (e.g. loss of trees) may result from a Queensway right-of-way widening east of Islington Avenue. **GOOD**
C. Supporting Prosperity						
	C.1 Supports Growth					
		C.1.1	C.1.1.1 Serves land parcels designated for employment related growth (Employment Areas and Institutional Areas) and population centres for new commuting ridership	Provides transit connections to major development areas including Humber Bay Shores, Mimico, and Long Branch. Lake Shore Boulevard designated as an Avenue for increased mixed-use redevelopment. **VERY GOOD**	Provides transit connections to major development areas including Humber Bay Shores, Mimico, and Long Branch. Lake Shore Boulevard designated as an Avenue for increased mixed-use redevelopment. **VERY GOOD**	Provides transit connections to emerging development areas including along the employment sections of the Queensway and at Sherway Gardens (areas that are currently very auto-oriented). Small section of the Queensway designated as an Avenue for increased mixed-use redevelopment. **FAIR**
	C.2 Affordable					
		C.2.1	C.2.1.1 Construction cost with lower anticipated costs preferred	Comparatively, relatively minor construction costs will be presented to enhance streetcar operations, GO station interfaces, north-south connections, and to upgrade accessibility along Lake Shore Boulevard. **VERY GOOD**	Construction costs will be incurred to separate the Lake Shore LRT and general traffic into a semi-exclusive LRT alignment for a segment portion, including associated operational and system requirements (e.g. special trackage, substations), and to upgrade GO station interfaces, north-south connections, and to upgrade accessibility along Lake Shore Boulevard. **GOOD**	Construction costs will be incurred to separate the Queensway LRT and general traffic into a semi-exclusive LRT right-of-way, including associated operational and system requirements (e.g. special trackage, substations).It is assumed that Lake Shore streetcar enhancements will proceed in addition to upgrading GO station interfaces, north-south connections, and to upgrade accessibility along Lake Shore Boulevard. **FAIR**
		C.2.2	C.2.1.2 Property impacts (lower anticipated major property acquisitions are preferred)	No major property acquisitions for the Lake Shore streetcar line (excluding ancillary facilities that may be required for operations) are anticipated. Metrolinx coordination required to enhance Long Branch GO station interface. **VERY GOOD**	Property acquisitions would be anticipated (e.g. frontage strips) for implementing a typical LRT/roadway cross-section where there are narrow Lake Shore right-of-way (east of Royal York Road). Excludes requirements for ancillary facilities that may be required for operations and systems. Metrolinx coordination required to enhance Long Branch GO station interface. **FAIR**	Property acquisitions would be anticipated (e.g. frontage strips) for implementing a typical LRT/roadway cross-section where there are narrow Queensway right-of-way (east of Islington Avenue). Excludes requirements for ancillary facilities that may be required for operations and systems. **FAIR**

Table A.2: Segment 2 Humber River to Strachan Avenue Screening Results

Principle	Criteria	Sub-Criteria	Indicator	2A: The Queensway and LRT Bridge Across Gardiner Expressway / Rail Corridor to Exhibition Place	2B; The Queensway and LRT Alignment on Embankment North of Rail Corridor	2C: Lake Shore LRT Crossing Humber River to South Edge of Coronation Park	2D: Lake Shore LRT Crossing Humber River to Exhibition Place	2E: The Queensway / Colborne Lodge Drive / Lake Shore Boulevard to Exhibition Place LRT	2F: The Queensway / Dufferin Street / King Street LRT
A. Serving People									
	A.1 Experience								
		A.1.1	A.1.1.1 Length of conversion from mixed transit operations to semi-exclusive right-of-way	Extension of the existing the Queensway with a new semi-exclusive LRT right-of-way (essentially grade-separated). Assumes the problematic Queensway / Roncesvalles Avenue / Queen Street / King Street is avoided **VERY GOOD**	Extension of the existing Queensway with a new semi-exclusive LRT right-of-way. Assumes the problematic Queensway / Roncesvalles Avenue / Queen Street / King Street is avoided **VERY GOOD**	New semi-exclusive LRT right-of-way introduced for the entire segment **VERY GOOD**	New semi-exclusive LRT right-of-way introduced for the entire segment **VERY GOOD**	Extension of the existing Queensway with a new semi-exclusive LRT right-of-way via Colborne Lodge Drive to Lake Shore Boulevard (connecting as per Concept 2C). Problematic intersections introduced at Queensway and Lake Shore Boulevard **GOOD**	Extension of the existing Queensway with an enhanced transit operation along King Street (turning restrictions, signal priority) and Dufferin Street (potential for semi-exclusive LRT right-of-way that may lead to single traffic lane operations). Problematic intersection at Queensway / Roncesvalles Avenue / Queen Street / King Street is not avoided **POOR**
		A.1.2	A.1.2.1 Provides additional east-west transit capacity to attractive destinations	Significant increase in east-west capacity associated with new semi-exclusive LRT right-of-way **VERY GOOD**	Significant increase in east-west capacity associated with new semi-exclusive LRT right-of-way **VERY GOOD**	Significant increase in east-west capacity associated with new semi-exclusive LRT right-of-way **VERY GOOD**	Significant increase in east-west capacity associated with new semi-exclusive LRT right-of-way **VERY GOOD**	Significant increase in east-west capacity associated with new semi-exclusive LRT right-of-way **VERY GOOD**	Not significantly improved due to continued mixed transit / traffic operations between Parkside Drive and Dufferin Street, and problematic intersections at the Queensway / Roncesvalles Avenue / Queen Street / King Street and King Street / Dufferin Street **VERY POOR**
		A.1.3	A.1.3.1 Significantly impact existing traffic operations, including emergency services, and parking facilities (e.g. reduced number of lanes, turning restrictions, loss of on-street parking)	No continuous loss of lane, minimal turning restrictions will likely be required, no loss of on-street parking, and no single lane operations anticipated **VERY GOOD**	No continuous loss of lane, minimal turning restrictions will likely be required, no loss of on-street parking, and no single lane operations anticipated **VERY GOOD**	No continuous loss of lane, minimal turning restrictions will likely be required, no loss of on-street parking, and no single lane operations anticipated **VERY GOOD**	No continuous loss of lane, minimal turning restrictions will likely be required, no loss of on-street parking, and no single lane operations anticipated **VERY GOOD**	No continuous loss of lane, minimal turning restrictions will likely be required, no loss of on-street parking, and no single lane operations anticipated **VERY GOOD**	Assuming a semi-exclusive LRT right-of-way along Dufferin Street, a loss of continuous lane and single lane operations will be introduced. Turning restrictions are anticipated to be introduced along King and at the Queensway / Roncesvalles Avenue / Queen Street / King Street and King Street / Dufferin Street intersections **POOR**
	A.2 Choice								
		A.2.1	A.2.1.1 TTC connections with a convenient and direct transfer possible	Assume high quality transfer to 504 King and 29 Dufferin to Line 2 **VERY GOOD**	Assume high quality transfer to 504 King and 29 Dufferin to Line 2 **VERY GOOD**	Depending on the design a convenient transfer to 504 King could be provided. Good connection to Line 2 with 29 Dufferin **FAIR**	Depending on the design a convenient transfer to 504 King could be provided. Good connection to Line 2 with 29 Dufferin **FAIR**	Depending on the design a convenient transfer to 504 King could be provided. Good connection to Line 2 with 29 Dufferin **FAIR**	Assume high quality transfer to 504 King and 29 Dufferin to Line 2 **VERY GOOD**

Principle	Criteria	Sub-Criteria	Indicator	2A: The Queensway and LRT Bridge Across Gardiner Expressway / Rail Corridor to Exhibition Place	2B; The Queensway and LRT Alignment on Embankment North of Rail Corridor	2C: Lake Shore LRT Crossing Humber River to South Edge of Coronation Park	2D: Lake Shore LRT Crossing Humber River to Exhibition Place	2E: The Queensway / Colborne Lodge Drive / Lake Shore Boulevard to Exhibition Place LRT	2F: The Queensway / Dufferin Street / King Street LRT
			A.2.1.2 GO connections (GO Rail / GO Bus / RER) with convenient and direct transfer possible	Exhibition – **VERY GOOD**	Exhibition – **VERY GOOD**	Exhibition – **VERY POOR**	Exhibition – **VERY GOOD**	Exhibition – **VERY GOOD**	Exhibition – **VERY GOOD**
			A.2.1.3 MiWay connections with a convenient and direct transfer possible	**NOT APPLICABLE FOR SEGMENT**	**NOT APPLICABLE FOR SEGMENT**	**NOT APPLICABLE FOR SEGMENT**	**NOT APPLICABLE FOR SEGMENT**	**NOT APPLICABLE FOR SEGMENT**	**NOT APPLICABLE FOR SEGMENT**
		A.2.2	A.2.2.1 Providing / reinforcing high quality linkages to cultural and / or recreational destinations	Enhances service along existing Queensway for service to Waterfront destinations (Sunnyside and Western Beaches). Provides service to Exhibition Place **FAIR**	Enhances service along existing Queensway for service to Waterfront destinations (Sunnyside and Western Beaches). Provides service to Exhibition Place **FAIR**	Introduces new line in close proximity to Waterfront throughout the segment, providing service to Sunnyside, Western Beaches, Ontario Place, and Coronation Park. Provides indirect service to Exhibition Place **GOOD**	Introduces new line in close proximity to Waterfront through Western half of segment, providing service to Sunnyside, Western Beaches. Provides service to Exhibition Place **GOOD**	Introduces new line in close proximity to Waterfront at Colborne Lodge, providing service to Sunnyside and Western Beaches. Provides service to Exhibition Place **GOOD**	Maintains existing service to Waterfront destinations along existing alignments. Provides service to Exhibition Place **FAIR**
		A.2.3	A.2.3.1 Providing / connecting to existing and planned cycling network (qualitative assessment)	Generally close to existing continuous Martin Goodman Trail along the Waterfront **FAIR**	Same corridor as proposed in the recent 10 Year Cycling Network Plan for a new cycling facility along the New Liberty Lane corridor with on-street lanes continuing west along Springhurst Avenue and northerly along Sorauren Street and Brock Avenue assumed maintained in the design. Generally close proximity to existing continuous Martin Goodman Trail along the Waterfront **FAIR**	Close proximity to existing continuous Martin Goodman Trail along the Waterfront. Recent 10 Year Cycling Network Plan has not identified any additional new north-south or east-west facilities along the Lake Shore Boulevard **GOOD**	Close proximity to existing continuous Martin Goodman Trail along the Waterfront **GOOD**	Close proximity to existing continuous Martin Goodman Trail along the Waterfront **GOOD**	Recent 10 Year Cycling Network Plan has identified new cycling facility along the New Liberty Lane corridor with on-street lanes continuing west along Springhurst and northerly along Sorauren and Brock, in close Proximity to King Street. Generally close proximity to existing continuous Martin Goodman Trail along the Waterfront **FAIR**
	A.3 Social Equity								
		A.3.1	A.3.1.1 Serving existing designated Neighbourhood Improvement Areas	Provides additional access for the South Parkdale NIA, bot no direct potential for redevelopment investment (potentially indirectly by improving King Street and Queen Street corridors) **FAIR**	Provides additional access for the South Parkdale NIA, but no direct potential for redevelopment investment (potentially indirectly by improving King Street and Queen Street corridors) **FAIR**	Provides indirect (within 500 m) access for the South Parkdale NIA, and no direct potential for redevelopment investment (potentially indirectly by improving King Street and Queen Street corridors) **FAIR**	Provides indirect (within 500 m) access for the South Parkdale NIA, and no direct potential for redevelopment investment (potentially indirectly by improving King Street and Queen Street corridors) **FAIR**	Provides indirect (within 500 m) access for the South Parkdale NIA, and no direct potential for redevelopment investment (potentially indirectly by improving King Street and Queen Street corridors) **FAIR**	Provides additional access for the South Parkdale neighbourhood, and limited direct potential for redevelopment investment along King Street and Queen Street corridors **FAIR**
		A.3.2	A.3.2.1 Serving identified educational, community services/facilities, and heath institutions	St. Joseph's Hospital and services along Queen Street corridor in proximity **VERY GOOD**	St. Joseph's Hospital and services along Queen Street corridor in proximity **VERY GOOD**	No educational, community, or health institutions in close proximity **VERY POOR**	No educational, community, or health institutions in close proximity **VERY POOR**	No educational, community, or health institutions in close proximity **VERY POOR**	St. Joseph's Hospital and services along Queen Street corridor in proximity **VERY GOOD**
B. Strengthening Places									
	B.1 Shaping the City								

Principle	Criteria	Sub-Criteria	Indicator	2A: The Queensway and LRT Bridge Across Gardiner Expressway / Rail Corridor to Exhibition Place	2B; The Queensway and LRT Alignment on Embankment North of Rail Corridor	2C: Lake Shore LRT Crossing Humber River to South Edge of Coronation Park	2D: Lake Shore LRT Crossing Humber River to Exhibition Place	2E: The Queensway / Colborne Lodge Drive / Lake Shore Boulevard to Exhibition Place LRT	2F: The Queensway / Dufferin Street / King Street LRT
		B.1.1	B.1.1.1 Supports the City's Official Plan and policies	As per 2010 OP, Map 2 – Urban Structure, Queen Street and Roncesvalles Avenue corridors are designated as an Avenue. Exhibition Place area is designated as part of the Downtown and Central Waterfront area (no Centres in close proximity). Potential for high quality connections. **FAIR**	As per 2010 OP, Map 2 – Urban Structure, Queen Street and Roncesvalles Avenue corridors are designated as an Avenue. Exhibition Place area is designated as part of the Downtown and Central Waterfront area (no Centres in close proximity). Potential for high quality connections. **FAIR**	As per 2010 OP, Map 2 – Urban Structure, Queen Street and Roncesvalles Avenue corridors are designated as an Avenue. Exhibition Place area is designated as part of the Downtown and Central Waterfront area (no Centres in close proximity). Minimal potential for high quality connections. **VERY POOR**	As per 2010 OP, Map 2 – Urban Structure, Queen Street and Roncesvalles Avenue corridors are designated as an Avenue. Exhibition Place area is designated as part of the Downtown and Central Waterfront area (no Centres in close proximity). Minimal potential for high quality connections. **VERY POOR**	As per 2010 OP, Map 2 – Urban Structure, Queen Street and Roncesvalles Avenue corridors are designated as an Avenue. Exhibition Place area is designated as part of the Downtown and Central Waterfront area (no Centres in close proximity). Minimal potential for high quality connections. **VERY POOR**	As per 2010 OP, Map 2 – Urban Structure, Queen Street and Roncesvalles Avenue corridors are designated as an Avenue. Exhibition Place area is designated as part of the Downtown and Central Waterfront area (no Centres in close proximity). Potential for high quality connections. **FAIR**
			B.1.1.2 Supports Waterfront Toronto policies and principles	Enhances existing transit service in close proximity to Waterfront, offering more travel choices. **FAIR**	Enhances existing transit service in close proximity to Waterfront, offering more travel choices. **FAIR**	Introduces new service in close proximity to Waterfront, offering more travel choices while reinforcing Waterfront's urban realm. **VERY GOOD**	Introduces new service in close proximity to Waterfront, offering more travel choices while reinforcing Waterfront's urban realm. **GOOD**	Introduces new service in close proximity to Waterfront, offering more travel choices while reinforcing Waterfront's urban realm. **GOOD**	Enhances existing transit service in close proximity to Waterfront, offering more travel choices. **FAIR**
			B.1.1.3 Support existing high density and identified population growth areas	Supports population growth along identified Avenues and provides new service to growth areas around Exhibition Place. **GOOD**	Supports population growth along identified Avenues and provides new service to growth areas around Exhibition Place. **GOOD**	Supports population growth around Humber River and along Lake Shore Boulevard south of the Queensway. Does not directly support population growth along identified Avenues. **GOOD**	Supports population growth around Humber River and along Lake Shore Boulevard south of the Queensway. May support growth along identified Avenues, and supports around Exhibition Place. **GOOD**	Supports population growth along identified Avenues and provides new service to growth areas around Exhibition Place. **GOOD**	Supports population growth along identified Avenues and provides new service to growth areas around Exhibition Place. **GOOD**
			B.1.1.4 Support existing significant employment and identified employment growth areas	Supports employment growth along identified Avenues and provides new service to growth areas around Exhibition Place. **GOOD**	Supports employment growth along identified Avenues and provides new service to growth areas around Exhibition Place. **GOOD**	Supports employment growth around Humber River and along Lake Shore Boulevard south of the Queensway. Does not directly support employment growth along identified Avenues. **GOOD**	Supports growth around Humber River and along Lake Shore Boulevard south of the Queensway. May support growth along identified Avenues, and supports growth areas around Exhibition Place. **VERY GOOD**	Supports employment growth along identified Avenues and provides new service to growth areas around Exhibition Place. **GOOD**	Supports employment growth along identified Avenues and provides new service to growth areas around Exhibition Place. **GOOD**
	B.2 Healthy Neighbourhoods - Not used for screening								
	B.3 Public Health and Environment								

Principle	Criteria	Sub-Criteria	Indicator	2A: The Queensway and LRT Bridge Across Gardiner Expressway / Rail Corridor to Exhibition Place	2B; The Queensway and LRT Alignment on Embankment North of Rail Corridor	2C: Lake Shore LRT Crossing Humber River to South Edge of Coronation Park	2D: Lake Shore LRT Crossing Humber River to Exhibition Place	2E: The Queensway / Colborne Lodge Drive / Lake Shore Boulevard to Exhibition Place LRT	2F: The Queensway / Dufferin Street / King Street LRT
		B.3.1	B.3.1.1 Support / connects to natural heritage areas, parklands, tourism, attractions, and Waterfront activities	Enhances transit connections to High Park and, indirectly, parks along the Waterfront, including beach, sailing, and other water activities and clubs. **GOOD**	Enhances transit connections to High Park and, indirectly, parks along the Waterfront, including beach, sailing, and other water activities and clubs. **GOOD**	Introduces direct connection to parks along the Waterfront, including beach, sailing, and other water activities and clubs. Provides an indirect connection to High Park. **GOOD**	Introduces direct connection to parks along the Waterfront, including beach, sailing, and other water activities and clubs. Provides an indirect connection to High Park. **GOOD**	Enhances transit connections to High Park and, directly, parks along the Waterfront, including beach, sailing, and other water activities and clubs. **VERY GOOD**	Enhances transit connections to High Park and, indirectly, parks along the Waterfront, including beach, sailing, and other water activities and clubs. Provides minimal connection east of Roncesvalles Avenue. **FAIR**
		B.3.2	B.3.2.1 Avoids potential adverse environmental effects by minimizing impacts to natural heritage and cultural features	Presents potential adverse environmental effects along the rail corridor. **FAIR**	Presents potential adverse environmental effects along rail corridor and significant property acquisition and associated works. **VERY POOR**	Presents potential adverse environmental effects resulting from a new crossing of the Humber River. **POOR**	Presents potential adverse environmental effects resulting from a new crossing of the Humber River. **POOR**	Avoids potential adverse environmental effects, with some potential on final alignment between Lake Shore Boulevard and Exhibition Place. **GOOD**	Avoids potential adverse environmental effects, with some potential on alignment between Exhibition loop and Dufferin loop. **GOOD**
C. Supporting Prosperity									
	C.1 Supports Growth								
		C.1.1	C.1.1.1 Serves land parcels designated for employment related growth and population centres for new commuting ridership	Supports growth around Exhibition Place and already rapidly growing neighbourhoods including Liberty Village. **GOOD**	Supports growth around Exhibition Place and already rapidly growing neighbourhoods including Liberty Village. **GOOD**	Supports growth around Humber River and along Lake Shore Boulevard south of the Queensway. **GOOD**	Supports growth around Humber River and along Lake Shore Boulevard south of the Queensway. Supports growth around Exhibition Place and already rapidly growing neighbourhoods including Liberty Village. **VERY GOOD**	Supports growth around Exhibition Place and already rapidly growing neighbourhoods including Liberty Village. **GOOD**	Supports growth around Exhibition Place and already rapidly growing neighbourhoods including Liberty Village. **GOOD**
	C.2 Affordable								
		C.2.1	C.2.1.1 Construction cost, with lower anticipated costs preferred	Using existing Queensway alignment mitigates costs, with major cost on crossing Gardiner Expressway and the CN rail corridor. **GOOD**	High costs attributed to running LRT between embankment and north of CN rail corridor. P**OOR**	Major costs attributed to new LRT alignment along Lake Shore Boulevard, requiring a new bridge at Humber River. **FAIR**	Major costs attributed to new LRT alignment along Lake Shore Boulevard, requiring a new bridge at Humber River. **FAIR**	Using existing Queensway alignment mitigates costs, with major cost crossing under Gardiner Expressway and CN rail corridor. **GOOD**	Costs mitigated due to using existing rights-of-way. **VERY GOOD**
			C.2.1.2 Property impacts (lower anticipated major property acquisitions are preferred)	Minimal property impacts. **GOOD**	Many property impacts north of CN rail corridor. **VERY POOR**	Minimal property impacts. **GOOD**	Minimal property impacts. **GOOD**	Minimal property impacts. **GOOD**	No property impacts. **VERY GOOD**

Table A.3: Segment 3 Strachan Avenue to Parliament Street (Western Approach) Screening

Principle	Criteria	Sub-Criteria	Indicator	3A: Existing Fleet Street / Bathurst Street / Queens Quay LRT	3B: Fleet Street / Fort York Boulevard / Bremner Boulevard LRT	3C: South of Rail Alignment / North of Rail Alignment / South of Front Street LRT	3D: Lake Shore Boulevard / South of Coronation Park / Queens Quay LRT
A. Serving People							
	A.1 Experience						
		A.1.1	A.1.1.1 Length of conversion from mixed transit operations to semi-exclusive right-of-way	No new conversion, but assume that the Fleet Street / Lake Shore Boulevard / Bathurst Street intersection can be re-configured to improve transit operations (e.g. to turn north and south). **FAIR**	Fleet Street to Bathurst Street: approximately 0.5 km of new LRT in own right-of-way. Bathurst Street to Spadina Avenue approximately 0.75 km. Spadina Avenue to York Street approximately 1 km. **FAIR**	Exhibition loop to Bathurst Street – assume in order to keep New Liberty Lane, that the corridor needs to cantilevered over rail corridor or routed underground: approximately 1.5 km to Bathurst Street and Front Street. **GOOD**	Significant conversion to Lake Shore Boulevard LRT: 1.5 km from New Brunswick Way (roughly parallel to Exhibition loop) to Queens Quay. **GOOD**
		A.1.2	A.1.2.1 Provides additional east-west transit capacity to attractive destinations	Routed along existing alignment, with some additional east-west capacity possible. **POOR**	Introduces new east-west corridor. However, speed and reliability issues will hamper capacity additions. **FAIR**	Introduces new east-west corridor with little speed and reliability issues. **GOOD**	Introduces new east-west corridor with little speed and reliability issues. **GOOD**
		A.1.3	A.1.3.1 Significantly impacts existing traffic operations, including emergency services, and parking facilities (e.g. reduced number of lanes, turning restrictions, loss of on-street parking)	Potential turning lane loss at Fleet Street / Lake Shore Boulevard. **GOOD**	Lane loss from Fleet Street to Spadina Avenue. Lane loss for platforms unless curbside stops introduced from Spadina Avenue to Simcoe Street. Also introduces Problematic intersections at Bathurst Street, Spadina Avenue (double left) and will require new signalized intersections along Bremner Boulevard to underground parking, bus management parking areas and other private accesses. **VERY POOR**	Completely separated (along a cantilevered or underground alignment) from Exhibition Place to Front Street, and continued separation to Bathurst Street, with the potential for exclusive right-of-way to Spadina Avenue. **GOOD**	Exclusive to semi-exclusive right-of-way with little side friction from Ontario Place or Exhibition Place. **GOOD**
	A.2 Choice						
		A.2.1	A.2.1.1 TTC connections with a convenient and direct transfer possible	Potential direct connections to 511 Bathurst, 509 Harbourfront, and 510 Spadina streetcars, providing service to Lines 1 and 2. **VERY GOOD**	Potential direct connections to 511 Bathurst and 510 Spadina streetcars, providing service to Lines 1 and 2. **VERY GOOD**	Potential direct connections to 511 Bathurst and 510 Spadina streetcars, providing service to Lines 1 and 2. **VERY GOOD**	Potential direct connections to 511 Bathurst, 509 Harbourfront and 510 Spadina streetcars, providing service to Lines 1 and 2. **VERY GOOD**
			A.2.1.2 GO connections (GO Rail / GO Bus / RER) with convenient and direct transfer possible	Future Bathurst Street / Spadina Avenue – FAIR Union – VERY GOOD **OVERALL –GOOD**	Future Bathurst Street / Spadina Avenue – FAIR Union – VERY GOOD **OVERALL –GOOD**	Future Bathurst Street / Spadina Avenue – VERY GOOD Union – VERY GOOD **OVERALL – VERY GOOD**	Future Bathurst Street / Spadina Avenue – FAIR Union – VERY GOOD **OVERALL – GOOD**
			A.2.1.3 MiWay connections with a convenient and direct transfer possible	**NOT APPLICABLE FOR SEGMENT**	**NOT APPLICABLE FOR SEGMENT**	**NOT APPLICABLE FOR SEGMENT**	**NOT APPLICABLE FOR SEGMENT**
		A.2.2	A.2.2.1 Providing / reinforcing high quality linkages to cultural and / or recreational destinations	Close proximity to Waterfront and Queens Quay. **GOOD**	Close proximity to Waterfront and Queens Quay. **GOOD**	Fairly close proximity to Waterfront and Queens Quay. **GOOD**	Immediate proximity to Waterfront and Queens Quay. **GOOD**
		A.2.3	A.2.3.1 Providing / connecting to existing and planned cycling network	Close proximity to planned and existing continuous Martin Goodman Trail along the Waterfront. **GOOD**	Close proximity to planned and existing continuous Martin Goodman Trail along the Waterfront. **GOOD**	Proximity to planned and existing continuous Martin Goodman Trail along the Waterfront. Close to new bike path along New Liberty Street. **GOOD**	Immediate proximity to planned and existing continuous Martin Goodman Trail along the Waterfront. **GOOD**

Principle	Criteria	Sub-Criteria	Indicator	3A: Existing Fleet Street / Bathurst Street / Queens Quay LRT	3B: Fleet Street / Fort York Boulevard / Bremner Boulevard LRT	3C: South of Rail Alignment / North of Rail Alignment / South of Front Street LRT	3D: Lake Shore Boulevard / South of Coronation Park / Queens Quay LRT
	A.3 Social Equity						
		A.3.1	A.3.1.1 Serving existing designated Neighbourhood Improvement Areas	NOT APPLICABLE: No NIAs in Segment	NOT APPLICABLE: No NIAs in Segment	NOT APPLICABLE: No NIAs in Segment	NOT APPLICABLE: No NIAs in Segment
		A.3.2	A.3.2.1 Serving identified educational, community services / facilities, and heath institutions	All concepts serve roughly the same area. Numerous educational, community and health facilities in the segment. **GOOD**	All concepts serve roughly the same area. Numerous educational, community and health facilities in the segment. **GOOD**	All concepts serve roughly the same area. Numerous educational, community and health facilities in the segment. **GOOD**	All concepts serve roughly the same area. Numerous educational, community and health facilities in the segment. **GOOD**
B. Strengthening Places							
	B.1 Shaping the City						
		B.1.1	B.1.1.1 Supports the City's Official Plan and policies	All concepts serve roughly the same area, supporting growth along or in close proximity to the Waterfront. **GOOD**	All concepts serve roughly the same area, supporting growth along or in close proximity to the Waterfront. **GOOD**	All concepts serve roughly the same area, supporting growth along or in close proximity to the Waterfront. **GOOD**	All concepts serve roughly the same area, supporting growth along or in close proximity to the Waterfront. **GOOD**
			B.1.1.2 Supports Waterfront Toronto policies and principles	Directly serves Waterfront Toronto area. **GOOD**	Directly serves Waterfront Toronto area. **GOOD**	Directly serves Waterfront Toronto area. **GOOD**	Directly serves Waterfront Toronto area. **GOOD**
			B.1.1.3 Support existing high density and identified population growth areas	Supporting existing and planned density along an existing streetcar alignment. **GOOD**	Introduces new transit service to an area of high growth (CityPlace). **VERY GOOD**	Provides new transit service to rapidly growing areas (Liberty Village and Niagara). **VERY GOOD**	Provides new service, but not to an existing or planned area of growth and development west of Queens Quay. Then provides new service to existing alignment once reaching Queens Quay and areas of continued population growth. **GOOD**
			B.1.1.4 Support existing significant employment and identified employment growth areas	Supporting existing and planned density along an existing streetcar alignment. **GOOD**	Introduces new transit service to an area of high growth (CityPlace). **VERY GOOD**	Provides new transit service to rapidly growing areas (Liberty Village and Niagara). **VERY GOOD**	Provides new service, but not to an existing or planned area of growth and development west of Queens Quay. Then provides new service to existing alignment once reaching Queens Quay and areas of continued growth. **GOOD**
	B.2 Healthy Neighbourhoods - Not used for screening						
	B.3 Public Health and Environment						
		B.3.1	B.3.1.1 Support / connects to natural heritage areas, parklands, tourism, attractions, and Waterfront activities	All concepts have high potential to serve natural heritage areas (parks and the Waterfront), tourism attractions, and heritage areas (Fort York). **VERY GOOD**	All concepts have high potential to serve natural heritage areas (parks and the Waterfront), tourism attractions, and heritage areas (Fort York). **VERY GOOD**	All concepts have high potential to serve natural heritage areas (parks and the Waterfront), tourism attractions, and heritage areas (Fort York). **VERY GOOD**	All concepts have high potential to serve natural heritage areas (parks and the Waterfront), tourism attractions, and heritage areas (Fort York). **VERY GOOD**
		B.3.2	B.3.2.1 Avoids potential adverse environmental effects by minimizing impacts to natural heritage and cultural features	Use of existing alignment minimizes adverse environmental, heritage, and cultural impacts. **GOOD**	Impact to existing median plants east of Bathurst Street. Potential environmental / heritage impacts on Fort York. **FAIR**	Minimal environmental impacts once complete; construction may lead to some environmental impacts. Potential environmental / heritage impacts on Fort York. **FAIR**	Potential for significant Impacts at Coronation Park. **FAIR**

Principle	Criteria	Sub-Criteria	Indicator	3A: Existing Fleet Street / Bathurst Street / Queens Quay LRT	3B: Fleet Street / Fort York Boulevard / Bremner Boulevard LRT	3C: South of Rail Alignment / North of Rail Alignment / South of Front Street LRT	3D: Lake Shore Boulevard / South of Coronation Park / Queens Quay LRT
C. Supporting Prosperity							
	C.1 Supports Growth						
		C.1.1	C.1.1.1 Serves land parcels designated for employment related growth (Employment Areas and Institutional Areas) and population centres for new commuting ridership	Supports existing and planned density along an existing streetcar alignment. **GOOD**	Introduces new transit service to an area of high growth (CityPlace). **VERY GOOD**	Provides new transit service to rapidly growing areas (Liberty Village and Niagara). **VERY GOOD**	Provides new service, but not to an existing or planned area of growth and development west of Queens Quay. Then provides new service to existing alignment once reaching Queens Quay and areas of continued growth. **GOOD**
	C.2 Affordable						
		C.2.1	C.2.1.1 Construction cost, with lower anticipated costs preferred	Use of existing alignment controls costs, with highest costs associated with intersection improvements at Fleet Street / Bathurst Street Street / Lake Shore Boulevard. **GOOD**	Costs are controlled because of existing right-of-way allowances for an LRT along most of the alignment. **FAIR**	New corridor requiring underground or cantilevered alignment increases costs. **VERY POOR**	New corridor with a segment running through Coronation Park leading to increased costs. **FAIR**
			C.2.1.2 Property impacts (lower anticipated major property acquisitions are preferred)	Use of existing alignment eliminates most property impacts. **GOOD**	Existing right-of-way allowances eliminates most property impacts. **GOOD**	New corridor in underground or cantilevered alignment may require significant property impacts. **VERY POOR**	Significant impacts to Coronation park and parcels at Billy Bishop Airport. **FAIR**

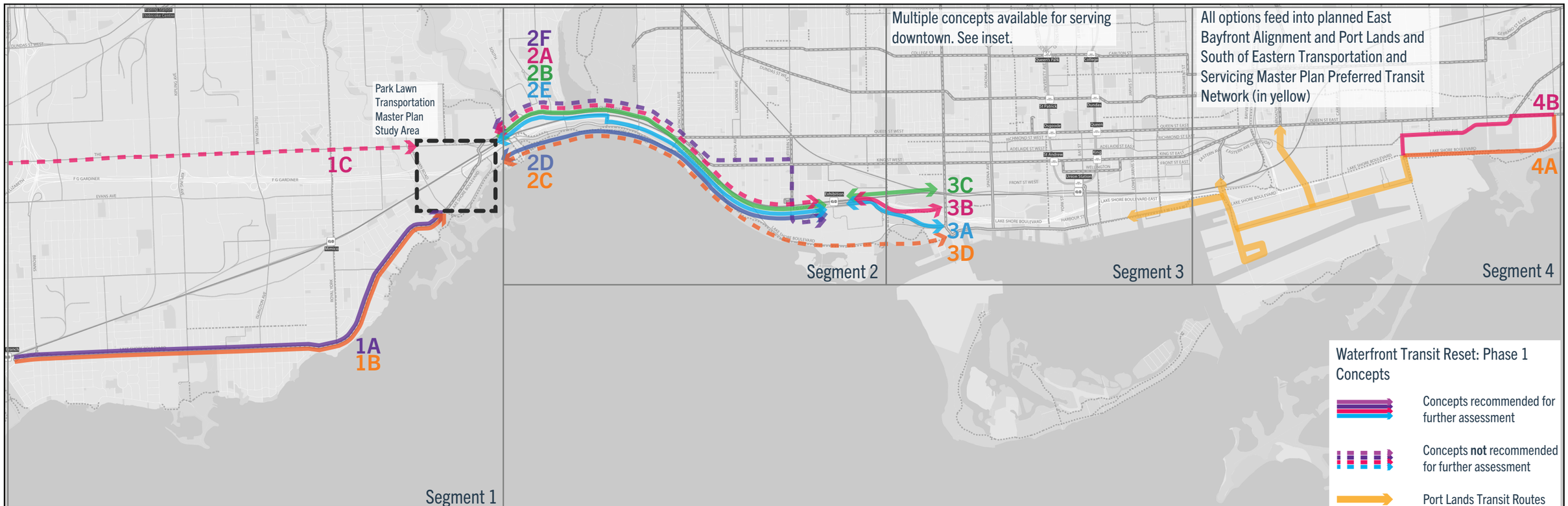
Table A.4: Segment 4 Parliament Street to Woodbine Avenue Screening

Principle	Criteria	Sub-Criteria	Indicator	4A: Lake Shore Blvd LRT Extension from Leslie Street and Port Lands	4B: Eastern Avenue LRT Extension from Leslie Street and Port Lands
A. Serving People					
	A.1 Experience				
		A.1.1	A.1.1.1 Length of conversion from mixed transit operations to semi-exclusive right-of-way	2 km of new transit operation in a semi-exclusive right-of-way **GOOD**	2 km of new transit operation in a semi-exclusive right-of-way. May require mixed operations because of private drives and non-signalized intersections. **FAIR**
		A.1.2	A.1.2.1 Provides additional east-west transit capacity to attractive destinations	Potential to provide new east west service to areas south of Queen Street and adjacent to Woodbine Avenue. **GOOD**	Potential to provide new east west service to areas south of Queen Street and adjacent to Woodbine Avenue. **FAIR**
		A.1.3	A.1.3.1 Significantly impacts existing traffic operations, including emergency services, and parking facilities (e.g. reduced number of lanes, turning restrictions, loss of on-street parking)	Parking minimally impacted. Impact on Lake Shore Boulevard may not require lane losses to traffic because of large right-of-way and minimal building encroachment. Few drives or intersections minimize traffic impacts. **FAIR**	Restricted right-of-way with parking impacts and potential lane loss between Leslie and Queen Street along Eastern Avenue. Private drives for residential, commercial, and industrial property may be restricted to right in right out, and the dedicated LRT right-of-way will require new signalised intersections with turning restrictions. **POOR**
	A.2 Choice				
		A.2.1	A.2.1.1 TTC connections with a convenient and direct transfer possible	Minimal connections to existing TTC services, with potential transfers to Woodbine bus (with service to Line 2). Eventual terminus to be determined, but may potentially not intersect with existing TTC Queen streetcar. **FAIR**	Good connection to TTC streetcars at Queen Street and Kingston Avenue. No direct transfers possible for service to Line 2. Future Relief line station approximately 1km east along Eastern Avenue. **FAIR**
			A.2.1.2 GO connections (GO Rail / GO Bus / RER) with convenient and direct transfer possible	No current or future GO Stations in close vicinity (Future Unilever station 1.5km to 2km east of Leslie Street and Lake Shore Boulevard). **Not Applicable**	No current or future GO Stations in close vicinity (Future Unilever station 1.5km to 2km east of Eastern Avenue and Lake Shore Boulevard). **Not Applicable**
			A.2.1.3 MiWay connections with a convenient and direct transfer possible	**Not Applicable**	**Not Applicable**
		A.2.2	A.2.2.1 Providing / reinforcing high quality linkages to cultural and / or recreational destinations	Provides direct access to Ashbridges Bay, Woodbine Park, Woodbine Beach and indirect access to Beaches east of Woodbine Avenue. **GOOD**	Provides minimal access to Ashbridges Bay, Woodbine Park, Woodbine Beach and indirect access to Beaches east of Woodbine Avenue. Existing pedestrian and cycling barriers separate Eastern Avenue from Waterfront cultural and recreational destinations **FAIR**
		A.2.3	A.2.3.1 Providing / connecting to existing and planned cycling network	Existing Martin Goodman Trail parallel to Lake Shore Boulevard. **GOOD**	Planned bike path along Eastern Avenue between Leslie Street and Connaught Avenue. **FAIR**
	A.3 Social Equity				
		A.3.1	A.3.1.1 Serving existing designated Neighbourhood Improvement Areas	**Not Applicable**	**Not Applicable**
		A.3.2	A.3.2.1 Serving identified educational, community services / facilities, and heath institutions	Both alignments serve roughly the same area when considering educational, community, and health institutions. **GOOD**	Both alignments serve roughly the same area when considering educational, community, and health institutions. **GOOD**
B. Strengthening Places					

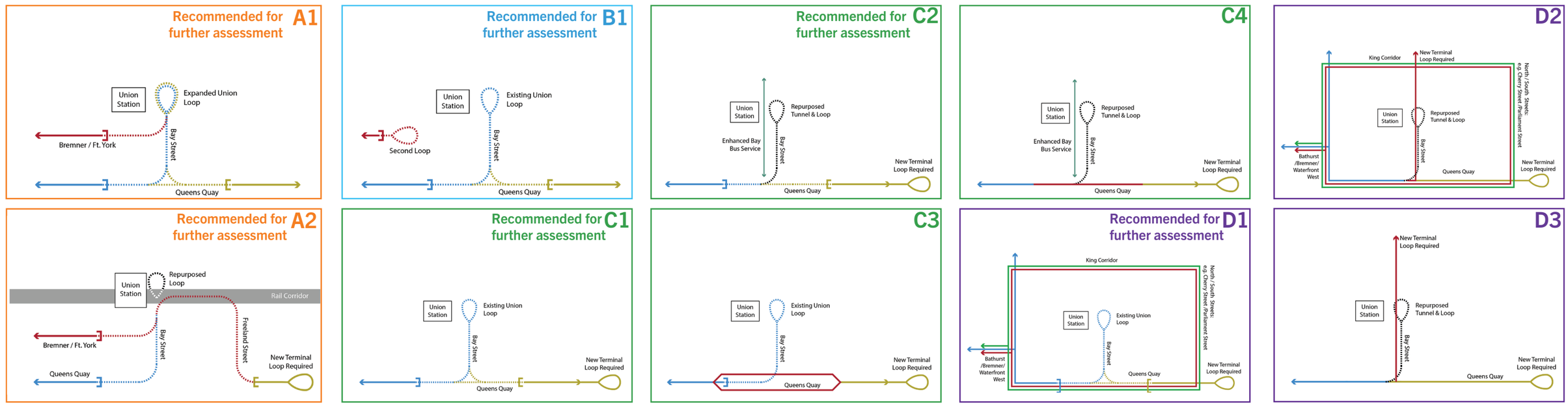
Principle	Criteria	Sub-Criteria	Indicator	4A: Lake Shore Blvd LRT Extension from Leslie Street and Port Lands	4B: Eastern Avenue LRT Extension from Leslie Street and Port Lands
	B.1 Shaping the City				
		B.1.1	B.1.1.1 Supports the City's Official Plan and policies	Both alignments serve roughly the same area and are in close proximity to Queen Street (a designated Avenue) and employment lands. **FAIR**	Both alignments serve roughly the same area and are in close proximity to Queen Street (a designated Avenue) and employment lands. **FAIR**
			B.1.1.2 Supports Waterfront Toronto policies and principles	No known Waterfront Toronto policies exist for this area. **Not Applicable**	No known Waterfront Toronto policies exist for this area. **Not Applicable**
			B.1.1.3 Support existing high density and identified population growth areas	Both alignments serve roughly the same residential area, which has little forecasted growth in population. **FAIR**	Both alignments serve roughly the same residential area, which has little forecasted growth in population. **FAIR**
			B.1.1.4 Support existing significant employment and identified employment growth areas	Both alignments serve roughly the same area, which has little forecasted growth in employment. Parts of the service area are designated employment zones in Toronto's Official Plan. **FAIR**	Both alignments serve roughly the same area, which has little forecasted growth in employment. Parts of the service area are designated employment zones in Toronto's Official Plan. **FAIR**
	B.3 Public Health and Environment				
		B.3.1	B.3.1.1 Support / connects to natural heritage areas, parklands, tourism, attractions, and Waterfront activities	Provides good connections to natural heritage and park areas (Ashbridges Bay, Woodbine Beach and Park) including sailing and Waterfront activities. **GOOD**	Provides indirect connections to natural heritage and park areas. **FAIR**
		B.3.2	B.3.2.1 Avoids potential adverse environmental effects by minimizing impacts to natural heritage and cultural features	Wide right-of-way along Lake Shore Boulevard minimizes potential adverse environmental effects. **GOOD**	20m right-of-way along Eastern Avenue with zero lot line properties may result in adverse environmental and cultural impacts. **FAIR**
C. Supporting Prosperity					
	C.1 Supports Growth				
		C.1.1	C.1.1.1 Serves land parcels designated for employment related growth (Employment Areas and Institutional Areas) and population centres for new commuting ridership	Both alignments serve roughly the same area, which has little forecasted growth in employment. Parts of the service area are designated employment zones in Toronto's Official Plan. There is little forecasted population growth in the area; however, alignment may offer new services to commuters from the Beaches to Downtown and new employment areas in Don Lands, Port Lands, and East Bayfront. **FAIR**	Both alignments serve roughly the same area, which has little forecasted growth in employment. Parts of the service area are designated employment zones in Toronto's Official Plan. There is little forecasted population growth in the area; however, alignment may offer new services to commuters from the Beaches to Downtown and new employment areas in Don Lands, Port Lands, and East Bayfront. **FAIR**
	C.2 Affordable				
		C.2.1	C.2.1.1 Construction cost, with lower anticipated costs preferred	Costs are minimized because of wide right-of-way along Lake Shore Boulevard. **GOOD**	Restricted 20m right-of-way along Eastern Avenue may result in increased construction costs. **FAIR**
			C.2.1.2 Property impacts (lower anticipated major property acquisitions are preferred)	Property impacts are minimized because of wide right-of-way along Lake Shore Boulevard. **GOOD**	Restricted 20m right-of-way along Eastern Avenue may result in Property impacts, especially when considering numerous zero lot line property between Leslie Street and Queen Street. **FAIR**

E Waterfront Transit 'Reset' Network Vision Concept Map

Conceptual Plan: Concepts and Screening Results for Waterfront Transit 'Reset' Phase 1



Inset: Concepts for Serving Downtown (Segment 3)



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SDG project / proposal number	Client contract / project number
22937501	Client ref: 9119-16-7042

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Version control / issue number	Date
Version 3.0 Draft Submission	10/08/2016
Version 4.0 Draft Submission	29/09/2016
Version 5.0 Final Submission	12/10/2016