



## Waterfront East LRT Frequently Asked Questions (FAQ)

### Public Meeting #3 – April 5, 2023

#### Segment 1

**Q: Why can't Segment 1 be descoped to reduce project costs and speed up construction?**

A: Full expansion of Union Station is required to allow all waterfront streetcars to operate into Union Station to provide reliable service and meet required forecast ridership demand. Connecting the Waterfront East LRT to Union Station will ensure that passengers are able to seamlessly access the eastern waterfront from Canada's biggest transit hub. Integration of this work in the broader Waterfront East LRT surface work will help connect the rapidly growing number of residents and workers on the eastern waterfront, and the future Villier's Island, to Union Station and Toronto's downtown core.

**Q: Will the streetcar be able to bypass Union Station and Queens Quay-Ferry Dock Station?**

A: During construction, a temporary east-west service is being contemplated to reinstate the 509 and 510 streetcar service as soon as possible. This east-west service requires completion of the east and west underground portals, and surface work to the loop on Villiers Island. Replacement/shuttle bus would provide connection from Queens Quay to Union Station.

An east-west service that by-passes Union Station and Queens Quay-Ferry Dock Station in the final routing is not currently planned for the final operating condition. However, streetcars would continue to be able to make this movement if required for additional operational flexibility for TTC.

**Q: Why has the design for the Union Station platform reduced in size?**

A: The original design maximized the space that is available. In light of the exercise to optimize project costs, we identified locations on the platforms where we could reduce the size while ensuring ridership demand continues to be met.

**Q: Why is money being spent to improve Union Station?**

To accommodate the increased number of passengers that will flow through the Union Station streetcar loop once the Waterfront East LRT is complete, improvements need to be made to Union Station to expand the streetcar loop. These improvements include:

- 4 streetcar platforms; new crossover tracks that allow operational flexibility;
- A new continuous accessible path; and
- 2 new accessible entrance connections.

These improvements are required to provide a reliable service to meet required forecast ridership demand. They also provide a positive customer experience start to end of journey and enhanced station experiences, well integrated to adjacent surroundings.

**Q: Does the design of Union Station still protect for a potential streetcar line along Bremner Boulevard?**

A: Yes, the TTC is continuing to protect for a potential additional streetcar service along Bremner Boulevard aligning with the City's Official Plan. This expansion is not in the Waterfront East LRT scope.

**Q: Why are you deferring portions of the proposed expansion of Queens Quay-Ferry Docks Station?**

A: The proposed expansion of Queens Quay-Ferry Docks Station was identified to be deferred as part of a cost optimization exercise and to better align with neighbouring developments that can integrate into the station. This exercise identified that the existing station is sufficiently sized to accommodate the forecasted passenger demand. Elements that have been deferred include:

- Creating an underground PATH connection to the south side of Queens Quay West,
- Expanding the platform and track area.

The current design does prioritize accessibility upgrades including a new elevator. There will be an opportunity to incorporate further design and connection improvements through a future development at 11 Bay Street.

**Q: Can you clarify the pedestrian connections to the Ferry Terminal? Are there underground connections from Queens Quay Station?**

A: As part of the deferral of the station expansion, the pedestrian tunnel connections have been deferred. Our design work protects for the opportunity to build these connections in the future.

**Q: Are there opportunities for more elevators and/or escalators at Queens Quay-Ferry Docks Station?**

A: We have assessed potential additional elevator and escalator locations, however due to limited space currently available only one elevator could be accommodated. Further design and connection improvements to Queens Quay-Ferry Docks station, including additional elevators and escalators may be possible through a future development at 11 Bay Street.

**Q: Will there be a signalized entrance from Yonge St?**

A: The design includes a signalized intersection at Queens Quay and Yonge St to improve property access and ensure safety for all road users. As currently envisioned, this intersection includes access to Queens Quay from south of Yonge, however detailed intersection signalization will be developed as the design advances.

## Segment 2

**Q: Can the public realm improvements to Queens Quay be implemented earlier before the streetcar begins construction?**

A: The public realm improvements will need to follow the approved project construction schedule approved by City Council this spring. This will be planned to reduce disruptions to pedestrians, cyclists and vehicles that travel along Queens Quay East.

**Q: Is the design of Yonge Street Slip taking into consideration the planned park space on the east side of the slip? Is this park being planned as part of the construction of the LRT?**

A: There is no design or funding for the park on the east side of the Yonge Street Slip yet. It is part of the precinct plan for the area that this will eventually be a park, however, it is not included in the delivery or funding of this project. The intent is to see the park realized in a similar timeline to the implementation of other improvements to the public realm along Queens Quay East.

**Q: How will you prevent the trees from dying on Queens Quay East like they did on Queens Quay West?**

A: Following a comprehensive review by Waterfront Toronto and the City of Toronto Urban Forestry department, we have identified several factors, including a high water table and salt from winter maintenance, that prevented the species of trees along Queens Quay West from thriving. The issues have since been addressed and the trees have been replaced with a different species that is better suited for the unique environment along Queens Quay.

We are using the findings from the review of Queens Quay West to inform the planting conditions and species of trees that will be planted along Queens Quay East to ensure the trees have the right conditions to thrive and create a beautiful canopy once fully matured.

**Q: Why was Bonnycastle to Silo descoped from the project?**

A: The public realm section along Queens Quay East between Bonnycastle and Silo was descoped from the Waterfront East LRT project so that it could be integrated alongside the design and development of the public realm for Quayside, which is currently underway through a separate process.

### Segment 3

**Q: Will buses and emergency vehicles be able to use the green track?**

A: The green track pilot project will allow for use by emergency vehicles and TTC replacement buses. The performance of emergency vehicles and TTC buses, as well as wear and tear on the green track will be monitored and evaluated throughout the pilot.

**Q: How will the green track be maintained?**

A: Portions of the Eglinton LRT track have been flagged for a green track pilot. Based on the learnings from the Eglinton pilot we will apply the necessary maintenance tactics to ensure the Cherry Street green track is successful.

**Q: Why does the Old Cherry Street signal tower need to be moved? How will you ensure its preservation?**

Construction is underway on the realignment of Cherry Street south of the rail corridor as part of the Port Lands Flood Protection Project. The realigned Cherry Street and new bridge over the Keating

Channel to Villiers Island will connect to the streetcar right-of-way on Queens Quay East and Cherry Street.

To allow a straight run of an extended streetcar right-of-way under the rail corridor on the realigned Cherry Street, the Cherry Street terminal tower will need to be shifted east of its current location.

**Q: Why did you choose an on-street Loop option for the Villiers Island Loop?**

A: After a thorough evaluation process, the W2 on-street loop route on Villiers Island was selected as the preferred LRT loop alignment. The on-street loop configuration, which travels on a dedicated right-of-way reduces impacts on pedestrians, cyclists, and drivers and ensures efficient transit service.

While two loop options were deemed operationally feasible, the off-street option presented significant concerns due to its impact on the development of Villiers Island by occupying an area designated for future housing in the Toronto City Council-approved Villiers Island Precinct Plan. In contrast, Option W2 provided added benefits as a potentially permanent piece of infrastructure to support TTC operations long term. Based on this, our team selected Option W2 to proceed with preliminary design.

**Q: Will the LRT into Villiers Island be built before or after residential development begins?**

A: The phasing of the Villiers Island development has not yet been determined. However, the Waterfront East LRT project is planned to provide higher-order transit service to the island and future development once it is complete and is included as part of the Villiers Island Precinct Plan which set the vision for this development. As funding and phasing progresses for both Waterfront East LRT and Villiers Island, appropriate phasing of transit service will be incorporated to support development. Buses may provide interim transit connection prior to the full build out of the Island and surrounding area. **Q: Why was Polson Loop removed from the scope?**

A: To improve transit access to the new parks being built as part of the Port Lands Flood Protection Project, mitigate construction impacts across the future new riverbed, and optimize project costs, we undertook a study to find an alternative turning location within Villiers Island.

Through this study and evaluation, the original LRT turnaround was reprioritized from Polson Loop to Villiers Island. Polson Loop, however, remains in the network plan for the future.

**Q: With the revitalization of Parliament Slip being undertaken by Waterfront Toronto, is there any transit connection with Corktown Station down to the waterfront (Parliament Slip)?**

A: We have assumed Parliament Slip would be serviced by the Waterfront East LRT, with a stop in front of the slip at Queens Quay and Parliament Street.

Corktown Station will be adjacent to the Parliament bus, which will be a quick connection down to Parliament Slip. We also want to work on improving connections for pedestrians and cyclists to this station.

**Q: How can I get an improved connection to Corktown Station?**

A: TTC has extended the 65 Parliament bus service south to Queens Quay, which will provide access to the future Corktown Station. The future station will also be connected to the 504 King Streetcar, which is planned to extend south to the Port Lands as part of the current Waterfront East LRT project scope.

**Q: Where will the 504A turn around and head back north? Will you build a new loop somewhere south of the railway overpass?**

A: The Waterfront Transit Network currently envisions two lines serving the Port Lands: the extension of the 504 south on Cherry Street is one of them in our Network Plan, that eventually goes to Polson Loop. What we are talking about in the current phase is an interim condition with a temporary loop on Villiers Island.

The second part of the Waterfront Network serving the Port Lands is a Waterfront East streetcar service – connecting from Union Station east on Queens Quay, south on Cherry Street, and east Commissioners – and, eventually, all the way to the Leslie Barns. Until that eventual extension to Leslie Barns, the Waterfront East streetcar route would share a common interim terminus with the Cherry streetcar extension.

## General

**Q: Why isn't this funded yet?**

A: The currently projected cost for the Waterfront East LRT is over \$ 2Billion (based on 2021\$). After value engineering various elements of the project, we will be presenting a business case to City Council in June 2023 to request funding to advance the design to 100% and complete construction.

**Q: Why is this taking so long?**

A: We acknowledge that there are a lot of considerations to make when planning for transit on Toronto's rapidly growing waterfront. Notably, Toronto's eastern waterfront is experiencing multiple major infrastructure projects necessary to keep the city functioning, in addition to the development of new neighbourhoods on the water's edge. Our team is working hard to coordinate work with other projects to deliver this complex project. We are completing a constructability review to determine our window for construction for the overall project and interim phasing. Pending City Council decisions and budget approvals, there could be early works in the mid-2020s and onwards.

**Q: What is the plan to mitigate construction impacts?**

A: It will be critical to maintain access to buildings and maintain at least one lane of traffic in each direction on Queens Quay and Bay Street. It will be important to mitigate impacts through construction management best practices, informed by further and ongoing consultation with the BIA, residents, and existing waterfront users to develop a construction mitigation plan and communications for businesses, residents, and visitors.

**Q: How long will the disruptions to the 509 and 511 last?**

A: Current estimates anticipate a 3-year service disruption until temporary east-west service can be established along Queens Quay East to the loop on Villiers Island. It is anticipated that it will take an additional 2 years after this temporary east-west service before the 509 and 511 connections to Union Station are restored.

**Q: What does interim service look like?**

**A:** There are 2 scenarios of interim service:

Scenario 1 – No Through-Track Service (when tunnel portals on Queens Quay are under construction): 510 route turns back at Queens Quay West and Spadina Loop or extends west towards Exhibition. 509 route would be temporarily suspended. Replacement buses would provide coverage from Spadina, east towards the downtown area. “Trippers” (special trips during peak periods) may be provided depending on demand in the downtown area.

Scenario 2 – Through-Track Service Open (while Union Station construction on-going): Temporary east-west through-service is provided along Queens Quay between Exhibition and the loop on Villiers Island. “Shuttle” bus service would provide customer transfer to/from Union Station and the east-west running streetcars on Queens Quay via a loop on Freeland, Queens Quay, Simcoe, Front, and Yonge.

**Q: What will interim bus service look like?**

**A:** Refer to description under the 2 scenarios above.

**Q: Why is the LRT not extending to East Harbour Station?**

**A:** The full buildout of the Waterfront East LRT envisions a connection to East Harbour Station as part of a future phase. However, this extension relies upon further development of the required road network, which will be advanced through the McCleary District Precinct Plan. The current scope of the Waterfront East LRT does not connect to East Harbour Station, however it is intended only as the first phase of a broader network that will extend service to East Harbour, Leslie Barns, and Polson Quay.

**Q: Can you please confirm what the request will be at Council in June? Is it to fund 100% of the design based on the 30% detailed design drawings or is it to proceed with balance of detailed design drawings?**

**A:** The meeting with City Council will be reporting on 30% design, presenting the business case, requesting permission to file the TPAP report, and request funding for the full project as identified. That funding would include 100% detailed design and the cost of construction.