



**Summary of Comment Sheet Submissions  
Waterfront West Streetcars Environmental Assessment  
Exhibition Place to Dufferin Street: EA Modification  
Public Information Centres – Round 1  
November 27, 28, 2006**

The following provides a summary of all comment sheets received for the Exhibition Place to Dufferin Street EA modification.

**1. Exhibition Place to Dufferin Street: EA Modification**

**A) We would like to know which Alignment Option(s) you “Prefer” and why. Please indicate your Preferred Alignment Option(s) with a checkmark (✓), and provide any comments.**

Note: Although not specifically asked, some individuals indicated explicit opposition to a specific option and two individuals indicated 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> choices

Option	Number of responses in favour	Comments	Number of responses Opposed/Concerns	Comments	Other Qualifying Comments
1. Do Nothing	1 (conditional on other improvements)	Consider transit alternatives to the EA and FSE: <ul style="list-style-type: none"> <li>- extra Go trains</li> <li>- Queen St. subway</li> <li>- Express bus for trade centre, Ont. Pl., Ex from Union</li> <li>- King st. ROW, Queen St. ROW</li> <li>- Front St. transit way linking to Queensway</li> <li>- King St. ROW to Weston + Front St. transit way</li> <li>- Different technology on existing rail tracks</li> <li>- Front transitway to Duff. via FSE local then cross tracks to G/L corridor for transit</li> </ul>	4	<ul style="list-style-type: none"> <li>- insufficient for access to Ex. Place</li> <li>- if nothing done, poor transit access will continue and congestion will worsen as residential density in the area increases along with retail and recreation facilities</li> <li>- not acceptable with increased development further west and along Lake Shore</li> <li>- improved service needed</li> </ul>	- if route is not faster than King or Queen than project is not justified
2. Original 1993 WWLRT EA Alignment along Lake Shore Boulevard and north to Dufferin Street	5	<ul style="list-style-type: none"> <li>- best access to Ontario Place, Exhibition Place, Dragon boat course, BMX park, Sunnyside Pool, Princes’ Gate, Trade Centre</li> <li>- beautiful view for users</li> <li>- best potential if integrated with enhanced north-south connections highlighted in “making waves” report</li> <li>- integrate this option with Western Beaches Masterplan</li> <li>- avoids cross over of CN/Gardiner corridor</li> <li>- support option if it doesn’t go through green space at foot of Dufferin</li> </ul>	4	<ul style="list-style-type: none"> <li>- no people there, too expensive</li> <li>- takes route away from residential areas to north</li> <li>- too slow for daily commuters going downtown</li> <li>- Lake Shore Blvd too busy for new streetcar route</li> <li>- cost will not justify new ridership</li> <li>- longer route than necessary</li> <li>- people who enjoy view of water can see it from Queens Quay</li> </ul>	- streetcar could alternatively head north at Jameson or preferably continue along Lake Shore to Roncesvalles

3. From the existing Exhibition Place Loop along the northern boundary of Exhibition Place to Dufferin Street	4	<ul style="list-style-type: none"> <li>- Will greatly benefit residents of Liberty Village and South Parkdale</li> <li>- Best use of existing infrastructure and still can serve residents north of railway tracks</li> <li>- Ideal alignment closest to Molson Amphitheatre which needs transit access</li> <li>- Covers more of Ex. grounds than other options</li> <li>- Given amenities along route, will attract highest ridership, even if it's not fastest route to Etobicoke</li> <li>- Good intermodal connection with GO</li> <li>- build R.O.W on Dufferin from Ex to Queen St, to give streetcars and bus priority over cars</li> <li>- I have dreamed of a streetcar link from Ex. to Roncesvalles</li> </ul>	2	<ul style="list-style-type: none"> <li>- impact on food building, a portion potentially demolished with this route</li> <li>- line would compromise operations of CNE</li> <li>- in west grounds, children's activities in "Kids' World" and "Kiddie Midway" would need to be moved or discontinued along majority of this route</li> <li>- at present both 511 and 509 cars discharge passengers near Go station, during CNE streetcars often arrive at same time as GO train causing overcrowding and long lines</li> <li>- a stop in vicinity of Fleet/Strachan intersection would allow more even distribution of CNE attendees arriving and leaving the site</li> <li>- Fleet/Strachan could be significantly improved for pedestrian safety during CNE</li> </ul>	<ul style="list-style-type: none"> <li>- option acceptable if streetcars remain south of Gardiner/Rail corridor for extension to Roncesvalles &amp; beyond</li> <li>- bridging of gardiner/rail is critical factor if this option selected</li> <li>- only acceptable if CNE food building is unaffected</li> <li>- 2<sup>nd</sup> choice (x2)</li> </ul>
4. From Strachan Avenue north and then west along the north side of the rail corridor to Dufferin Street	10	<ul style="list-style-type: none"> <li>- only sensible option to serve growing residential and business communities</li> <li>- serves greatest number of people (Liberty Village) and with bridge also serves CNE grounds</li> <li>- less impact on CNE/Exhibition buildings</li> <li>- can connect to Fleet Street R.O.W</li> <li>- straightest and fastest route if connected with CN rail corridor from Dufferin to Roncesvalles</li> <li>- flyover, flyunder bridge at Strachan needed for faster travel and less wear on streetcars</li> <li>- allows integration with Front St. Extension and therefore potential cost savings</li> <li>- a bridge at Strachan would eliminate existing safety hazard of the level crossing at Strachan/Railway corridor</li> </ul>	1	<ul style="list-style-type: none"> <li>- costs don't justify limited ridership</li> <li>- removes key Go and Via track expansion potential</li> <li>- misses Go train connection – increasingly important in future for rapid transit coverage</li> </ul>	<ul style="list-style-type: none"> <li>- consider this option</li> <li>- corridor must not negatively impact north-south connections</li> <li>- avoid overhead wires, raised curbs, heavy bridge structures, gravel rail beds</li> <li>- must not reduce green space</li> <li>- has some merit to lessen impact on Ex grounds and serve residential community, but may not justify high cost</li> <li>- allows Dufferin bridge over rail corridor to remain</li> <li>- efforts must be made to restore/retain railway engineering in this part of Toronto</li> <li>- 3<sup>rd</sup> choice (x2)</li> </ul>

**Other Options/Comments Submitted:**

- Comprehensive transportation plan taking into account Front Street Extension, WWLRT, Go and Via rail transit, is needed before any action is taken (need to know what type of trips are being made, who is taking trips, from where)
- If transportation demands can be met by increasing existing Go service, then FSE and WWLRT do not make sense
- Bring Transit straight across Princess Blvd. to Dufferin Street
- Comprehensive land bridge from Dunn to Sunnyside, decking over large sections of the Gardiner/Rail corridor will make options 3&4 more acceptable and workable with Roncesvalles section
- Consider streetcar route next to railway from Exhibition Loop to Union