



## STEP 2:

# Identification & Evaluation of Operational Approaches for the Recommended Alternative Solution

## Recommendation: Streetcar in a Dedicated Right-of-Way

❖ This alternative was recommended because of the following key advantages:

- Higher speed, greater reliability and higher capacity results in a high level of service
- Greater potential to attract additional riders to transit
- Greatest ability to connect to existing and planned streetcar routes (Harbourfront LRT, Waterfront West, Bathurst Street, etc.)
- Streetcar connectivity greatly improves access to/from downtown and waterfront
- Consistent with Official Plan and Secondary Plan transportation goals and objectives
- Greater potential to address air quality concerns



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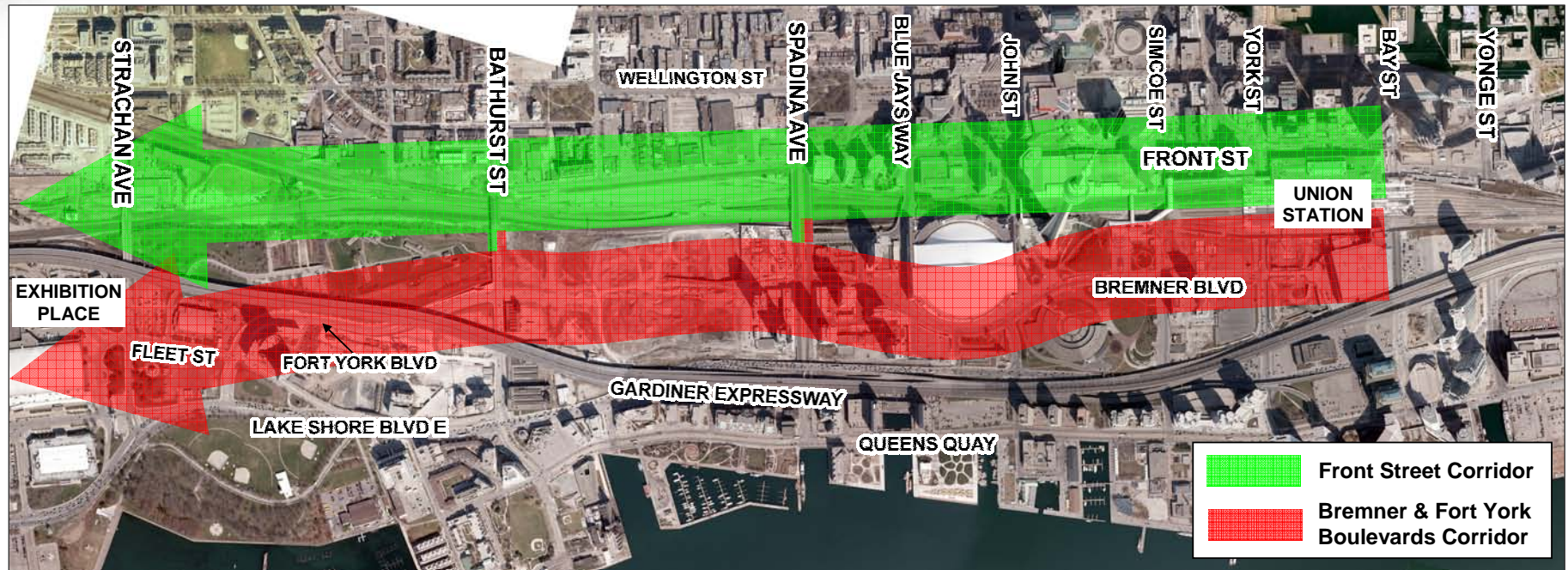


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# STEP 3:

## Evaluation of Alternative Corridors for the Recommended Alternative Solution



1. **Front Street Corridor:** Extends from Union Station to Exhibition Place along Front Street.
2. **Bremner Boulevard and Fort York Boulevard Corridor:** Extends from Union Station along Bremner Boulevard and Fort York Boulevard to Exhibition Place.





## STEP 3:

# Evaluation of Alternative Corridors for the Recommended Alternative Solution

### Recommendation: Bremner Boulevard and Fort York Boulevard Corridor

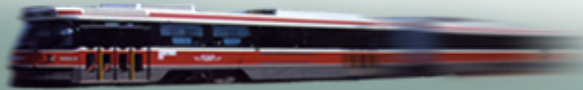
- ❖ This corridor was recommended over the Front Street corridor because of the following key advantages:
  - Greater potential to optimize reliability, convenience and speed
  - Best serves the current and projected future travel demand in the Study Area because of its proximity to the Rail Lands and Fort York Neighbourhood and key destinations/event facilities.
  - Greater connectivity to Waterfront West streetcars and Union Station
  - Limited effect to adjacent private property, existing travel lanes and on-street parking because the corridor was largely designed to accommodate dedicated streetcar lanes
  - Consistent with the goals and objectives of the Official Plan, Secondary Plans and Urban Design Guidelines





## **STEP 4: RECOMMENDED SOLUTION**

- ❖ From Steps 1, 2 and 3, the Overall Recommended Alternative Solution to the Problem/Opportunity is:  
***A Streetcar in a Dedicated Right-of-Way along Bremner Boulevard and Fort York Boulevard***
- ❖ This Solution is recommended because:
  - **Streetcars provide the greatest ability to address the transportation needs**
  - **Streetcars provide the greatest connectivity to the existing and future transit service**
  - **A dedicated streetcar right-of-way provides higher speed, higher reliability transit service that has the potential to attract the highest number of additional riders**
  - **A dedicated streetcar right-of-way is consistent with the transportation goals and objectives outlined in the City's Official Plan and Secondary Plans**
  - **A Bremner/Fork York Boulevard corridor best serves the Rail Lands and Fort York Neighbourhood, as well as the major destinations / event facilities with the fewest adverse effects on adjacent lands and roadway users**
- ❖ This Solution will be carried forward to Phase 3 of the Municipal Class EA (Alternative Design Concepts will be developed and evaluated).





# PROPOSED EVALUATION CRITERIA FOR THE ALTERNATIVE DESIGN CONCEPTS

❖ The preliminary evaluation criteria proposed for the evaluation of the Alternative Design Concepts in Phase 3 of the Class EA are:

**Technical**

(Engineering/Technical aspects)

**Cultural Heritage and Archeological Resources**

**Natural Environment**

(Biological Components)

**Financial**

**Land Use**

(Existing/Future Land Uses)

**Social Environment**

(People / Communities)





# PROPOSED CONSULTATION PLAN

## Consultation Principles:

- a) The process will be clear, open and inclusive.
- b) Stakeholder concerns will be identified early in the process and considered.
- c) There will be multiple consultation opportunities.
- d) Issues, concerns and responses will be documented.
- e) Fulfill the Municipal Class Environmental Assessment mandatory points of contact.

## Proposed Consultation Methods:

1. Stakeholder Meetings
2. Public Information Centres and Project Web Site
3. Newspaper Advertisements / Letters



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# CLASS EA STUDY SCHEDULE

- ❖ Comments received from the public by **FEBRUARY 22, 2008** will be considered when confirming the Preferred Solution and the Evaluation Criteria.
- ❖ The Environmental Study Report will be completed and filed for public review in the spring/summer.

	2007			2008							
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Class EA Study											
					♦		♦		Completion of Study & Filing of ESR		
				PIC #1			PIC #2				



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# NEXT STEPS

- ❖ **The TTC/City will confirm the Recommended Solution and Proposed Evaluation Criteria based on:**
  - **Public/Agency input received from the PIC**
  - **Comments from stakeholders**
- ❖ **Based on the comments received, we will proceed to Phase 3 of the Class EA and comparatively evaluate the Alternative Design Concepts for the Preferred Solution.**
- ❖ **The Recommended Design Concept will be presented to you at the next PIC.**
- ❖ **If you have signed in to this PIC you will receive written notification by mail of the next PIC and all future project activities.**



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# WE NEED YOUR INPUT

- ❖ **The Class EA Consultation Plan calls for public consultation throughout the Study. You can choose your level of involvement from the following options:**
  - **Visit the project website [www.toronto.ca/involved](http://www.toronto.ca/involved)**
  - **Attend the next PIC and give us your comments**
  - **Contact the Project Team using the contact information provided**
  - **Complete and send us the comment forms by prepaid mail**
  - **Respond to future mailings and newspaper notices**



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# CONTACT US

- ❖ Have any concerns or questions?
- ❖ Want to get on our project mailing list? Please contact:

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**Website: [www.toronto.ca/involved](http://www.toronto.ca/involved)**

- ❖ Pick up a comment sheet, leave it today, fax it, or use the postage-paid envelop.
- ❖ Please return your comments by February 22, 2008.



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