

Waterfront East Light Rail Transit Extension

Winter 2021 Community
Consultation

Engagement Summary

Executive Summary

The City of Toronto, in partnership with Waterfront Toronto and the Toronto Transit Commission (TTC), has initiated, at City Council's direction, the Preliminary Design and Engineering (PDE) for the extension of the Waterfront Transit Network from Union Station to Parliament Street and ultimately connecting to Cherry Street.

In parallel to this design work, the project team is also undertaking a Transit Project Assessment Process (TPAP) for the project, which is a streamlined environmental assessment process designed specifically for transit projects. The public and stakeholders will be engaged throughout the TPAP and a report, called the Environmental Project Report (EPR), will be produced at the end of this process to summarize the TPAP, including feedback of all public and stakeholder engagement activity. This summary report from the Winter 2021 community consultation will contribute to the final EPR.

The following summary documents what the project team heard from feedback received through the Waterfront East Light Rail Transit Extension Winter 2021 virtual community consultation meeting, online survey, and emails received by the project team between February 3, 2021 and March 4, 2021. All consultation materials, including pre-recorded videos and [Discussion Guide](#) were published on February 3, 2021. The virtual community consultation meeting took place on February 17, 2021 and was attended by 364 participants. The online survey was available February 17, 2021 until March 4, 2021 and was completed by 488 people.

Key Feedback We Heard

Portal Location

Many participants were supportive of the portal option located west of Yonge Street (Option/Alternative 2). They noted the opportunities this location would enable, including the creation of an iconic public open space at the foot of Yonge Street, and reduction of existing conflicts between pedestrians, cyclists, and vehicles along the Martin Goodman Trail. Participants who preferred the portal option east of Yonge Street (Option/Alternative 1) often expressed concerns about infilling required for a portion of the slip in Option/Alternative 2, citing aesthetics (such as obstructing views of Lake Ontario) and environmental reasons (such as the impact on aquatic life in the Inner Harbour), and concerns about water taxi use of this slip.

Network Phasing Study

Participants were mostly supportive of phasing the development of the Waterfront East LRT Extension to allow through-service of the streetcar along Queens Quay while the Queens Quay-Ferry Docks Station and Union Station undergo expansion. During this time, a bus connection

between Queens Quay and Union Station would be in place. Participants generally preferred the option to establish streetcar service along Queens Quay, supported by an interim bus service that connects riders between Queens Quay and Union Station while improvements to the Bay Street streetcar tunnel take place. Participants frequently justified their selection indicating that getting streetcar service on Queens Quay East as soon as possible should be a top priority to respond to growth east of Yonge Street. Participants consistently identified the inconvenience of needing to transfer to reach Union Station as their top concern in both options.

Transit Priority Assessment Process (TPAP)

Participants posed a variety of questions about the TPAP, with most interest focused on how this process will consider the Ontario Line; aquatic impacts posed by the potential partial Yonge Street slip fill; construction, noise, and air quality impacts; and flooding and climate change risk assessments.

Design of Queens Quay/Ferry Docks Station and Union Station

Participants were generally supportive of the conceptual designs of Queens Quay-Ferry Docks Station and Union Station. Participants frequently referenced the importance and need for the proposed improvements to signage and wayfinding, accessibility improvements, planning for peak demand, station beautification, and future-proofing the design to anticipate future demand.

Queens Quay East Street Design

Participants identified the importance of clearly differentiating the proposed cycling track on the Martin Goodman Trail to mitigate potential conflict areas for people riding bikes and other visitors to the waterfront. Overall, participants stressed the importance of the waterfront as an iconic part of the city that should feel welcoming and connected to the city's past and present. Participants were supportive of the variety of seating areas, lighting, hardy vegetation, and wayfinding improvements.

The following summary report provides further details on what we heard and is organized into subsections that elaborate on the feedback received from participants.

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Appendices (included separately)

Appendix A – Detailed Summary of Questions of Clarification

Appendix B – Virtual Community Consultation Chat Transcript

Appendix C – Qualitative Survey Responses

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1 Introduction

The City of Toronto is planning the Waterfront Transit Network to service Toronto's waterfront from Long Branch in the west, at the Etobicoke/Mississauga border, to the Leslie Barns Maintenance and Storage Facility in the east. Individual projects in the network are in various stages of planning, design, and the environmental approval process. This engagement is focused on the Waterfront East LRT Extension, the portion of the network from Union Station to the Distillery Loop via Queens Quay East and Cherry Street (Figure 1).

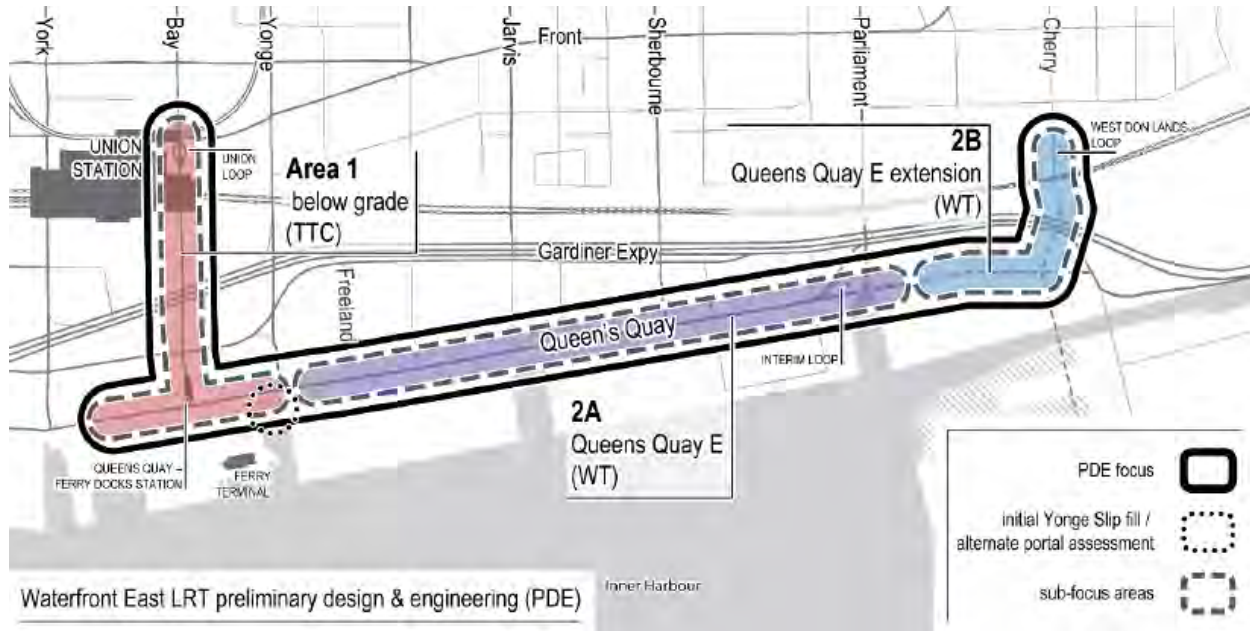


Figure 1. Waterfront East LRT Extension Preliminary Design and Engineering Focus Areas 1, 2A, and 2B.

In parallel to this design work, the project team is also undertaking a Transit Project Assessment Process (TPAP) for the project, which is a streamlined environmental assessment process designed specifically for transit projects. The public and stakeholders will be engaged throughout the TPAP. An Environmental Project Report (EPR) will be produced at the end of this process to summarize the TPAP, including feedback of all public and stakeholder engagement activity. This summary report from the Winter 2021 community consultation will contribute to the final EPR.

The project entails five components that contribute to the overall project, which are:

- **The Portal Selection Study** – this study focuses evaluating two location options for the streetcar portal on Queens Quay East.
- **The Network Phasing Study** – this study will identify the timing of funding and delivery for the first phase of the Waterfront Transit Network.

- **The Transit Project Assessment Process** – this is a streamlined environmental assessment process designed specifically for transit projects. Rather than filing amendments to multiple previous Environmental Assessments (EA), this approach consolidates all the changes along the corridor to deliver transit more quickly while still ensuring the legislated requirements are met.
- **Design of Union Station and Queens Quay/Ferry Docks Station** - Area 1 (Figure 1) is the underground section that includes the Union Station Loop, the Queens Quay-Ferry Docks Station, and a new tunnel extension and portal on Queens Quay east of Bay Street.
- **Queens Quay East Street Design** – Area 2A (Figure 1) is the existing Queens Quay East to Parliament Street and includes overlapping surface areas with Area 1 at Bay Street. This area includes unique challenges and opportunities presented by the Yonge, Jarvis, and Parliament Street slips. Area 2B includes the unbuilt portion of Queens Quay between Parliament Street and the future Cherry Street realignment, and finally connecting under the rail corridor to the existing Distillery Loop.

The following summary report documents the feedback received through public consultation and engagement activities in February and March 2021.

2 What We Heard

The City of Toronto and Waterfront Toronto sought feedback from February 3, 2021 to March 4, 2021 through a virtual community consultation, an online survey, and a project email (the project email is WaterfrontTransit@toronto.ca and will be active throughout the entire project to receive questions and feedback from the public) The following subsections provide an overview of the key messages heard through community engagement.

Where responses were received to a quantitative question, results have been quantified. All comments received through feedback have undergone a thematic analysis. This involves summarizing and categorizing qualitative data so that important concepts within the dataset are captured. Once completed, a collection of themes was used to formulate the descriptive text in this report. It is important to note that comments received were wide-ranging, and the appendices to this report provide a fulsome record of all comments received.

Appendices include:

- Appendix A – Questions of clarification.
 - All questions received through the virtual community consultation and online survey have been appended, however not all questions are provided with an answer. All questions that were asked and answered during the virtual community consultation, and frequently asked questions are answered in Part 1 of this appendix.

- Questions received through the project email will be documented as part of the TPAP EPR and responded to directly by the project team.
- Appendix B – Virtual community consultation chat transcript.
- Appendix C – Qualitative survey responses.
- Appendix D – Demographic data from the survey.

2.1 Portal Selection Study

2.1.1 Portal Location

The portal location study considers two possible portal locations on Queens Quay for the streetcar to enter and exit the tunnel beneath Bay Street to access Queens Quay-Ferry Docks Station and Union Station (Figure 2).



Figure 2. Map of the two portal location options

Many participants (64%) were supportive of the portal option west of Yonge Street. A third of respondents (34%) indicated they preferred the portal option east of Yonge Street (Figure 3).

What portal location do you prefer? (Single Choice)

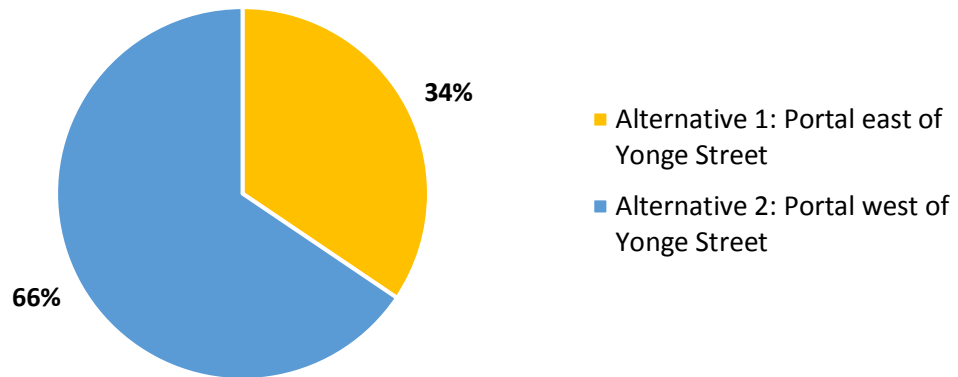


Figure 3. Portal location preference [476 respondents].

Participants provided the following commentary on the two options for **Portal Location**:

Regarding Option/Alternative 1 – Portal East of Yonge Street at Freeland Street

- Location of the portal would help alleviate congestion at Yonge Street where there are already many transportation uses. This option helps spread out these uses.
- Filling in a portion of the slip may establish a precedent that could lead to further slip filling, removing the unique spaces these slips create along the waterfront.
- Option/Alternative 1 retains important docking space for watercrafts that benefit from proximity to Queens Quay and public transit.
- Retaining the T-intersection at Yonge Street and Queens Quay removes a potential traffic light conflict between trail users and roadway users.

Regarding Option/Alternative 2 – Portal West of Yonge Street (in front of the Westin Hotel)

- Public space at the foot of Yonge Street built on the proposed partial fill should be an iconic park given its location and would improve the visitor experience of this section of the waterfront and add to the waterfront's network of spaces. Any new open spaces created by slip filling should remain public property.
- Improves curbside safety for pedestrians, cyclists, and public transit users.
- The lower cost and easier constructability of Option/Alternative 2 is an important consideration for the overall implementation of the Waterfront East LRT Extension.
- Improvements to the environmental conditions and aquatic habitat in the slip would be a positive contribution offered by the slip filling and should be a requirement of this option.
- The slip fill driveway provides a logical consolidation of movements into an organized format compared to the current condition where there are multiple driveways.

- Creates an iconic arrival to the travel path of the Waterfront East LRT, with Yonge Street on one side and a signature public space on the other.
- Some participants expressed concerns that consolidating the hotel driveway activity on to the slip may overwhelm (through noise, vehicle exhaust, and vehicle activity) the utility of the slip as a public space.

Additional considerations applying to both options

Participants noted the following additional considerations that should be considered when evaluating the suitability of both options being considered:

- The existing Martin Goodman Trail through this section of the waterfront is very narrow, where possible, whichever option that is selected should ensure there is sufficient space for walkers, joggers, cyclists, and other users, as well as green spaces that enhance the street.
- There are only a few slips water taxis and other smaller watercraft that travel across the harbour can operate from close to public transit and parking — consider how to retain these uses to provide easy access for people seeking to access water transportation from public transit. This is an important feature for residents of the Island to be able to have access when transporting larger goods.
- The preferred option should be considered based on which provides the best design relative to the Access for Ontarians with Disabilities Act (AODA).
- Consider opportunities for water access for recreational uses such as canoeing, kayaking, and stand up paddleboarding.
- Consider extending/filling the Yonge Slip into a jetty extending out from the former slip to accommodate future expansion of the ferry terminal.

2.1.2 Yonge Slip Plaza

Survey respondents identified that more open green space, maintaining views of Lake Ontario, and more open plaza space are the top three most important improvements to the Yonge Street Slip/Yonge Street Plaza (Figure 4 below).

What types of features are most important to you if improvements were made to the Yonge Street Slip/Yonge Street Plaza?

Answers ranked from 1 to 8, where 1 is most important and 8 is least important.

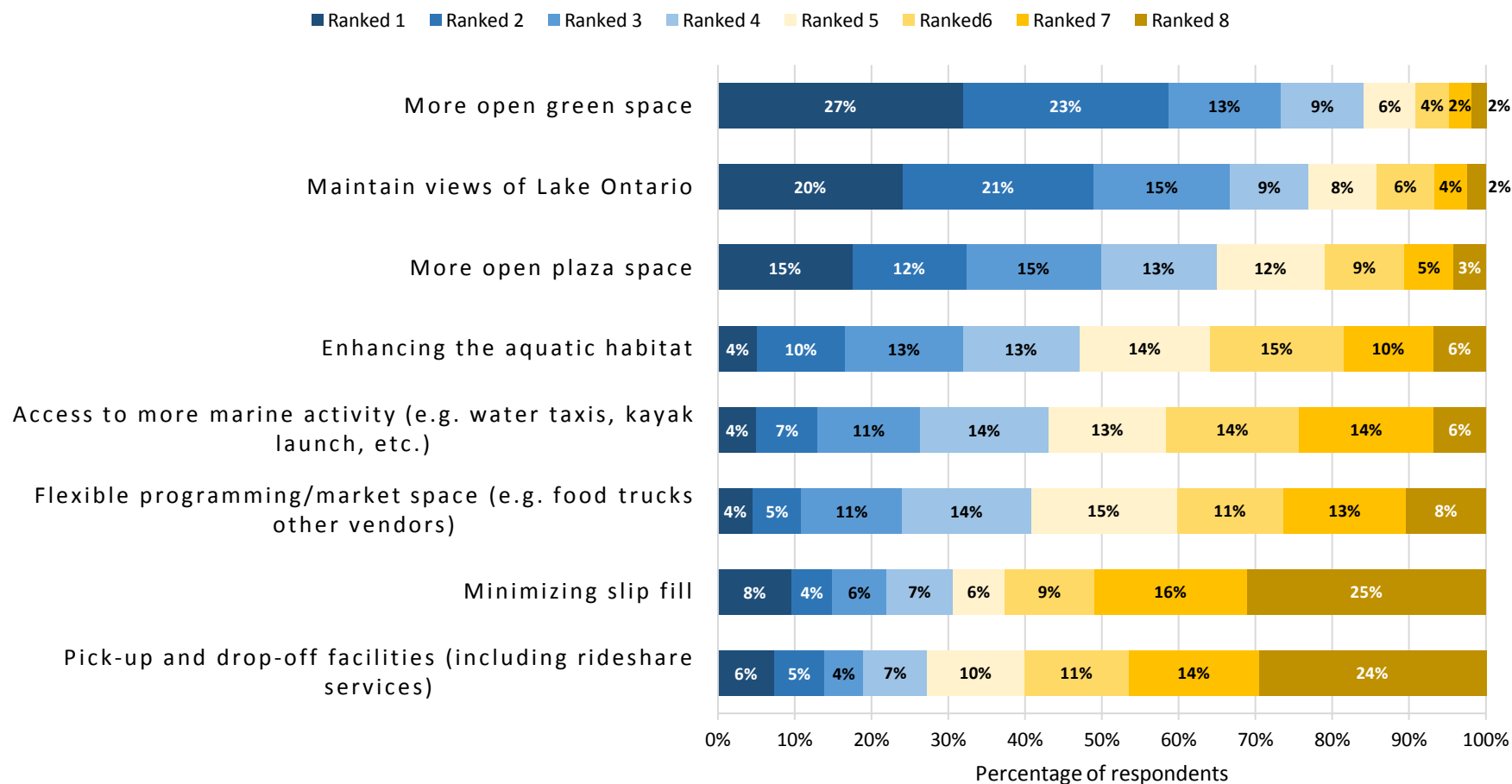


Figure 4. Important features to consider if improvements are made to the Yonge Street Slip/Yonge Street Plaza [488 respondents].

Participants provided the following commentary on how to make the **Yonge Slip Plaza** a community asset:

- Maximize the amount of open and green space people can use as meeting, sitting, and gathering spaces.
- Continue to prioritize the safety of pedestrians and cyclists travelling along the waterfront, reducing potential conflict areas for these users on the trail where possible.
- Consider opportunities for temporary vendor markets.
- Consider impacts of queuing that occurs for ferries and water taxis and how these uses could be accommodated within the proposed public space to avoid it becoming predominantly a waiting area.
- Incorporate public art that references the historical and current significance of Yonge Street and the waterfront.
- Provide some information (e.g., plaques or signage) about local nature, history, and culture. People often stop to read the inset plaques in the pavement at the foot of Yonge Street.
- Restore and enhance the habitat for aquatic species, birds, and other wildlife.
- Achieve a balance between the private function of the Westin Hotel and the public realm.
- Incorporate interesting lighting to animate the space in the evenings/night.
- Provide a variety of seating options (e.g. benches, picnic tables, Muskoka chairs, steps, etc.).
- Include fast growing trees to provide shade.
- Preserve water access and views of the lake as much as possible.
- Consider rounding out the corners of the slip through the infilling process to create smooth transitions between spaces rather than right-angles.

2.2 Network Phasing Study

Participants were asked about their preference for two options to provide interim service between Queens Quay and Union Station during construction. Participants identified a preference for Option 2 where there is through-service on the streetcar between Queens Quay West and East accompanied by a bus connection to Union Station via Yonge Street during the reconstruction of Queens Quay-Ferry Dock Station and Union Station (Figure 5).

What option for expedited interim transit to East Bayfront do you prefer? (Single Choice)

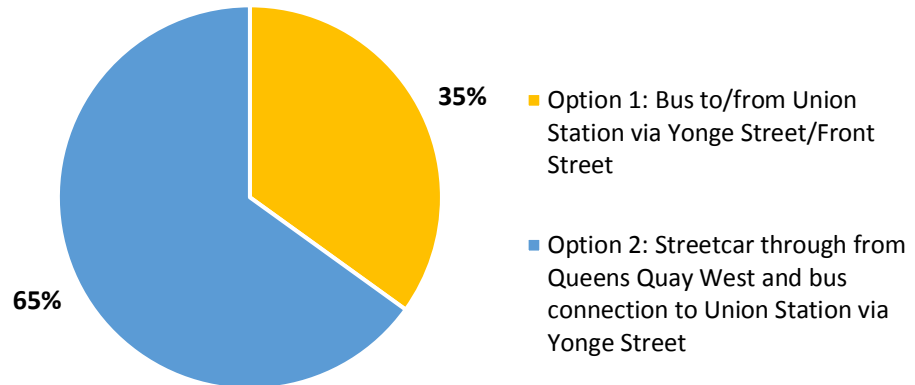


Figure 5. Preferred expedited interim transit to East Bayfront (Queens Quay East) [415 respondents].

Participants provided the following commentary on the options presented for the **Network Phasing Study**:

Regarding Option 1 – Bus to/from Union Station via Yonge Street and Front Street

- May not serve riders who want to go to Union Station from west of Bay Street.
- Would involve a confusing transfer.

Regarding Option 2 – Streetcar Through Service on Queens Quay and bus connection to Union Station via Yonge Street

- Little gained by dropping people off on Queens Quay as many people are travelling to Union Station.
- Through-service for the streetcar is preferable to changing streetcars at Union Station to go east.
- Getting the streetcar running on Queens Quay East should be a priority.

Additional Considerations and Comments

- Consider extending the streetcar north up Parliament Street to King Street to connect near the proposed Ontario Line station.
- Shuttle services in either case will be frustrating.
- Prioritize the option that will cost least and involve fewer transfers.
- Align the redevelopment of the Port Lands with extension of the streetcar through this area to avoid the inconvenience of transit construction after properties have been redeveloped.

2.3 Transit Project Assessment Process (TPAP)

Questions and answers to frequently asked questions about the Transit Project Assessment Process are included in **Appendix A**. Participants offered feedback on some of the elements of the TPAP that are of community interest:

- Travel demand pattern changes that may result from the new location of the Corktown Station on the Ontario Line.
- The aquatic impacts of the partial Yonge Street Slip fill proposal.
- Construction, noise and air quality impacts.
- Flooding and climate change risk assessment.

2.4 Design of Union Station and Queens Quay/Ferry Docks Stations

2.4.1 Union Station

With respect to the design of Union Station, participants were broadly supportive of the proposed seamless fare-paid access between streetcars and the Line 1 subway, new expanded streetcar platforms, and entrance connections to adjacent properties (Figure 6).

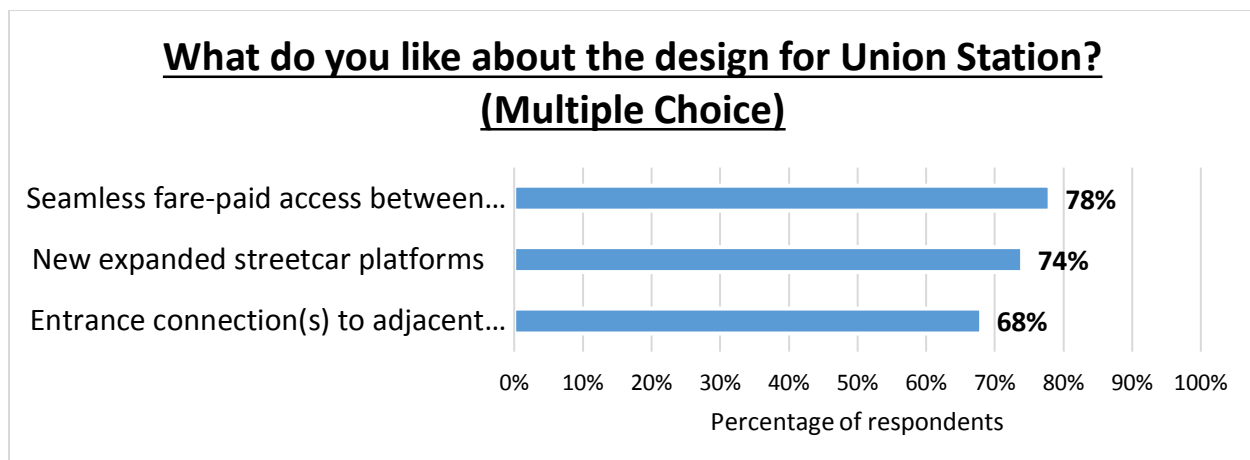


Figure 6. Qualities participants like about the Union Station design. [396 respondents]

Participants provided the following comments on the **design of Union Station**:

- Where possible, the Union Station connections should seek to streamline travelling between the streetcar and GO service.
- Signage and wayfinding challenges are an ongoing issue at Union Station, especially when distinguishing the disembarking and boarding areas of Union Station.
- The tunnel connecting the Line 1 subway to the streetcar platform should also be widened through this process.

2.4.2 Queens Quay-Ferry Docks Station

With respect to the design of Queens Quay-Ferry Docks Station, participants were broadly supportive of the proposed new accessible entrances, expanded streetcar platforms, new pedestrian tunnel beneath the track level, and entrance connections to adjacent properties (Figure 7).

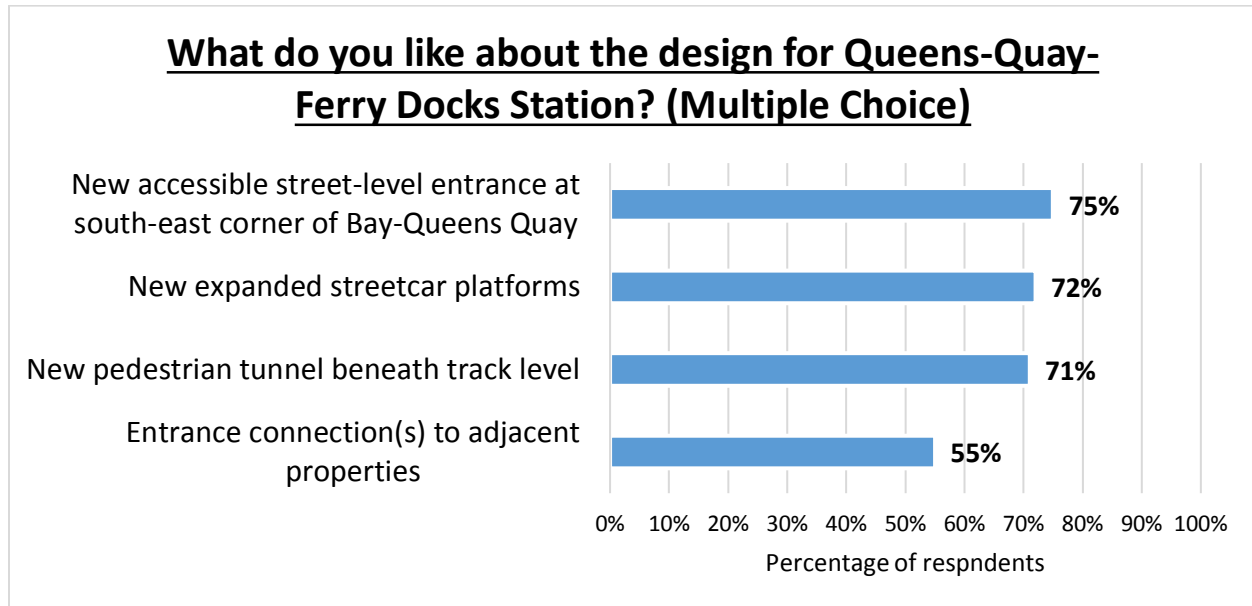


Figure 7. Qualities participants like about the Queens Quay-Ferry Docks Station design [396 respondents].

Participants provided the following comments on the **design of the Queens Quay-Ferry Docks Station**:

- Additional pedestrian access to the south side of Queens Quay would facilitate better access to this station.
- Pedestrian tunnel would improve safety of riders moving from one platform side to the other, however it creates accessibility barriers/a longer route to travel.
- Expand elevator/escalator access.

2.4.3 Additional Considerations and Comments

For both the Union Station and the Queens Quay-Ferry Docks Station designs, participants noted the following additional considerations to consider as the study progresses:

- Designing to anticipate peak demand on summer days and events will be very important to deal with current crowding issues, as both stations platforms are currently too narrow.
- Connections to neighbouring properties of both stations will improve station accessibility.

- Consider public art in the station that serves both as a connection to the waterfront and enhances wayfinding. The existing nautical theme of the Queens Quay-Ferry Docks Station could be enhanced or expanded upon to include Indigenous interpretations of the land and water.
- Look into excessive noise created by streetcar wheels on turns — where possible, larger turning radii might help.
- Automated gates in the stations would improve safety.
- Where possible, consider overbuilding the design to future proof it for increased demand to avoid extensive reconstruction.

2.5 Queens Quay East Street Design

2.5.1 Sense of Arrival to the Slips

Participants identified that sightlines to Lake Ontario, wider pedestrian crossings, and additional planting and unique tree species would contribute most to a sense of arrival at key intersections along Queens Quay East (Figure 8).

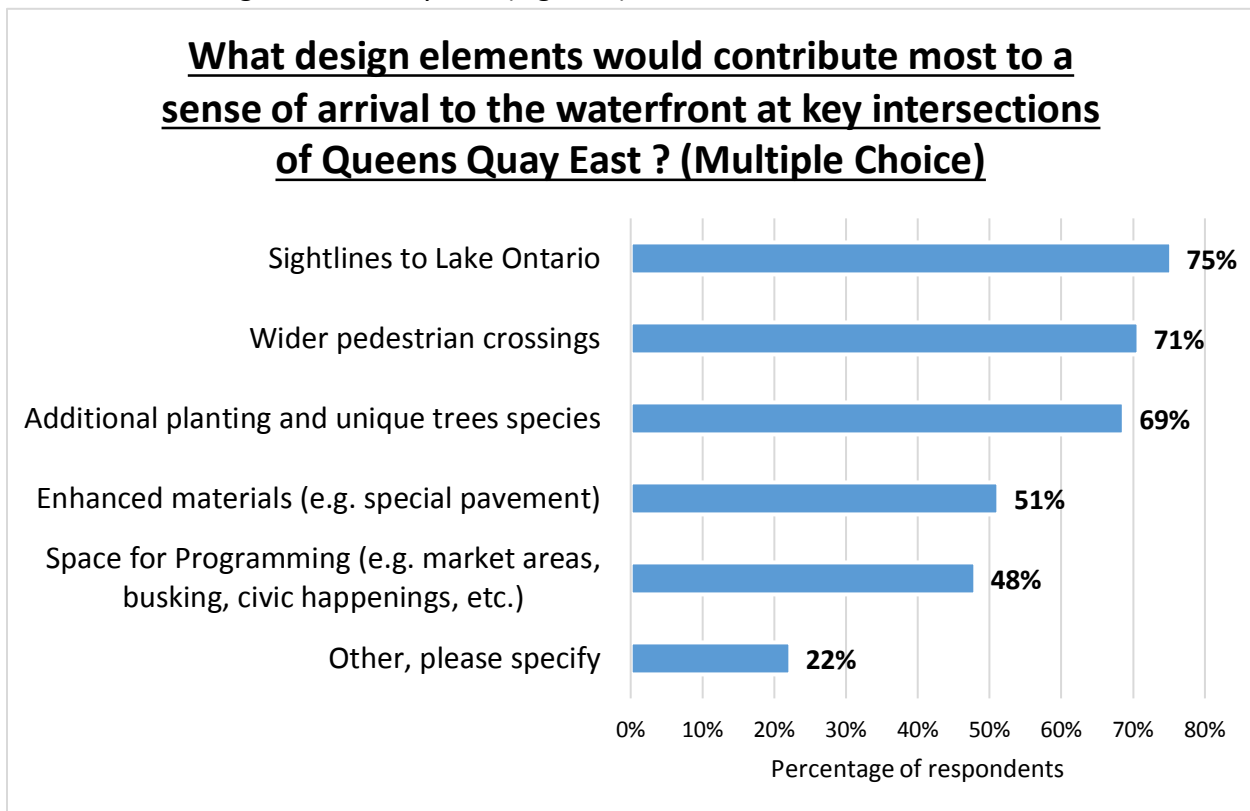


Figure 8. Design elements that would contribute to the sense of arrival at key waterfront intersections along Queens Quay East [396 respondents].

Participants added the following comments on **design elements that would contribute to the sense of arrival on the waterfront along Queens Quay East:**

- Consider distinguishing each intersection while maintaining continuous elements that link these spaces together.
- Involve Indigenous Peoples in representing the waterfront through public art and the overall design of the space.
- Wayfinding and signage are important to help people locate themselves and other destinations on the waterfront.
- Rather than a wave deck at Jarvis, consider a viewing area of the sugar shipping boats.
- Extending the creation of wave decks in the eastern waterfront would help create a sense of continuity with the west.
- A space designed with pedestrian-friendliness (e.g. pedestrian scramble crossings), amenities (e.g. seating, washrooms, water fountains, etc.) and vibrant activities as a core element will be inviting.
- Consider how the arrival zones may be viewed by watercraft as well as people on land.
- Consider additional ways the design of the waterfront can provide a sense of security in the evening including lighting, emergency call stations, and surveillance.

2.5.2 Shared Space/Delineated Intersection Concept

Participants indicated a greater sentiment that the delineated intersection concept will make it more clear for pedestrians and cyclists when navigating intersections compared to the shared space design (Figure 9).

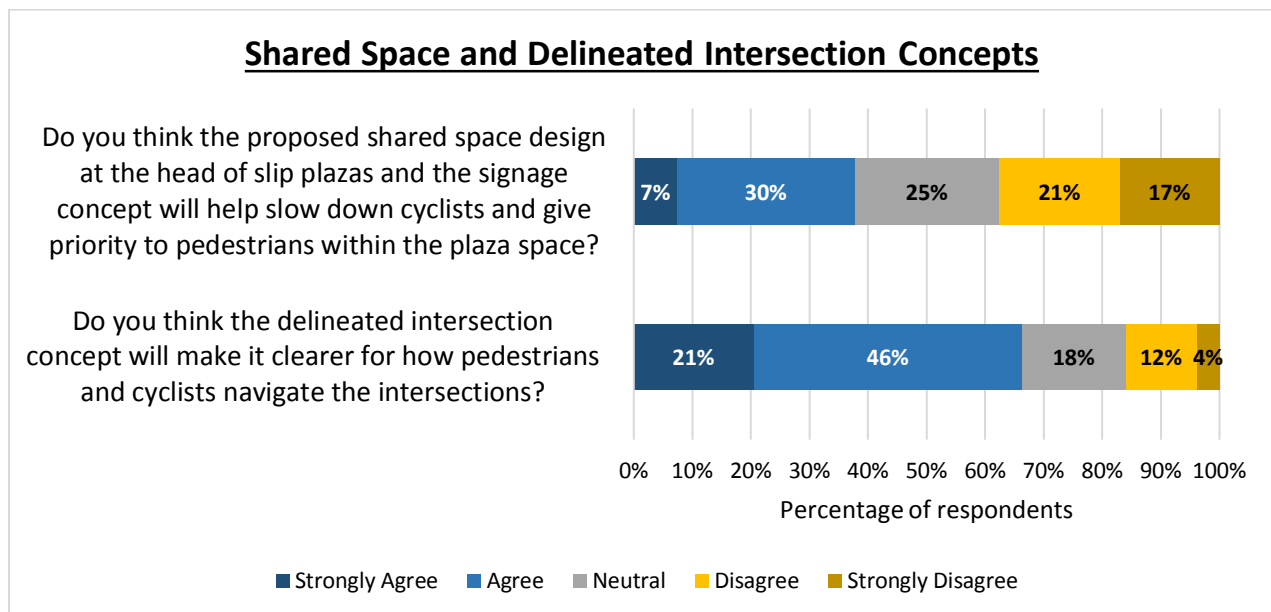


Figure 9. Comparing the Shared Space and Delineated Intersection concepts [389 respondents].

- Pedestrian areas should be clearly marked with pavement markings where they cross the Martin Goodman Trail. Other areas should clearly distinguish between the two areas through pavement paint or a change in materials (cobblestones or rumble-strips), and physical separation (such as slightly raised planters) to clearly, simply, and consistently

convey the separation of space to avoid confusion. Additional and ongoing public education may be required for all waterfront users.

- Consider how the rest of the cycling network in the area might accommodate road cyclists/cyclists who travel faster to bypass the heavy foot-traffic areas. Consider a faster moving cycling route along Lakeshore.

The Martin Goodman Trail may improve the cycling movement by synchronizing traffic lights with the designated cycling speed, setting the stop area for cyclists closer to the intersections, and considering further widening of the trail to anticipate growing demand for the trail.

- Supportive of the streetcar guideway being next to the bike path and walkway as illustrated.

2.5.3 Planting Strategy

Participants were strongly supportive of the proposed planting strategy (Figure 10).

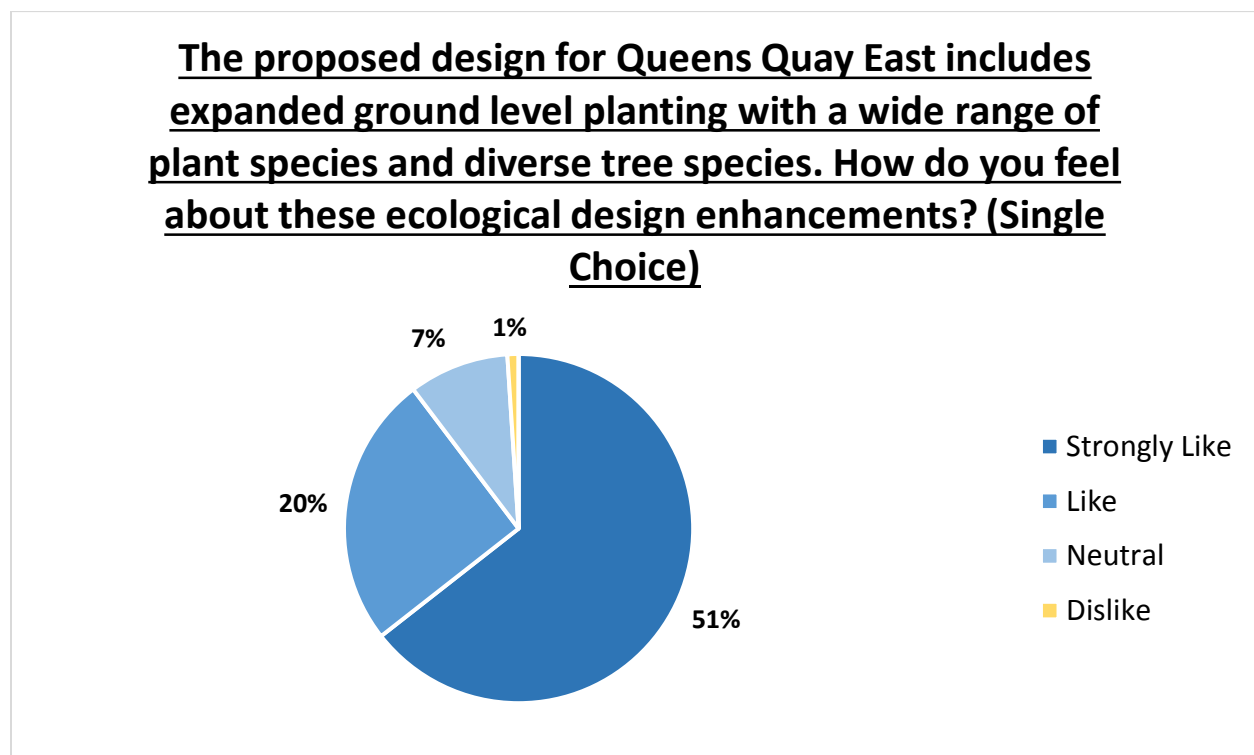


Figure 10. Ecological design enhancements to Queens Quay East [389 respondents].

Participants added the following feedback on the **planting strategy**:

- Ensure plantings are well-suited for the climate, local conditions, and are maintained so they can thrive.
- Consider species such as Lindens, Shademaster Honeylocust.
- Height of the trees should not obstruct views of the lake.
- Ongoing maintenance and protection for trees is important; many trees on Queens Quay have suffered from poor maintenance and damage.

3 How We Engaged

3.1 Communication Methods

The project team utilized a variety of print and digital communication methods to inform individuals about the virtual community consultation and online survey. An overview of the communication methods and their reach is included in **Table 1**.

3.1.1 Project Webpage

The City of Toronto's website acted as the primary communications portal to inform the public about the Waterfront East LRT Extension community consultation. A landing page, <http://toronto.ca/waterfronttransit>, hosted all information regarding the project, including general information, project updates, links to pre-recorded presentation videos, presentation files, a link to the discussion guide, online survey, and an option to subscribe for project-related updates.

3.1.2 Mailout

A print mailout promoting the project and virtual community consultation was sent to 41,161 households two weeks before the meeting, in an area bounded by Spadina Avenue to the west, King Street to the north, the Don River to the east, and Lake Ontario to the south.

3.1.3 E-Newsletters and Mailing Lists

3.1.3.1 City of Toronto Project Mailing List

Individuals who signed up to receive email updates through the project website were emailed on January 25, February 10, and February 25, 2021 with reminders about the virtual community consultation and online survey. The project mailing list emails were sent to 614 people.

3.1.3.2 Waterfront Toronto Newsletter

A notice advertising the virtual community consultation was included in Waterfront Toronto's January and February 2021 monthly newsletters. Approximately 7,800 people receive Waterfront Toronto's monthly newsletters.

3.1.3.3 Councillor Joe Cressy's Newsletter

A notice advertising the virtual community consultation was included in the two preceding newsletters sent by the Councillor's office to their newsletter mailing list. Approximately 6,300 people receive Councillor Cressy's newsletters.

3.1.3.4 Eventbrite Event Mailing List

Five (5) emails were sent to all registrants of the virtual community consultation to remind them about the upcoming meeting and the online survey.

3.1.4 Pre-Recorded Videos



Prior to the virtual community consultation, the project team recorded six (6) videos providing a detailed overview of the contributing work included in the Waterfront East LRT Extension. These videos were published on the City of Toronto's GetInvolved YouTube channel on February 3, 2021 to provide members of the public with an opportunity to learn about the project before the virtual community consultation. A short overview presentation during the virtual community consultation summarized the key points of each presentation for individuals who did not watch the pre-recorded videos. The six videos are as follows:




- [Project Overview](#)
- [Portal Location](#)
- [Network Phasing](#)
- [Introducing the Transit Project Assessment Process \(TPAP\)](#)
- [Design of Union and Queens Quay/Ferry Docks Stations](#)
- [Queens Quay East Street Design](#)

3.1.5 Social Media

The City of Toronto and Waterfront Toronto used their Facebook and Twitter accounts to promote the virtual community meeting and online survey from February 3, 2021 to March 4, 2021.

Table 1. Communication Methods, Summarized

Outreach Method	Outreach Activities	Recipients and Views
Project Webpage 	A dedicated webpage was developed within the City of Toronto's website to act as an integrated platform for all project-related information. Through the webpage, interested people could also subscribe to receive updates and access information about the project.	Views 2,287
Mailouts 	A flyer advertising the online meeting and website was delivered to addresses bounded by Spadina Avenue to the west, King Street to the north, the Don River to the east, and Lake Ontario to the south.	Recipients 41,161 households

Outreach Method	Outreach Activities	Recipients and Views
Mailing Lists and Newsletters 	The virtual community consultation notice and information was included in newsletters and mailing lists (including the Eventbrite public meeting registration email list) from the City of Toronto, Waterfront Toronto, and Councillor Joe Cressy's office in January and February 2021.	Recipients 15,288
Pre-Recorded Videos 	The project team pre-recorded six (6) presentations for members of the public to review before the virtual community consultation. Each presentation provided detailed information on elements of the Waterfront East LRT Extension.	Total Views for All Six Videos 3,026
Social Media 	The virtual community meeting and online survey were promoted through the City of Toronto and Waterfront Toronto's Twitter and Facebook accounts with additional outreach support from the TTC's and consultant team's accounts.	Engagements¹ 2,820
Total Outreach		83,569

3.2 Engagement Methods

The project team engaged with members of the public through two primary tactics to provide information about the Waterfront East LRT Extension, answer questions, and gather feedback on the materials presented. An overview of the engagement methods and their reach is included in **Table 2**.

3.2.1 Virtual Community Consultation

A virtual community consultation was held using WebEx Events on Wednesday, February 17, 2021 from 7:00 p.m. to 8:30 p.m. The event included a brief 30-minute overview presentation summarizing the key points of the pre-recorded video presentations released two weeks before the meeting. Following the presentation, there was a 60-minute Question and Answer period. Participants posed their questions through the meeting chat or were asked to indicate they would like to be unmuted to ask a question. Questions were answered by members of the project team.

¹ Social media engagements include all retweets, comments, likes, shares, and link clicks on both Twitter and Facebook platforms.

The meeting recording and presentation slides were made available online following the meeting for review on the City's project webpage. Resources can be accessed through the following links:

- [Access the virtual meeting recording.](#)
- [Access the virtual meeting presentation.](#)

3.2.2 Online Survey



An online survey was made available on the City's project webpage from February 17, 2021 to March 4, 2021. The online survey asked for feedback on the content of the pre-recorded presentations and the overview presentation from the virtual PIC. Appendix D includes the demographics of participants who replied to the survey.


3.2.3 Email

Individuals could email questions and comments to the project team through the online registration page for the virtual community consultation meeting or using the project email (WaterfrontTransit@toronto.ca). Questions submitted by email were responded to directly by members of the project team and recorded for inclusion in the TPAP EPR.

The project email will be live throughout the consultation process to receive questions and comments, and provide responses to community inquiries.

Table 2. Engagement Methods Summarized

Engagement Method	Engagement Activities	Engagement Reach
Virtual Community Meeting 	<p>A virtual community public information centre was held on February 17, 2021 to reintroduce the Waterfront East LRT Extension, provide an overview of the scope of work, and gather and answer questions from members of the public.</p> <p>The virtual community meeting recording was posted online following the meeting for individuals to view at their convenience.</p>	<p>Engaged 364</p> <p>Meeting Recording Views 278</p>
Online Survey 	<p>An online survey was developed to gather detailed feedback on the materials presented.</p>	<p>Engaged 488</p>

Email 	<p>Emails including feedback and questions were received through the virtual community consultation Eventbrite registration page and the project email.</p> <p>The project email is WaterfrontTransit@toronto.ca and will be active throughout the entire project to receive questions and feedback from the public.</p>	Engaged 84
Total Engaged		936

4 Next Steps

The project team will review the feedback provided through this meeting as they continue technical work on the Portal Location Study, Network Phasing Study, Transit Priority Assessment Process (TPAP), Design of Union Station and Queens Quay-Ferry Docks Stations, and the Queens Quay East Street Design. Future consultation and engagement on the Waterfront East LRT Extension will take place in the Spring and Summer of 2021.