



18) The Queensway looking west from west of Hensall



19) The Queensway, looking west from east of Hurontario St.



20) The Queensway, looking east from east of Hurontario St.



21) The Queensway, looking west from east of Hurontario St. (hospital at left in distance)



22) The Queensway, looking west at Hurontario St. (hospital at left in distance)



23) The Queensway, looking east from west of Hurontario St. (hospital at right)



24) The Queensway, looking west from Gordon Drive



25) The Queensway, looking east from west of Gordon Drive (hospital at right in distance)

Appendix C

Sunnyside Streetcar Line photos



- 1) TTC R-O-W looking east from Humber Loop, SSL/SEMALRT route at westbound platform area
(route to diverge to right of building at centre in distance)



2) Humber River – Crossing location for Sunnyside Streetcar Line, adjacent to railway bridge



3) Humber River – Crossing location for Sunnyside Streetcar Line



4) Humber River - East side, line-of-sight track alignment, bridge or grade approach looking northwest



5) Humber River - East side, line-of-sight for track grade or bridge alignment, looking southeast



6) Humber River - East side location of rail transit bridge or grade crossing, looking west



7) Median allowance for streetcar line, Colborne Lodge Drive



8) Median allowance for streetcar line, Sunnyside



9) Median allowance for streetcar line, Sunnyside, hospital in background



10) Median allowance for streetcar line looking east, Sunnyside, west of Boulevard Club (east of Palais Royale)



11) Median allowance narrowing, Sunnyside, looking west from east of Palais Royale



12) Narrow median allowance, Sunnyside, looking east from east of Palais Royale



13) Narrow median allowance, Sunnyside, looking east at Boulevard Club



14) Median allowance termination, Sunnyside, looking east at base of hill



15) Median allowance termination, Sunnyside, looking east on hill



16) Lake Shore Blvd. West, Sunnyside, looking east on hill west of Royal Canadian Legion



17) Lake Shore Blvd. West, Sunnyside, looking east on hill near Royal Canadian Legion



18) Lake Shore Blvd. West, looking east at top of hill



19) Lake Shore Blvd. West, looking east at top of hill



20) Lake Shore Blvd. West, streetcar bridge route looking west to tunnel exit (greenspace at left)



21) Looking west along streetcar bridge alignment to tunnel exit location (greenspace at centre rear)



22) Looking east to C.N.E. along streetcar bridge alignment at Jameson Ave.



23) Lake Shore Blvd. West, looking east on top of hill at Jameson Ave.



24) Lake Shore Blvd. West, looking east approaching CNE grounds, streetcar allowance on left



25) Lake Shore Blvd. West, looking east approaching CNE grounds, streetcar allowance on left



26) Looking west from CNE grounds, along streetcar route alignment



27) Looking east on CNE grounds, streetcar route towards Dufferin Gate (at centre behind red truck)



28) C.N.E. at Dufferin Gate, looking west along streetcar route



29) C.N.E. at Dufferin Gate, looking east along streetcar route

Appendix D

New Toronto and Mimico – Main Street Constraints photos



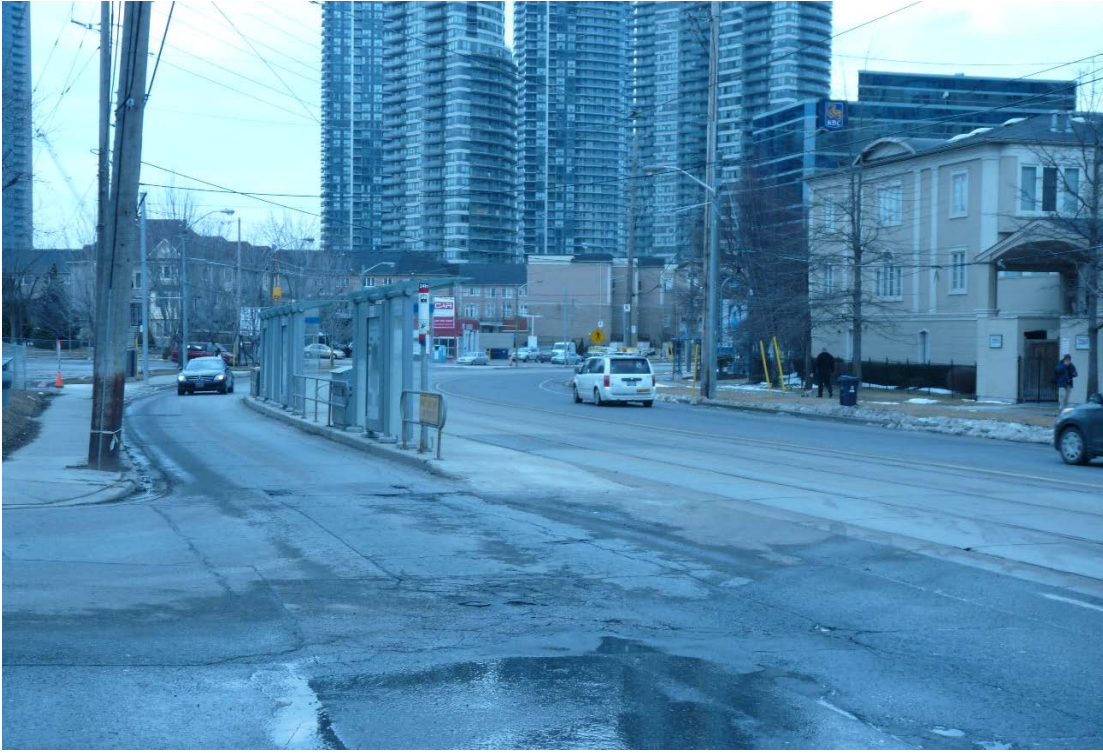
1) New Toronto – Typical transit headway



2) New Toronto – typical road allowance, looking east at Sixth St (63.7 ft / 19.4 m, curb-to-curb)



3) Mimico – Road allowance looking northeast at Superior Ave. (62.8 ft / 19.1 m, curb-to-curb)



4) Mimico, eastern boundary – Narrow road allowance looking northeast at Louisa St.

Appendix E

Toronto Official Plan, Map 4, Higher Order Transit Corridors



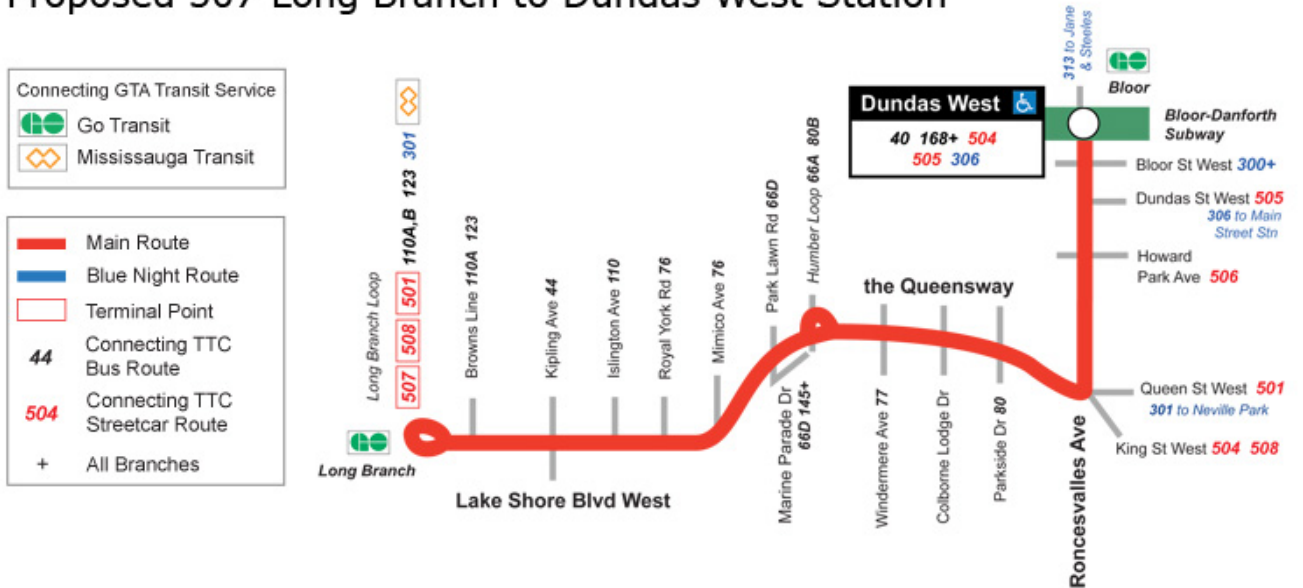
(Note the huge area along The Queensway devoid of higher-order transit planning)

Appendix F

507 Lakeshore streetcar route proposal and endorsement by Lakeshore Planning Council

The Lakeshore Planning Council (LPC) unanimously recommended at our September 2009 meeting that the TTC reinstate and extend the 507 Lakeshore streetcar route between Long Branch Loop and Dundas West Subway Station. This would extend the eastern terminus along The Queensway and north on Roncesvalles Avenue.

Proposed 507 Long Branch to Dundas West Station



This will improve service reliability along Lakeshore Blvd. West and The Queensway, so that The Lakeshore community streetcar riders will no longer be dependent solely on the unreliable 501 streetcar.