

Bloor Street East Neighbourhood Association (BENA)
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June 27, 2016

The Executive Committee
The Secretariat's Office
City Hall, 10nd Floor West Tower
100 Queen Street West
Toronto, Ontario N5H 2N2
Attention: Jennifer Forkes, Secretariat Contact

Delivered by email: exc@toronto.ca

Dear Members of the Executive Committee:

Re: EX16.1 Developing Toronto's Transit Network Plan to 2031

The Bloor Street East Neighbourhood Association (BENA) is incorporated under the laws of Ontario as a non-profit corporation. Included in BENA's objectives is the responsibility to promote the evolution of the City that is in the best interests of the neighbourhood and by extension the City of Toronto.

The scope of this submission is with respect to items 7 to 9 (Relief Line) of the Staff Report related to this above agenda item. BENA attended several of the initial Public Meetings held early in 2015. Subsequent to these initial discussions, we participated in the Stakeholder Advisory Committee and attended several of the subsequent Public Meetings held in various parts of the City. We have also discussed our findings and recommendations with several of our neighbouring Community Associations.

It is with the knowledge gained through this participation and discussions (formal and informal) over the last year and a half that we are in support of the Staff Report as it relates to the above segments.

The following attachments and exhibits provide a detailed analysis of the reasons for our support. Additionally, on the assuming that approval is gained for the Staff Recommendations, we also include some recommendations with respect to the execution of the tunneling, mitigation of some of the negative impacts of construction on private property owners' placement of the stations (subject to the Environmental Assessment) and as some previously unidentified caveats.

Respectfully submitted on behalf of the Operations Committee;

Linda A Brett, President, BENA

CC: Councillors Kristyn Wong-Tam, Ward 27; Pam McConnell, Ward 28; Mary Fragedakis, Ward 29; Paula Fletcher, Ward 30
TTC Chair, Josh Colle, Councillor Ward 15
TTC CEO, Andy Byford
Chief Planner, Jennifer Keesmatt
Project Staff - Relief Line, City of Toronto

TTC RELIEF (DON MILLS) LINE OUTCOMES – ADDENDUM

June 27st 2016

Opportunities:

- Leveraging non-standard tunnel designs, including a Single-Bore Tunnel, Stacked Tunnels, or Sequential Excavation Methods may help to better contain the structure within existing rights of way such as along Pape Avenue; provide opportunities for station box locations to better negotiate foundations and footings of nearby structures;
- Extending the eastern portion of the line north toward Cosburn and O'Connor to provide numerous opportunities, including the ability to obtain greater support from residents north of The Danforth by establishing political will to further expand the line toward Thorncliffe Park, Flemingdon Park and Eglinton Avenue East; providing an alternate interchange point for Scarborough and East York bus routes; and improving subway operations along the new line;
- Extending the downtown portion of the line west toward Spadina and Bathurst provides similar opportunities, though approval is yet to be sought.

Challenges:

- The southern alignment may cause noise near the Sound Studios and Movie Sites on Eastern Avenue; additionally, similar concerns may exist near the 'Four Seasons Centre' on Queen West at University. Modern tunneling and construction techniques will likely mitigate similar issues of the Queen East alignment near adjacent hospitals;
- Building under Pape Street creates local concerns on possible expropriation or basement disturbance;
- Terminus stations at major transfer points (i.e. Osgoode Station and Pape Station) may pose operational challenges, particularly when considering the need for crew changes in addition to large-volumes of passenger transfers to surface and rapid transit routes;
- The design assumptions for the analysis considers a two-tunnel bore based on standard TTC designs, which pose potential property impacts along narrow rights of way such as Queen Street in the downtown and Pape Avenue; and
- Alternate alignments of the eastern portion under Carlaw Avenue make further northerly extension difficult since the street terminates at Gowan Avenue and any subway structure would have to negotiate the foundations of numerous high-rise structures along Cosburn and Gamble Avenues.

Preferred Alignment from Queen, Eastern, and Pape:

- Following the preferred alignment from Downtown Core to Pape by Queen Street possesses all the factors of construction and operation presented; in addition to the meaningful public input.
- Two stations in the Core Loop; connects 501 with University Line 1 from Vaughan, York and Toronto Universities with pedestrian Access to City Hall and the PATH; a second at Yonge to reinforce the modeling of load factors east and provides access to both St. Michael's Hospital as the core service centre and the PATH, commercial nodes and Ryerson University south extensions;
- "Corktown" provides access to the 503, 504 and 514 Streetcar;
- "Eastern and Broadview" for connectivity to the proposed Unilever Employment Lands and potential access to the Harbourfront East LRT, Broadview Streetcar extension south; and new lakeshore RER;
- "Queen East" near Pape provides access to the 501 and 503 Streetcars;
- "Gerrard Squared" connects with RER Lakeshore East seamlessly; and
- "Pape Station" at Line 2's intersection on the Bloor-Danforth provides the most convenient and economical passage over the Don Valley and DVP to Don Mills due to the shorter alignment across the Valley to service Thorncliffe and Flemington Park

In closing with this on-going process, we support its alignment, process and stated outcomes. It meets with the agreement of the Bloor Street East Neighborhood Association's Operations Committee and was discussed with residents and members of neighbouring downtown associations.

/jrb

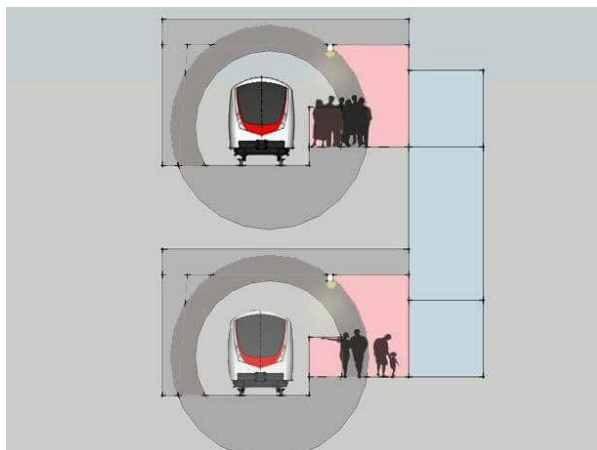


Figure A: Stacked Tunnel configuration using tunnel boring machines

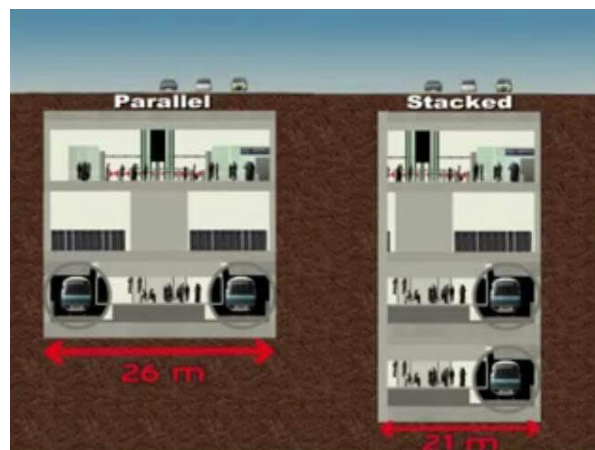


Figure B: Stacked Tunnel vs Traditional tunneling methods