

Removal of Harbour Lead Line and Keating Rail Yard

Date: March 16, 2022

To: Executive Committee

From: Deputy City Manager, Infrastructure and Development Services

Wards: Ward 14 - Toronto Danforth

SUMMARY

The purpose of this report is to request City Council approval for the removal of the Harbour Lead Line and Keating Rail Yard in the Port Lands. As shown in Attachment 1, the Harbour Lead Line runs southeast from Metrolinx's Wilson Yard and over the Don River; it then runs east along Lake Shore Boulevard East, south along Leslie Street and west on Unwin Avenue; in sum, it connects the Port Lands to the Union Station Rail Corridor. The Keating Rail Yard is located on the north side of Lake Shore Boulevard East, east of the Don Roadway.

As this report describes in further detail below, removing the Harbour Lead Line would produce a number of benefits for the City and its partners. In addition to both capital and operational cost savings, immediate cycling and Pedestrian safety and public realm improvements could be obtained within the Lake Shore Boulevard East corridor between the Don Roadway and Carlaw Avenue. Waterfront Toronto is currently overseeing the implementation of the Lake Shore Boulevard East Bridge and Public Realm project within this section, and, provided that Council approves the recommendations below, there is a time-limited opportunity to modify Waterfront Toronto's proposed designs to reallocate space made available by removing the Harbour Lead Line to implement cycling and pedestrian safety, and public realm design enhancements.

Over the past 10 to 15 years, the main user of the Harbour Lead Line has been Toronto Water, with deliveries to the Ashbridges Bay Treatment Plant. The last shipment to PortsToronto's 8 Unwin Avenue facility was in 2010. The last shipment to the CanRoof facility at 560 Commissioners Street was in 2014. In 2018, a portion of the Harbour Lead Line along Leslie Street was removed to facilitate the sale of 675 Commissioners Street (at Leslie Street) to Canada Post, effectively shutting down the line. Prior to this shutdown, overall rail volumes saw a general decline from a monthly volume of 1,100 cars per month in 1985, to less than 200 per month in the late 1990s, to only 13 cars per month in the 2010s (three cars ran at night once weekly for Toronto Water).

Within this context, City and CreateTO staff, analyzed the costs and benefits of the removal versus reinstatement of the Harbour Lead Line. Apart from the line's declining

use and 2018 shutdown, staff are of the view that there are a number of reasons for recommending the removal of the Harbour Lead Line and Keating Rail Yard:

- The benefits of reinstatement do not justify the associated capital, operational, and maintenance costs needed to bring the rail spur to contemporary industrial standards; and
- The typical port operations and current and emerging industrial/commercial activities within the Port Lands primarily depend on efficient truck and marine access, as opposed to rail service, to service local supply chains. Although the Port handled about 2.2 million tonnes of cargo in 2021 the vast majority of material was in the form of bulk goods such as salt, sugar, aggregate and construction steel, the vast majority of which are intended for immediate local use and as such are best transported by truck.

Furthermore, the removal of the Harbour Lead Line and Keating Rail Yard would generate a variety of potential benefits to the City, its waterfront partners and the public, including:

- As noted above, the removal would benefit future redevelopment projects in the Port Lands and enable several roadway, public realm, pedestrian and cyclist safety improvement opportunities along Lake Shore Boulevard East, the Don Roadway, and the Broadview Avenue extension, among others; and
- The removal would result in significant capital and future operating cost savings for the City, CreateTO and PortsToronto. Consultants retained by the City estimated that the cost of reinstating the Harbour Lead Line to operational use to be approximately \$50 million. In addition to reconstructing and lengthening the rail bridge over the Don River, these costs would include reconstructing the entire line and signals to reflect contemporary rail operational/regulatory requirements and a new modernized rail yard.

The City completed a study related to rail access, referred to as the Toronto Port Lands – Rail Access Assessment Review. The study undertaken in response to the Local Planning Appeal Tribunal settlement requirement for OPA 387, concluded the costs of retaining and modernizing the Harbour Lead Line and Keating Rail Yard far exceeded the benefits. The study included consultation with Port Area businesses/industries. Given the local nature of the shipping activity that occurs in the Port Lands, long distance rail service is not considered optimal for present and future distribution needs. Transportation Services is also advancing the development of a Port Lands-wide Truck Access Management Strategy intended to identify the recommended approach for ensuring continued truck access for goods movement, including identifying reliable and redundant truck routes in and out of the Port Lands. The Strategy is being advanced in accordance with the September 2020 executed Goods Movement Minutes of Settlement from the Port Lands Phase 1 hearing and is anticipated to be completed by the end of this year. The Strategy will be used to inform completion of further Environmental Assessments and detailed design exercises.

Following the Harbour Lead Line's operational suspension in March 2018, Toronto Water eliminated rail deliveries to the Ashbridges Bay Treatment Plant and instituted deliveries by truck. As a result, operations at the Ashbridges Bay Treatment Plant no longer rely on deliveries by rail.

In November 2021, Metrolinx signaled their intent to proceed with Wilson Yard Expansion project but has recently deferred implementing the project until further notice. As planned, the scope of the project includes the decommissioning and removal of the Metrolinx owned portion of the Harbour Lead Line. To date, Metrolinx has not shared timelines associated with removal of the Harbour Lead Line with the City. As seen in Attachment 2, the removal of this 750 metre portion of the line would effectively sever the Harbour Lead Line's only practical connection to the Union Station Rail Corridor.

PortsToronto has confirmed that the competitive advantage of the Port of Toronto does not depend on rail access. PortsToronto relies on truck and marine access, and the Port's proximity to downtown Toronto, which enables the efficient servicing of local supply chains. Noting the significant capital expenditures that would be required to restore the Harbour Lead Line to operational status, as well as ongoing operational costs, PortsToronto has indicated that there is no business case for the line and it is of the view that public funds would be better spent on improvements to the Port Lands transportation network. These improvements, including the reconstruction and re-alignment of Unwin Avenue from Leslie St. to Cherry Street, including the replacement of the existing single lane Bailey Bridge, have also been identified by the City as important capital investments in both the Port Lands Planning Framework and Port Lands and South of Eastern Transportation and Servicing Masterplan. One key improvement, the full restoration of the Bascule Bridge approach and bridge spans over the Ship Channel, will be partially funded by the City and is underway. Discussions regarding the other identified capital improvements, described above and in the Comments section below, are ongoing between the City and PortsToronto.

Moving forward, City and CreateTO staff will develop an implementation plan for removing the Harbour Lead Line and Keating Rail Yard, and study the implications and opportunities resulting from their removal. Given the potential heritage significance of the Harbour Lead Line to the legacy of the Port Lands and its cultural heritage landscape, City staff will investigate cost-effective measures for commemorating and/or conserving elements of the Harbour Lead Line and Keating Rail Yard in consultation with Heritage Planning staff, integrated with current public realm projects along Lake Shore Boulevard East being advanced by the City working with Waterfront Toronto.

RECOMMENDATIONS

The Deputy City Manager, Infrastructure and Development Services recommends that City Council:

1. Authorize the Deputy City Manager, Infrastructure and Development Services to negotiate and enter into any necessary agreements and to seek the necessary approvals to remove the Harbour Lead Line and Keating Rail Yard on terms and conditions satisfactory to the Deputy City Manager and in a form satisfactory to the City Solicitor.
2. Request that the Deputy City Manager, Infrastructure and Development Services to, in consultation with the CEO, CreateTO, and other relevant stakeholders, develop an implementation plan for removing the Harbour Lead Line and Keating Rail Yard.

3. Request that the Board of Directors of CreateTO request the CEO CreateTO working in partnership with City staff, to report to the CreateTO Board with a summary of the implications and opportunities resulting from the removal of the Harbour Lead Line and Keating Rail Yard.

FINANCIAL IMPACT

The Toronto Port Lands Rail Access Review identified the expected costs for both the removal and the reinstatement/modernization of the Harbour Lead Line and shunting function of the Keating Rail Yard. The cost of reinstatement/modernization is estimated at approximately \$50 million. These cost include the following:

- Modernization of signals and roadway crossings;
- Realignment of certain sections and track turns to accommodate contemporary rail cars;
- Development of a modernized rail shunting yard; and
- Installation of new track along the entire length of the line including the Don River crossing.

In addition to the above, avoided costs related to the operation of the Harbour Lead Line and Keating Rail Yard have been estimated to be between \$550,000 to \$1.5 million per year.

The cost of removal has been estimated at approximately \$5.5 million as shown below.

Description	Cost	Notes
Lengthening and modifying the existing rail bridge as a utility crossing	\$3,000,000	Funded as part of Port Lands Flood Protection
Removal of existing tracks, signals, clean up of Keating Yard and patch and repair roadways	\$2,500,000	Estimates from Rail Access Assessment Review
Total	\$5,500,000	

As noted in the table above, costs related to planned changes to the existing rail bridge over the Don River are already included within the budget for the Port Lands Flood Protection project; the bridge will be extended and repurposed as a utility corridor. City staff will report on funding for the balance of the removal costs through future year submissions of the annual Capital Budget and Plan. It is anticipated that removal costs can be phased over a number of years.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

Removal of Harbour Lead Line and Keating Rail Yard

Transportation Master Plan of South of Eastern Avenue and Port Lands and Port Lands Planning Framework

At its meeting on December 8, 2017, City Council adopted the staff report from the Deputy City Manager, Cluster B, entitled "Port Lands Planning Initiatives – Final Report". Council adopted the Port Lands Planning Framework, Official Plan Amendment 387 for streets and transit in the South of Eastern Area, and endorsed the Villiers Island Precinct Plan and directed further planning studies to be undertaken, including a Port Lands-wide truck management strategy.

The City Council decision and staff report are available here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG24.6>

Official Plan Amendment (OPA) 387

At its meeting on June 18, 2019, City Council authorized that Confidential Attachment 1 and Confidential Appendix A of the Minutes of Settlement from the Official Plan Amendment 387 Local Planning Appeal Tribunal Appeal be made public. The settlement reached at Local Planning Appeal Tribunal included a requirement that the City undertake a study of the impact and design alternatives for rail options in current contexts and the future.

The City Council decision and attachments are available here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.CC8.8>

Port Lands Official Plan Modification Phase 1 Hearing Goods Movement Settlement

At its meeting on June 29th and 30th, 2020 City Council directed City staff to proceed with a partial resolution of appeals to the Port Lands Official Plan Modification before the Local Planning Appeal Tribunal. The proposed Phase 1 settlement described in the Confidential Attachment resolved matters related to Goods Movement within the Port Lands.

The City Council decision and staff report are available here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.CC22.9>

COMMENTS

The Harbour Lead Line and Keating Rail Yard

The Harbour Lead Line and Keating Rail Yard, as shown on Attachment 1, have provided rail access into the Port Lands. Until operations formally ceased in 2018, the main user of the rail line was Toronto Water, with deliveries to the Ashbridges Bay Treatment Plant (ABTP). The last shipment to PortsToronto's 8 Unwin Avenue facility was in 2010. The last shipment to the CanRoof facility at 560 Commissioners Street was in 2014. All other spurs in the Port Lands and South of Eastern Area that connected to the line have been abandoned and, in certain cases, removed. The line accesses the Port Lands from the south side of the Union Station Rail Corridor at the Don Yard, and runs southeast under the DVP to Gardiner Expressway ramps and over the Don River at the Keating rail bridge. The line extends east along Lake Shore Boulevard, south adjacent to Leslie Street and west adjacent to Unwin Avenue, where it terminates west of Cherry Street.

The Harbour Lead Line was identified within the Port Lands Planning Framework and Official Plan Modification as a potential cultural heritage landscape as it was a key feature of the original Toronto Harbour Commissioners' 1912 plan for the port industrial district. The Port Lands Planning Framework also identifies the rail corridor as an important wildlife corridor in the Framework's biodiversity strategy.

Toronto Port Lands Company, PortsToronto Cost Sharing Agreement, 2012

In 2012 the Toronto Port Lands Company ("TPLC", which is now represented by its agent, CreateTO) entered into a cost sharing agreement with PortsToronto, in which the spur line is described as a shared facility between PortsToronto, TPLC and the City of Toronto (Toronto Water). Although TPLC was identified as the primary operator, each party assumed one third of the annual operating and maintenance costs of the line. The agreement ran for an initial term of 10 years, in which expired in December of 2021, but is automatically renewed on a yearly basis unless PortsToronto terminates the agreement on at least six (6) months' prior written notice to TPLC that rail service is no longer required to PortsToronto's Unwin facilities shown on Attachment 1.

Rationale for Removing the Harbour Lead Line and Keating Rail Yard

The rationale for removing and decommissioning the Harbour Lead Line and Keating Rail Yard in the Port Lands is supported by several factors:

- There are significant financial costs, both projected and invested, associated with maintaining and upgrading the Harbour Lead Line and Keating Rail Yard. The line is in need of significant investment to bring it to contemporary rail standards as it is not currently capable of accommodating contemporary rail cars;
- The removal of the Harbour Lead Line and Keating Rail Yard is expected to have minimal impact on port operations; rail service is not a distinct requirement for the typical port and industrial activities in the Port Lands, which rely upon truck movement;

- The removal would benefit future redevelopment projects in the Port Lands by eliminating land use incompatibility; and
- The removal would unlock several public realm, cycling infrastructure and pedestrian safety improvement opportunities to encourage active transportation and better manage traffic congestion and occasional disruptions along Lake Shore Boulevard East, the Don Roadway, and the Broadview Avenue extension, among others.

Should Council decide to remove the Harbour Lead Line, immediate public realm improvements could be obtained within the Lake Shore Boulevard corridor between the Don Roadway and Carlaw Avenue. Waterfront Toronto is currently overseeing the implementation of Lake Shore Boulevard East Bridge and Public Realm project within this section of the corridor and, as such, there is a time limited opportunity to modify Waterfront Toronto's proposed designs to reallocate space made available by removing the Harbour Lead Line to improve cycling and pedestrian safety and to make public realm improvements.

In addition to the above, Metrolinx notified City staff in the fall of 2021 that the removal of the Harbour Lead Line and Keating Rail Yard is consistent their Wilson Yard Expansion project. As planned, the scope of the Wilson Yard project includes the decommissioning and removal of approximately 750 metres of the Harbour Lead Line owned by Metrolinx. This removal is projected to provide cost, design and access/logistical benefit for the Wilson Yard project, and improve the safety of the Lower Don Trail where it intersects the line. As shown in Attachment 2, Metrolinx's proposal would effectively sever the Harbour Lead Line's only practical access to the Union Station Rail Corridor. This would make the full refurbishment and reinstatement of operations on the Line extremely difficult if not impossible.

To date, Metrolinx has not provided timelines associated with removal of their portion of the Harbour Lead Line, but has recently notified City staff that it is deferring the project until further notice.

Ultimately, removing and appropriately conserving heritage features of the Harbour Lead Line and Keating Rail Yard aligns with several City plans regarding the development of creative industries and advancing public realm improvements within the Port Lands and South of Eastern Area.

PortsToronto

As shown on Attachment 1, the Harbour Lead Line links PortsToronto's facilities at 8 Unwin Avenue to the broader rail network. Ensuring these facilities are effectively supported by the overall Port Lands transportation network, has been a key objective for PortsToronto. In 2019, Ports Toronto appealed Official Plan Amendment 387 due to concerns regarding perceived impacts to effective rail access to PortsToronto facilities as a result of extending Broadview Avenue and Bouchette Street through the Keating Yard. The settlement reached at Local Planning Appeal Tribunal included a requirement that the City undertake a study of the impact and design alternatives for options for the Keating Yard in current contexts and the future. The details of that study are summarized in the section below.

Removal of Harbour Lead Line and Keating Rail Yard

PortsToronto has stated that the competitive advantage of the Port of Toronto does not depend on rail access but rather it is related to truck and marine access and the Port's proximity to downtown Toronto which enables the efficient servicing of local supply chains. Noting the significant capital expenditures that would be required to restore the Harbour Lead Line to operational status, as well as ongoing operational costs, PortsToronto has indicated that there is no business case for the line and would be supportive of, and agree to, the removal provided the City committed to certain improvements to the Port Lands transportation network, within a mutually-agreed timeframe, as follows:

- Funding commitments from the City of Toronto to support the complete restoration of the Ship Channel Bridge (Bascule Bridge) approach and bridge spans;
- Reconstruction and re-alignment of Unwin Ave from Leslie St. to Cherry Street by the City of Toronto including the extension of the Sanitary Sewer line along Unwin Avenue.
- Replacement by the City of Toronto of the single lane Bailey Bridge on Unwin Ave. at the circulation basin with a two lane bridge; and
- A continued commitment by the City to protect and support appropriate and functional marine and truck access to and from the Port of Toronto during the implementation of the Port Lands Flood Protection project and beyond.

Currently, the City of Toronto has committed to providing significant funding for the design and construction for the rehabilitation of the Ship Channel Bascule Bridge's approach spans and bridge span; also, it is undertaking a transportation truck access study within the Port Lands area (see below). The reconstruction of the Bailey Bridge and realignment of Unwin Avenue have also been identified as City priorities within the Port Lands Planning Framework and the Port Lands and South of Eastern Transportation and Servicing Masterplan. Further, these initiatives are also identified (albeit as an unmet need) in the Waterfront Revitalization Initiative section of the City's 10 year Capital Budget and Plan. Additionally, the inclusion of water/wastewater servicing are assumed to be included as part of these projects. It is anticipated that Transportation Services staff will be conducting a Phases 3 and 4 class Environmental Assessment on Unwin Avenue within the next two to three years.

As the City's funding for the full restoration of the Bascule Bridge illustrates, the City is committed to ensuring the transportation network within the Port Lands receives the necessary capital investments required to implement the above priorities, currently projected between 2026 and 2035. Additional discussions regarding the timing and funding of various transportation capital improvements are ongoing between the City, CreateTO, and PortsToronto.

Toronto Port Lands - Rail Access Assessment Review

In 2020, Transportation Services initiated the Toronto Port Lands - Rail Access Assessment Review ("the rail study") in response to the Local Planning Appeal Tribunal settlement requirement for OPA 387 that the City complete an additional study of options for the Keating Yard.

The rail study included a review of background documents, existing conditions, and historical, current, and potential future rail operating activity. The study also included engagement with Ports Toronto, Toronto Water, CreateTO and individual property owners and businesses, among others.

The rail study evaluated two potential options for the Harbour Lead Line: i) the reinstatement of the Harbour Lead Line (with a new Keating Rail Yard on Unwin Avenue) and ii) the decommissioning and removal of the Harbour Lead Line and Keating Rail Yard. The evaluation of the options centred around six broad criteria: land use and planning, natural environment, socio-economic environment, transportation network, goods movement/ports operations, and costs.

The study concluded that the removal of the line is the most feasible option, and highlighted that the cost of reinstatement (\$50 million) is approximately ten times greater than removing the rail line (\$5.5 million). Reinstating the rail line would only see a return on investment if there were a number of industries relying on rail access over and above Toronto Water and PortsToronto, and a substantial increase in the number of rail cars (more than 2,000 rail cars a year) destined to the Port Lands. As previously noted, the balance of industries in the Port Lands forecasted to remain and expand are reliant on truck access for reaching local customers, as opposed to rail.

Port Lands-Wide Truck Access Management Strategy

The management of trucks and the facilitation of their access to and from the Port Lands will be integral to port and other industrial operations in the coming years. The need for a strategy that addresses truck management was first identified in the Port Lands and South of Eastern Transportation and Servicing Master Plan Environmental Assessment and Port Lands Planning Framework, and is now a condition of the recent Local Planning Appeal Tribunal hearing on the Port Lands Official Plan Modification.

The Port Lands and South of Eastern Transportation and Servicing Master Plan process completed initial analysis related to truck goods movement. It utilized existing truck counts supplemented by any information received from area industries, and assessed at a high-level potential dedicated truck routes that avoided the planned residential areas. The level of analysis informed recommendations to complete the Port Lands-Wide Truck Access Management Strategy and identified key considerations for this strategy, such as gaining a better understanding of the number of trucks and their origins and destinations, and identifying and assessing options for truck routes.

Transportation Services is currently undertaking the Port Lands-Wide Truck Access Management Strategy in accordance with the September 2020 executed Minutes of Settlement entered into by a number of the parties to the Phase 1 Port Lands hearing. The settlement set out specific requirements for the completion of the Strategy. Key activities include:

- Documenting existing legislation, by-laws, regulation, policies and guidelines informing goods movement;
- Documenting existing truck movements, accesses and volumes at driveways and on major roads (note: given ongoing construction in the Port Lands, additional truck

volume data collection approaches are also being recommended); Conducting best practices research;

- Identifying potential truck routes, and routes where heavy truck activity may be restricted;
- Evaluating potential truck routes and identifying preferred truck routes;
- Identifying areas where potential conflicts between goods movement and pedestrians/cyclists may occur;
- Documenting the appropriate design vehicles to be used as part of advancing further EA work and detailed design exercises; and
- Consulting with the parties to the settlement and other operations that use heavy trucks.

This Port Lands-Wide Truck Access Management Strategy is intended to identify the recommended approach for ensuring continued truck access for goods movement, including identifying reliable and redundant truck routes in and out of the Port Lands in recognition of the planned future mixed-use residential communities.

Transportation Services retained a consultant in May 2020 to develop the Port Lands-Wide Truck Access Management Strategy and it is ongoing. The Port Lands-Wide Truck Access Management Strategy is anticipated to be completed by the end of this year. Background review and research has been completed and additional analysis is now underway or will be advanced shortly.

To date, the City has consulted with numerous industry stakeholders and the City will continue to consult as the Strategy advances. Between August 2020 and February 2021, the project team met with fourteen (13) landowners, land users and agencies that included:

- PortsToronto;
- Citywide Goods Movement Team;
- CreateTO;
- Toronto Water;
- Logistec Stevedoring (PortsToronto);
- Pinewood Studios;
- Cargill Deicing;
- Atura Power (Portlands Energy Centre);
- K+S Windsor Salt;
- Lafarge Canada;
- CRH Cement;
- St Marys Cement; and
- Battlefield Equipment Rental.

Toronto Water

Historically, Toronto Water was fully dependent on the spur line for rail delivery of compressed liquid chlorine as no other mode of transportation was available, safe, nor economically viable for the volumes the treatment plant required to fully disinfect treated sewage effluent. Ferrous chloride (used to remove phosphorous from treated wastewater) was also shipped by rail as it was an economical method for long-haul

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transportation of the material from Toronto Water's supplier sources in northern Ontario and the northeastern United States. From 1999 to 2018, Toronto Water had been receiving upwards of 168 rail cars per year (approximately 3 rail cars per week) in support of its operations.

The loss of the spur line in March 2018 prompted Toronto Water to suspend all chemical deliveries by rail. Toronto Water has fully transitioned to receiving its required chemical deliveries via tanker trucks. Toronto Water has planned the permanent elimination of chlorine from its operations in 2024. Other required chemicals, ferrous chloride and sodium hypochlorite (to be used as a back-up for the ultra violet system), can continue to be delivered to the plant by truck. Accordingly, as plant operations continue to expand, it is expected that truck volume will increase from 590 to 835 annual deliveries once full operational capacity is reached. This is in addition to the current 2100 to 2400 transport truck trips into the plant in support of its biosolids program.

CreateTO and Toronto Port Lands Company (TPLC) Tenant Lease Agreements

Approximately 200 hectares within the Port Lands is publicly owned by TPLC and/or the City and actively managed by CreateTO. In order to address the potential impact of decommissioning and removing the Harbour Lead Line and Keating Rail Yard on existing tenants, CreateTO has conducted a review of related tenant agreements.

Based on CreateTO's review, no tenants in the Port Lands currently rely on rail service from the Harbour Lead Line and Keating Rail Yard. CreateTO staff are confident that any outstanding lease obligations concerning rail service can be managed directly with tenants.

Next Steps

Moving forward, City staff will:

- Operationalize recommendations and strategies in the Truck Access Management Plan, with continued industry stakeholder engagement, to ensure the continued viability of goods movements in the Port Lands;
- Work with CreateTO staff on an implementation plan for the removal of the Harbour Lead Line and Keating Rail Yard. This will include due diligence on agreements/obligations with rail operators and any regulatory approvals as set out in relevant federal and/or provincial legislation and/or relevant authorities. In addition, CreateTO staff will report to the CreateTO Board with a summary of the implications and opportunities resulting from the removal of the rail line and yard; and
- Consult with Heritage Planning staff, CreateTO and Waterfront Toronto to identify potential opportunities, for commemorating and/or conserving elements of the Harbour Lead Line and Keating Rail Yard, following the decommissioning and removal of the Harbour Lead Line and Keating Rail Yard.

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ATTACHMENTS

Attachment 1 - Map of the Harbour Lead Line and Keating Rail Yard
Attachment 2 - Map of Metrolinx Portion of Harbour Lead Line

Attachment 1 - Map of the Harbour Lead Line and Keating Rail Yard



