

## **BACKGROUND**

### **Recent History (DRT, Network 2011)**

The DRL has a long history, most recently in the 1980s Network 2011 vision, in a proposal known as Downtown Rapid Transit (DRT), which ran along Pape Ave, the CN Kingston Subdivision or Eastern Ave., the Union Station Rail Corridor (USRC), and 3 options in the west end, including Parkside Dr., Roncesvalles Ave., and the GO (formerly CP/CN) Galt/Weston Subdivisions. There have been significant changes over the past 20 years, especially in the Union Station area, as well as projections for GO rail traffic, and the feasibility of the 1980s preferred alignment is no longer reliable.

### **Queen Subway History**

Older studies known as the Queen Subway, which is the DRL under a different name, have drawings from the 1950s that illustrate the DRL turning north around Leslie St., and in the 1970s continuing north of Danforth Ave. along Donlands Ave. In the west, the Queen Subway was to connect to the Spadina Subway via Christie St. However, with the Spadina Subway long since already built, Christie St. is no longer viable.

In 1970s drawings, the Queen Subway reaches as far north as Eglinton Ave. and Don Mills Rd.

### **Metrolinx**

The DRL is also in the Metrolinx Regional Transportation Plan released in November 2008, envisaged as a route roughly along Queen St., with the north-south arms relatively vague in location.

## **DISCUSSION**

### **Projected Demands and Technologies**

Metrolinx and TTC projections for the DRL exceed the 10,000 passenger per hour per direction (pphpd) threshold for subway technology to be considered, ranging from 13,800pphpd to 17,500pphpd, which also exceeds the capacity of LRT which is limited to about 13,000pphpd. With subway technology widely expected to be the only viable option, a DRL corridor would have to have some way of connecting to the Greenwood Yard.

### **Don Mills LRT Impacts**

The Don Mills LRT, part of the Transit City Light Rail Plan, is proposed to reach the Bloor-Danforth line at its southern terminus. The options being evaluated for the southern end of the Don Mills LRT line are carried over from a BRT study in the Don Valley Corridor and include Castle Frank, Broadview, and Pape options. Excluding the Castle Frank option that continued into downtown along Richmond and Adelaide, the LRT south of O'Connor Dr. is widely expected to be underground. The LRT is also expected to require a separate, dedicated bridge across the Don Valley to Overlea Blvd. This dedicated, exclusive infrastructure is comparable in cost to a subway.

The Thorncliffe Park and Flemingdon Park areas have long been known as areas deserving of higher order transit, dating to growth projections from the 1950s, and including past subway expansion studies such as the Rapid Transit Expansion Study from 2001.

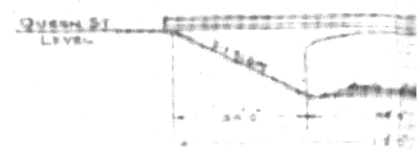
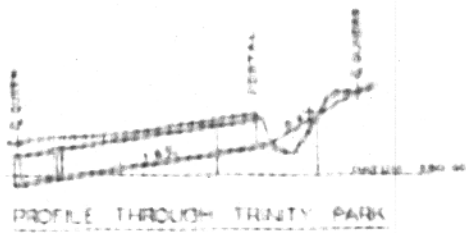
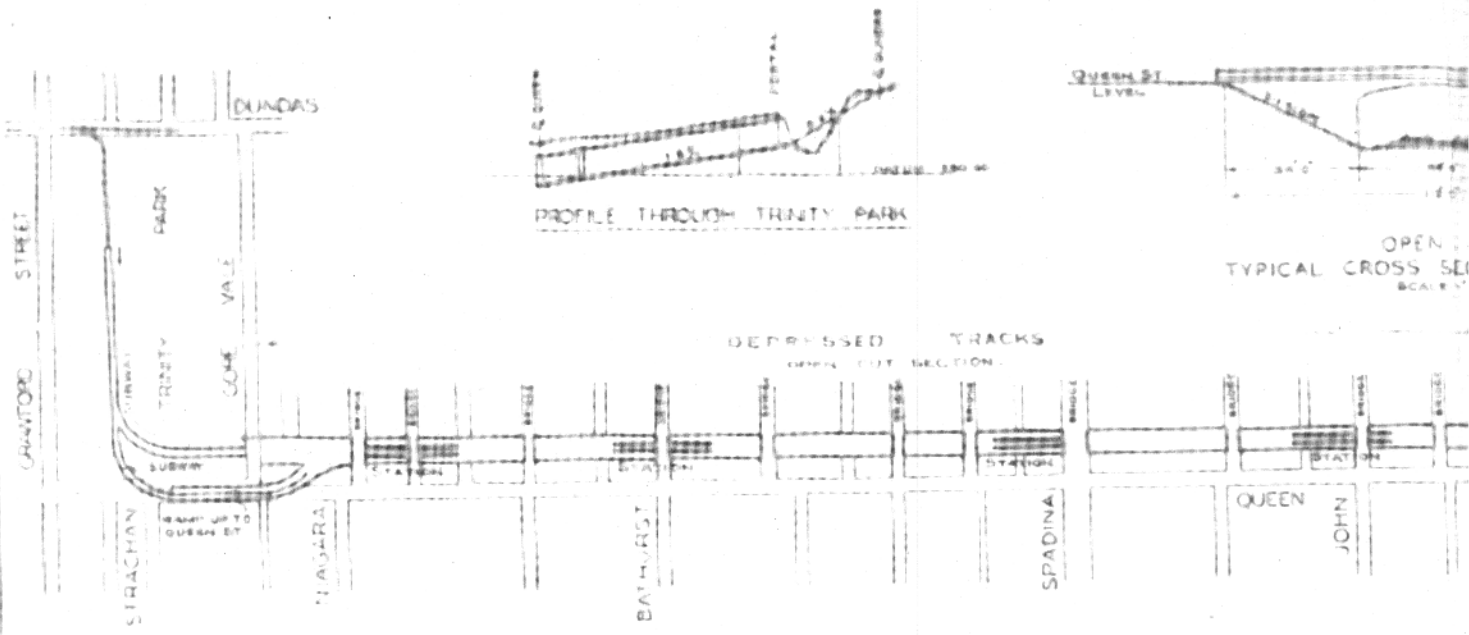
A map showing a scope composed of all past studies combined and excerpts from the past studies is attached.

### **GO Transit Impacts**

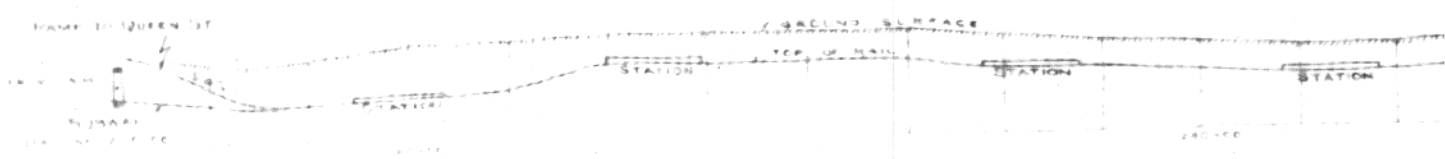
GO connections, at new or existing stations, other than Union Station, along the DRL corridor open up opportunities for managing capacity issues between both GO rail and TTC subway networks. Most notable perhaps is that of the Georgetown South project, which has the potential to be the "west branch" of the DRL, opening up the possibility of

terminating the DRL within the western downtown; for example, in the Parkdale area around Queen and Dufferin, where connections with the Georgetown, Milton, Bradford, and possibly Bolton lines are potentially feasible.

The Georgetown South Service Expansion has had an EA recently completed and approval from the Ministry of the Environment and other Ministries at Queen's Park could be delivered any day now, despite extensive identified problems with the Metrolinx proposal, including Toronto Official Plan conflicts, and problems at Union Station. A stop at the Queen and Dufferin area is not included in the current Metrolinx proposal. A stop at Parkdale (combined with electrification of GO rail services) would make Union Station more manageable, in part by allowing the DRL to take some of the load off of the central portion of the GO network and lower dwell times at Union Station.



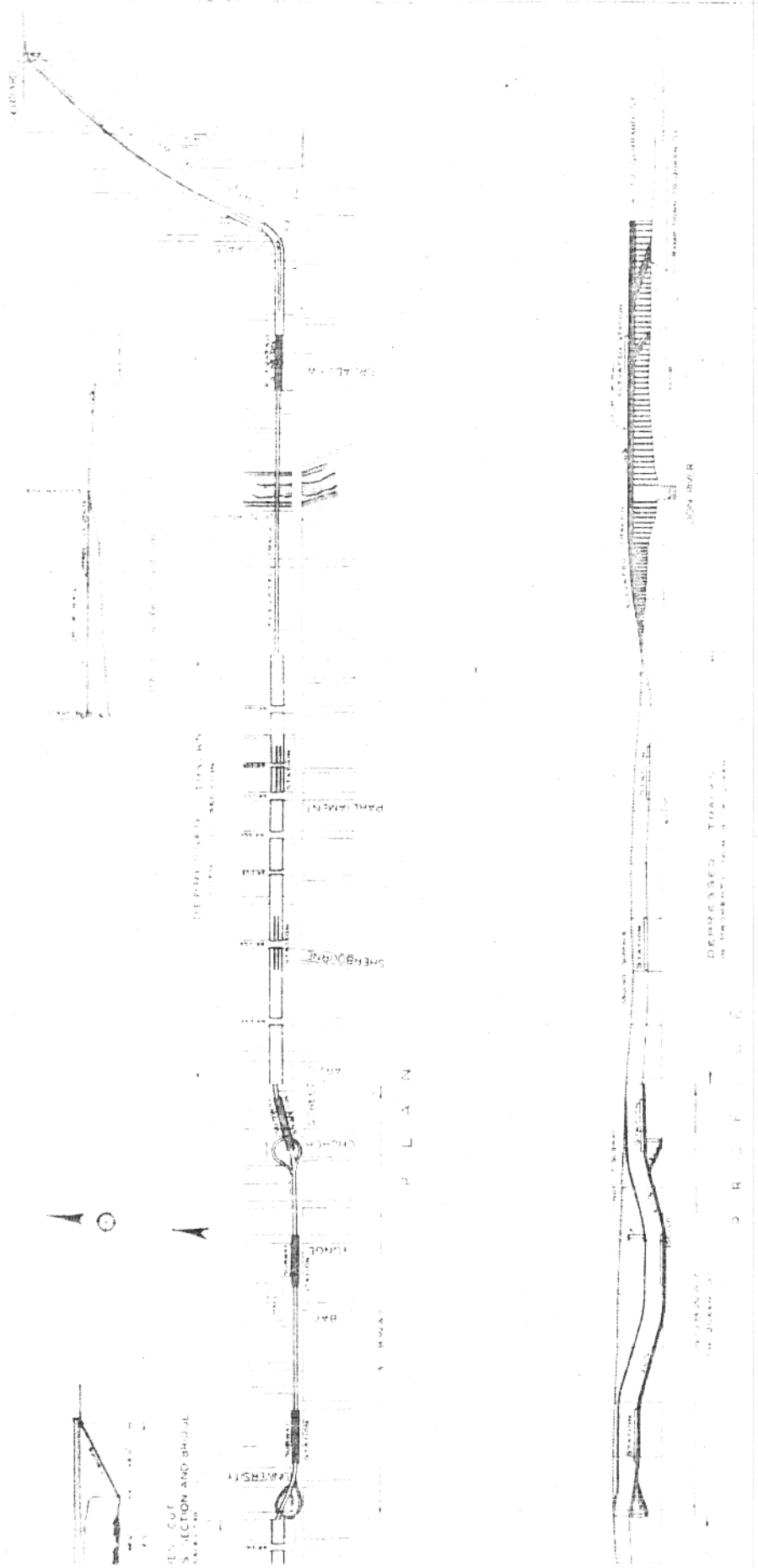
OPEN CUT SECTION  
TYPICAL CROSS SECTION  
SCALE 1" = 10'



DEPRESSED TRACKS  
ON PROPERTY NORTH OF QUEEN

DRAWN BY  
CHECKED BY  
CORRECT

L.S.W.  
JUNE, 1944

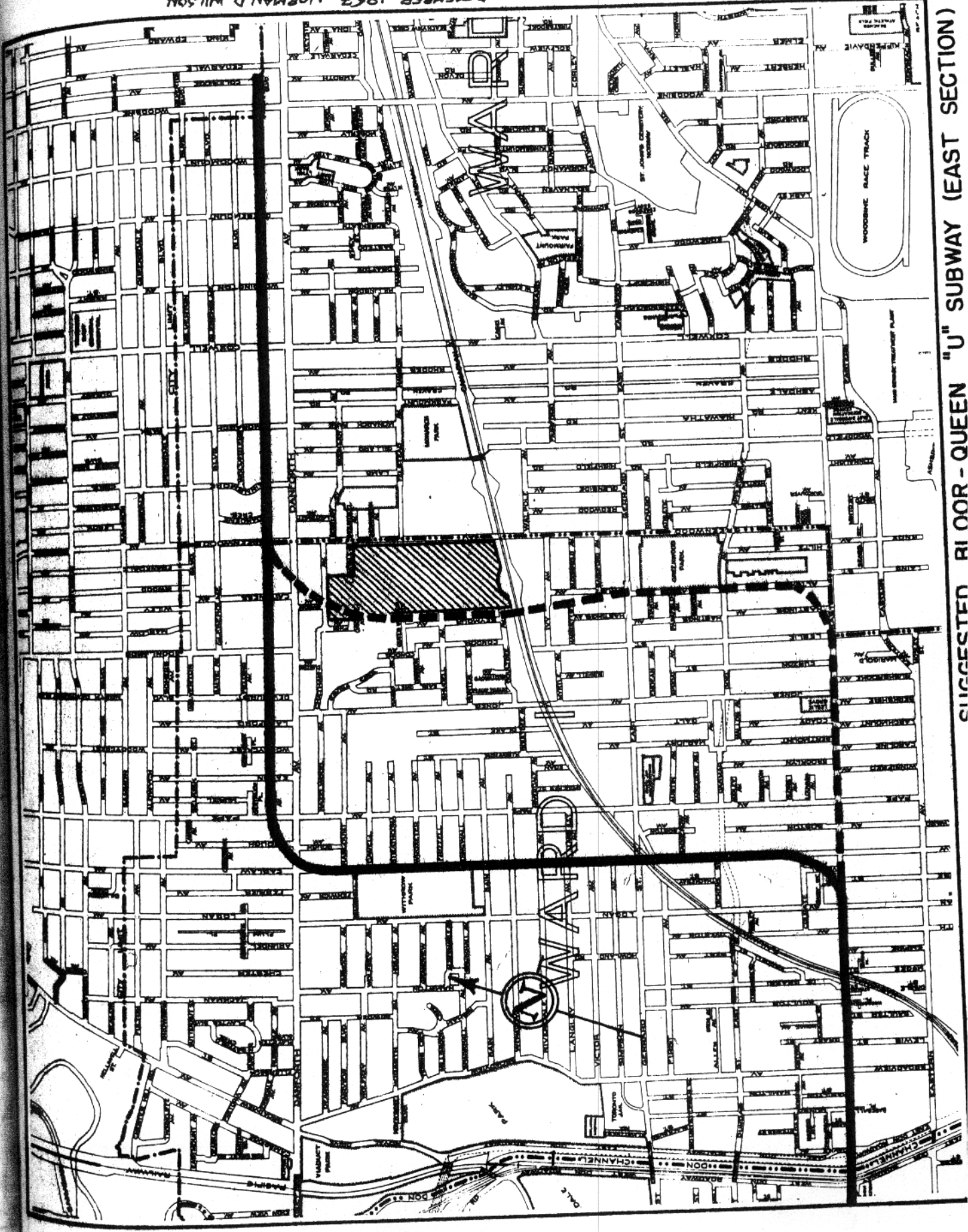


TORONTO TRANSPORTATION COMMISSION  
 RAPID TRANSIT DEPARTMENT  
 QUEEN STREET RAILWAY  
 RAILROAD AND SUBWAY  
 JUN. 1944 DWG NO G-6181

SCALE  
 HORIZONTAL 1" = 100'  
 VERTICAL 1" = 10'

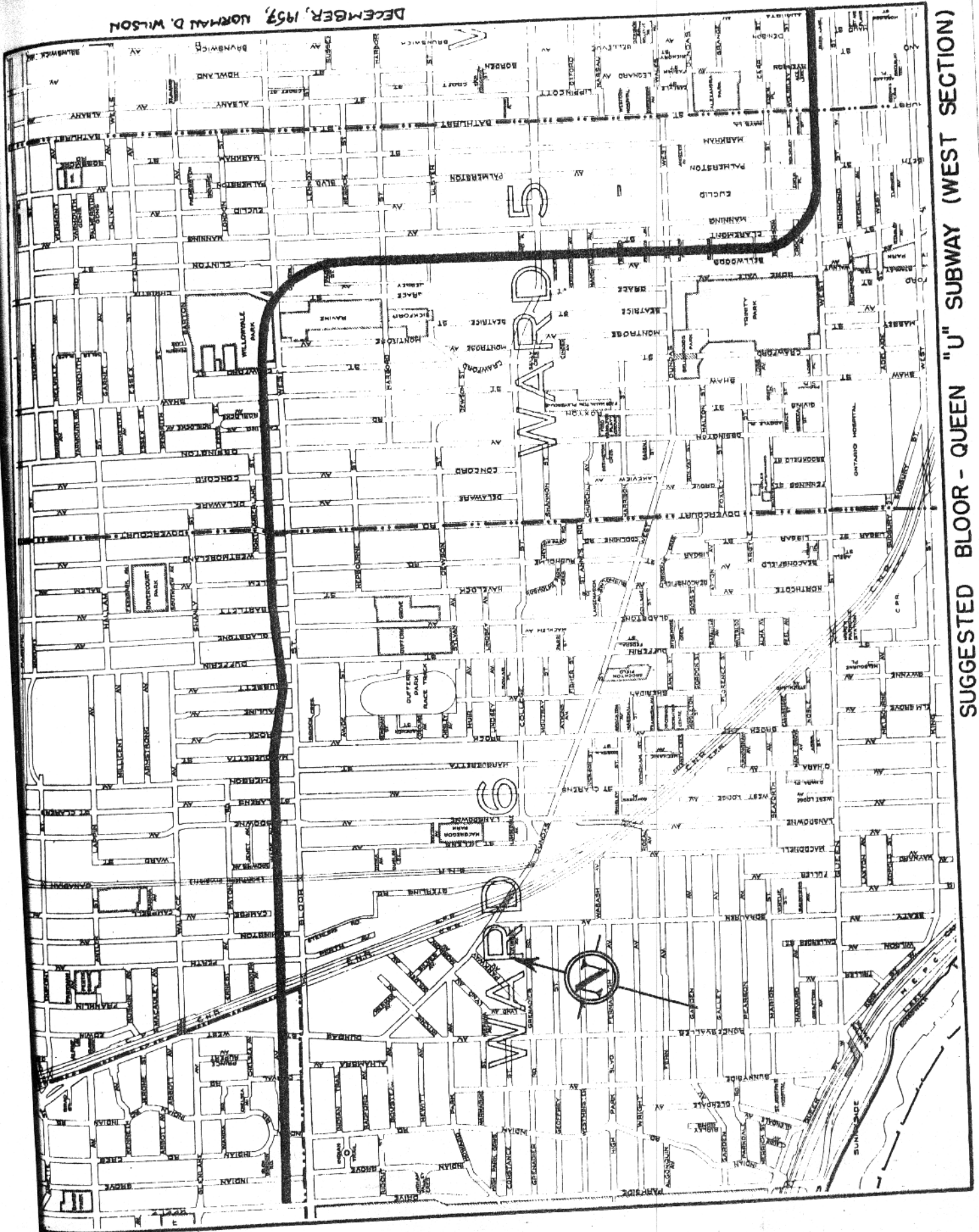
P R O F I L E

DECEMBER, 1957, NORMAN D. WILSON

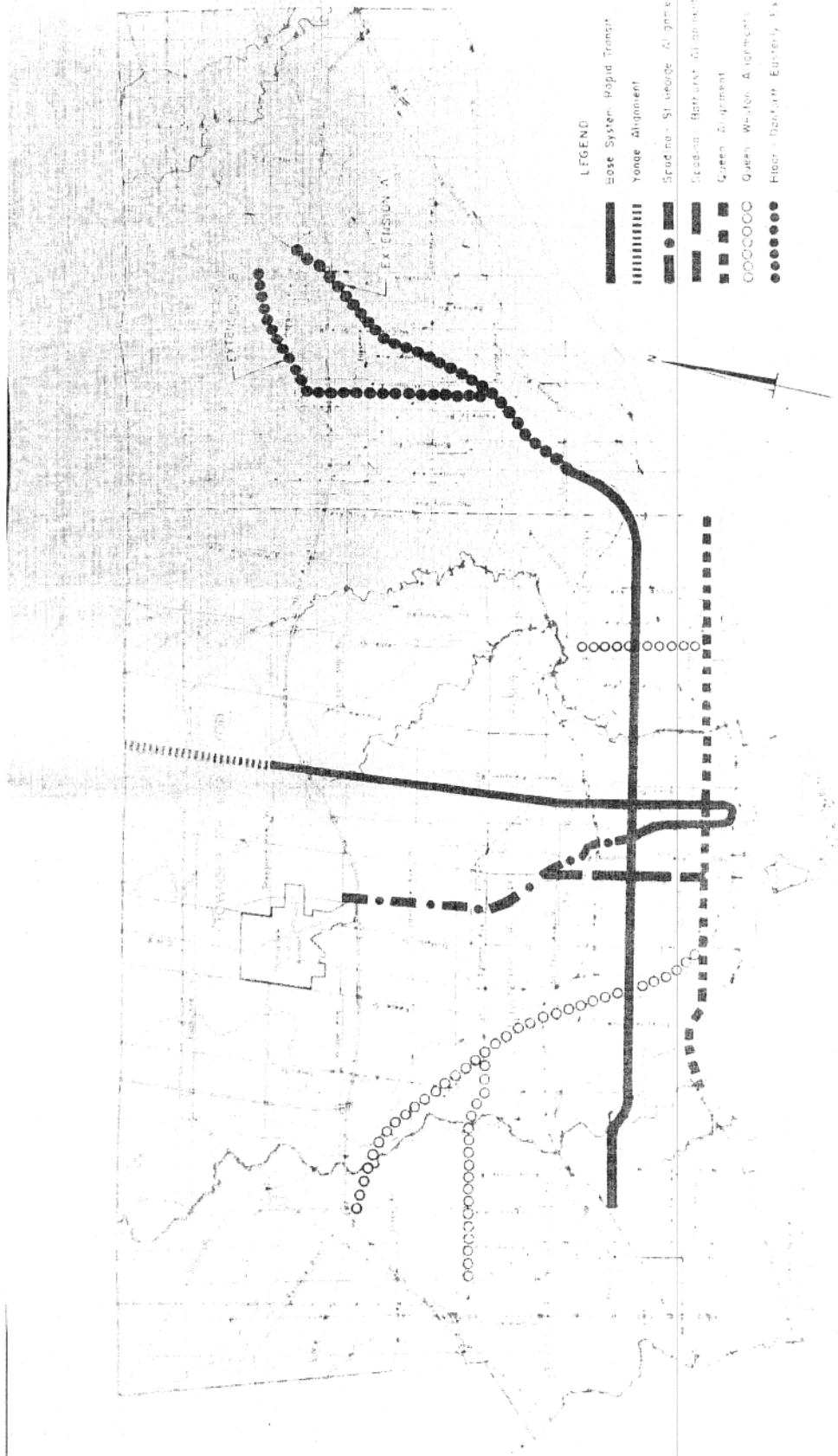


SUGGESTED RI OOR - QUEEN "U" SUBWAY (EAST SECTION)

DECEMBER, 1957, NORVAL D. WILSON



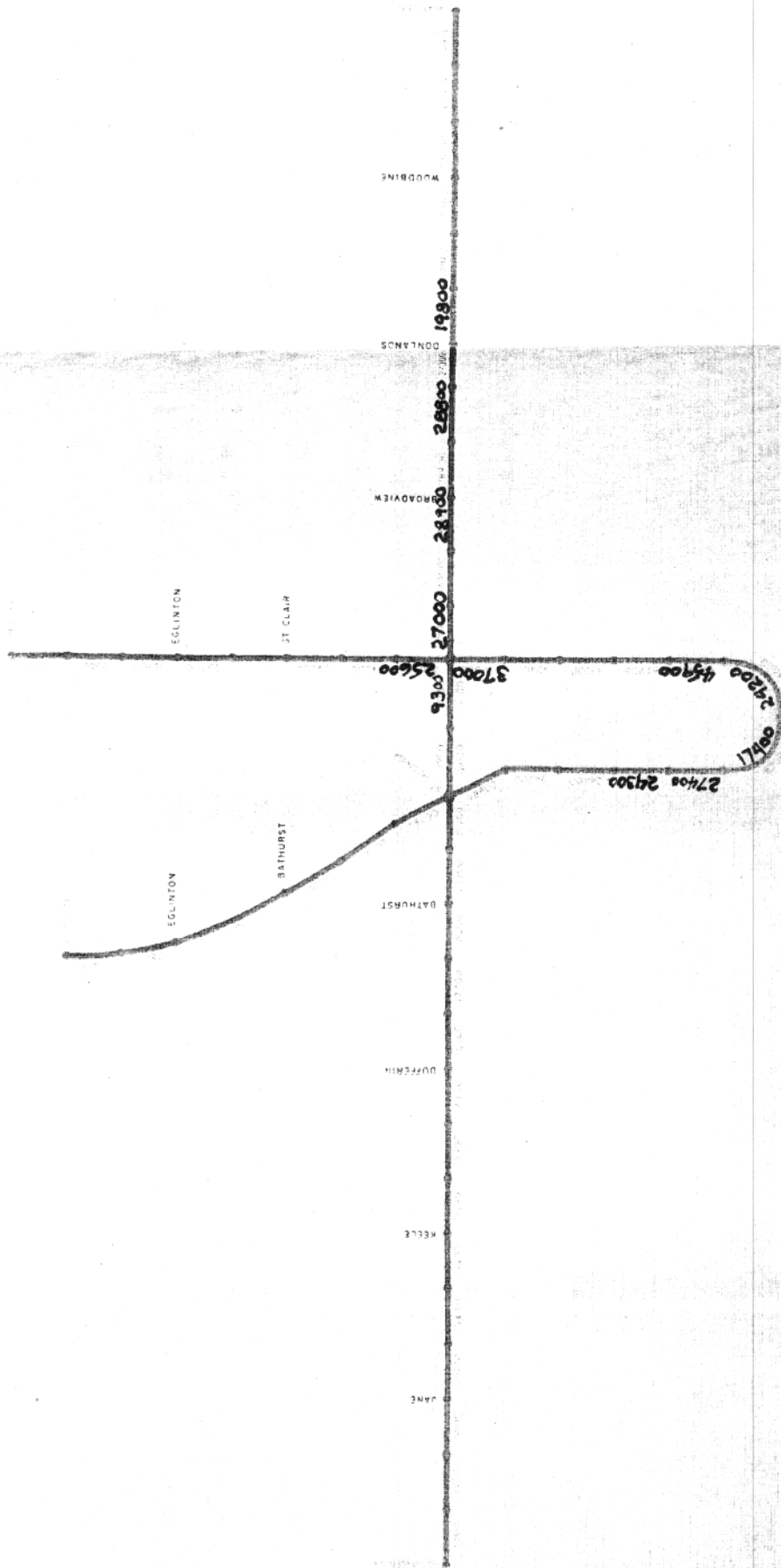
SUGGESTED BLOOR - QUEEN "U" SUBWAY (WEST SECTION)



PLAN OF RAPID TRANSIT FACILITIES TO BE TESTED

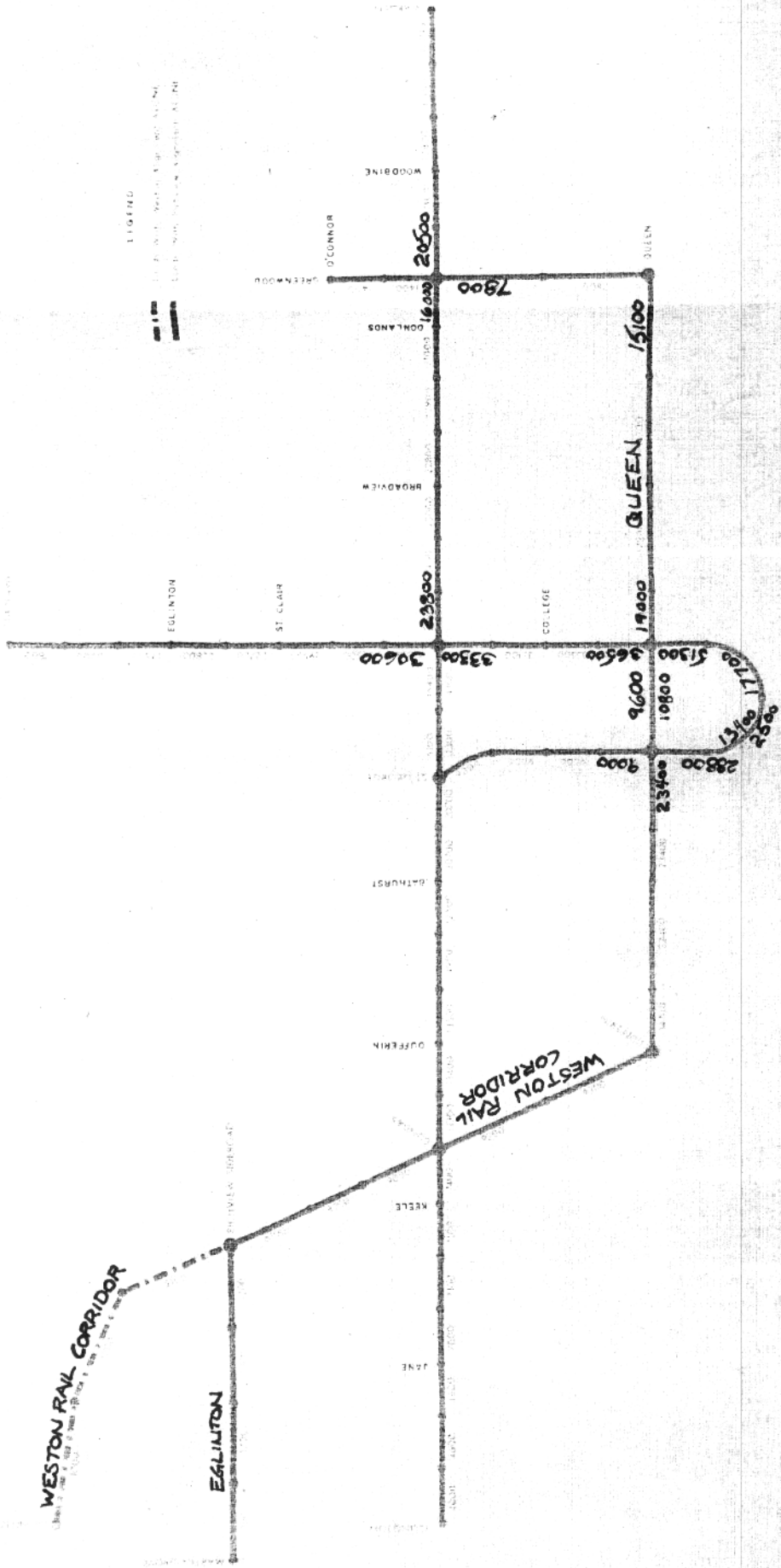
M.T.P.D. MARCH, 1968





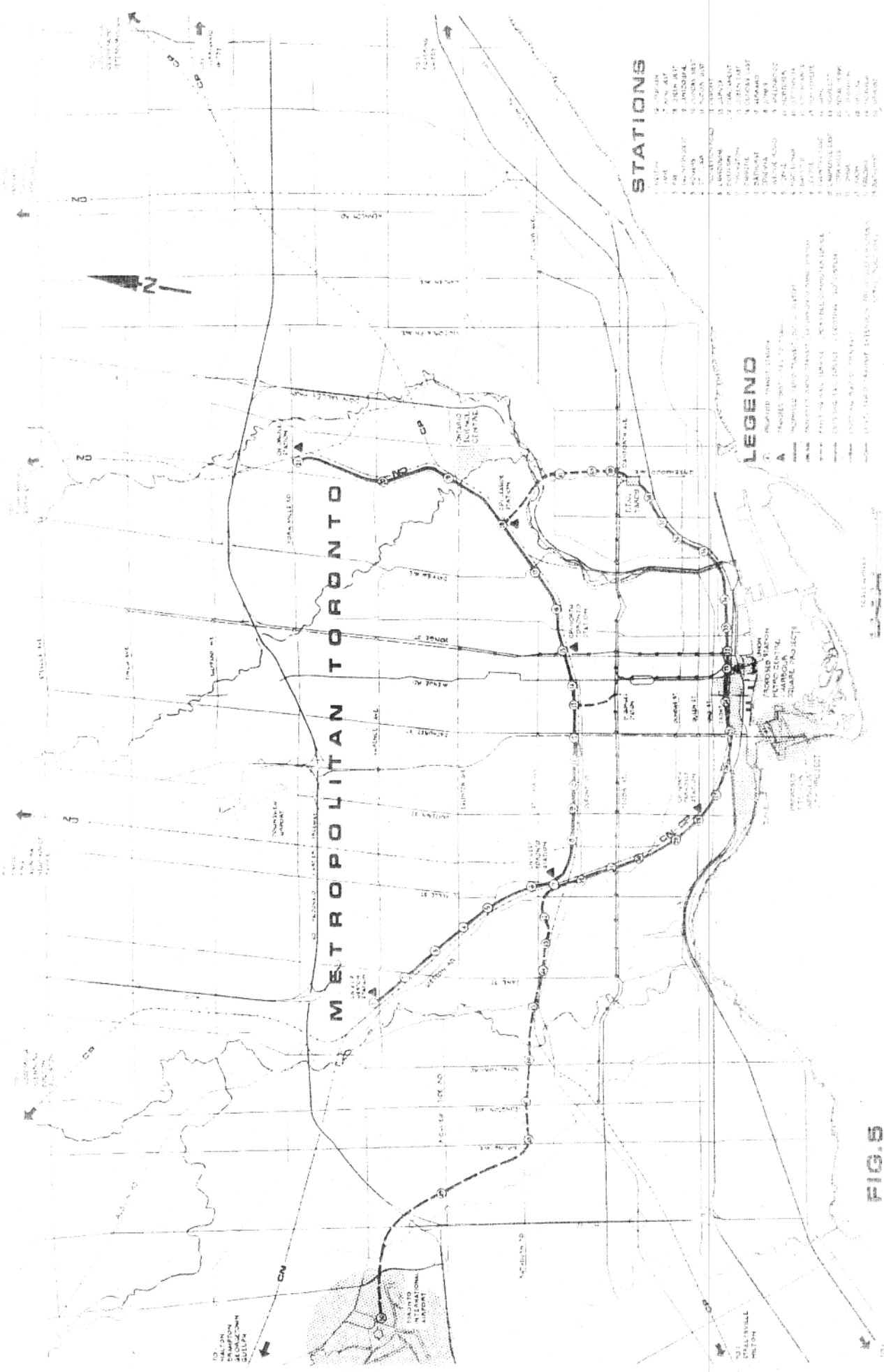
1980 INBOUND LOADS CNISPADINA - ST. GEORGE ALIGNMENT AND BASE SYSTEM DURING 7:30 A.M. PERIOD

M.T.F.B. MARCH, 1968



1980 INBOUND LOADS ON THE QUEEN - WESTON ALIGNMENTS-BASE SYSTEM DURING 7-9 A.M PERIOD

M.T.P.S MARCH 1968



# METROPOLITAN TORONTO

## STATIONS

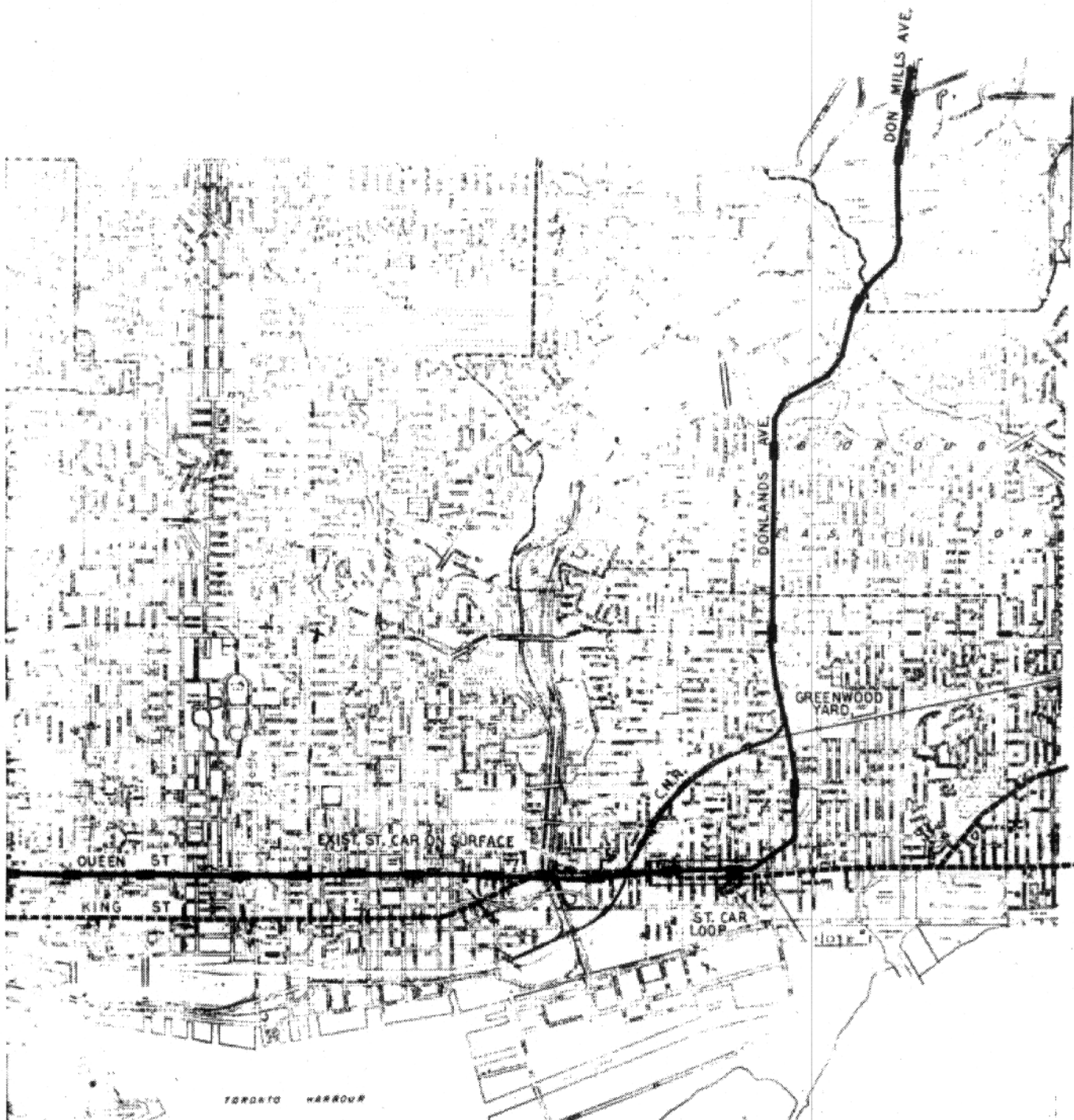
- 1. UNIVERSITY
- 2. SPADINA
- 3. BAYVIEW
- 4. FINCH
- 5. MIDLAND
- 6. SHEPPARD
- 7. LESLIE
- 8. KENNEDY
- 9. MIDLAND
- 10. SHEPPARD
- 11. LESLIE
- 12. KENNEDY
- 13. FINCH
- 14. BAYVIEW
- 15. UNIVERSITY
- 16. FINCH
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- 44. LESLIE
- 45. KENNEDY
- 46. FINCH
- 47. MIDLAND
- 48. SHEPPARD
- 49. LESLIE
- 50. KENNEDY

## LEGEND

- 1. BUS ROUTE
- 2. SUBWAY
- 3. AIRPORT
- 4. UNIVERSITY
- 5. LEGISLATIVE CENTRE
- 6. UNIVERSITY OF TORONTO
- 7. FINCH
- 8. MIDLAND
- 9. SHEPPARD
- 10. LESLIE
- 11. KENNEDY
- 12. FINCH
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- 15. LESLIE
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- 88. MIDLAND
- 89. SHEPPARD
- 90. LESLIE
- 91. KENNEDY
- 92. FINCH
- 93. MIDLAND
- 94. SHEPPARD
- 95. LESLIE
- 96. KENNEDY
- 97. FINCH
- 98. MIDLAND
- 99. SHEPPARD
- 100. LESLIE




MAY, 1970

FIG. 5

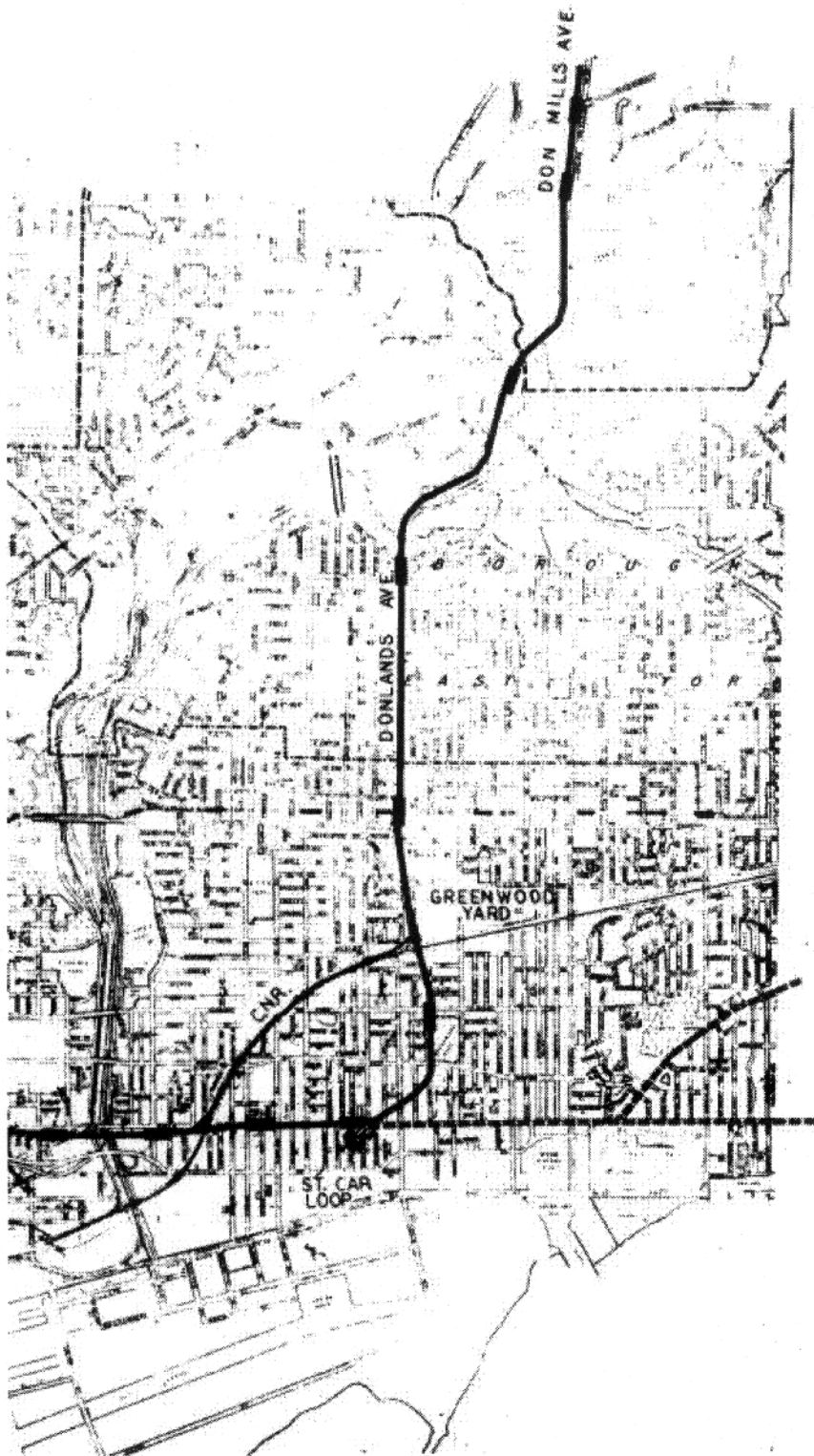


ACTUALLY 1:10000 SCALE  
 PREPARATION OF STREETCAR LINE - TYPED  
 FOR DRAWING CLARITY ONLY




**LEGEND:**

-  QUEEN SUBWAY & STATION
-  STREETCAR LINE
-  ALTERNATIVE ROUTE OF SUBWAY  
ALONG C.N.R. C.P.R. R. OF W.

DECEMBER, 1973



**LEGEND:**

-  QUEEN SUBWAY & STATION
-  STREET CAR LINE
-  ALTERNATIVE ROUTE OF SUBWAY ALONG CNR. & CPR. R. OF W.

OCTOBER, 1974

**REVISIONS**

<input type="checkbox"/>	C.O.	/ /
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<input type="checkbox"/>	C.O.	/ /



**REFERENCE DRAWINGS**

APPROVED

TORONTO TRANSIT COMMISSION  
SUBWAY CONSTRUCTION

*A. L. ...*

MANAGER OF ENGINEERING

*S. J. ...*

CHIEF ENGINEER

*J. ...*

GENERAL MANAGER

IT IS NOTED ABOVE THIS DRAWING MUST BE CONSIDERED PRELIMINARY

DRAWN: *A. ...*

CHECKED: *A. ...*

CORRECT: *A. ...*

**SCALE**

1" = 1000'

**TORONTO TRANSIT  
COMMISSION  
SUBWAY CONSTRUCTION**

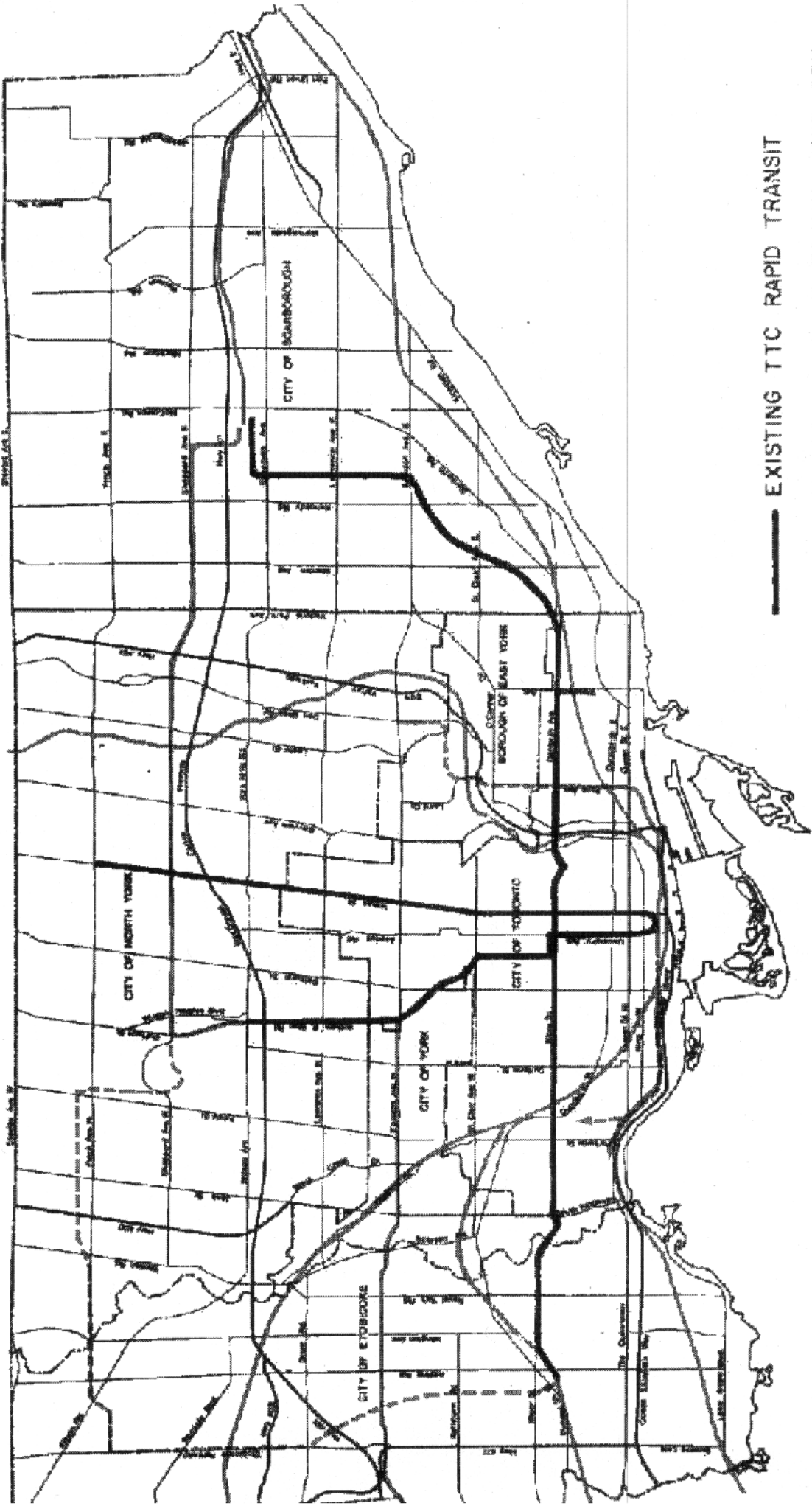
**QUEEN SUBWAY**

ALIGNMENT FROM  
HUMBER LOOP TO  
DON MILLS & EGLINTON

PROPOSAL #1  
(1<sup>st</sup> STAGE OF  
OPERATION)

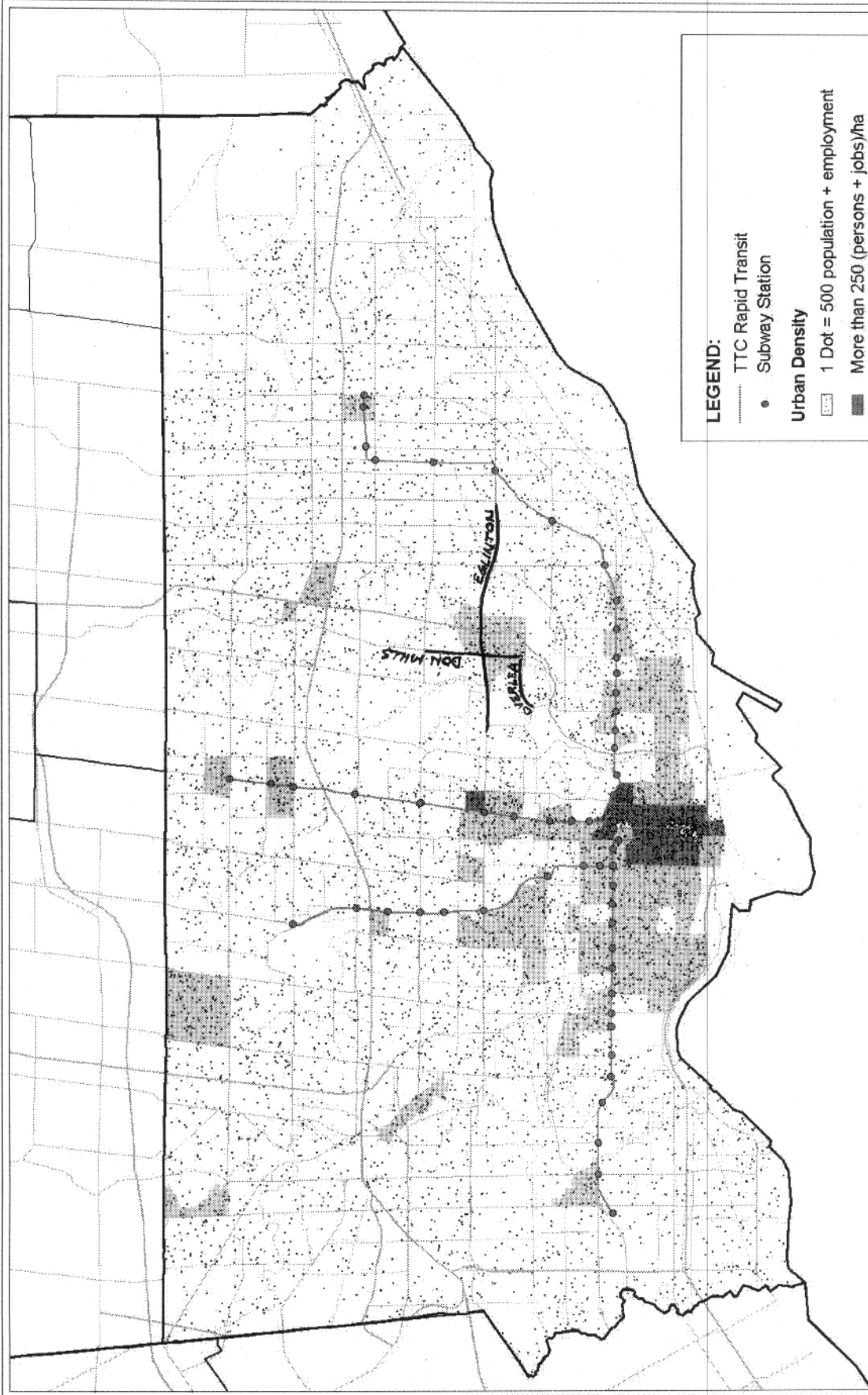
DWG. NO.

037-G-44



- EXISTING TTC RAPID TRANSIT
- METRO 2011 RAPID TRANSIT NETWORK AND POSSIBLE EXTENSIONS
- GO/INTERREGIONAL NETWORK





**LEGEND:**

- TTC Rapid Transit
- Subway Station
- Urban Density**
- 1 Dot = 500 population + employment
- More than 250 (persons + jobs)/ha
- 100 to 250 (persons + jobs)/ha
- Less than 100 (persons + jobs)/ha

**IBI**  
GROUP

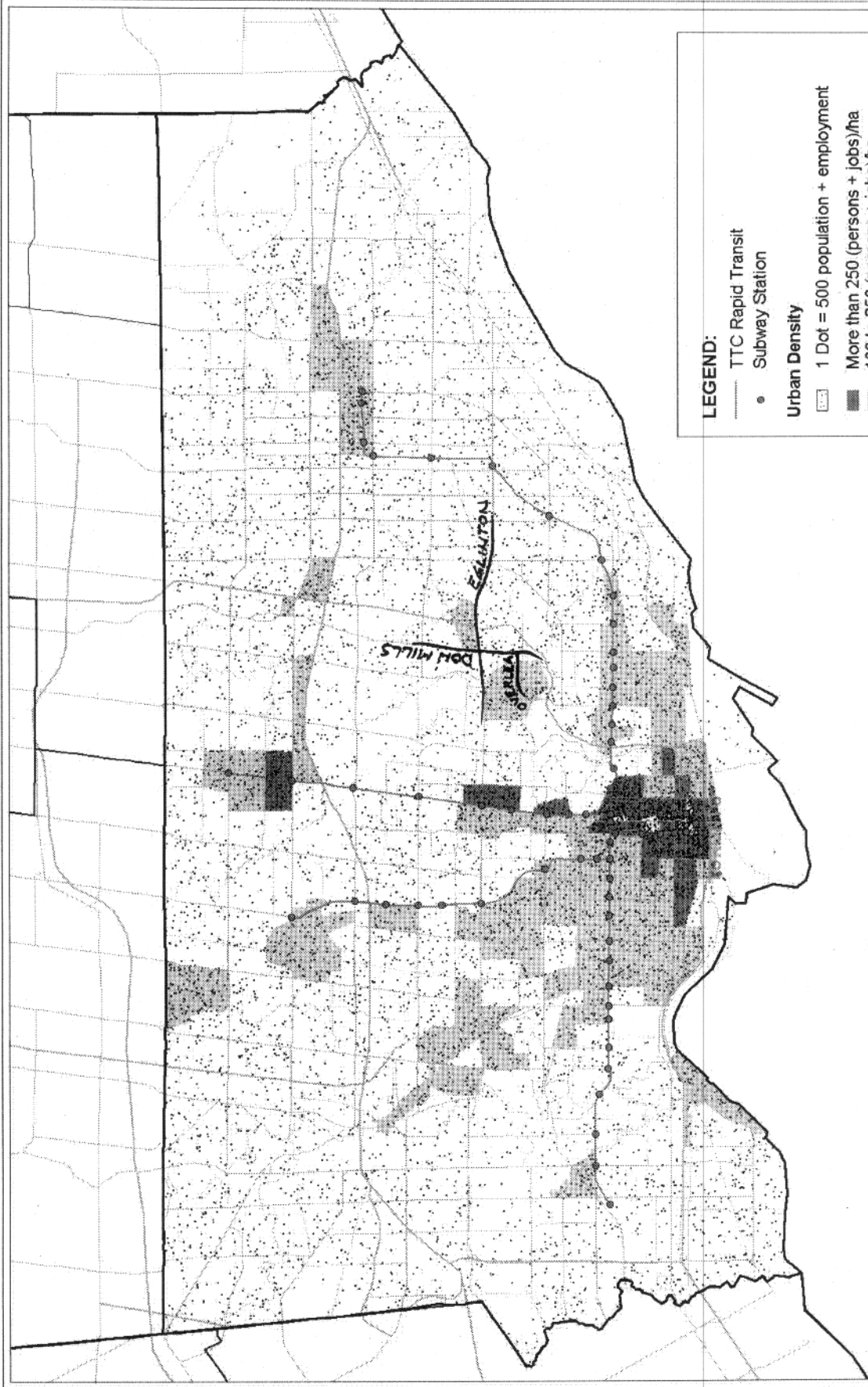


**Rapid Transit  
Expansion Study**  
(AUGUST, 2001)



**Urban Density by Traffic Zone (1996)  
for 2.7 Million Population Scenario**

**Exhibit  
ES-5**



**LEGEND:**

- TTC Rapid Transit
- Subway Station

**Urban Density**

- 1 Dot = 500 population + employment
- More than 250 (persons + jobs)/ha
- ▒ 100 to 250 (persons + jobs)/ha
- Less than 100 (persons + jobs)/ha

**IBI**  
GROUP



**Rapid Transit  
Expansion Study**  
(AUGUST, 2001)



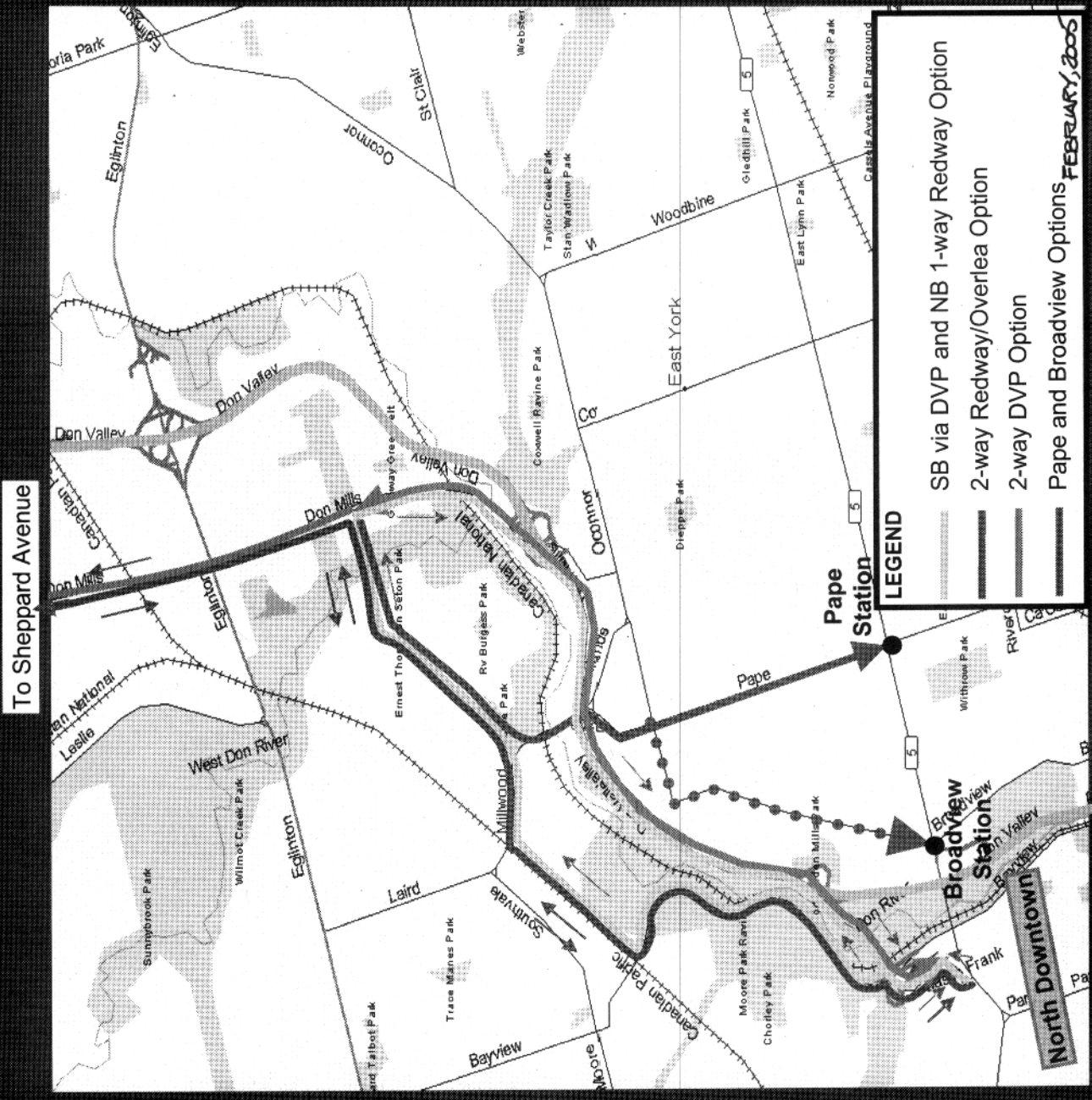
**Urban Density by Traffic Zone (2021)  
for 2.7 Million Population Scenario**

**Exhibit  
ES-6**

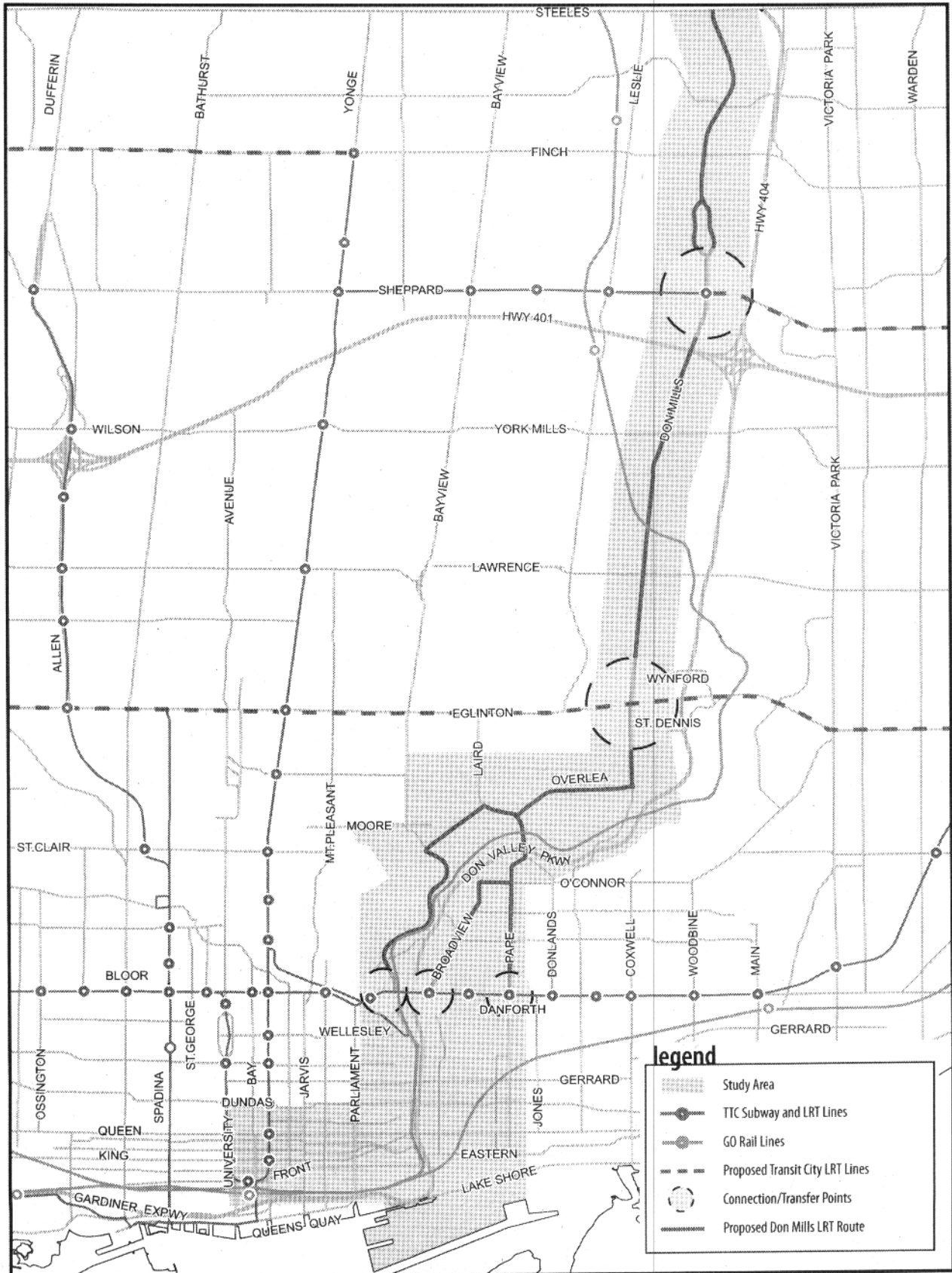


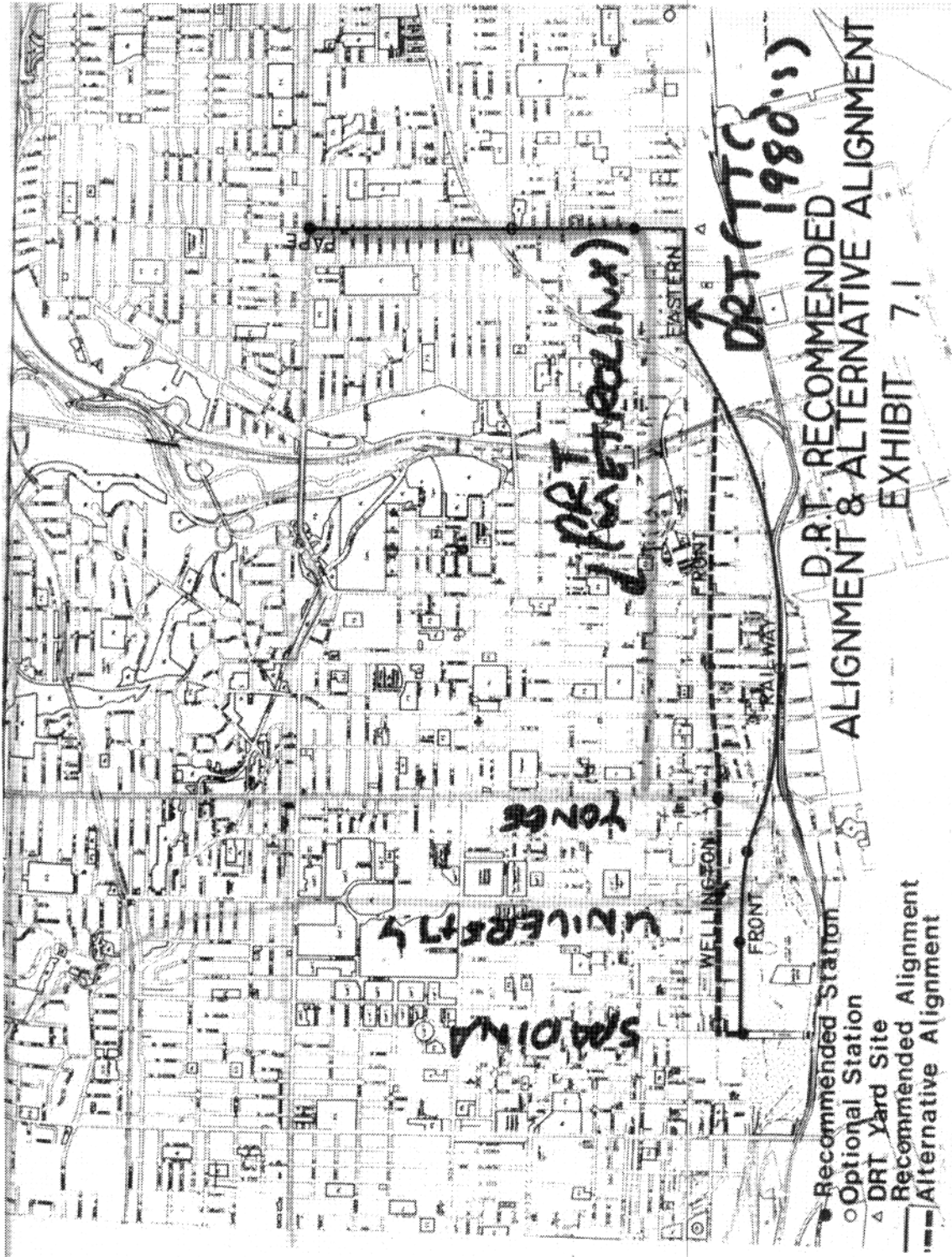


# Don Mills BRT - North Downtown Routing Options



FEBRUARY, 2005





MAP CONSOLIDATING ALL QUEEN/DON VALLEY STUDY AREAS TO DATE

