



Front Street Extension

Public Open House #1



Agenda

- Purpose of the Project
- Project History
- Overview of Proposed Alternative
- Issues and Challenges
- What's Next



Purpose of the Project

- Support Waterfront redevelopment and local development initiatives
- Provide additional road capacity to support existing and future development in the CBA
- Reduce expressway oriented traffic on north-south roads
- Obtain Provincial and Federal EA Clearance

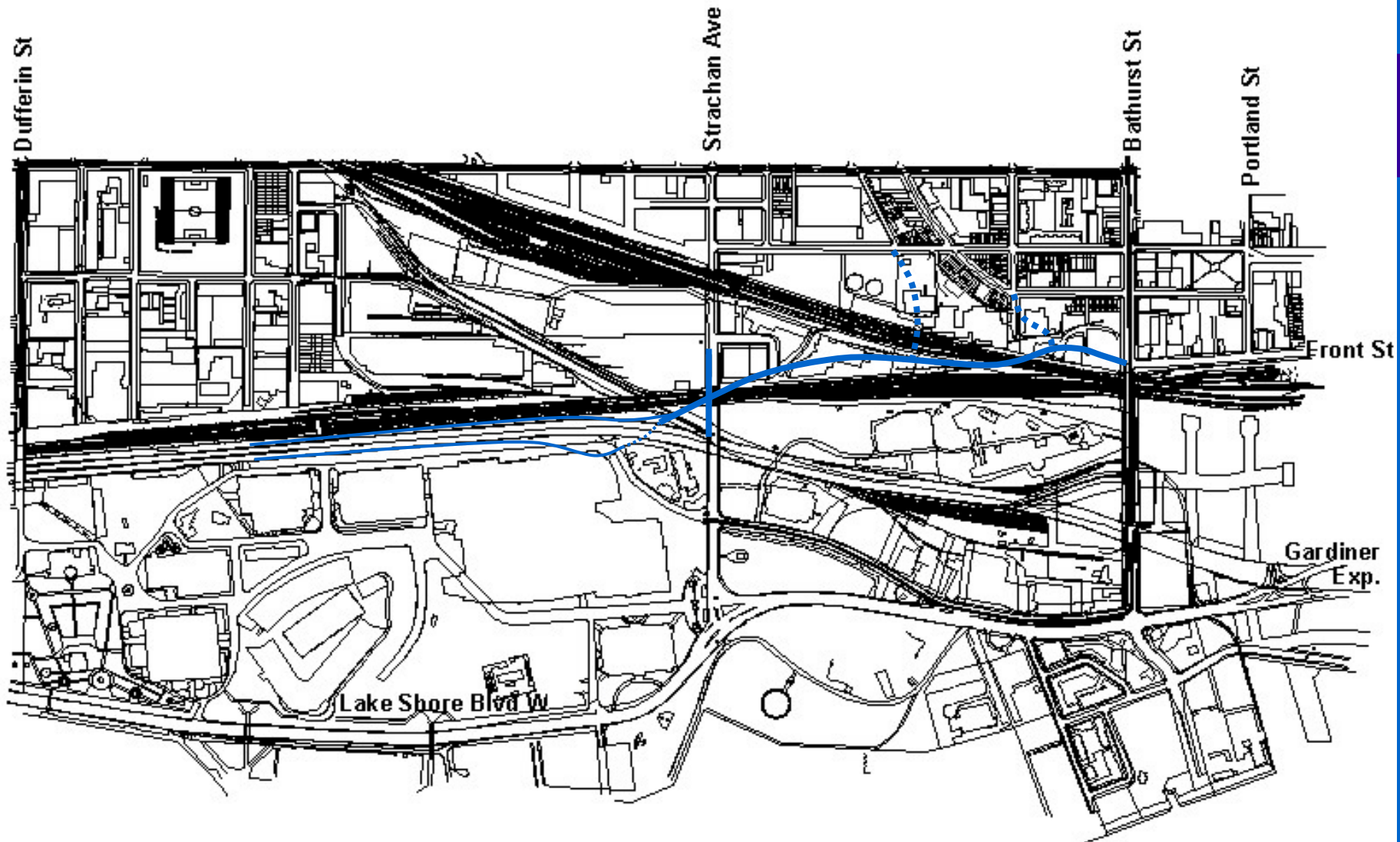




History

- 1983 Need for Front Street Extension first identified
- Metropolitan Roads Review, Phase 1
 - Central Waterfront Transportation Study
- 1988 EA Study completed and approved by Metro Council





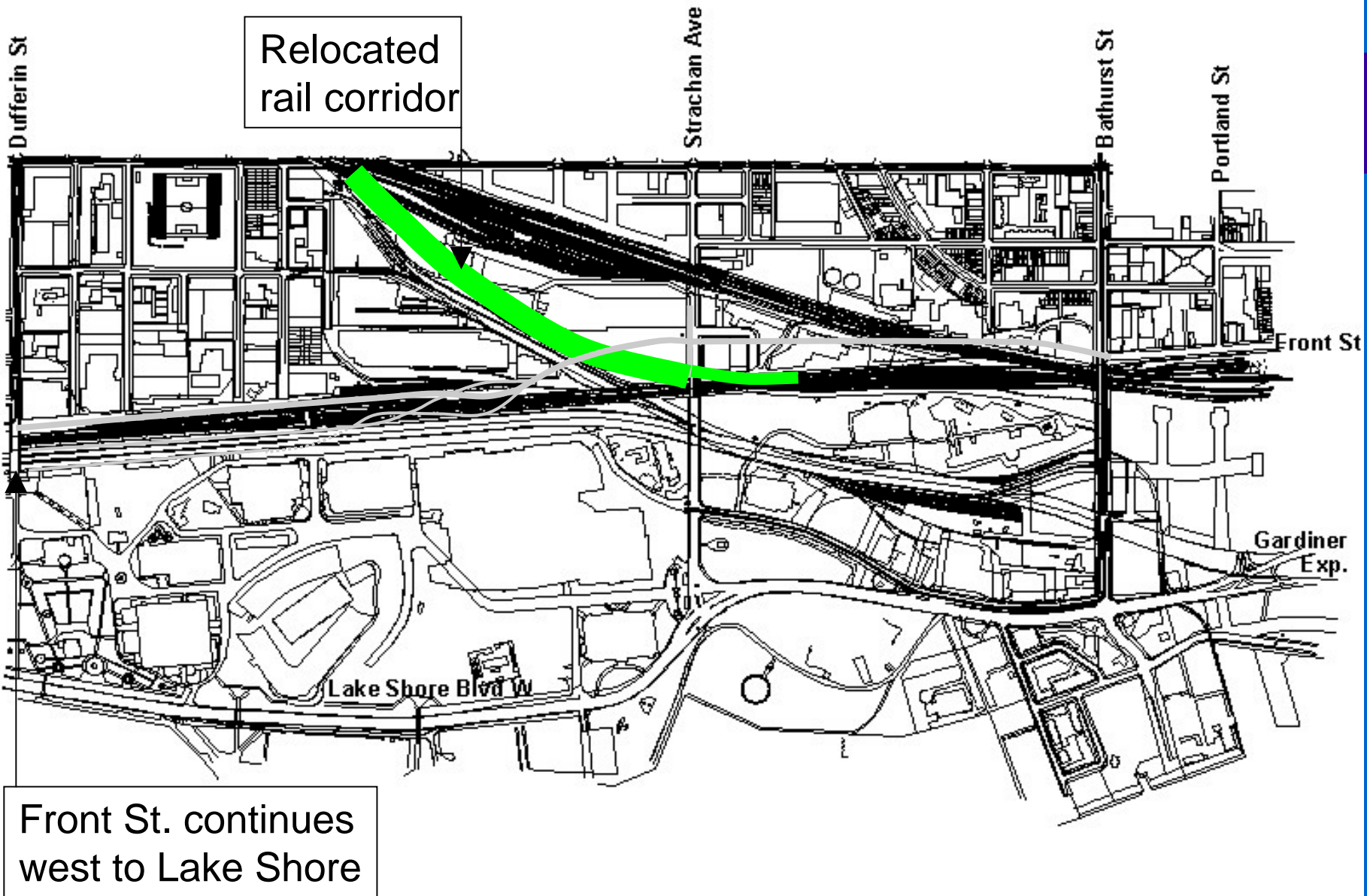
1988 EA Approved Alignment

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History

- 1988 Inglis Plant closed
Relocation of North West Rail corridor proposed
- 1992 Former City of Toronto Council adopted
Feasibility Study - Strachan Avenue Rail
Relocation and Modified Front Street Extension





1992 Former City of Toronto Alignment

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History

- 1993 Waterfront Regeneration Trust (WRT) prepared Garrison Common Implementation Plan
- 1995 WRT unsuccessful in identifying funding source for rail relocation
- 1995 Former City of Toronto protects rail relocation option



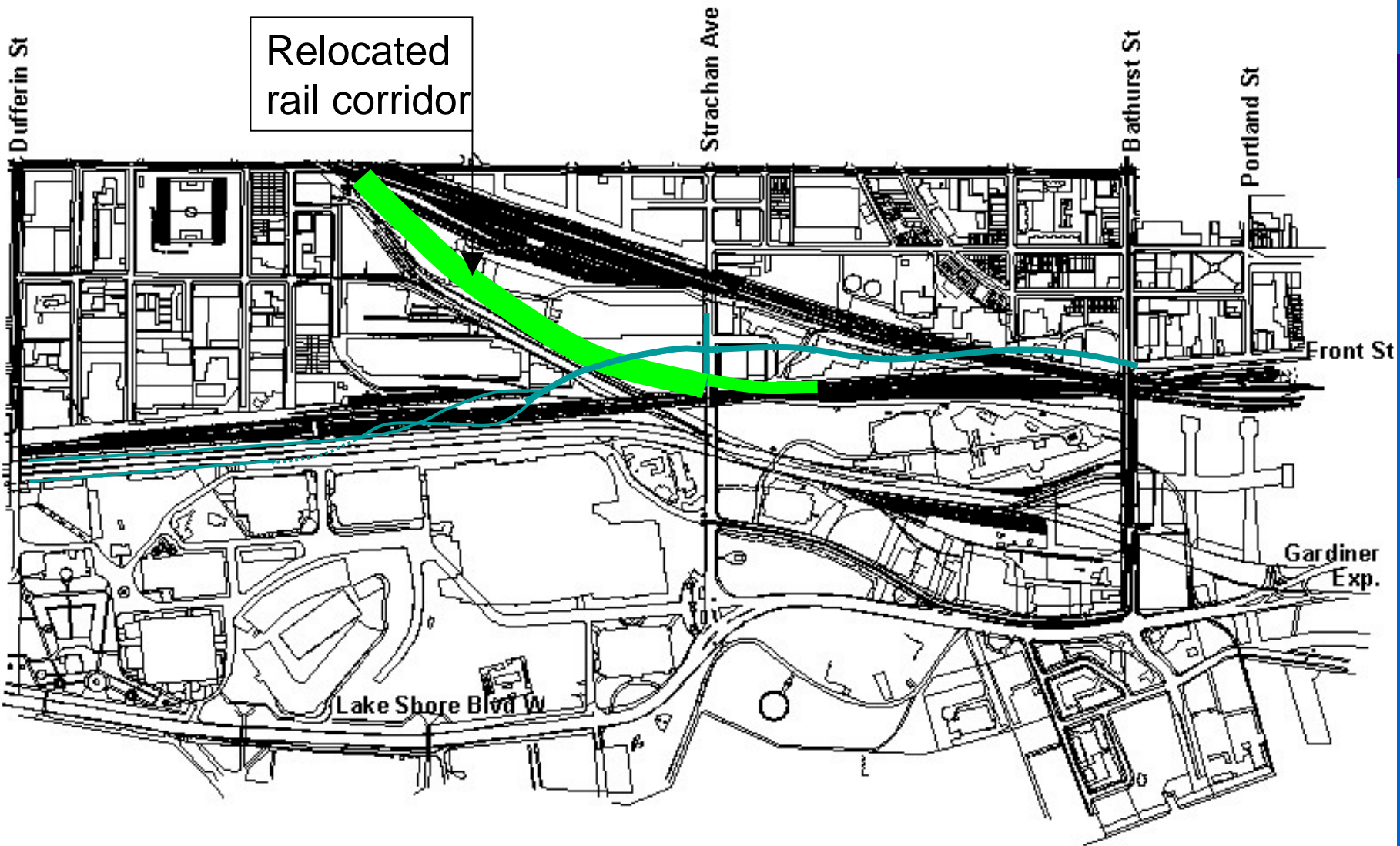
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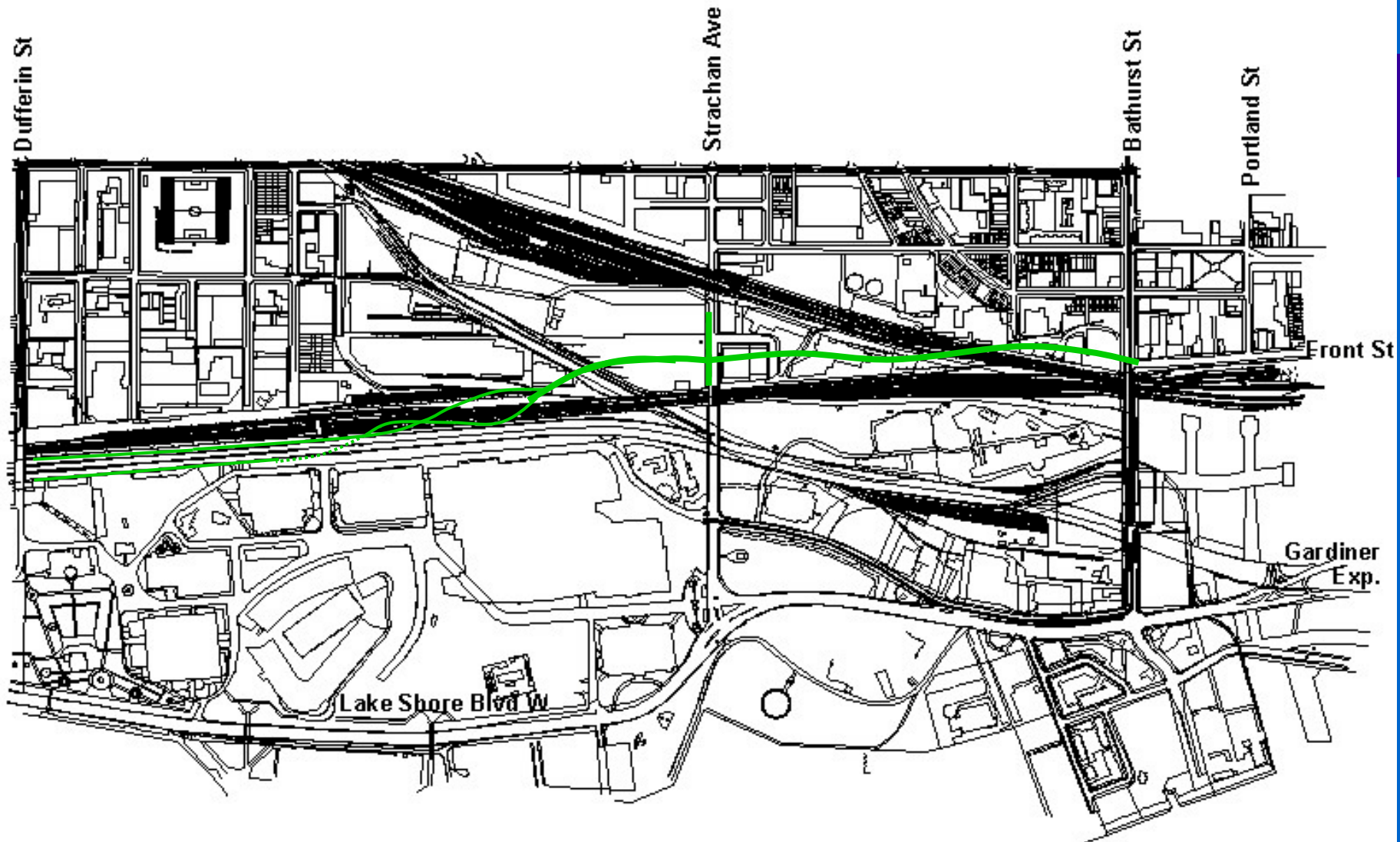
History

- 1997 EA Addendum approved for two alignments:
- (1) with rail relocation
 - (2) without rail relocation





1996 EA Addendum - With Rail Relocation



1996 EA Addendum - Without Rail Relocation

History

2000 Liberty-Strachan Development Application

- precludes rail relocation

2000 Waterfront Plan

- includes expanded Front Street Extension (6 lanes)



Overview of Proposed Alternative

- six-lane cross-section
- underpass under the North West rail corridor
- two-lane on and off-ramps
- modified Gardiner interchange
- reconstruction of Dufferin Street overpass
- four-lane westerly extension to Dufferin Street
- Sidewalks and landscaped boulevards
- on-street bicycle lanes



Proposed Alternative



Issues and Challenges

- Rail underpass west of Bathurst Street
 - Contamination of TRS Lands
 - Rail relocation
- Impact to existing transit facilities
- Impacts to Fort York
- Visual Impacts to residential neighbourhoods
- Noise Impacts to residential neighbourhoods
- Impacts to businesses north of the alignment



What's Next

- Additional engineering and environmental work (Summer 2002)
- Meetings with affected stakeholders (as required)
- Public Consultation Session # 2 (Fall 2002)
- ESR Addendum Report (Fall/Winter 2002)

