

Welcome to the Waterfront East LRT Virtual Consultation

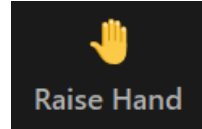
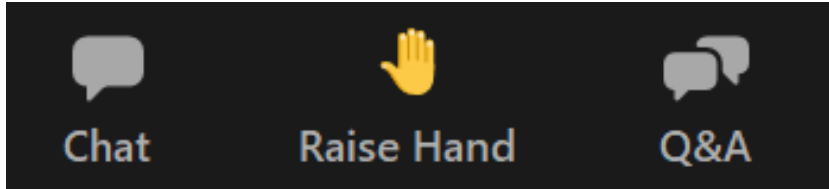
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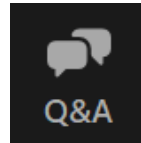
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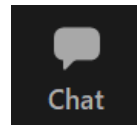


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All attendees are muted, attendees with their hand raised will be placed in a queue to be unmuted by the facilitator



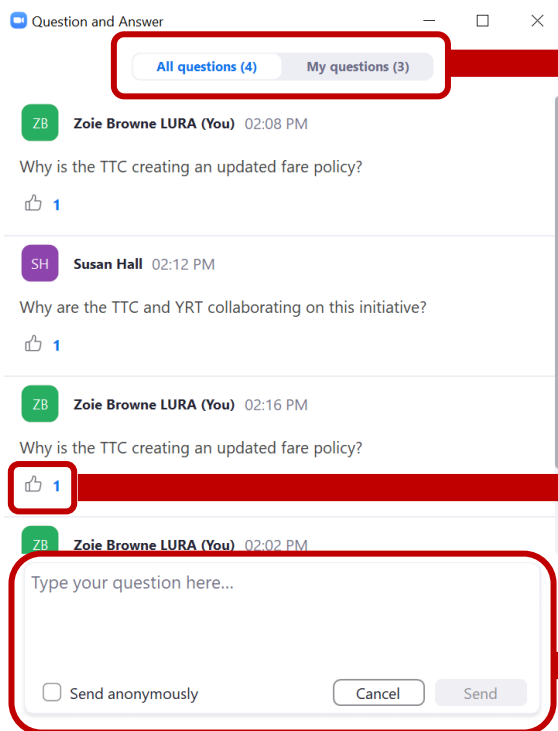
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If you have a comment on the presentation content, please type it into the chat. Comments will be incorporated into the meeting summary.

Zoom Webinar Controls – Q&A

Use the Q&A module to submit written questions during the meeting. The facilitator will alternate between written questions and attendees with their hand up.



The **All questions** tab will show questions submitted by both you and other participants.

The **My questions** tab will only show questions that you have submitted.

Use the **Upvote** button on other participants' questions and comments to indicate that you have the same/similar question or feel the same way.



To submit a written question, type it into this box and then click **Send**.

Zoom Webinar Controls – Telephone Call-In Participants

Call-in participants can raise their hand and unmute or mute themselves with these keys.



***9**

Raise/Lower Hand

To **raise your hand**, press ***9** on your telephone's keypad. Press ***9** again to **lower your hand**.

Note: You may hear an audio prompt if the host lowers your hand on your behalf.

***6**

Unmute/Mute

When it is your turn to speak, you will hear an audio prompt asking you to **unmute** by pressing ***6** on your phone's keypad. Press ***6** again to **mute** when you are done speaking.

Note: You may hear an audio prompt if the host mutes you on your behalf.



Welcome

Waterfront East LRT Extension

Virtual Community Consultation #2
Summer 2021

Welcome & Land Acknowledgement

Chris Glaisek, Waterfront Toronto
Eric Chu, Toronto Transit Commission

Opening Remarks

Councillor Cressy
Ward 10, Spadina-Fort York

Introductions

Agenda

1. Welcome & Land Acknowledgement
2. Opening Remarks
3. Introductions
4. Project Presentation
 - What We Heard – Winter 2021 Engagements
 - Overview
 - Area 1 (Underground works and Bay Street)
 - Area 2A (Queens Quay East Street Design)
 - Area 2B (Queens Quay Extension and Cherry Street)
 - Phasing and Implementation
 - Transit Project Assessment Process
5. Q&A / Discussion Period
6. Next Steps

What we heard

December 2020 – March 2021

- ✓ Stakeholder Advisory Group meeting
- ✓ Land Use Advisory Group meeting
- ✓ Virtual Public Meeting – 364 participants
- ✓ Online Questionnaire – 488 submissions
- ✓ Focused Stakeholder meetings
- ✓ Meeting with representatives from the Mississaugas of the Credit First Nation

Reminder: How to Participate

- 1) Raise your hand using the “raise hand” button in the Participants window. You will be unmuted by a member of the project team to speak.
- 2) Phone-in participants must dial *3
- 3) Type your question into the Chat window. Make sure “Everyone” is selected”.

We will do our best to answer as many questions as possible!

Visit toronto.ca/waterfront-transit-reset to access the full summary of engagement in Round 1

What we heard

Portal Location

- Support for potential to create iconic public spaces and reduce transportation conflicts in the portal option west of Yonge Street.
- Concerns for environmental impacts, obstruction of lakeview, and water transportation were noted related about the partial infilling of Yonge Street Slip related to the option west of Yonge Street.

Network Phasing

- General support for phased development with through-service along Queens Quay West and East while the Queens Quay-Ferry Docks and Union Station are reconstructed.

Additional details on how feedback was incorporated into the design updates throughout the presentation

What we heard

Queens Quay- Ferry Docks Stations

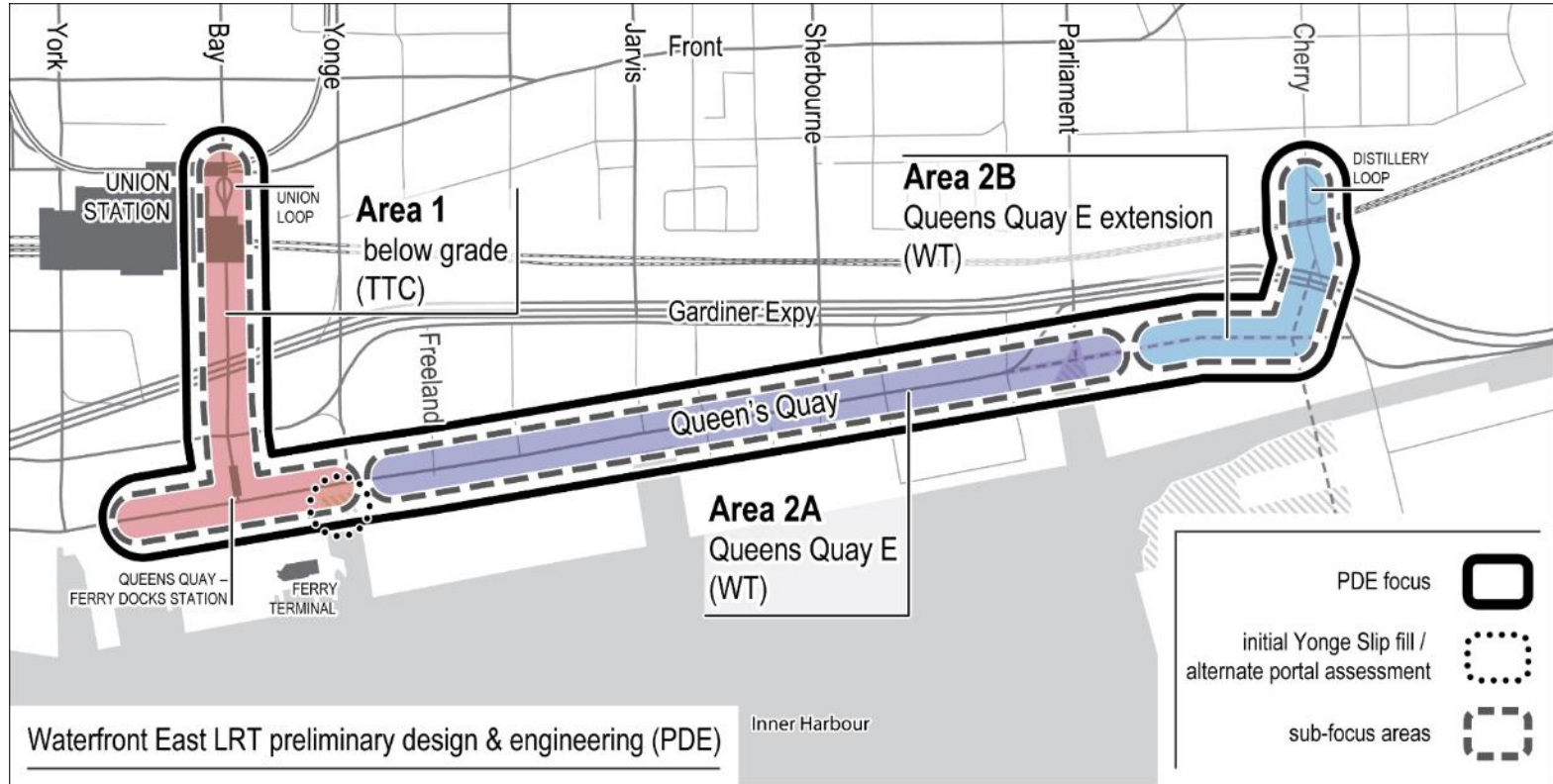
- Feedback emphasized the importance of signage and wayfinding, accessibility improvements, planning for peak demand, station beautification, and future-proofing the designs.

Queens Quay East Street Design

- Support for differentiating the Martin Goodman Trail from the promenade to mitigate conflicts between people walking and riding bikes.
- General support for proposed seating areas, lighting, hardy vegetation, and wayfinding improvements.

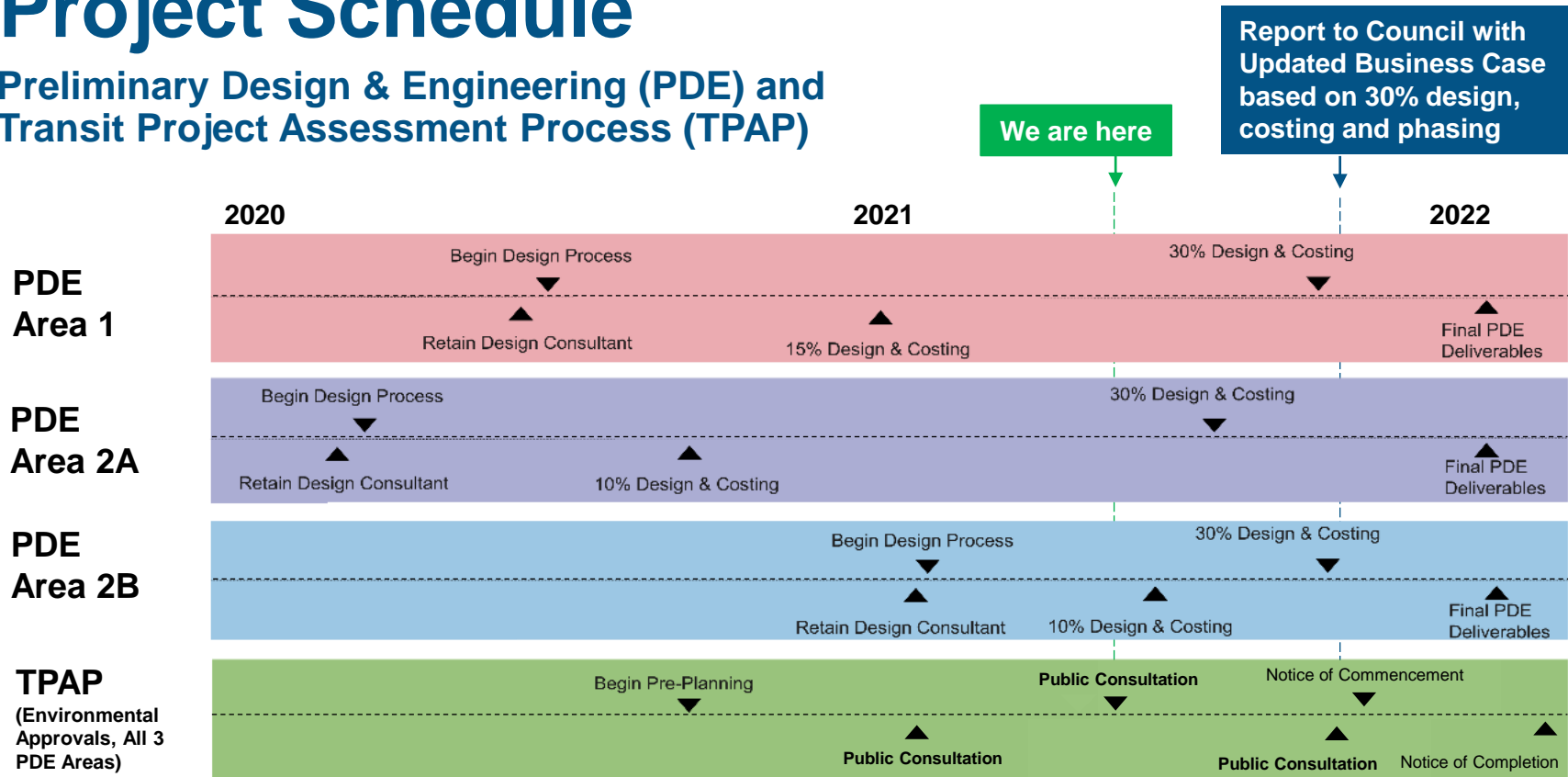
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Waterfront East LRT Extension Preliminary Design & Engineering Focus Areas



Project Schedule

Preliminary Design & Engineering (PDE) and Transit Project Assessment Process (TPAP)



Upcoming Reporting

Fall 2021 – *City Council*

- Still on track to present updated Business Case based on PDE costing in Fall 2021, ahead of the 2022 City of Toronto budget cycle

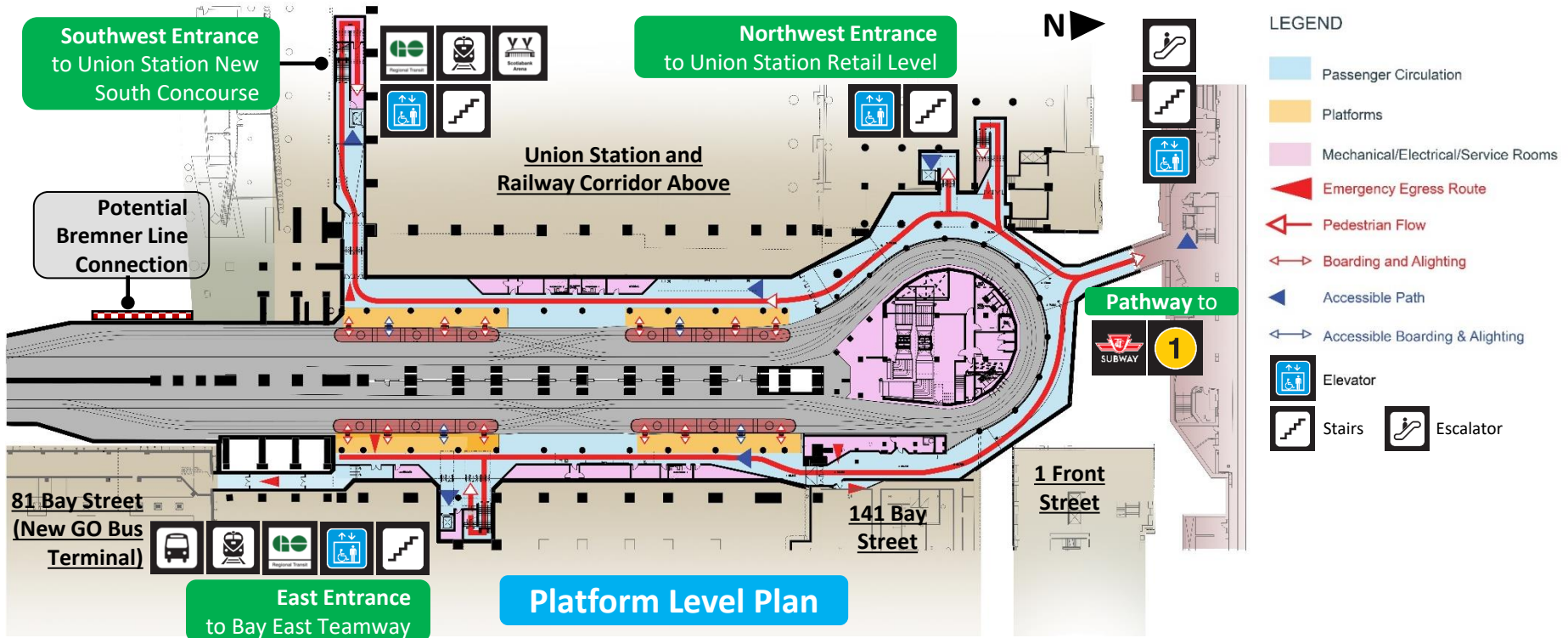


Area 1

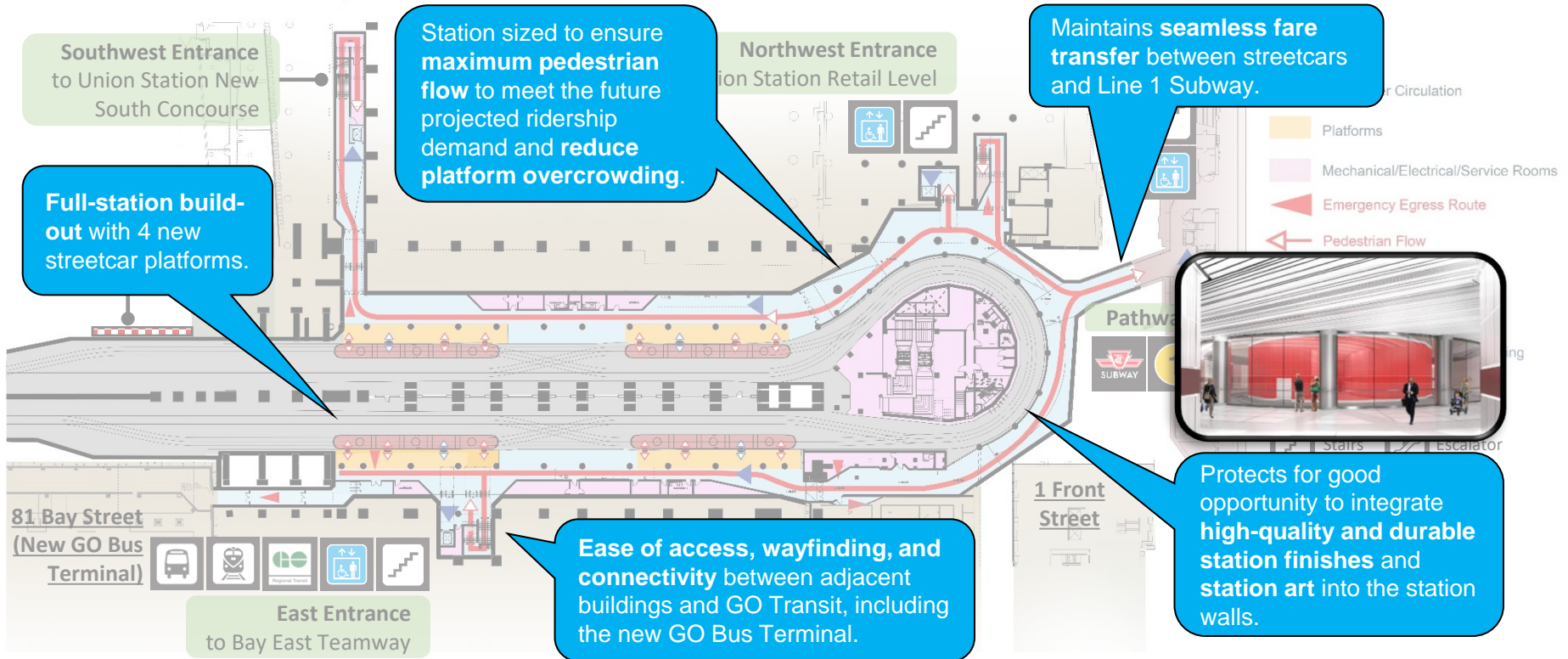
Underground Works

1. Union Station Loop - *Update*
2. Queens Quay-Ferry Docks Station - *Update*
3. Portal Design - *New*
4. Bay Street - *New*

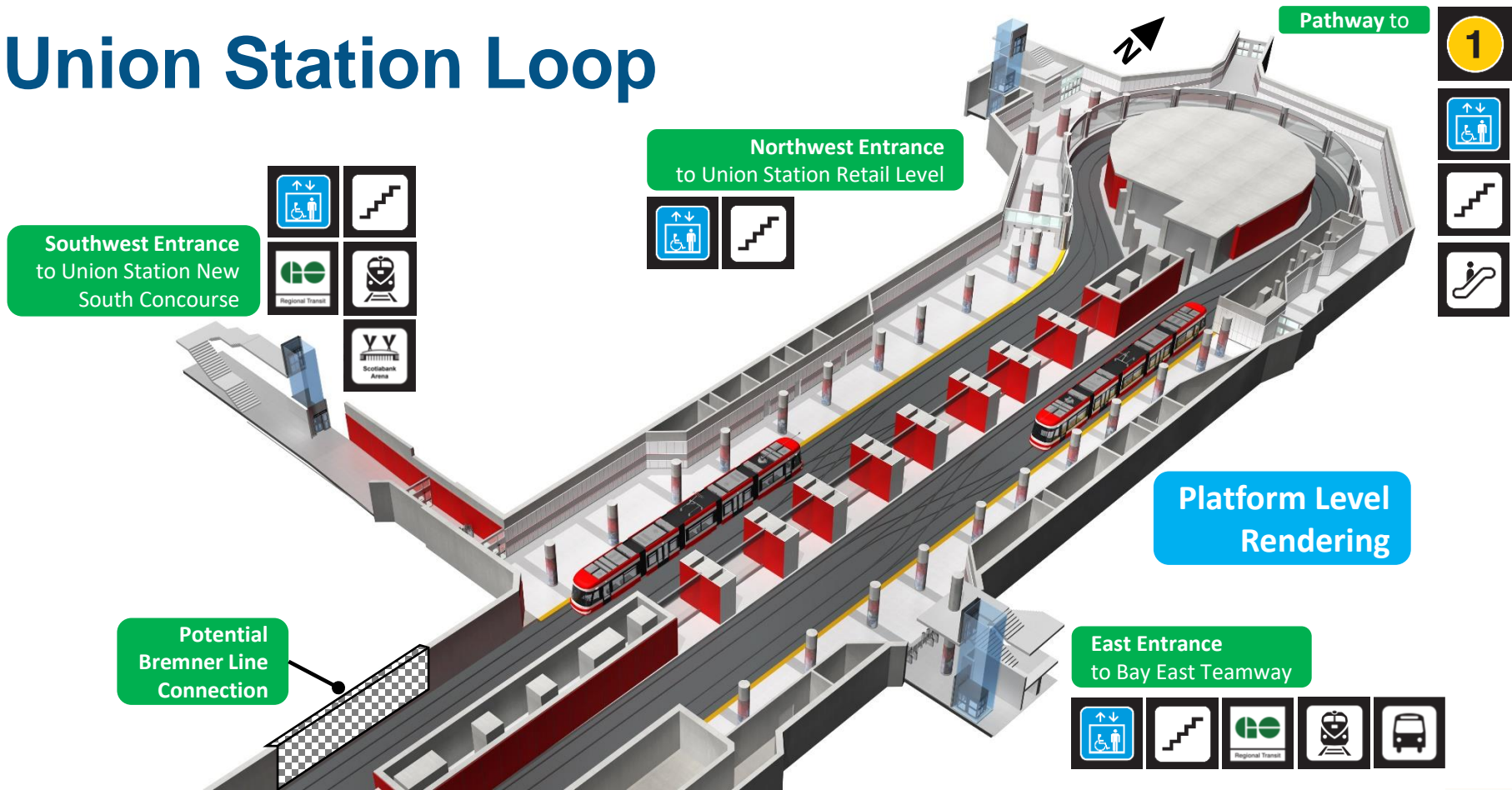
Union Station Loop Design



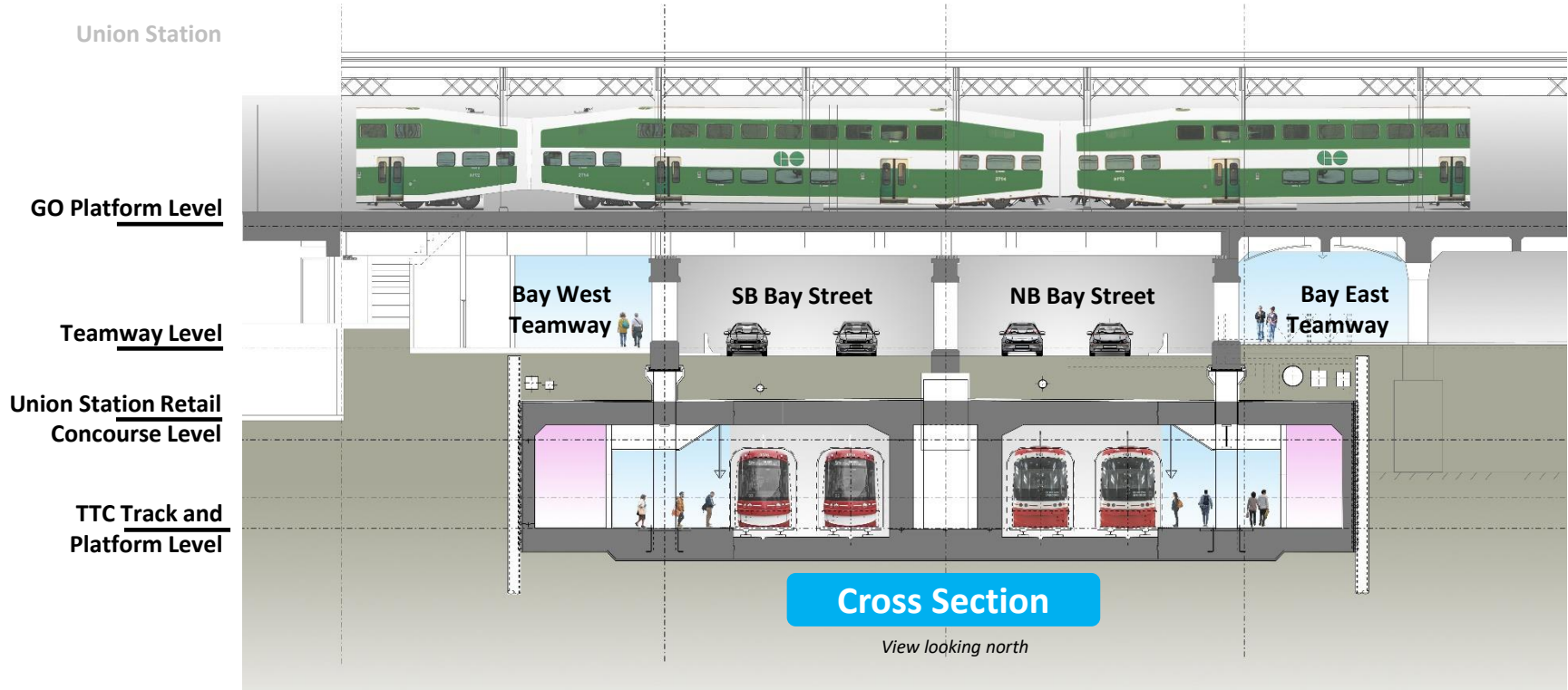
Union Station Loop Design



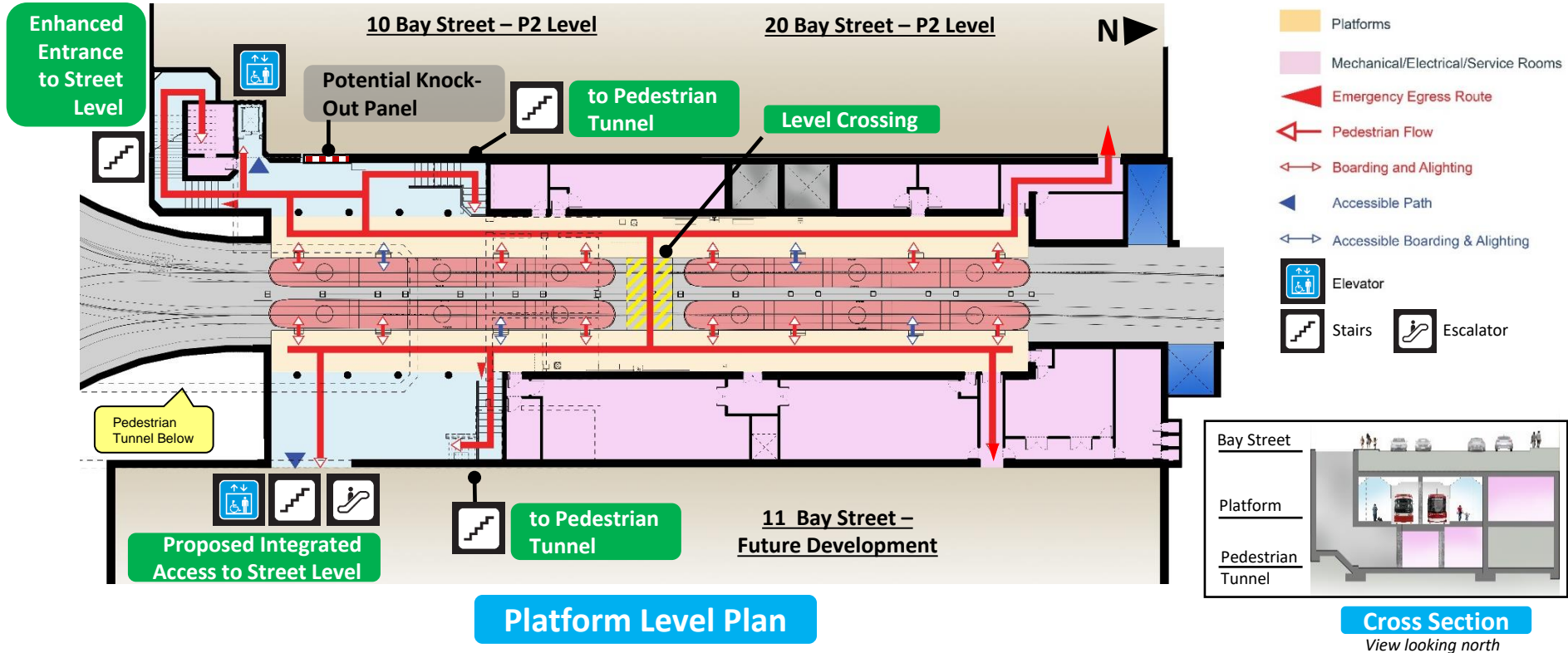
Union Station Loop



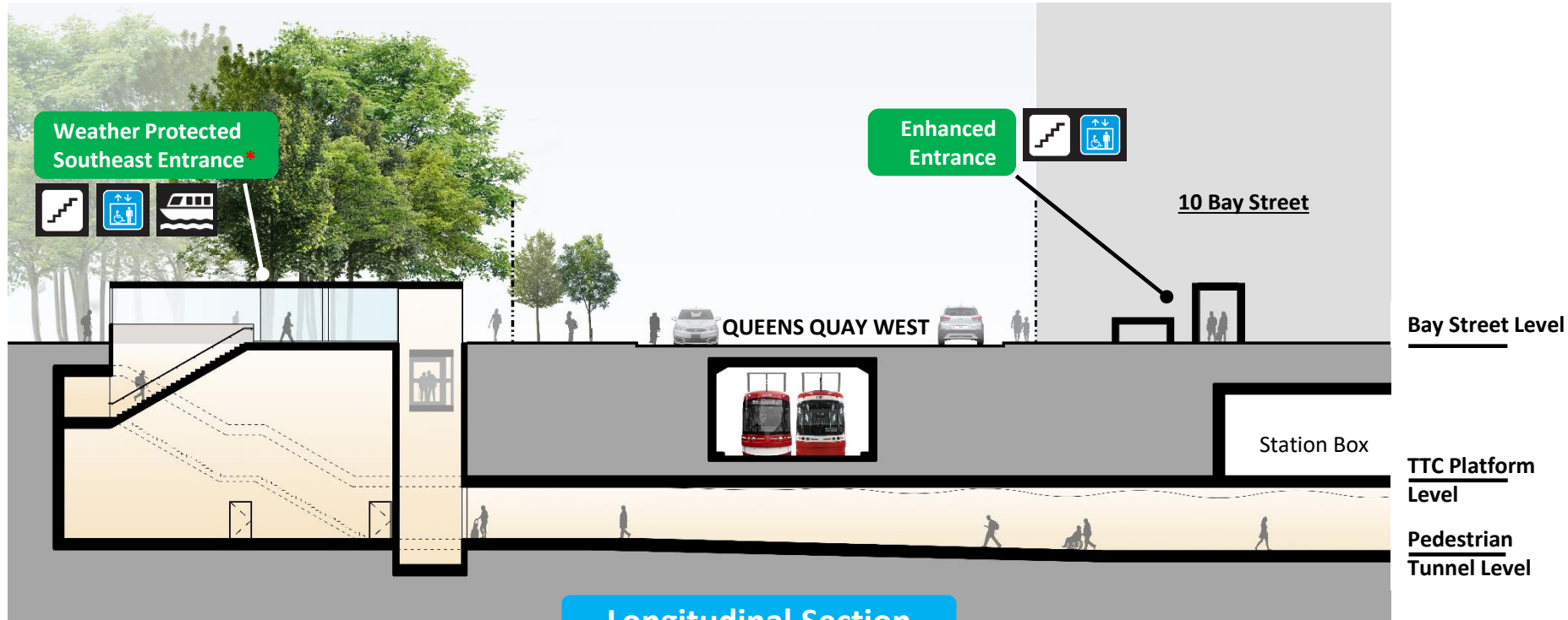
Union Station Loop Cross Section



Queens Quay-Ferry Docks Station



Queens Quay-Ferry Docks Station

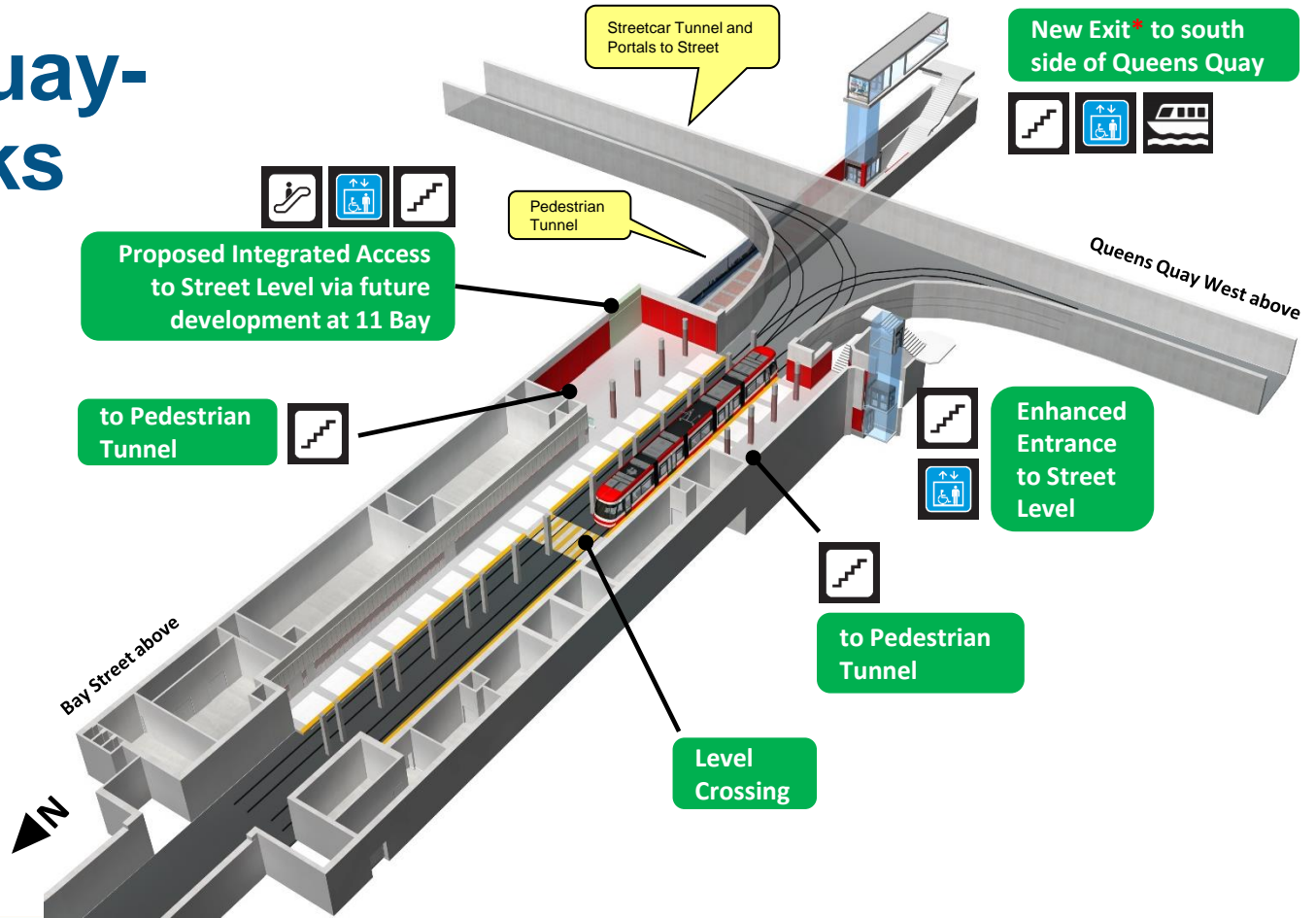


* Location of entrance under review.

Longitudinal Section

View looking west

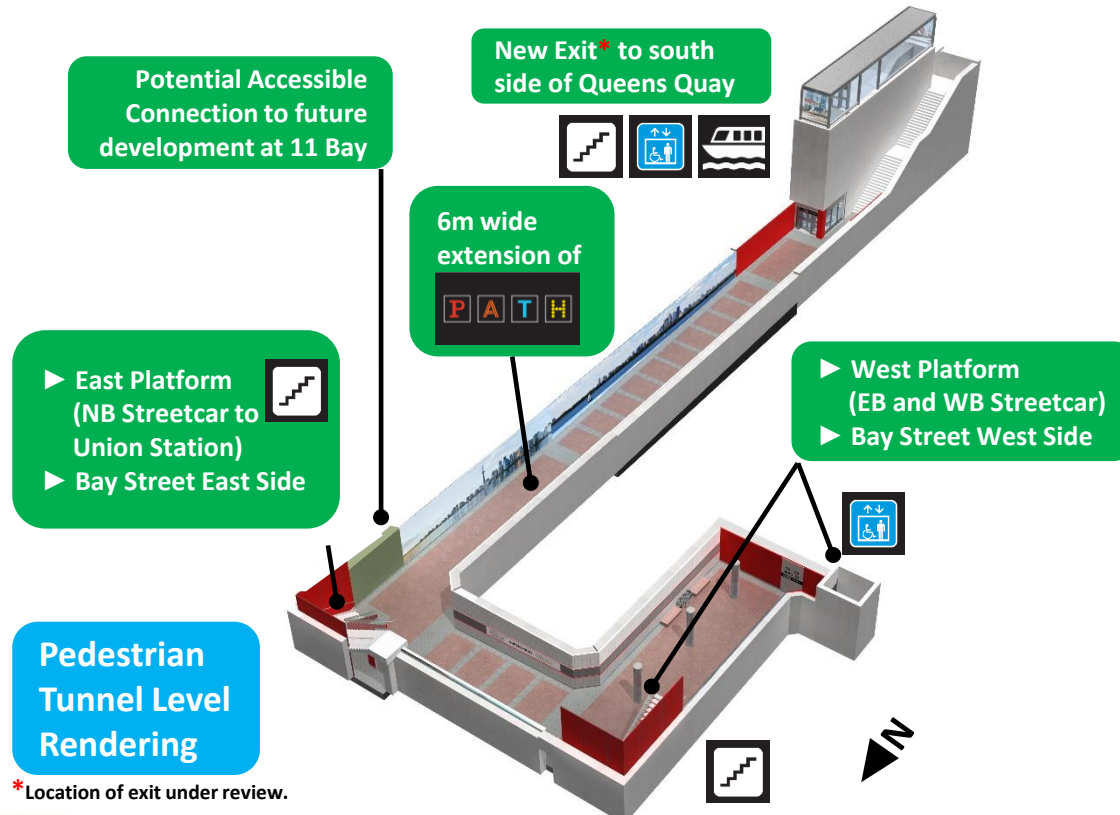
Queens Quay-Ferry Docks Station



Platform Level Rendering

*Location of entrance under review.

Queens Quay-Ferry Docks Station



Queens Quay-Ferry Docks Station

Updated design maintains and further enhances the proposed underground pedestrian tunnel access to south of Queens Quay, leading to an accessible new street-level entrance.

Opportunities to protect for good, integrated connections to adjacent properties continue to be explored with key stakeholders. This include future 11 Bay development.

New Exit* to south side of Queens Quay



6m wide extension of

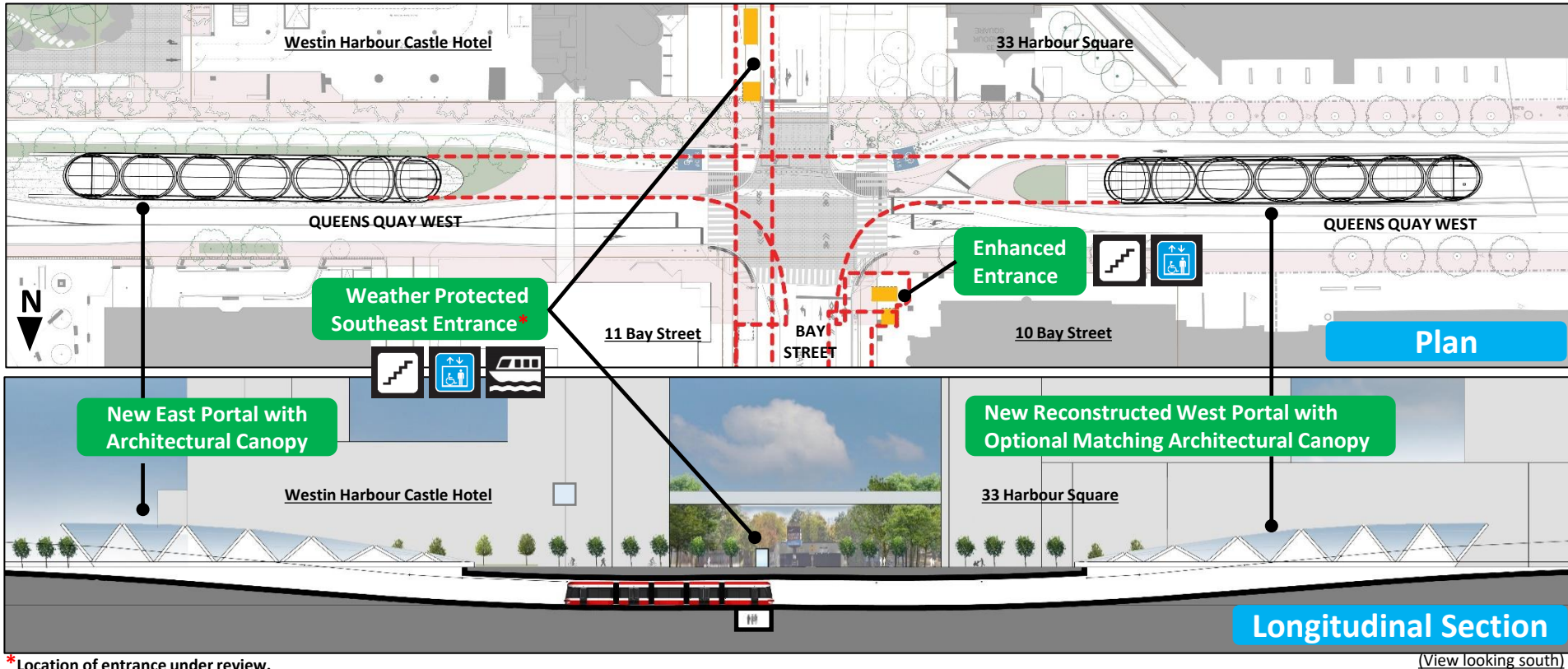
P A T H

Protects for good opportunity to integrate **high-quality and durable station finishes** and **station art** into the station walls.

Tunnel widened to 6m which provides ample space to **accommodate event crowd** and **ample seating**.

*Location of exit under review.

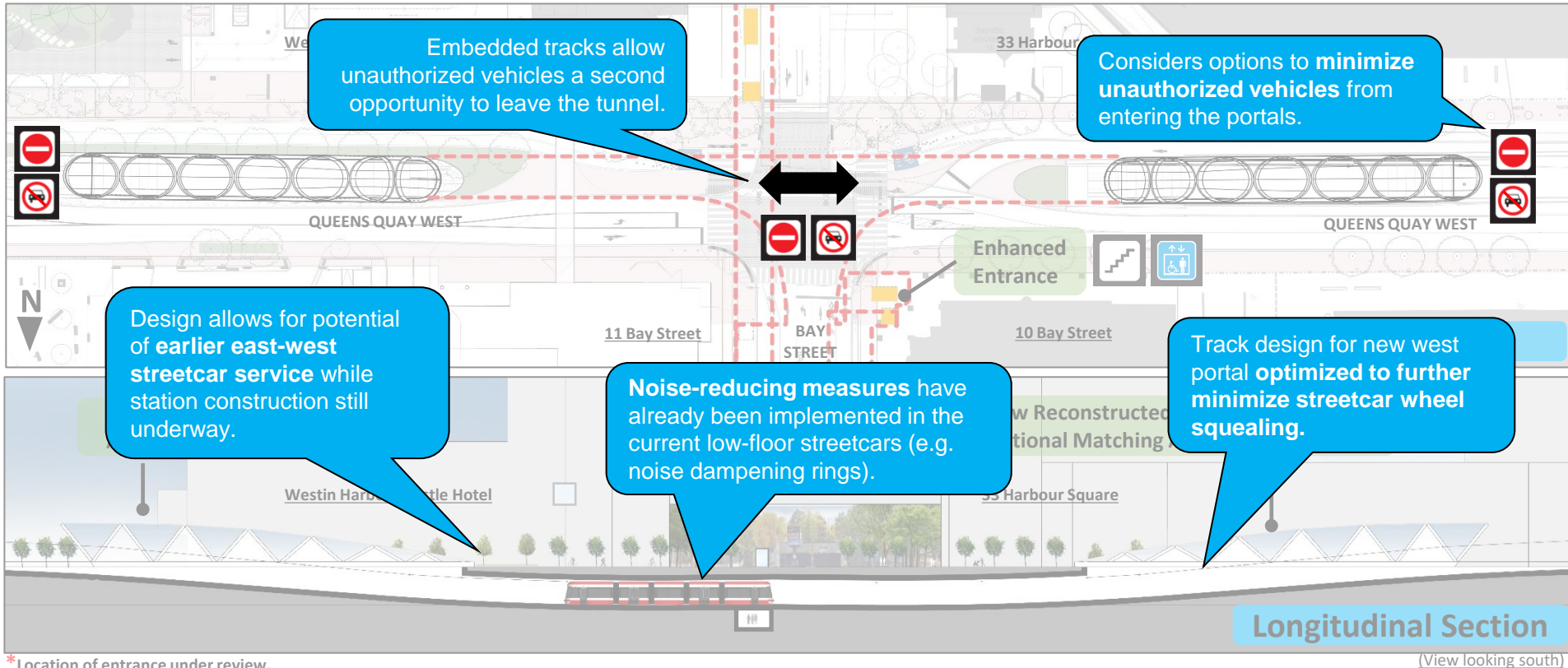
Streetcar Portals (East and West)



*Location of entrance under review.

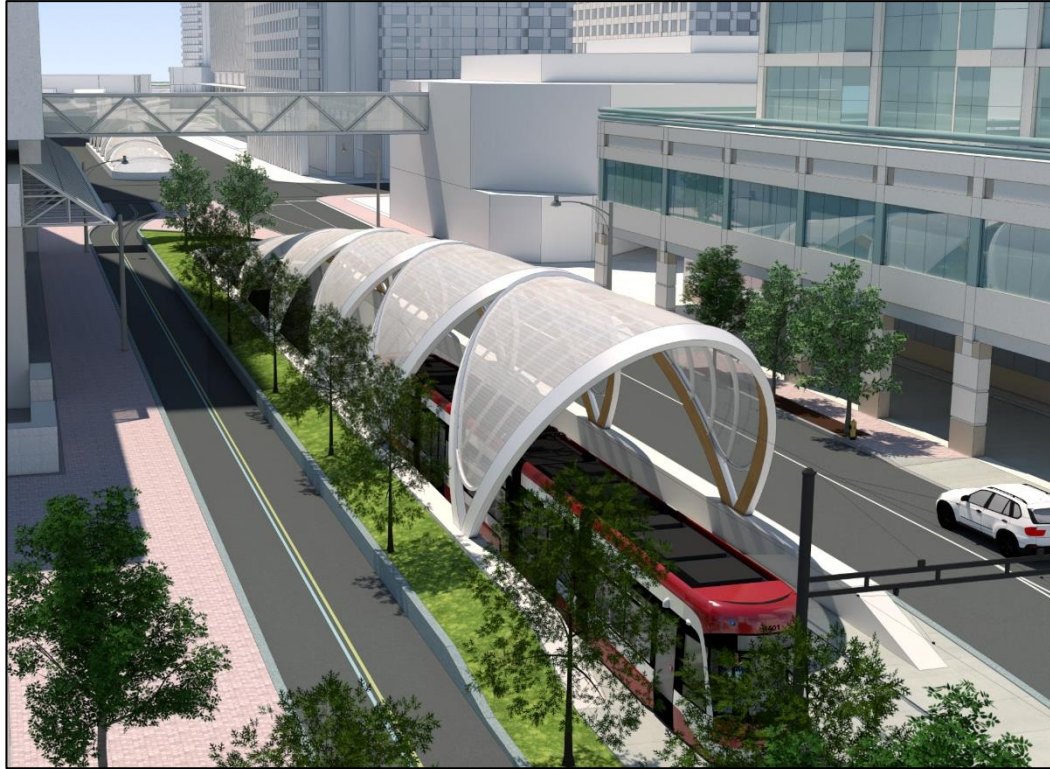
(View looking south)

Streetcar Portals (East and West)



Portal Canopies

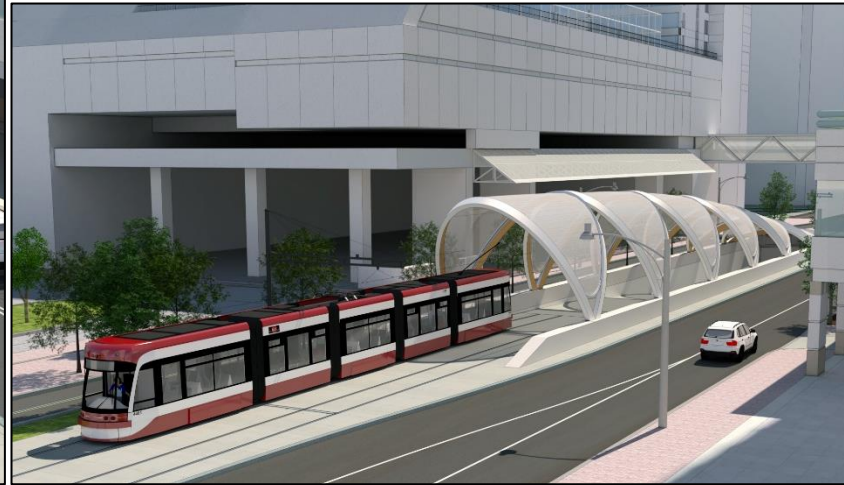
Preliminary Renderings



East portal looking west towards foot of Bay Street.



East portal looking west.



East portal looking southwest towards existing Westin Harbour Castle Hotel.

Area 1: Bay Street Reconstruction

With the construction of the Union and Queens Quay Ferry-Docks Stations, much of **Bay Street between Front and Queens Quay** will need to be reconstructed towards the end of the project.

There is an opportunity to build Bay Street back differently than it is today.



Area 1: Bay Street Reconstruction

What design elements should be prioritized along Bay Street (between Front and Queens Quay Blvd) to enhance the street when it is rebuilt?

- Trees and Plantings
- Wider sidewalks
- Dedicated and protected bicycle infrastructure
- Improved Traffic Flow
- Priority measures for buses
- Pick-up & drop-off space
- Curbside loading space





Area 2A: Queens Quay East Design

(Bay St. to Parliament St.)

1. Portal Location Study - Update
2. Yonge Street Slip Design - *Update*
3. Jarvis Slip - *Update*
4. Parliament Street/Queens Quay Realignment - *Update*
5. Queens Quay East Cross Section - *Update*

Selected Portal Location – West of Yonge

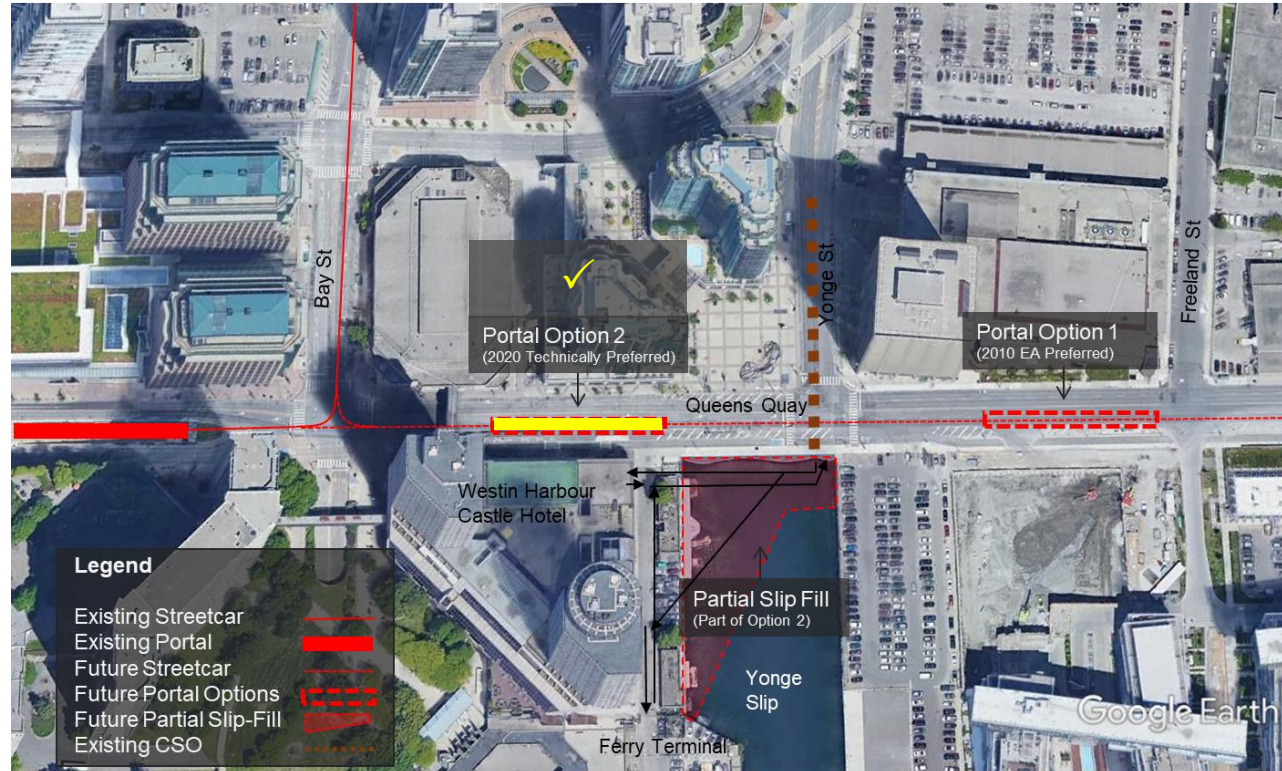
Greatest support for the portal location west of Yonge Street (Option 2).

The majority consensus is that this option provides:

- Enhanced transportation safety
- Enhanced public realm
- Cost savings
- Reduced construction impacts

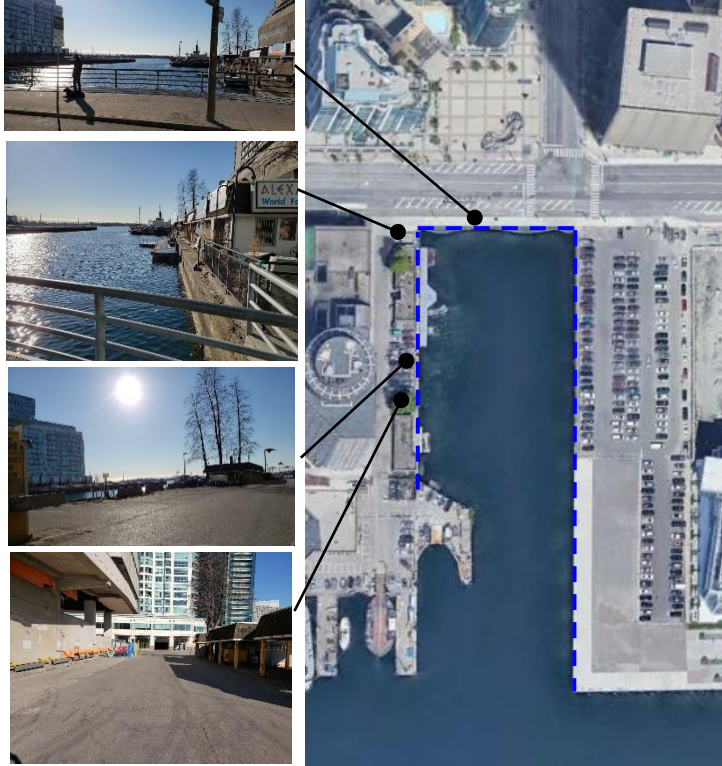
Consultation was also done with:

- Toronto Water
- Aquatic Habitat Toronto
- The Mississaugas of the Credit First Nation
- Residents of 10 Yonge/10 Queens Quay

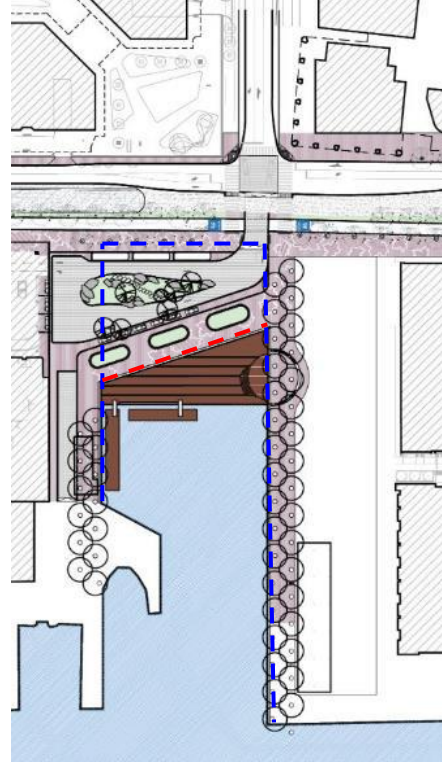


Yonge St. Slip Design Progress

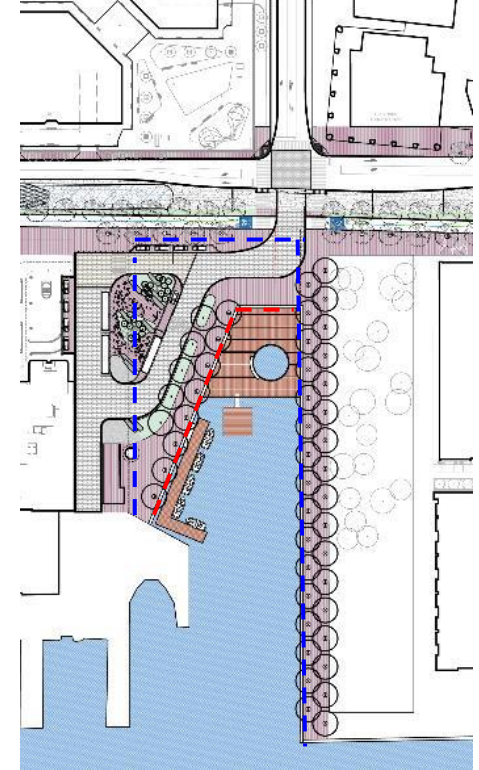
Existing Condition



Winter 2021 Public Meeting

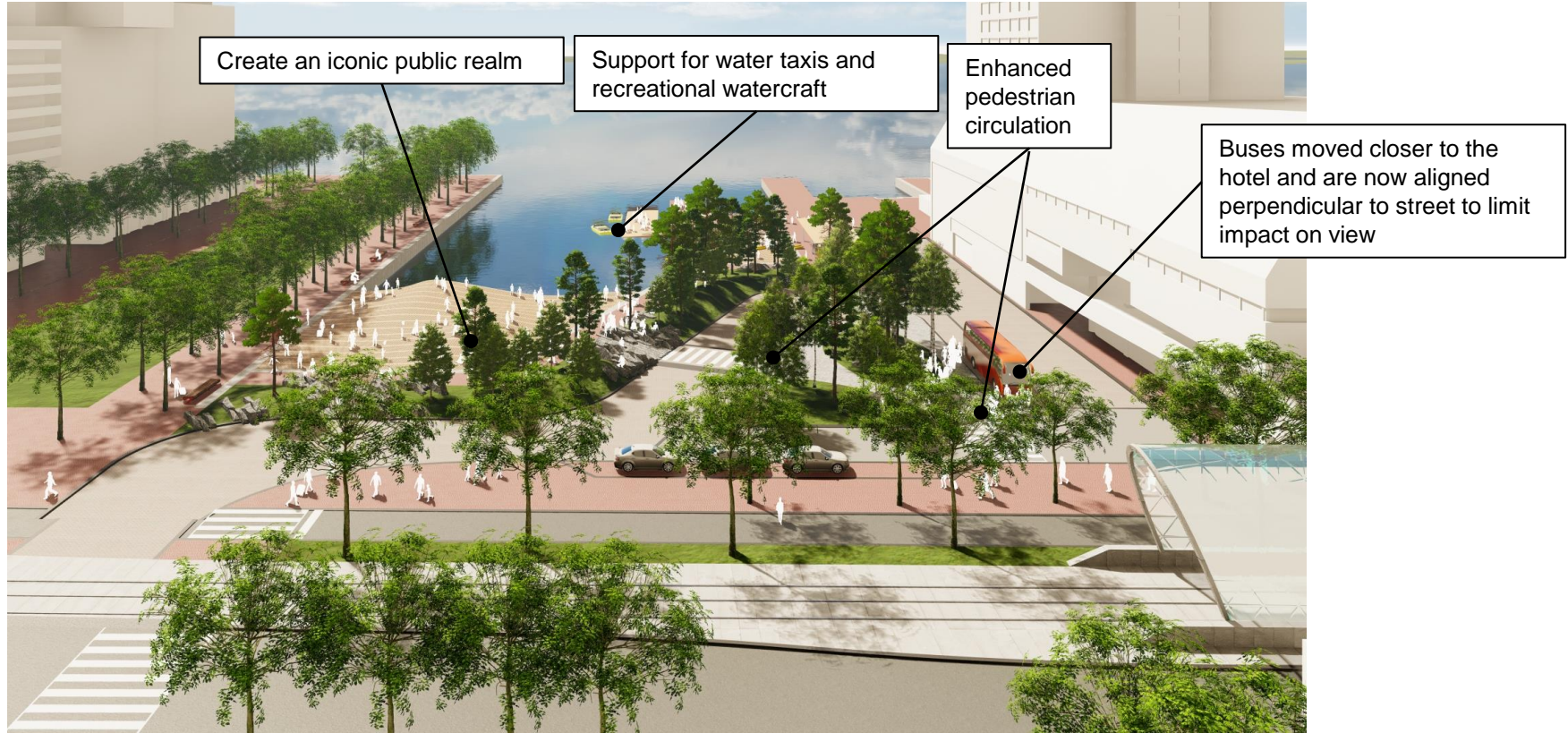


Summer 2021 Revised Design



- - - Existing dock wall
- - - New dock wall

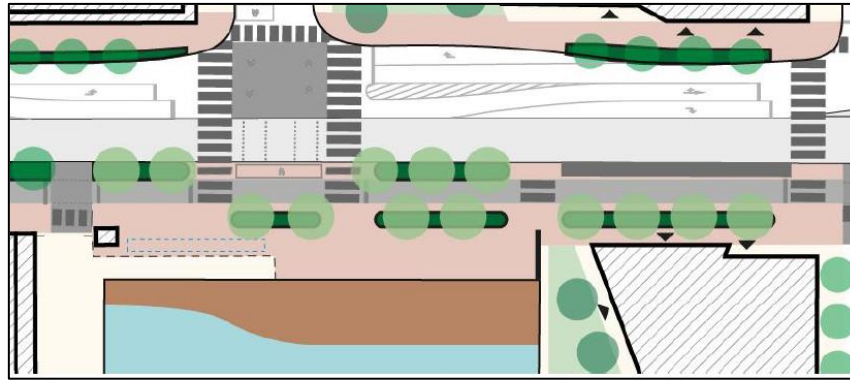
Yonge St. Slip Design Update



Yonge St. Slip Design Update

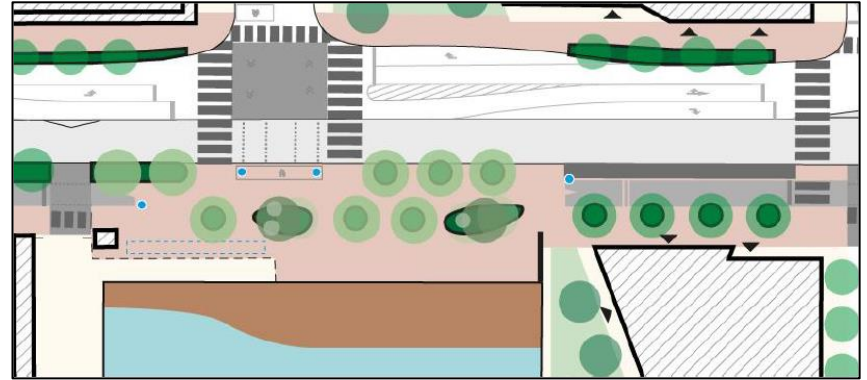


Special Character at Heads of Slips: Arrival Zones



Option 1: Delineated

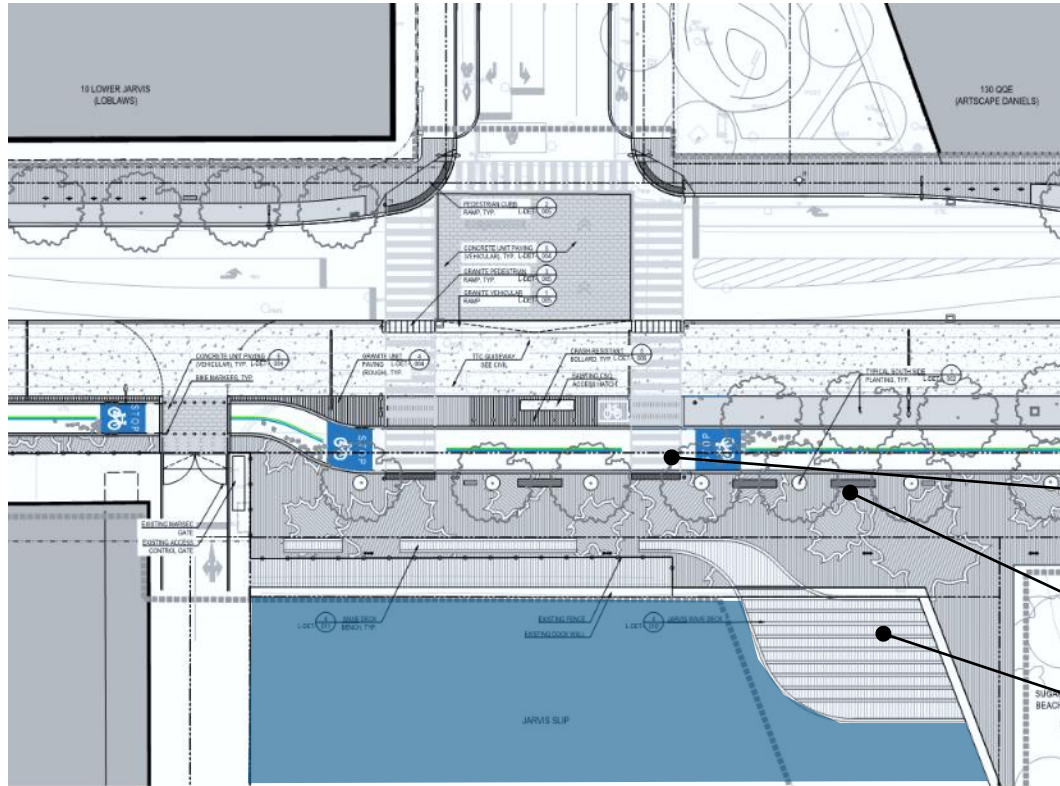
- Continuous asphalt MGT through the plaza
- Crosswalks extend south of MGT
- Same as “typical intersection” design



Option 2: Plaza

- Pedestrian focused area
- The MGT pavement stops along with other indicators of trail delineation
- Cyclists must navigate slowly through the space, prompted by new signage concept

Jarvis Slip: Arrival Zone Intersection Design



The “**delineated**” option was **selected** based on public feedback received during the Winter 2021 consultation.

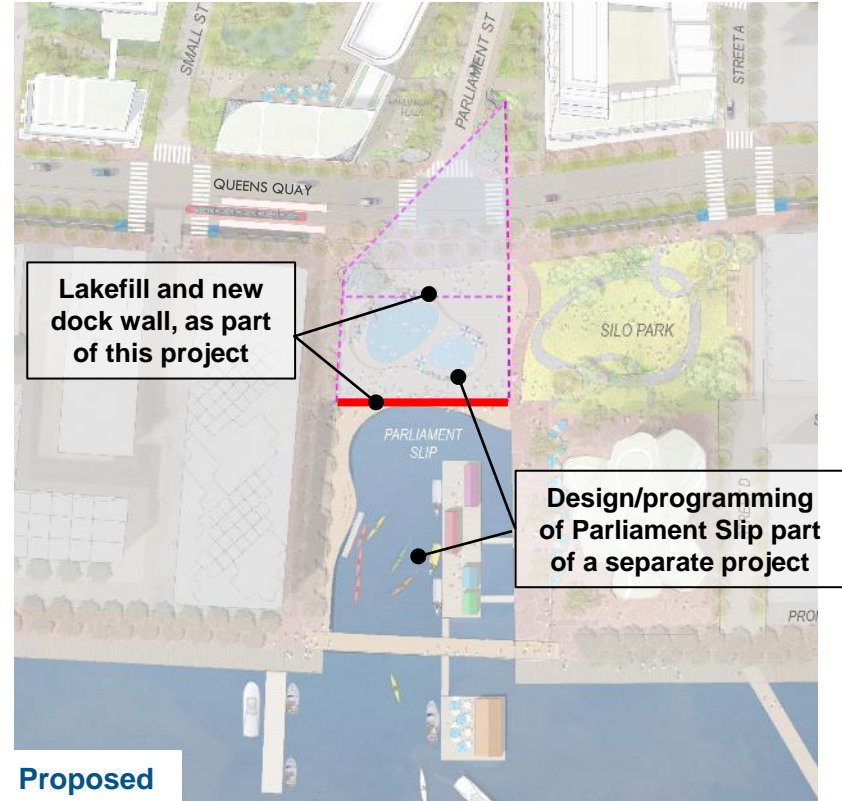
This option makes a distinction between space for cyclists and pedestrians.

Extended crosswalks and extend MGT asphalt through the intersection (improved delineation between modes)

Additional seating

Wavedeck and integration with adjacent public space

Parliament St./Queens Quay Realignment



Parliament St./Queens Quay Realignment



Queens Quay East



Queens Quay East



Queens Quay East Typical Cross Section

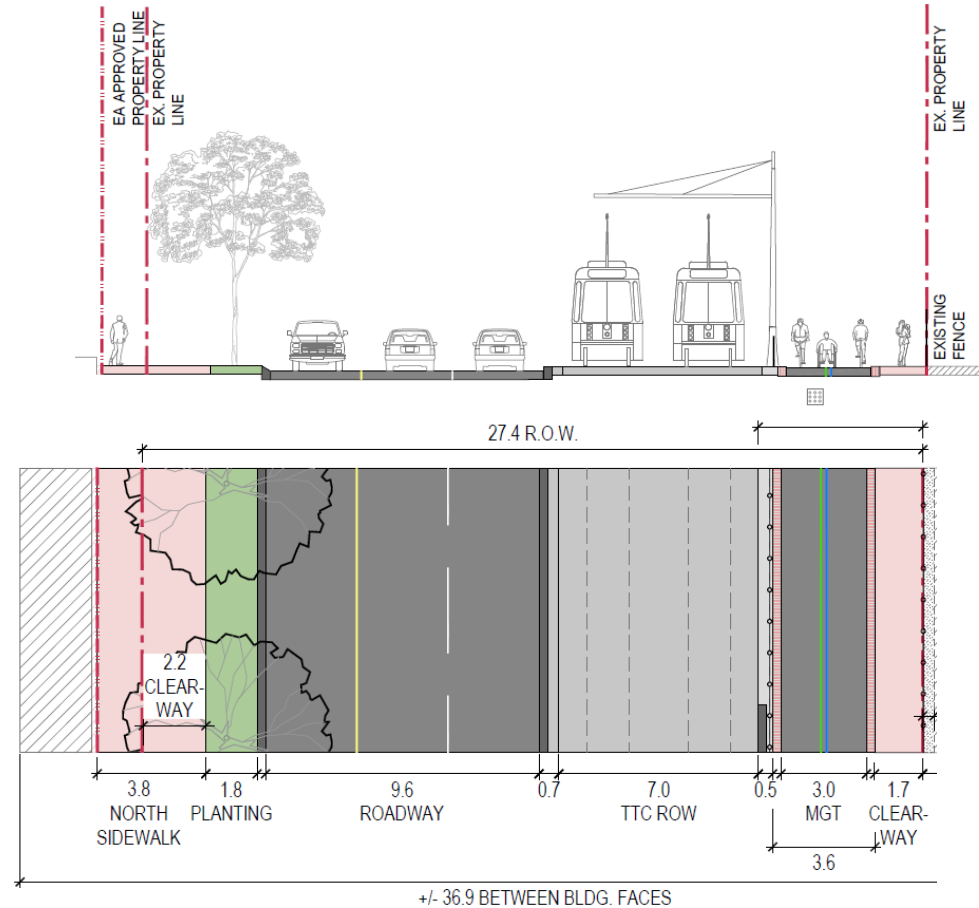


Queens Quay East Right-of-way Constraints

Redpath Sugar Factory 95 Queens Quay East

The stretch of Queens Quay as it passes the Redpath Sugar Factory will not be able to achieve the full design vision as there is less space to work with.

As a result, the Martin Goodman Trail (MGT) and pedestrian promenade on the south side (*right side of image*) of Queens Quay West will be smaller than typical sections of the street.



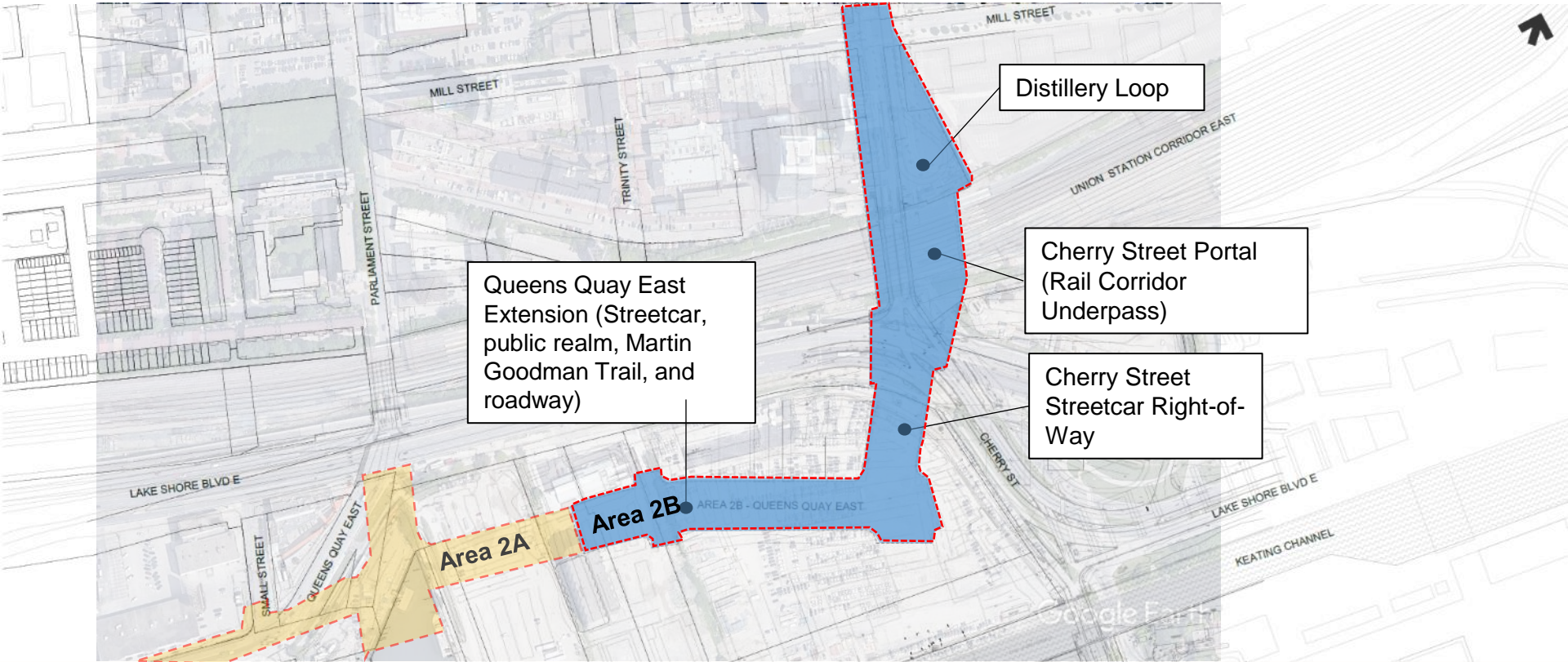


Area 2B - **New**

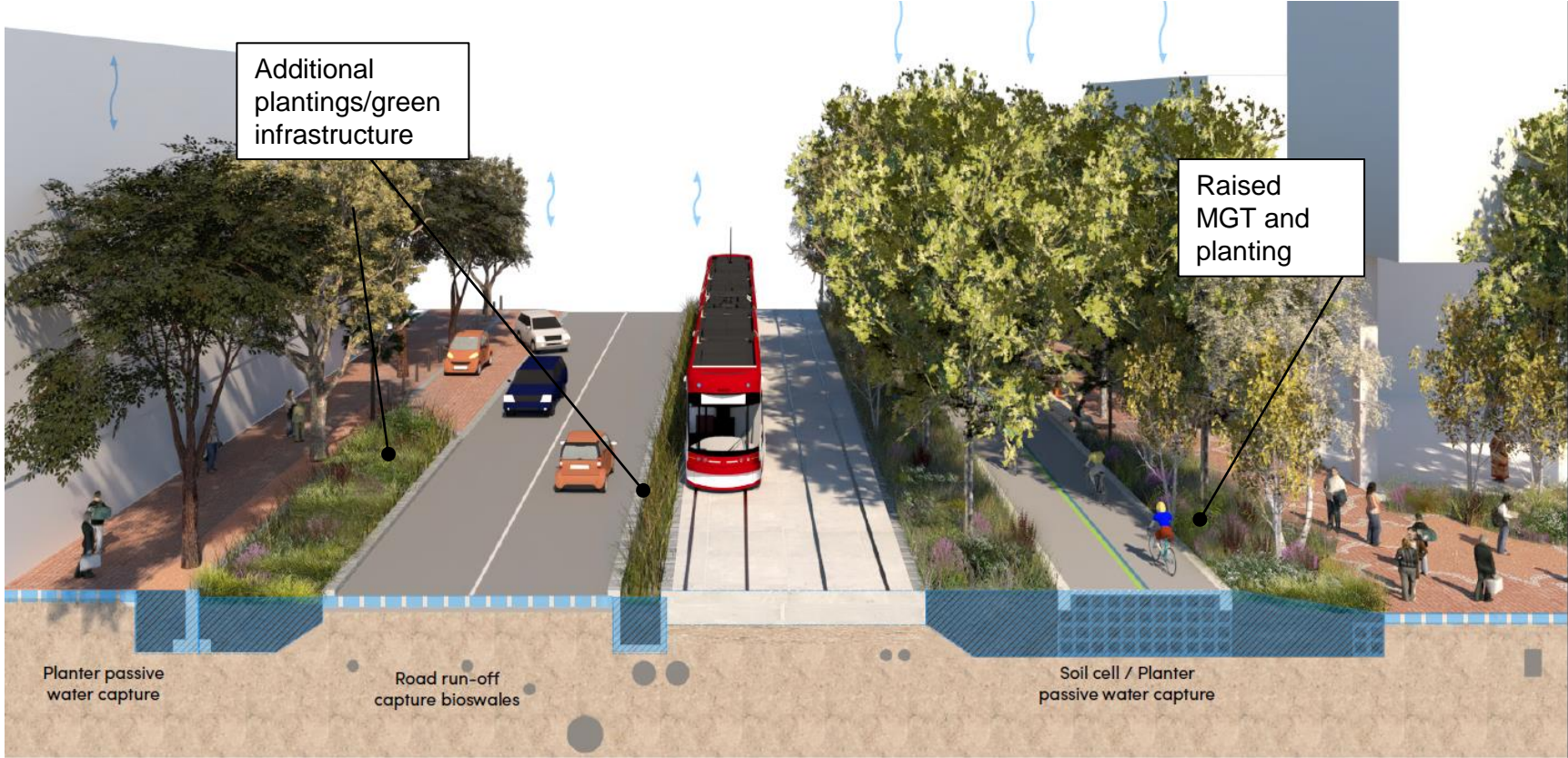
Queens Quay East Extension and Cherry Street

1. Scope
2. Queens Quay East Extension Cross Section
3. Cherry Portal Options & Evaluation
4. Distillery Loop

Area 2B Design Scope



Queens Quay East Extension: Cross-Section



47

Cherry Portal Options

Option 1: Bridge Rebuild



Option 2: Mixed Traffic in Existing Portal



New Structure

Option 3: New Streetcar Portal, Move the Railway Signal Building



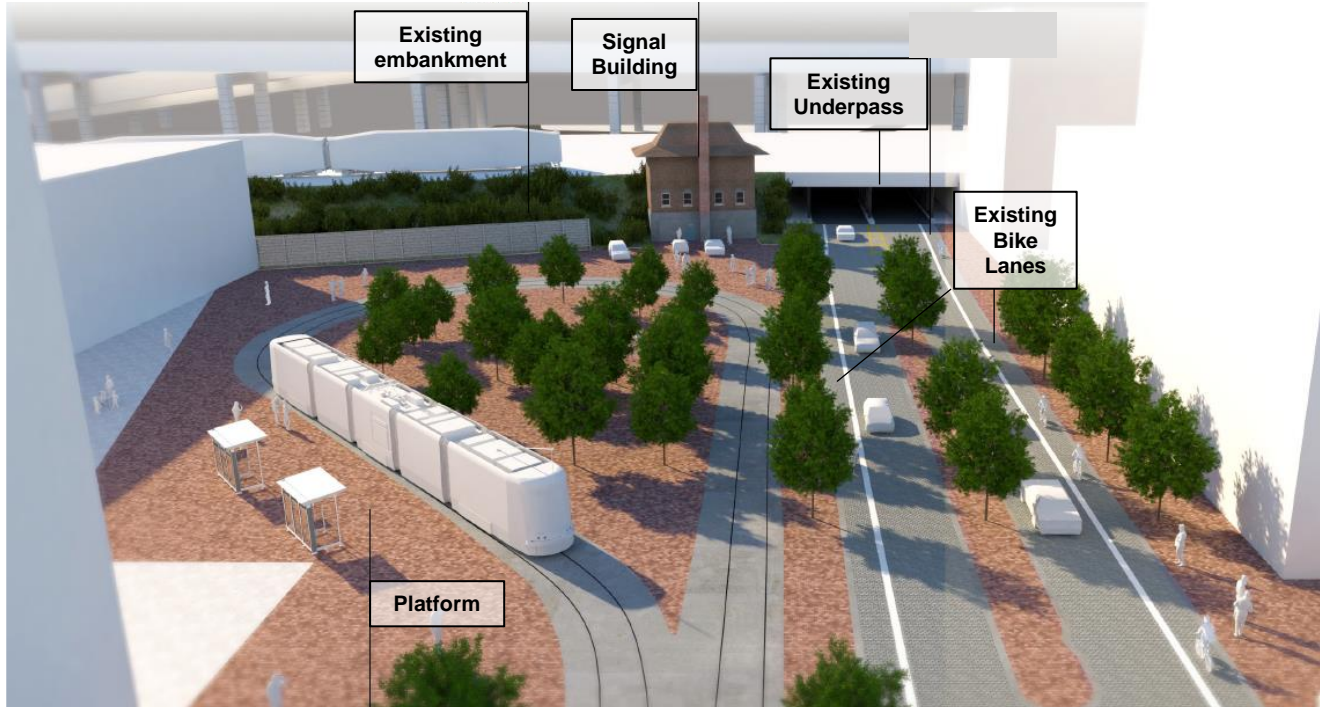
Option 4: New Streetcar Portal, Keep the Railway Signal Building in Place



Evaluation of Cherry Portal Options

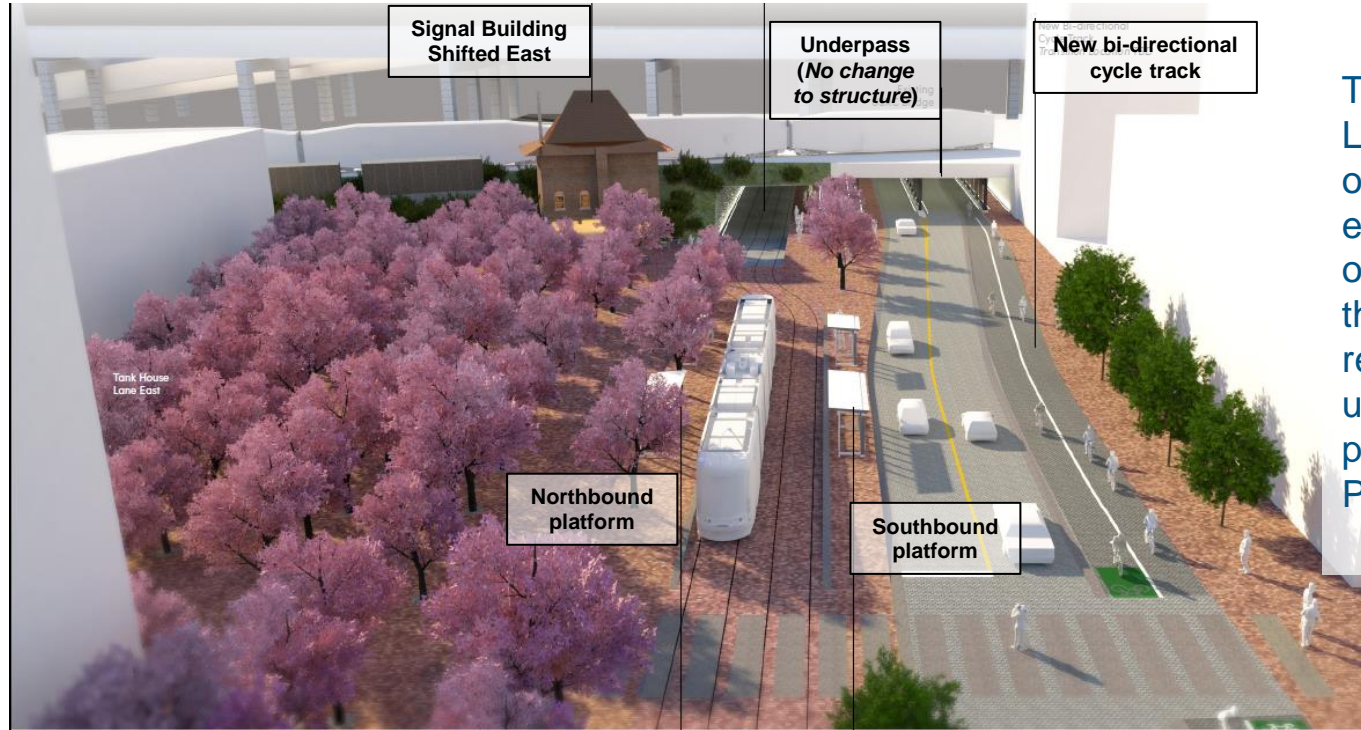
Option	Notes	
1) Bridge Rebuild	<ul style="list-style-type: none"> Significantly higher cost and requires replacement of rail deck, which would cause significant disruption to rail operations 	× Not Preferred
2) Mixed Traffic in Existing Portal	<ul style="list-style-type: none"> Roadway would need to be lowered to accommodate clearance for streetcars, which would lead to greater flooding issues Would lead to traffic and transit delays at Lakeshore/Cherry Intersection 	× Not Preferred
3) New Streetcar Portal, Move the Railway Signal Building	<ul style="list-style-type: none"> Requires the existing railway signal building, which is a heritage structure, to a different location Limited disruption to railway corridor Lower costs compared to bridge rebuild option 	✓ Technically Preferred
4) New Streetcar Portal, Keep the Railway Signal Building in Place	<ul style="list-style-type: none"> The existing railway signal building can stay in place Limited disruption to railway corridor Lower costs compared to bridge rebuild option 	✓ Technically Preferred

Distillery Loop: Existing



Distillery Loop: Option 3

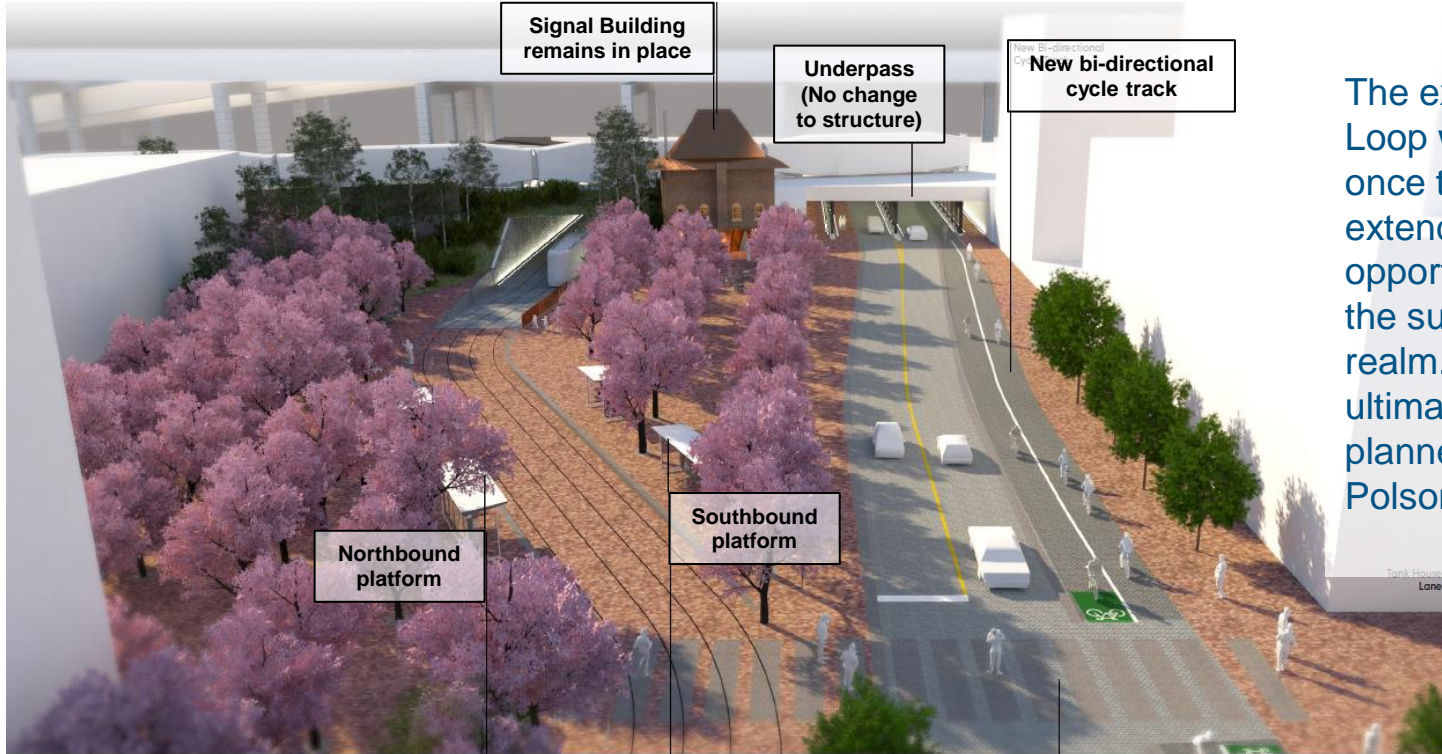
(Option with Signal Building shifted east)



The existing Distillery Loop would be removed once the line is extended, creating an opportunity to enhance the surrounding public realm. Service would ultimately extend to the planned loop at Polson/Cherry.

Distillery Loop: Option 4

(Option with Signal Building remaining in place)



The existing Distillery Loop would be removed once the line is extended, creating an opportunity to enhance the surrounding public realm. Service would ultimately extend to the planned loop at Polson/Cherry.



Phasing and Implementation

1. Phasing of Union Station & Queens Quay-Ferry Docks Stations – *Update*
2. Expedited Interim Transit to Queens Quay East – *Update*
3. Network Phasing – *Update*
4. Implementation & Coordination Plan – *New*
5. Mitigating Construction Impacts – *New*

Phasing of Union Station and Queens Quay-Ferry Docks Station

1. How much expansion work is needed in the Union Station Loop (Area 1) in Phase 1?

Confirming the full 4-platform design for Union Station and full concept design for Queens Quay-Ferry Docks station is required to accommodate 2041 demand.

It is recommended that the full vision for Union Station be implemented in Phase 1.

Expedited Interim Transit to Queens Quay East

2. Can East Bayfront transit service be expedited prior to the completion of the Union Station Loop?

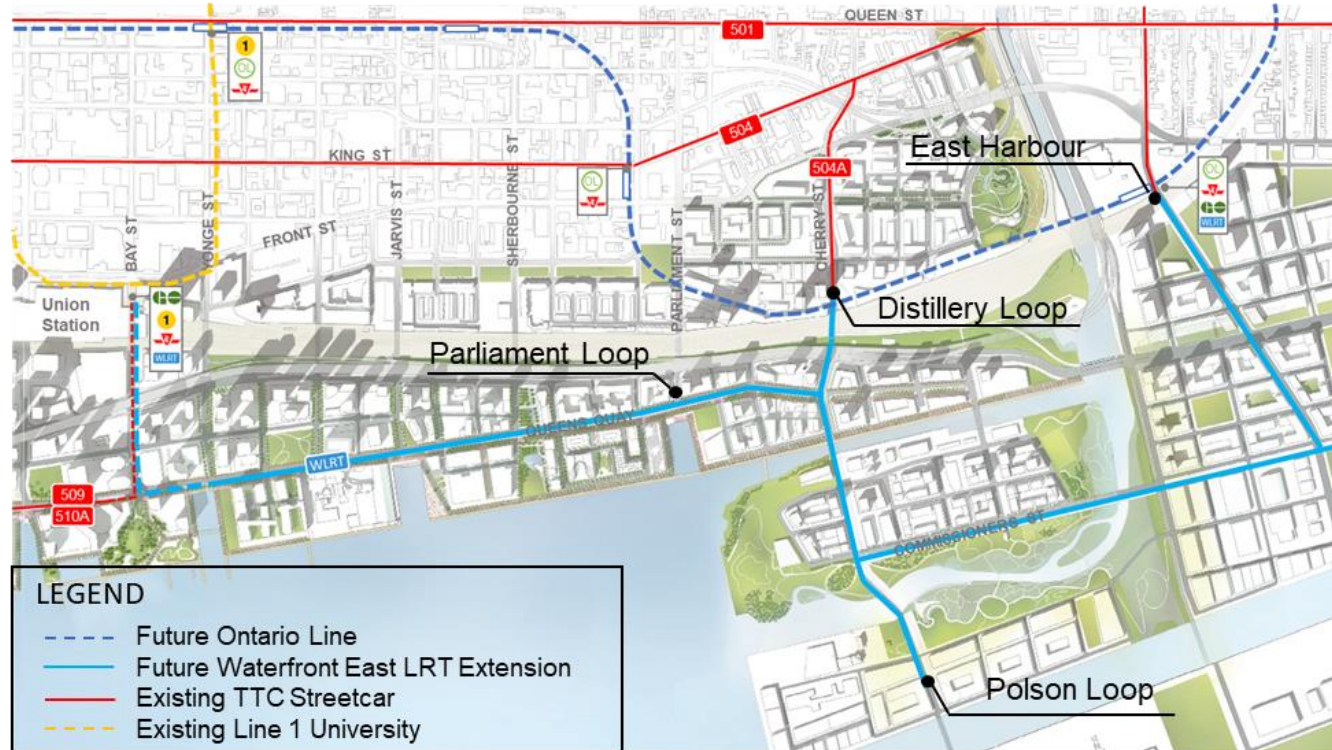
Yes, the **east-west** through-track at the foot of Bay and construction of **Queens Quay East prior to the completion of Union Station** will allow for streetcar service to East Bayfront to be expedited.

With this infrastructure in place, **it would be feasible for the TTC to operate a through east-west streetcar service** as part of the temporary service changes required during the Union Station construction.

Timing of expedited streetcar service is subject to funding and and refinement of the project schedule.

Network Phasing: Phase 1 (Yr 2031) Options

3. How far east should transit extend to in Phase 1? Four options were evaluated:



Network Phasing: Phase 1 (Yr 2031) Options

2. How far east should transit extend to in Phase 1? Four options were evaluated:

Parliament Loop

- Limited space to locate a loop due to advancement of Quayside development
- Does not deliver the same network benefits of transit prior to development in the eastern waterfront like the other options do
- Still requires significant investment (Union and Queens Quay East)

Distillery Loop

- Distillery Loop cannot be maintained once the alignment travels under the rail corridor due to grading and space requirements. Requires an unplanned temporary loop elsewhere along the line.
- Higher risks associated with construction of the portal and alignment with other projects in the area at the same time (Ontario Line, Gardiner/Lakeshore).

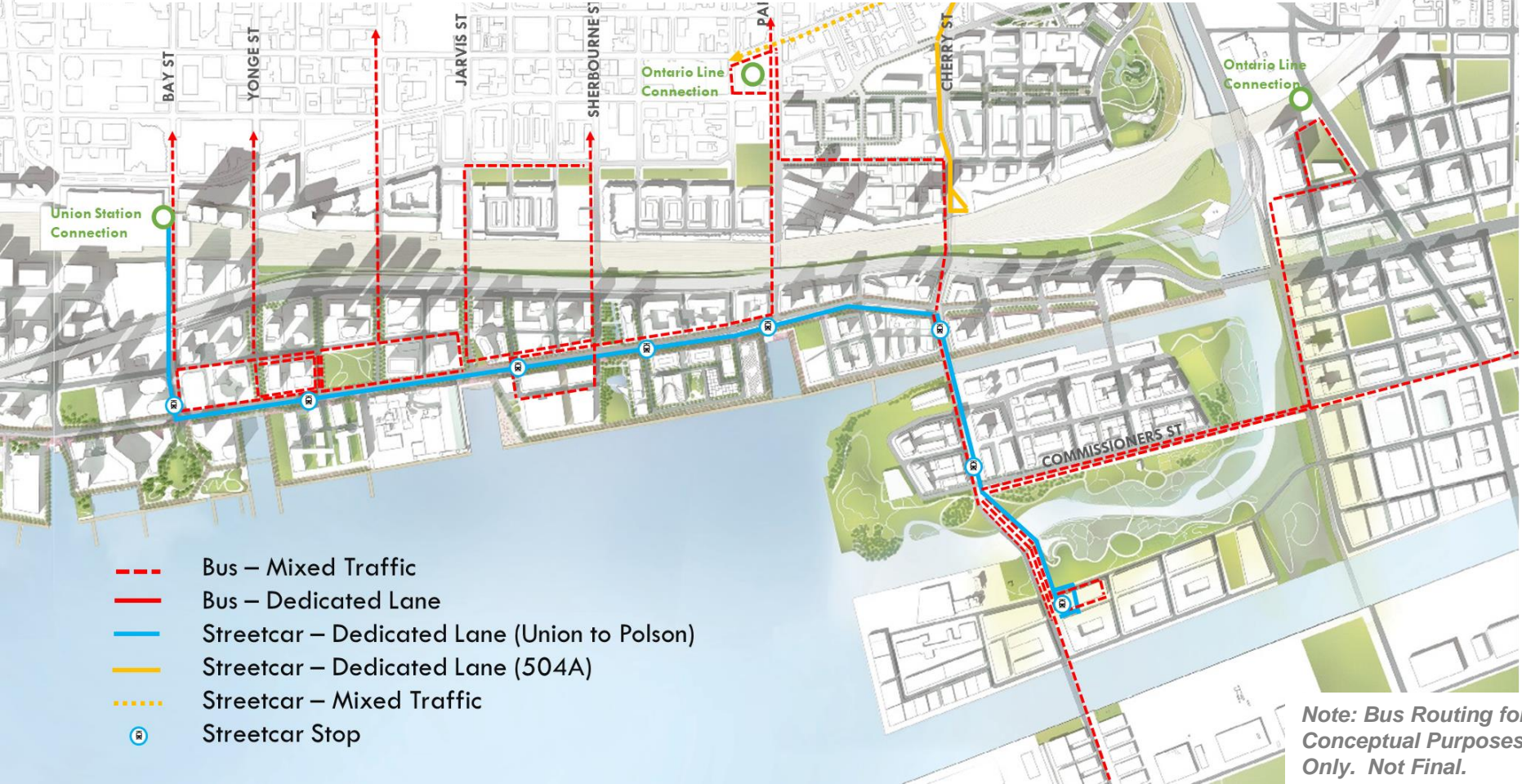
Polson Loop

- Similar cost to going to Distillery loop, but without the constructability risk.
- Benefit of delivering transit in alignment with the development in Port Lands, aligning with city policy
- Cherry Street and new transit bridge being constructed as part of Port Lands Flood Projection Project

East Harbour

- Reliant on several other infrastructure investments, designs and environmental studies that are not yet funded

Phase 1 (Yr 2031) Union to Polson Loop



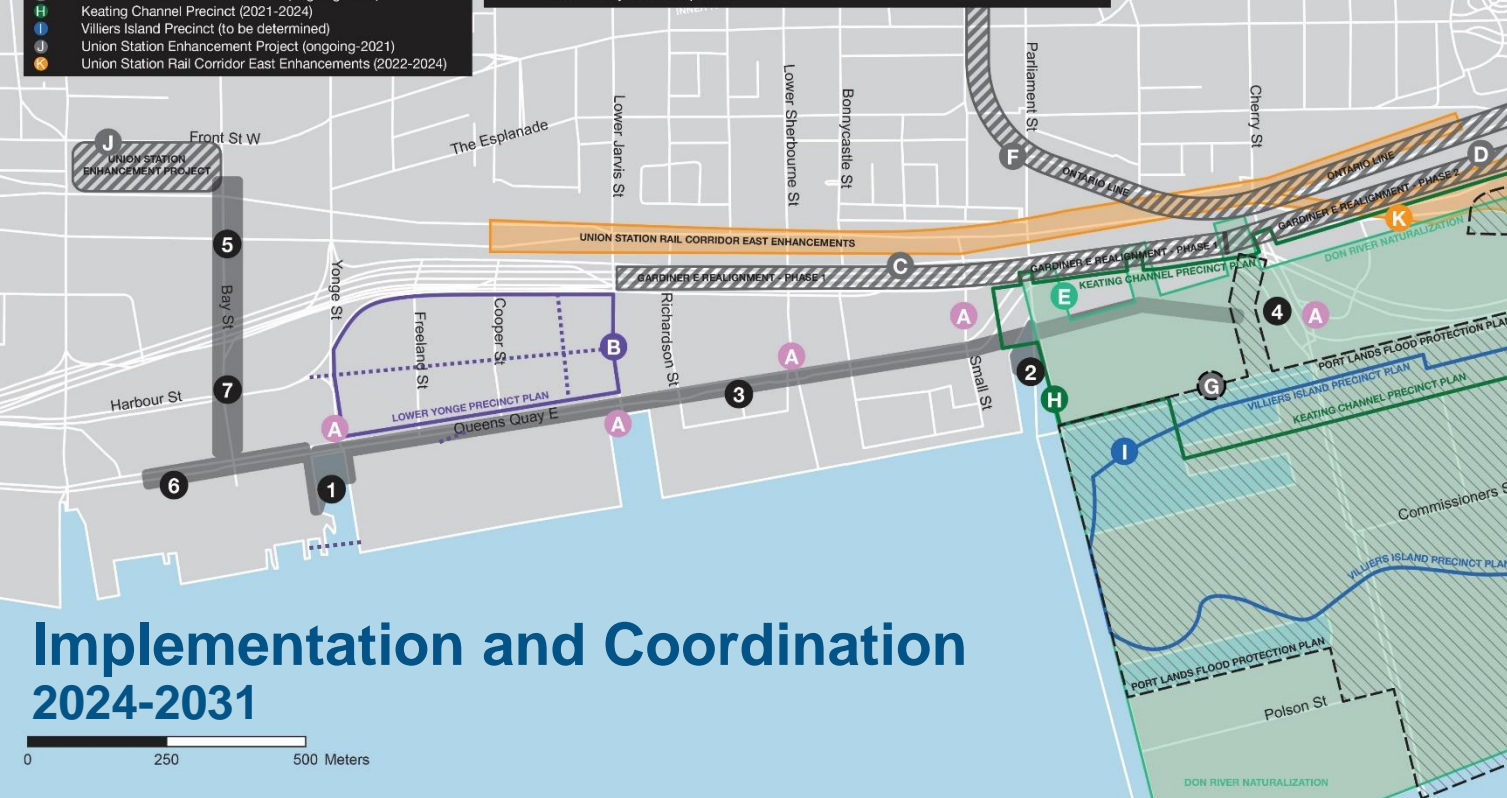
Note: Bus Routing for is Conceptual Purposes Only. Not Final.

Concurrent major projects within study area and estimated implementation time

- A** Inner Harbour West Tunnel (ongoing-2028)
- B** Lower Yonge Precinct (to be determined)
- C** Gardiner Expressway East Realignment - Phase 1 (2021)
- D** Gardiner Expressway East Realignment - Phase 2 (2026-2030)
- E** Don River Naturalization (ongoing-2024)
- F** Ontario Line (ongoing-2027)
- G** Port Lands Flood Protection Plan (ongoing-2024)
- H** Keating Channel Precinct (2021-2024)
- I** Villiers Island Precinct (to be determined)
- J** Union Station Enhancement Project (ongoing-2021)
- K** Union Station Rail Corridor East Enhancements (2022-2024)

WELRT major construction phases

- 1 Yonge Street Slip infill; Westin Harbour Castle and Ferry Terminal access reconfiguration
- 2 Parliament Street slip infill
- 3 Queens Quay transitway construction
- 4 Connection to streetcar loop (to be determined)
- 5 Union Station streetcar loop expansion
- 6 Queens Quay portals and through track construction
- 7 Queens Quay Station expansion



There will be several major infrastructure projects occurring in the area during this decade. Careful coordination between them will be required.

Implementation and Coordination 2024-2031



Mitigating Construction Impacts on Queens Quay

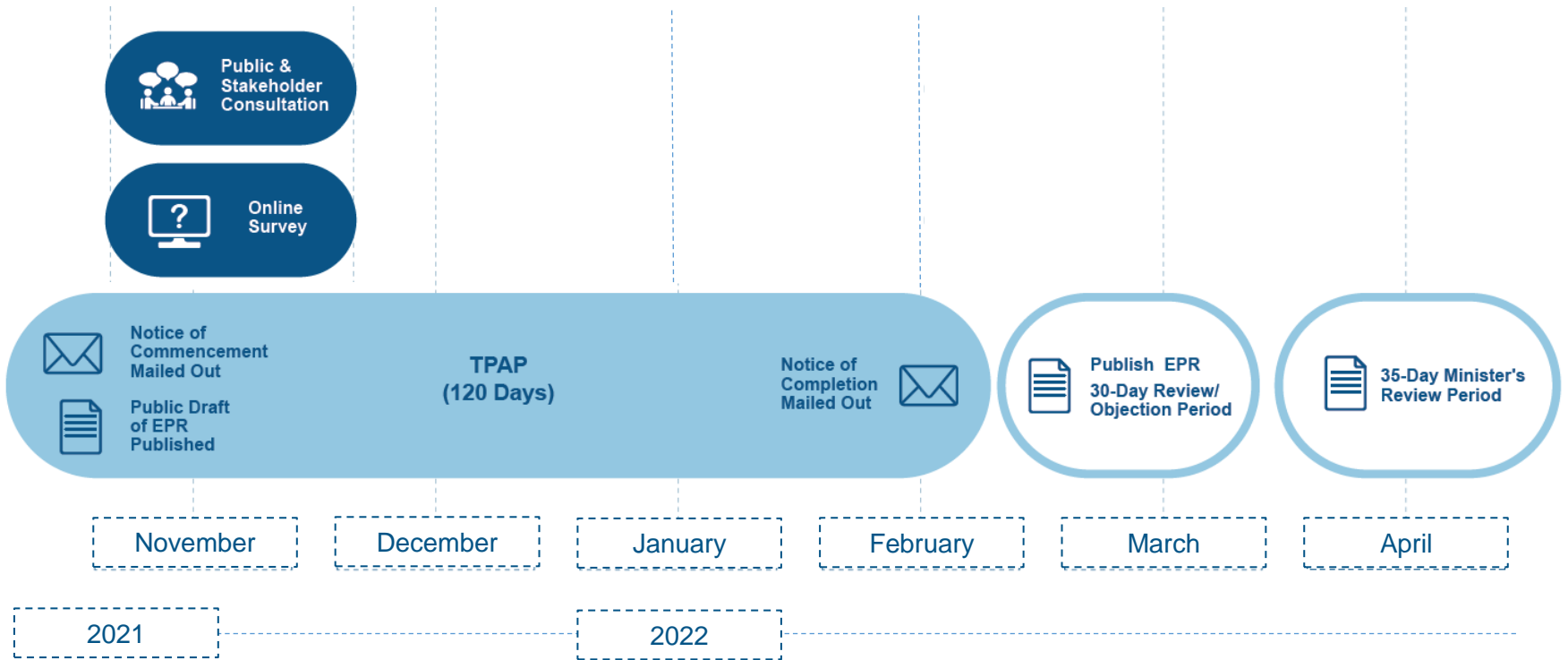
- At least one lane of traffic in each direction will be always maintained.
- Access to all buildings will be always maintained.
- Emphasis on maintaining pedestrian and cyclist connections and mitigating impacts during construction (per construction management guidelines)
- Business access plan and communications will emphasize how businesses can be accessed during construction.



Transit Project Assessment Process (TPAP)

1. Timeline – *Update*
2. Future Engagement – *New*

TPAP: Tentative Timeline



Future Engagement

There will be a third round of consultation in **Fall 2021**, aligned with the release of the draft Environmental Project Report (EPR).

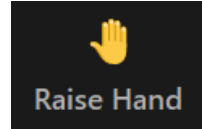
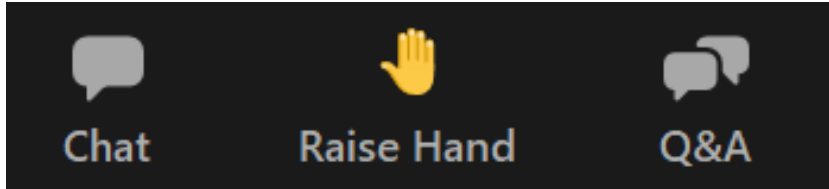
The consultation will focus on:

- Plan for Bay Street after reconstruction
- Phasing and Implementation Update
- Area 2B Design
- Summary of the updated Business Case
- Key project impacts and mitigations documented in the draft EPR

Q&A / Discussion

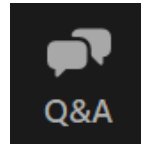
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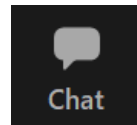


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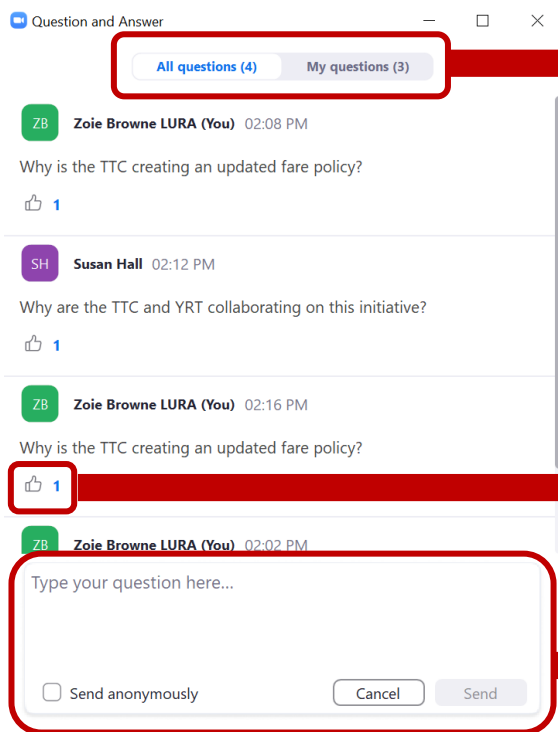
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Zoom Webinar Controls – Q&A

Use the Q&A module to submit written questions during the meeting. The facilitator will alternate between written questions and attendees with their hand up.



The **All questions** tab will show questions submitted by both you and other participants.

The **My questions** tab will only show questions that you have submitted.

Use the **Upvote** button on other participants' questions and comments to indicate that you have the same/similar question or feel the same way.



To submit a written question, type it into this box and then click **Send**.

Zoom Webinar Controls – Telephone Call-In Participants

Call-in participants can raise their hand and unmute or mute themselves with these keys.



***9**

Raise/Lower Hand

To **raise your hand**, press ***9** on your telephone's keypad. Press ***9** again to **lower your hand**.

Note: You may hear an audio prompt if the host lowers your hand on your behalf.

***6**

Unmute/Mute

When it is your turn to speak, you will hear an audio prompt asking you to **unmute** by pressing ***6** on your phone's keypad. Press ***6** again to **mute** when you are done speaking.

Note: You may hear an audio prompt if the host mutes you on your behalf.

Next Steps

- Develop costing for all project areas
- Develop the Preliminary Design Business Case
- Produce the draft Environmental Project Report (EPR)
- Report to City Council in Fall 2021
- Further consultation with stakeholders
- Fall 2021 public meeting

Thank you for joining us!

Please visit
toronto.ca/waterfronttransit
to complete the online questionnaire by July 6, 2021

Contact the project team
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