

COMMUNITY CONSULTATION: 11/21/17

Summary of Community Feedback

**UNILEVER PRECINCT
PLANNING STUDY
AND EAST HARBOUR
SmartTrack STATION**

Community Consultation Summary

This report provides a high-level overview of participant feedback at the November 21, 2017 public Mobility Workshop for the Unilever Precinct Planning Study and East Harbour SmartTrack Station. This report is not intended to provide a verbatim transcript of the meeting. The purpose of this report is to identify and report on the range of public opinion related to mobility issues as identified by participants at the meeting.

If you have any questions after reviewing this summary, please contact Carly Bowman, Senior Planner, Community Planning, City of Toronto, at Carly.Bowman@toronto.ca or 416-338-3788.

Event Overview

On November 21, 2017, the City of Toronto hosted the third Community Consultation Meeting for the Unilever Precinct Planning Study, including the planning of East Harbour SmartTrack station. The event focused on the theme of mobility in and around the Precinct. It was held in the gymnasium at the Morse Junior Public School at 180 Carlaw Avenue from 7:00-9:00pm.

The purpose of the Mobility Workshop was to offer a “deep dive” into the mobility plans and proposals for the Unilever Precinct and immediate surrounding area. Attendees had an opportunity to learn more about the mobility planning vision and components for this area, and were able to provide detailed feedback on a number of mobility-related questions.

After opening remarks from Councillor Paula Fletcher and Carly Bowman, meeting participants were introduced to a range of perspectives on mobility and the Precinct through a series of short presentations and a facilitated discussion with a panel comprised of:

- Renée Gomes, Director of Development, First Gulf
- Stella Gustavson, Program Manager, Transit Implementation Unit, Transportation Planning, City of Toronto
- Nigel Tahair, Program Manager, Toronto and East York District, Transportation Planning, City of Toronto
- James Perttula, Director, Transit and Transportation Planning, City Planning, City of Toronto

Through this dialogue with a facilitator and an open audience Q+A period, Precinct mobility strategies were explored from a variety of perspectives, including the mobility principles of the First Gulf proposal, the East Harbour SmartTrack station, the transportation planning context for the Precinct, and the City's broader transportation vision. Following the panel portion of the evening, a facilitated breakout table workshop exercise offered interested participants a chance to review detailed maps of the mobility plans and proposals, to discuss and answer questions related to mobility with technical staff on hand, and to think about how they will get to and around the Precinct in the future. City of Toronto, TTC, Metrolinx, and First Gulf representatives were all on hand to answer questions and facilitate dialogue.

Consultation materials are available online at www.toronto.ca/unileverprecinct.



Approximately 80 people attended the community consultation event and detailed commentary was received through facilitated conversations at breakout tables and written submissions in event workbooks and on maps illustrating the planned and proposed mobility network. The workbook and map are included in **Appendix A**. Additional feedback was received through follow-up emails with City staff.

Further to the in-person event, residents were invited to provide feedback related to mobility through an online survey. The survey was open from October 21, 2017 until January 8, 2018. Survey questions and results are included in **Appendix B**.

Consultation Promotion

The consultation meeting was promoted through emailed distribution of a notice to those that have joined the project contact list. Interested parties for this matter also received mailed copies of the meeting notice. The meeting was promoted through Social Media via the City Planning Twitter account, @CityPlanTO, in a series of tweets leading up to the meeting using the hashtag #UnileverPrecinct.

Councillor Fletcher's office also shared information about the meeting through its email list. Councillor Fletcher attended the meeting and introduced the panel presentation.

The community meeting notice is included in **Appendix C**.



Summary of What We Heard

Following the panel discussion, event participants were invited to ask questions directly to the panelists during an open Q+A. Following the Q+A period, participants had the opportunity to provide their feedback related to mobility issues during a workshop session. Attendees gathered at tables with large map printouts illustrating the Precinct area as well as the planned and proposed mobility-related infrastructure. Each participant was provided with a workbook and a facilitator was on-hand to guide the discussion and record feedback. Commentary emerging from these exercises was collected and later analyzed and summarized.

Asking participants to review the map and proposed mobility network for the Precinct, the workbooks included a number of mobility related questions, outlined below.

Introductory questions related to the planned and proposed mobility network:

1. What modes of transportation would your journey to the Precinct include?
2. Starting at your home, how would you get to the Unilever Precinct? Think about and list the different modes of transportation you would use.

Questions about connections: moving people into, out of and around the Precinct:

3. Are there any potential transit services or street, cycling, and pedestrian connections that are missing? Do you think there are any connections that aren't needed?
4. Does the precinct have the right kinds of streets (or the right mix of street types)? Are there enough major/ minor/ local/ shared/ pedestrian streets?
5. Does the proposed arrangement of streets and blocks create a good framework for developing the precinct? Does it create good building sites, open spaces, etc.?

Questions related specifically to SmartTrack and the East Harbour Station:

6. What will this new transit infrastructure and service mean for the surrounding community? The city's transit network overall?
7. What issues or challenges may be encountered with the introduction of this new rapid transit infrastructure and service?
8. How do you think you and your neighbours will access the new East Harbour SmartTrack Station? How could it be better integrated within the surrounding development?

Most commentary during the open Q+A, and in the subsequent workshop discussions, that was related to mobility focused on the following key themes:

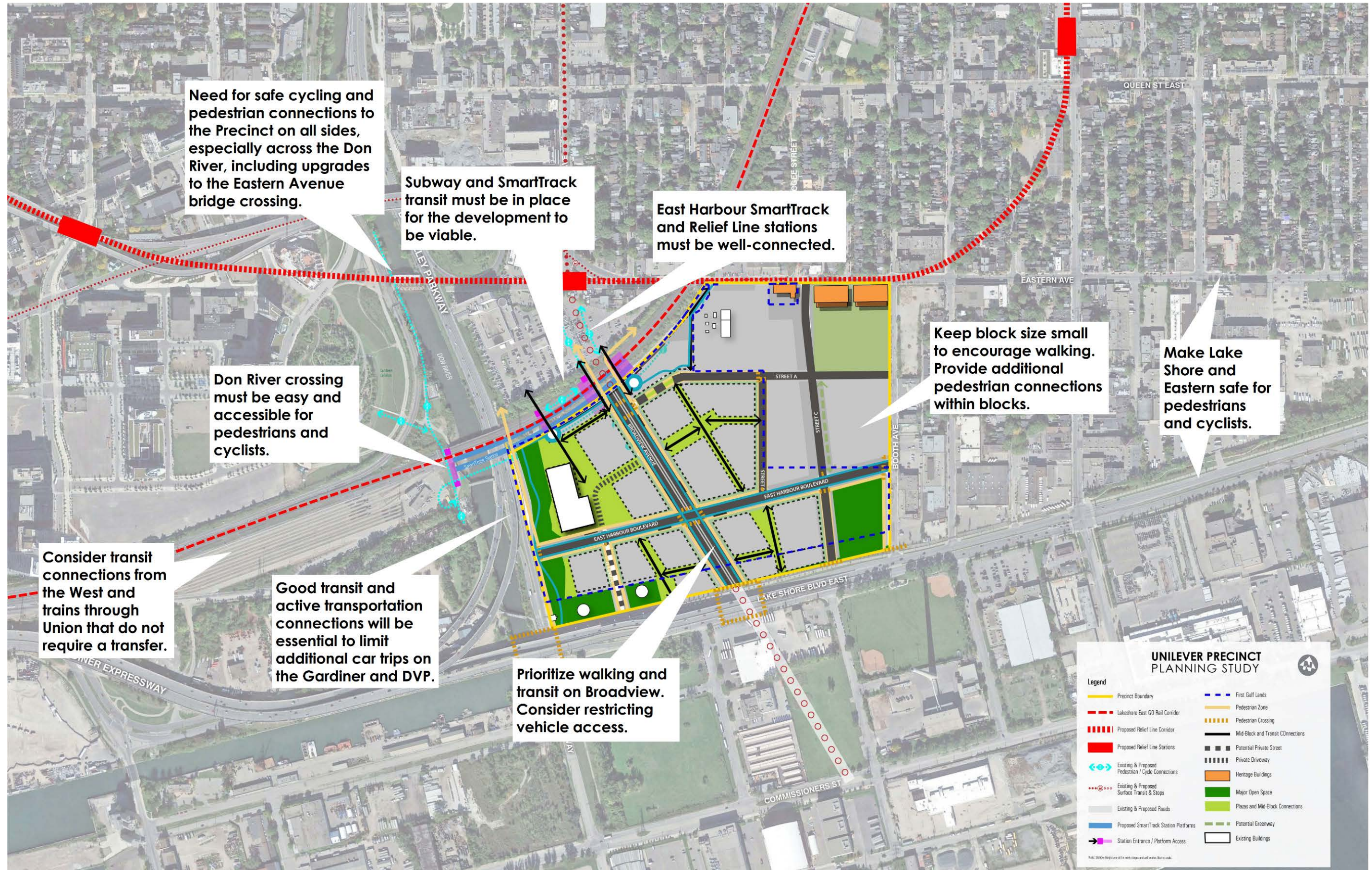
- **Pedestrian and cycling issues**
- **Transit**
- **Placemaking/urban design**
- **Traffic**
- **Connectivity**

Although raised less often, other important mobility discussions that were captured focused on:

- **Construction impacts**
- **Coordination of infrastructure**
- **Green space**
- **Accessibility**
- **Parking**

More detailed summaries of the responses to each of the workbook questions are provided below. Some representative comments or detailed quotes are highlighted throughout. In addition, the map below provides an additional summary of mobility-related feedback recorded through discussions that can be situated geographically.

A verbatim recording of East Harbour SmartTrack related commentary is provided in **Appendix D**.



Planned and Proposed Mobility Network

At the opening of the workbook, participants were asked to review the map illustrating the future plans for mobility in the area and explore the overlay of the proposed First Gulf mobility network. Thinking about how they will travel to the Precinct in the future, participants were asked to answer the following questions:

1. What modes of transportation would your journey to the Precinct include?
2. Starting at your home, how would you get to the Unilever Precinct? Think about and list the different modes of transportation you would use.

Of those participants that answered these opening questions in their workbook, most predicted that they would be walking, cycling and taking public transit to the Precinct, especially the streetcar. A few indicated private vehicles or taxi, ride share, or shared autonomous vehicles would also at times be part of their mode of transportation. Some specified they would use a bike share service if they were cycling. A number of respondents indicated that their decision to walk or cycle rather than take public transit would be dependent on the weather or the season.

Connections – Moving People Into, Out Of and Around the Precinct

Considering the future mobility plans for the area and First Gulf's proposed network of streets, participants were asked to consider the following:

3. Are there any potential transit services or street, cycling, and pedestrian connections that are missing? Do you think there are any connections that aren't needed?

The majority of responses related to ensuring enhanced, safe pedestrian and cycling connections into the Precinct. Improved connections for pedestrians and cyclists across the Don River was raised a number of times, including a suggestion for safer infrastructure for these modes on the Eastern Avenue bridge. Any impacts to the heavily used Lower Don Recreation Trail as a result of new street intersections also need to be considered.

"Where the trail along the flood protection edge meets East Harbour Blvd., initial drawings kept the path at the top of the ridge, avoiding the grade drop down to the Don Roadway. New drawings go to the intersection, meaning bikes would need to ride the grade up and down. Avoiding the grade is better, obviously, especially as the higher route can readily connect to the E. Harbour cycle tracks."

Others highlighted the need to ensure connectivity to the surrounding neighbourhoods, especially north to Queen, east to the Beaches and West to downtown. Questions were raised about whether this could include additional bus routes along Eastern and/or Lakeshore as well as the possibility of SmartTrack through service coming from Union Station to the west. The need for a strong connection between the East Harbour and Relief Line stations was also highlighted.

"The main concern is connecting South Riverdale with this new area. I think that Eastern and the Rail line will be extremely challenging obstacles to overcome. The west-end has a lot of these issues near Liberty Village and also at Exhibition. Maybe there is an option to cover the rail line with pedestrian bridges, or green space similar to Rail Deck Park. I think the connections in the site will depend a lot upon the built form in the site. But adding as many access points on either side of the rail line is important."

4. Does the precinct have the right kinds of streets (or the right mix of street types)? Are there enough major/ minor/ local/ shared/ pedestrian streets?

Most respondents highlighted that streets within the Precinct and the major ones leading to it must be designed with pedestrian and cyclist safety in mind. Some indicated that there may need to be additional mid-block pedestrian connections. The need for safe connections across the Eastern Avenue bridge were again raised, along with the importance of providing safe crossings along the southern edge of the Precinct across Lake Shore Boulevard. Some commenters also raised questions about the final design of Broadview Avenue through the precinct and whether it would be a major vehicle access point or if there was a possibility to make it pedestrian and transit only.

"Variety of major arterial (Broadview) and local streets are important. Need landscaping and wide boulevards to promote walkability."

5. Does the proposed arrangement of streets and blocks create a good framework for developing the precinct? Does it create good building sites, open spaces, etc.?

Many respondents wanted to make sure that final designs encourage and support walking. This includes prioritizing open spaces, providing well-designed green space, and taking into account how building shadows might impact public space. Some concern was raised that much of the green space proposed borders the Don Roadway and Lake Shore Boulevard.

"Keep blocks small to encourage walking."

East Harbour Transit Hub

Participants were asked to focus on the significant mobility hub that is planned for the Unilever Precinct area, including a new SmartTrack station, a Relief Line station and one or more stops for the Broadview streetcar extension. Considering the plans for the East Harbour Transit Hub, participants were asked the following:

6. Related to the East Harbour SmartTrack station, what will this new transit infrastructure and service mean for the surrounding community? The city's transit network overall?

While some indicated that the connections SmartTrack will provide to Union Station will be positive, others indicated that local residents will likely continue to utilize the streetcar network as it is more convenient for local residents. Once built, some felt that the Relief Line would be popular with the surrounding community. Coming from the west, it was raised again that trains coming through Union Station that do not require a transfer would encourage commuters to travel via SmartTrack rather than by car. Others raised the positive impact that the East Harbour Station could have on the surrounding established businesses to the north, but that it would be important to ensure travellers to the station are drawn north to Queen Street. Depending on the type of retail that would be included at the station and in the Precinct, there could be some competition with established retailers to the north.

"For me in West Don lands (Canary Park + River City), the transit network will allow me to travel within the city and to get out of the city."

7. What issues or challenges may be encountered with the introduction of this new rapid transit infrastructure and service?

Many respondents felt that there needed to be good integration between the various modes of transit coming together at the East Harbour hub, including through fare integration. Others felt that improving streetcar service and addressing overcrowding will be essential. Others stressed the importance of having higher order transit service available before development, while some raised concern about construction impacts for such a large-scale infrastructure project. Some commenters expressed concern that frequent RER trains along the SmartTrack line could negatively impact residents living close to the tracks. The environmental impact of a station spanning the Don River and the potential impact to bird populations was also raised.

"Will it divert people from cars? Easiest way to Unilever will be DVP and Gardiner. So it will create additional car trips on these highways."

8. How do you think you and your neighbours will access the new East Harbour SmartTrack Station? How could it be better integrated within the surrounding development?

For those living in the surrounding neighbourhood, many respondents stated that strong pedestrian connections will be essential to access provide access to the station, although some indicated that the Relief Line subway station would be more important for local residents. Therefore, integration between the East Harbour station and the Relief Line station were again raised as important. Ensuring an easy and accessible connection across the Don River to the station was also highlighted by some as an important integration issue.

Next Steps

Further community consultations related to the Unilever Precinct Planning Study, the First Gulf application and East Harbour SmartTrack station will be held in late January, 2018. Until then, you can continue to share your ideas and feedback with the Project team here:

www.toronto.ca/unileverprecinct.

Appendix A

Event Workbook and Map



UNILEVER PRECINCT
PLANNING STUDY

AND EAST HARBOUR
SmartTrack STATION

Unilever Precinct Integrated Mobility Workshop

November 21, 2017
Community Consultation Meeting

Meeting Workbook

- 1** City Planning, Metrolinx, First Gulf panel discussion
Listen + Ask Questions
- 2** Review the maps
Discuss questions in this workbook at your table
- 3** Record your thoughts in this workbook
Hand in to Staff

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Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Planned and Proposed Mobility Network

Review the map illustrating the future plans for mobility in the area. Explore the overlay of the proposed First Gulf mobility network.

Think about how you will travel to the Unilever Precinct in the future.

1. What modes of transportation would your journey to the Precinct include?

Circle all that apply.



Walk

Cycle

SmartTrack/
GO RER

Subway
Relief
Line

Streetcar

Bus

Taxi, Ride
Share,
Shared
Autonomous

Private
Vehicle

2. Starting at your home, how would you get to the Unilever Precinct? Think about and list the different modes of transportation you would use.

Connections – Moving People Into, Out Of and Around the Precinct

The future mobility plans for the area and First Gulf's proposed network of streets for the Unilever Precinct will accommodate pedestrian, cycling, vehicular and transit mobility.

- 3. Are there any potential transit services or street, cycling, and pedestrian connections that are missing? Do you think there are any connections that aren't needed?**

- 4. Does the precinct have the right kinds of streets (or the right mix of street types)? Are there enough major/ minor/ local/ shared/ pedestrian streets?**

- 5. Does the proposed arrangement of streets and blocks create a good framework for developing the precinct? Does it create good building sites, open spaces, etc.?**

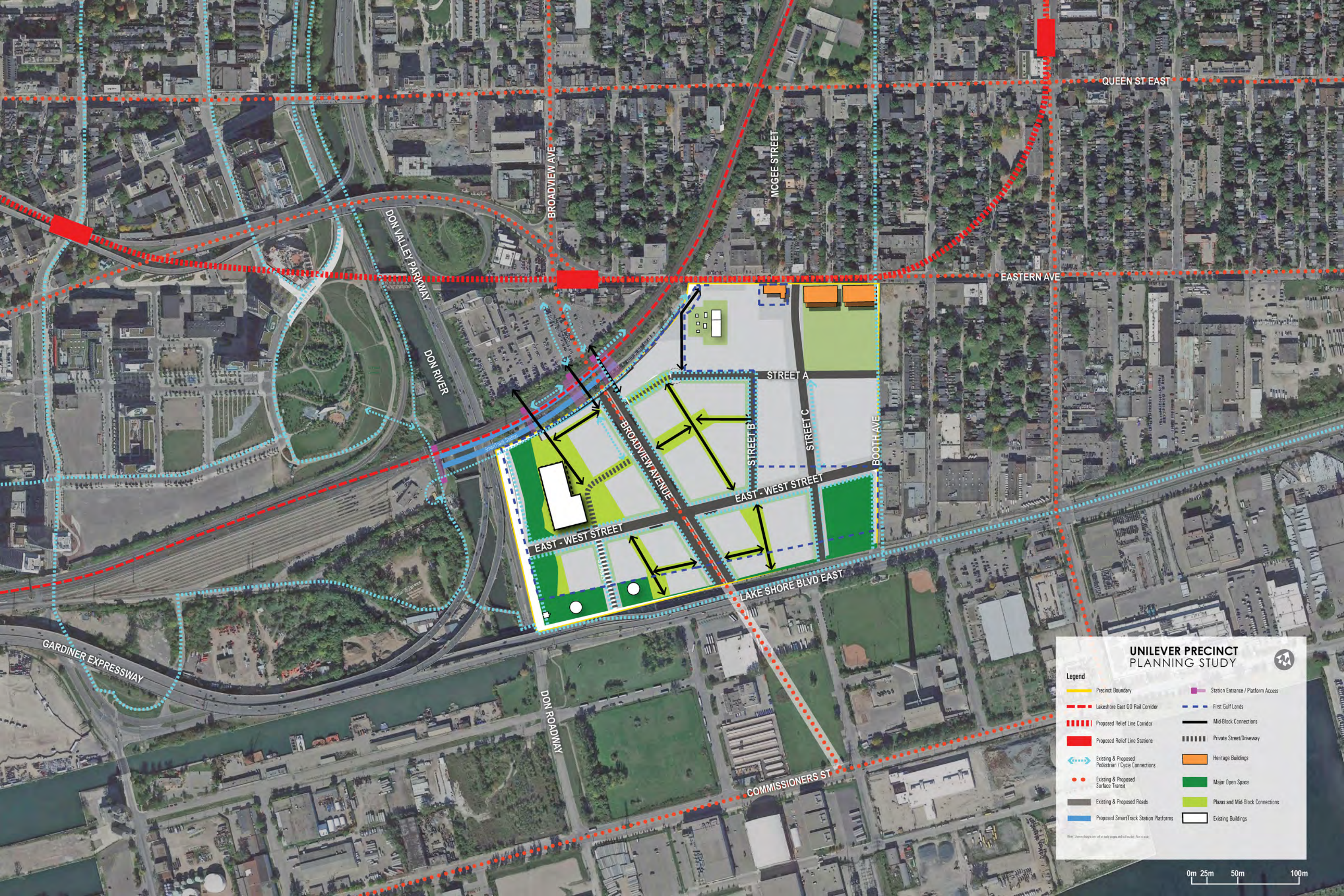
East Harbour Transit Hub

A significant mobility hub is planned for the Unilever Precinct area, including a new SmartTrack station, a Relief Line station, and one or more stops for the Broadview streetcar extension.

6. What will this new transit infrastructure and service mean for the surrounding community? The city's transit network overall?

7. What issues or challenges may be encountered with the introduction of this new rapid transit infrastructure and service?

8. How do you think you and your neighbours will access the new East Harbour SmartTrack Station? How could it be better integrated within the surrounding development?



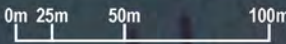
**UNILEVER PRECINCT
PLANNING STUDY**



Legend

- | | |
|--|------------------------------------|
| Precinct Boundary | Station Entrance / Platform Access |
| Lakeshore East GO Rail Corridor | First Gulf Lands |
| Proposed Relief Line Corridor | Mid-Block Connections |
| Proposed Relief Line Stations | Private Street/Driveaway |
| Existing & Proposed Pedestrian / Cycle Connections | Heritage Buildings |
| Existing & Proposed Surface Transit | Major Open Space |
| Existing & Proposed Roads | Plazas and Mid-Block Connections |
| Proposed SmartTrack Station Platforms | Existing Buildings |

Note: Station designs are not an early design and will evolve. Plan to scale.



Appendix B

Online Survey and Results Summary

Note: This document will updated with a summary of the survey results once compiled.

Integrated Mobility Survey



Introduction

As part of the Unilever Precinct Planning Study, City of Toronto invites you to take a survey about proposed mobility options in area. We want to understand how you currently get around the city and how the proposed transportation plan including the future East Harbour SmartTrack station and the extension of the Broadview Streetcar, might affect how you move in the future. Your responses will help City Planning staff review First Gulf's application for a new employment node.

For more information about the Study visit <https://engage-unileverprecinct.ca/>

Question 1

What are the first three digits of your home postal code? (e.g. M5A)

Question 2

Do you currently own or have regular access to any of the following? [check all that apply]

- Automobile
- Driver's license
- Bicycle
- Bike share membership
- Monthly transit pass
- None of the above

Question 3

Select the primary mode of transportation you use to travel to work or school? [select one]

- Automobile as a driver
- Automobile as a passenger
- Taxi or ridesharing
- Rapid transit (e.g., GO Train, subway)
- Local transit (e.g., streetcar local bus route)
- Walk
- Cycle
- Other (Type here)
- Not applicable (don't work or go to school)

Question 4

In the future, how would you travel to the Unilever Precinct if you were to work there? (Assume all the planned road, transit, walking and cycling infrastructure was built.) [select all that apply]

- Automobile as a driver
- Automobile as a passenger
- Taxi or ridesharing
- Rapid transit (e.g., GO Train, subway)
- Local transit (e.g., streetcar local bus route)
- Walk
- Cycle
- Other (Type here)
- Not applicable (don't work or go to school)

Question 5

In the future, how would you travel to the Unilever Precinct if you were to go shopping there? (Assume all the planned road, transit, walking and cycling infrastructure was built.) [select all that apply]

- Automobile as a driver
- Automobile as a passenger
- Taxi or ridesharing
- Rapid transit (e.g., GO Train, subway)
- Local transit (e.g., streetcar local bus route)
- Walk
- Cycle
- Other (Type here)

Question 6

On a scale from 1 (least important) to 5 (most important), in your opinion how important is it to provide easy access to the Unilever Precinct by the following modes of transportation:

- Automobile
- Rapid transit (e.g., GO Train, subway)
- Local transit (e.g., streetcar, local bus route)
- Walking
- Cycling

Question 7

Considering the future of transportation, which of the following measures would encourage you to take public transit or active transportation to the Unilever Precinct? [select all that apply]

- Frequent rapid transit service to a station in the Unilever Precinct
- Shuttle bus service from the transit station to your destination building
- Well-designed outdoor sidewalks from the transit station to your destination building
- Indoor connections from the transit station to your destination building
- Subsidized transit fares to the Unilever Precinct
- Providing only a limited amount of parking on site
- Higher parking fees for arriving or leaving during peak hours
- Bike share facilities available within the Unilever Precinct
- Car share available within the Unilever Precinct
- Shopping/entertainment options available within the Unilever Precinct
- Traffic congestion on the road/expressway network around the Unilever Precinct
- Smartphone mobility features
- Real-time passenger information systems
- Improved trip-planner applications
- Wi-fi on public transit vehicles
- Improved fare payment systems
- Other (please specify)

Question 8



Question 8a

This graphic shows the mobility networks that are currently proposed for the Unilever Precinct. On a scale from **1 (not at all)** to **5 (very much)**, will the proposed mobility network meet your needs for getting into, out of, and around the Unilever Precinct in the future? [select one]

Question 8b

Please explain why.

(type answer here)

Question 8c

Are there any potential transit services or street, cycling, and pedestrian links that are missing from the proposed mobility network?

Question 9

Question 9a

Considering the new transit and transportation infrastructure that will be built in the Unilever Precinct, will the impact to the surrounding community be positive or negative? [scale from **1 (negative)** to **5 (positive)**, select one]

Question 9b

Please explain why.

(type answer here)

Appendix C

Consultation Promotion

COMMUNITY CONSULTATION MEETING

UNILEVER PRECINCT
PLANNING STUDY
AND EAST HARBOUR
SmartTrack STATION

The City Planning Unilever Precinct Planning Study team, together with the East Harbour SmartTrack Station team from the City, Metrolinx and the TTC, is holding a community consultation meeting focused on integrated mobility in the Unilever Precinct.

Date: November 21, 2017

Time: 7:00-9:00pm

Place: Morse Junior Public School
180 Carlaw Avenue, Gymnasium

Join City Planning staff, Metrolinx, and First Gulf representatives for a facilitated panel discussion on the transportation planning vision for the City, and how it can be implemented in the Unilever Precinct. A panel of four mobility experts working in this area will provide short presentations, followed by a facilitated discussion and an open audience Q+A period. Following the panel, there will be an opportunity for more detailed break-out discussions about travel to and around the Precinct in the future.

For those unable to attend in person, or those who wish to continue the conversation, please visit the Unilever Precinct Planning Study webpage at www.toronto.ca/unileverprecinct. For information on the East Harbour SmartTrack Station please see www.smarttrack.to and www.metrolinx.com/newstations. You can also contact us as noted below.

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New SmartTrack/GO Stations

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Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. Our public meeting locations are wheelchair/mobility device accessible. Other reasonable accommodation or assistive services for persons with disabilities may be provided with adequate notice. Please contact Carly Bowman, at 416-338-3788, or carly.bowman@toronto.ca, with your request. The City of Toronto is committed to taking the necessary steps to insure compliance with the Accessibility for Ontarians with Disabilities Act, 2005.



Appendix D

East Harbour SmartTrack Station Comments

The following comments were received specific to the East Harbour SmartTrack station:

From the open Q+A following the panel presentation:

- **Q: Concern for connection to the GM site. Concern for station(s) location. Desire for station in the centre of Precinct. How do these transit stations connect to what's happening in the Precinct & community?**

A: A goal is to leverage benefits of the transit infrastructure and connections to other areas (i.e., employment southeast of the Precinct) through various connections, pedestrian, cycling, vehicular. The City and TTC are also exploring enhanced bus service along Eastern Ave.

- **Q: What is the cost to put in a station (ball park)?**

A: Still designing so definitive cost not yet determined

Q: Can someone talk about electrification of the GO line.

A: Electrification is part of RER; both the Stouffville and Lakeshore East rail corridors will be electrified by 2025. Once electrification is implemented, the system will operate with a mixed fleet of diesel and electric trains, as not all tracks on all corridors will be electrified.

Verbatim responses to submitted workbooks:

Workbook Question 6: What will this new transit infrastructure and service mean for the surrounding community? The city's transit network overall?

- Coming from the west - no transfer at Union - through trains - if have to transfer at Union people from Burlington will drive.
- Good for connecting to W-E of river.
- Irrelevant for neighbourhood.
- Connect to UP Express.
- Positive business impact/tension on type of retail.
- Need to draw people north to Queen.
- With the 80/20 development will there be enough transit demand to ensure capacity after peak hours.
- Concern for car traffic.
- For me in West Don lands (Canary Park + River City), the transit network will allow me to travel within the city and to get out of the city.
- Local residents will likely stick to 501/502/503 etc. as RER/SmartTrack is a) less frequent b) costs more c) limited stops - so SmartTrack will be lightly used by locals.
- Relief line will be very popular with locals due to frequency and connectivity to rest of TTC.

- The streetcar extension will be good for a southern connection to the Port Lands. SmartTrack will be useful for commuters but not residents. Subway will be fantastic for both local + city wide.
- Downtown Relief Line will not happen unless Precinct develops.
- New transit is always beneficial, and will improve the city as a whole, it will reduce the needs for cars. Current rate-payers often subsidize transit for future generations. I think it's important that the city leverages its position. Transit creates value for residences surrounding it, so it's important that the city captures some of this value.

Workbook Question 7: What issues or challenges may be encountered with the introduction of this new rapid transit infrastructure and service?

- TTC Fare - Will use the GO Trains.
- No Buses in Eastern - use Lake Shore for downtown.
- Station has to come first (before development) without fare integration (TTC) price - time based fare (2 hr) ridership will be limited.
- How to entice people to/from Queen St.?
- Better integration.
- 504 street car - without residential demand will the 504 continue to serve after work hours?
- Direct cars? (packed cars already)
- 501 Street car challenge
- While the precinct grows is a bus route a better option?
- Eastern is a pinch point.
- Will it be a dedicated transit lane along Broadview?
- Back-up/overcrowding for street-based transit (streetcars etc.), problems with infrastructure - inconsistent cost/need for integrated charges.
- Will it divert people from cars? Easiest way to Unilever will be DVP and Gardiner. So it will create additional car trips on these highways.
- The station bridging the Don River can (but shouldn't) become a real barrier for natural wildlife migration along the Don. This particularly can be a problem for birds. The station, particularly the part of the station that bridges the River should be very bird friendly without light escaping and ideally with green roof and structure that will support bird-friendly vegetation. The station can be a very bird positive structure or it can be a major barrier. Early planning though can make it positive.
- Is there an employment, residential and recreational population to justify the investment in stations. If so, what are the key desire lines to serve pedestrians - our Transform TO principle.
- The frequency of RER + SmartTrack trains could be a problem for residents close to tracks.
- Timing - Subway must be in or else development will not succeed (SmartTrack and current streetcar/bus insufficient).

- Stratification of legal interests between landowners.
- Major confluence of construction activities: SmartTrack Station, Gardiner rebuild, Sediment Basin for Don re-naturalization, multiple builds in West DonLands along rail line and new commercial at East Harbour - WOW! That's a lot at once. My neighbourhood will need LOTS of feedback as construction progress.
- The only issues I would imagine, would be during construction and how it will affect some of the local businesses. Some other potential effects I'd for see are noise, vibrations, new developments along Easter Avenue (which is not a bad thing), need for new green space and community centres.

Workbook Question 8: How do you think you and your neighbours will access the new East Harbour SmartTrack Station? How could it be better integrated within the surrounding development?

- Some concern about the connection across the Don - getting up and down from the crossing.
- Separate cycling and walking modes.
- Enbridge site - develop some of the empty space around it.
- Complementary dev. To station. (e.g. station in a tower) will encourage ridership.
- Link to station from Broadview may be better if streetcar is on the side instead of the middle of the street.
- What about bigger infrastructure to create open space connections.
- Broadview - could it be pedestrian/transit only during day and open to vehicle traffic in off hours for service.
- I don't see the SmartTrack station as being useful at all. The current integration seems good.
- Must be an anchor and easily accessible for existing residents north of Eastern and new office buildings/retail.
- Integration with new subway station important.
- Ideally a direct, straight-line connection from the platforms to the corner of Mill Street and Bayview Ave (where the sculpture is) without dropping down to the Bala Underpass would help the neighbourhood and especially numerous neighbours with mobility/disability issues.
- I live at Dundas and Carlaw, I'd likely hop on Smart Track from Gerrard Square. For residents that live within 500M of the East Harbour Station there should be many pedestrian connections. 1. should connect residence living east of the Rail line -for instance from McGee St 2.Should connect residents on the west of the rail line at Broadview. 3. There should be a pedestrian walkway over the Don (Valley and river) connecting Corktown/River City

Other SmartTrack Comments

- Concern about SmartTrack station as barrier to access south. Bury infrastructure? Green space?
- RL - SmartTrack station connection.

- A covered path without stairs that leads from the hub to the vicinity of Mill St. and Bayview would get people to a streetscape in a more convenient, sheltered manner.
- SmartTrack is a great idea to better use an existing structure. With good signalling and planning you can manage with the present 3 tracks - especially if they are electrified.