
Section K.4:

Landowner and User Advisory Committee Feedback

Note: This appendix refers to Area A as Area 1 and to Area B as Area 2A, a reflection of previous project nomenclature.

Waterfront East LRT Extension Land Use Advisory Committee #1

Thursday, February 11, 2021

WebEx Meeting

9:00 a.m. to 10:30 a.m.

Meeting Summary

Meeting Overview

A meeting of the Waterfront East LRT Extension Land Use Advisory Committee was held on February 11, 2021, to provide updates from the City of Toronto, Waterfront Toronto, the Toronto Transit Commission, and their consultants about progress on Area 1, 2a, and 2b on the Waterfront East Light Rail Transit (LRT) Extension (Figure 1). The meeting was led and facilitated by LURA Consulting, Waterfront Toronto's third-party facilitation and consultation consultant for the project.

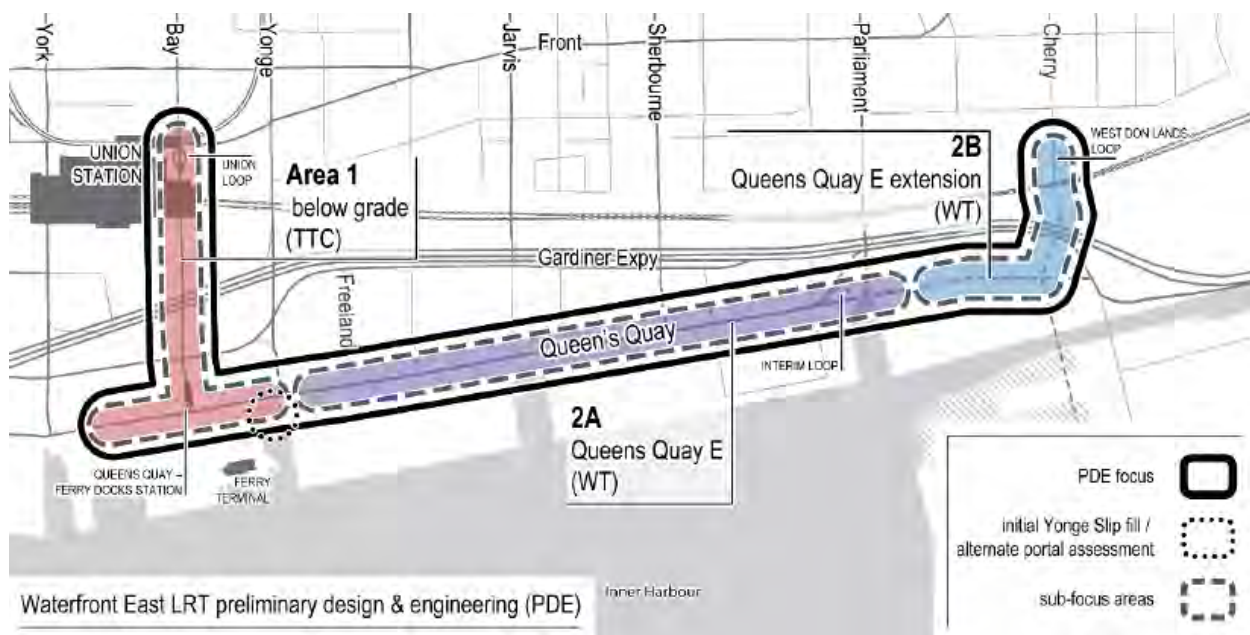


Figure 1. Waterfront East LRT Extension Preliminary Design and Engineering Focus Areas 1, 2A, and 2B.

The meeting agenda, including an outline of the purpose and agenda items, is included in **Appendix A**. A list of the LUAC representatives who attended the meeting and provided comments on the updates presented is included in **Appendix B**.

Discussion

The following section organizes feedback raised by LUAC members in discussions that followed updates provided by members of the project team. Questions of clarification and their answers are included in **Appendix C**.

Portal Selection Study

- The representative of condominiums at 10 Yonge Street and 10 Queens Quay expressed their concern with the proposed lake-filling to accommodate the new entrance to the Westin Hotel and public open space within the Yonge Street Slip. *Waterfront Toronto noted they are aware of this concern and are committed to continued talks with this representative and the stakeholders they represent.*

Network Phasing Study

No comments were provided regarding the Network Phasing Study.

Transit Project Assessment Process (TPAP)

No comments were provided regarding the Transit Project Assessment Process.

Preliminary Design and Engineering (PDE) Updates

No comments were provided regarding the Preliminary Design and Engineering

Next Steps

The project team will review the feedback provided through this meeting as they continue technical work and the upcoming Public Information Centre (PIC) that will be held on February 17, 2021 at 7:00 p.m. via WebEx Events. The LUAC will meet next in Spring/Summer 2021.

Appendix A – Agenda

Waterfront East LRT Extension **Land Use Advisory Committee #1 (via WebEx)**

Thursday, February 11, 2021

9:00 a.m. to 10:30 a.m.

AGENDA

Meeting Purpose:

- Provide design updates for the surface section on the LRT between Bay Street and Parliament Street
- Discuss progress update on the underground section of the LRT from Union Loop to Queens Quay
- Present updates and preliminary direction on the portal selection study
- Present the initial findings on the phasing study for interim improvements at Union Loop and Queens Quay
- Provide an update on the Transit Project Assessment Process (TPAP) for Provincial approval
- Provide an update on the Community Engagement Plan and seek input from SAC members

Time	Item	Presenter	Duration
9:00 a.m.	Welcome	Liz McHardy LURA Consulting	5 mins
9:05 a.m.	Introductions, Agenda review, LUAC Overview	Liz McHardy LURA Consulting Pina Mallozzi Waterfront Toronto Laurence Lui TTC	15 mins
9:20 a.m.	Presentation	Nigel Tahair City of Toronto	15 mins
9:35 a.m.	Questions of Clarification / Discussion and Feedback	Liz McHardy LURA Consulting	45 mins
10:20 a.m.	Next Steps	Liz McHardy LURA Consulting	10 mins
10:30 a.m.	Adjourn	Liz McHardy LURA Consulting	N/A

Appendix B – List of Attendees

A list of the organizations that attended LUAC #1 is included below:

Land Use Advisory Committee Members

Haimchand Katwaroo, Board of Directors 10 Yonge and 10 Queens Quay
Elsa Fancello, Castlepoint Numa
Kristine Zwicker, Cityzen Development Group
Scott Penington, CreateTO
Myles Millard, Hines
Brodie Johnson, Hines
Jason Schendale, Hines
Olivia Keung, Moriyama and Teshima Architects
James Aziz, Oxford Properties
Darryl Davison, Oxford Properties
Otto Wramhed, Oxford Properties
Anson Kwok, Pinnacle International
Alex Marshall, Pinnacle International
Gene Cabral, PortsToronto
Bojan Drakul, PortsToronto
Neil Rooney, Royal Canadian Yacht Club
Jason Shendale, Tridel
Tim Kocur, Waterfront BIA
Oliver Hierlihy, Waterfront BIA

Waterfront Transit Reset Project Team

Waterfront Toronto

Pina Mallozzi, Vice President Design
Jed Kilbourn, Director, Development Planning
Josh Hilbert, Development Planner
Sonja Vangjeli, Planning and Design Project Manager, Public Realm
Alex Mereu, Project Manager
Katie Andrachuk, Manager of Communications and Public Engagement

City of Toronto

Nigel Tahair, Program Manager (Transportation Planning)
Brent Fairbairn, Assistant Planner (Transportation Planning)
Jayne Naiman, Project Manager (Waterfront Secretariat)
Alexa Aiken, Senior Public Consultation Coordinator (Public Consultation)
Anthony Kittel, Project Manager (Community Planning)



Nader Kadri, Planner (Community Planning)

Toronto Transit Commission

Vincent Teng, Project Manager

Laurence Lui, Manager, Project Development and Coordination

Niki Angelis, Community Relations

Scott Fraser, Senior Project Engineer

Scott Haskill, Project Development and Planning

Steve Stewart, Senior Project Manager

Chris Joseph, Senior Community Liaison

Suma Apparao-Das, Senior Project Engineer

ARUP

Marc-Paul Gauthier, Associate

DTAH

Brent Raymond, Partner

Yvonne Lam, Associate

Corin Latimer, Landscape Architect

LURA Consulting

Liz McHardy, CEO and Partner

James Knott, Director of Strategy

Alexander Furneaux, Community Engagement Specialist

Appendix C – Detailed Summary of Questions of Clarification

The following questions were received through the meeting and follow-up communication with the LUAC. The questions are outlined as follows. All questions are preceded with a “Q” while the answer is preceded by an “A”. Questions are grouped by the agenda item they are relevant to.

Portal Selection Study

Q: What details can be provided on the lake-filling proposal at the foot of Yonge Street?

A: The proposal to fill in approximately one-third of the slip at the foot of Yonge Street is an important piece of the project being considered for its ability to provide additional public space and consolidate transportation uses that currently interfere with the Martin Goodman Trail. Similar to other projects done by Waterfront Toronto that involve lake-filling (such as the Spadina Slip and the Lower Simcoe Slip), Waterfront Toronto has placed an emphasis on significant investments in the aquatic habitat to compensate for the loss of lakebed. Ultimately the goal is to restore the slip to a better environmental condition than it is today.

Network Phasing Study

Q: What is the scope of the business case? Does it include the entire waterfront transit network or just the Waterfront East LRT Extension?

A: The preliminary business case being prepared by the City of Toronto considers the entire Waterfront Transit Network given that as a network of interconnected services, each contributes to and has impacts on others. The preliminary business case serves as an update to the initial business case the City previously provided. The preliminary business case also considers emerging transit assets being planned such as the Ontario Line and GO expansion to anticipate how these assets would impact transit service delivery to the Waterfront.

Q: Why has the Queens Quay design been phased separately into a 2A and 2B phasing?

A: The phasing of 2A and 2B along Queens Quay is purely a technical issue stemming from procurement, where the initial package was for the section extending to Parliament Street. Although 2A is currently ahead of 2B, the intent is to have both 2A and 2B at the same stage for the 2022 budget cycle.

Transit Project Assessment Process (TPAP)

No questions were received on this portion of the presentation.

Preliminary Design and Engineering (PDE) Updates

Q: Is there any planned integration between the foot of Yonge Slip and the new park planned for the east side of the slip?

A: The design team is approaching the proposed Yonge Slip as an opportunity to expand public space along the waterfront to provide additional public open space for visitors to enjoy. The scope of this project does not extend to the design of the park in question. The design team is thinking at a high-level plan of how the proposed improvements along Queens Quay would integrate with other existing, planned, and proposed public spaces.

General Questions

Q: How does the recent federal announcement of funding for transit impact the funding of this project?

A: At this stage it is too early to know how this funding announcement would directly impact the project. The Waterfront East LRT Extension is one of the City of Toronto's priority transit investment projects. The purpose of this study is to prepare the design of the Waterfront East LRT Extension to 30% design at which point a more reliable cost estimate can be advanced to City Council for a decision. This is an important step to be prepared for the possibility of receiving funding from upper orders of government.

Q: Are city staff aware of [the Eglinton Way BIA's BIA Construction Toolkit](#) including requests for construction mitigation measures to be included in the construction tendering documents?

A: The project team will consider this report as the project continues to progress.

Waterfront East LRT Extension Land Use Advisory Committee #2

Thursday, June 17, 2021

Zoom Meeting

9:00 a.m. to 10:30 a.m.

Meeting Summary

Meeting Overview

The second meeting of the Waterfront East LRT Extension Project Landowner and User Advisory Committee (LUAC) was held on June 17, 2021, to provide updates from the City of Toronto, Waterfront Toronto, the Toronto Transit Commission, and their consultants about progress on Area 1, 2A, and 2B on the Waterfront East Light Rail Transit (LRT) Extension (Figure 1). The meeting was facilitated by LURA Consulting, Waterfront Toronto's third-party facilitation and consultation consultant for the project.

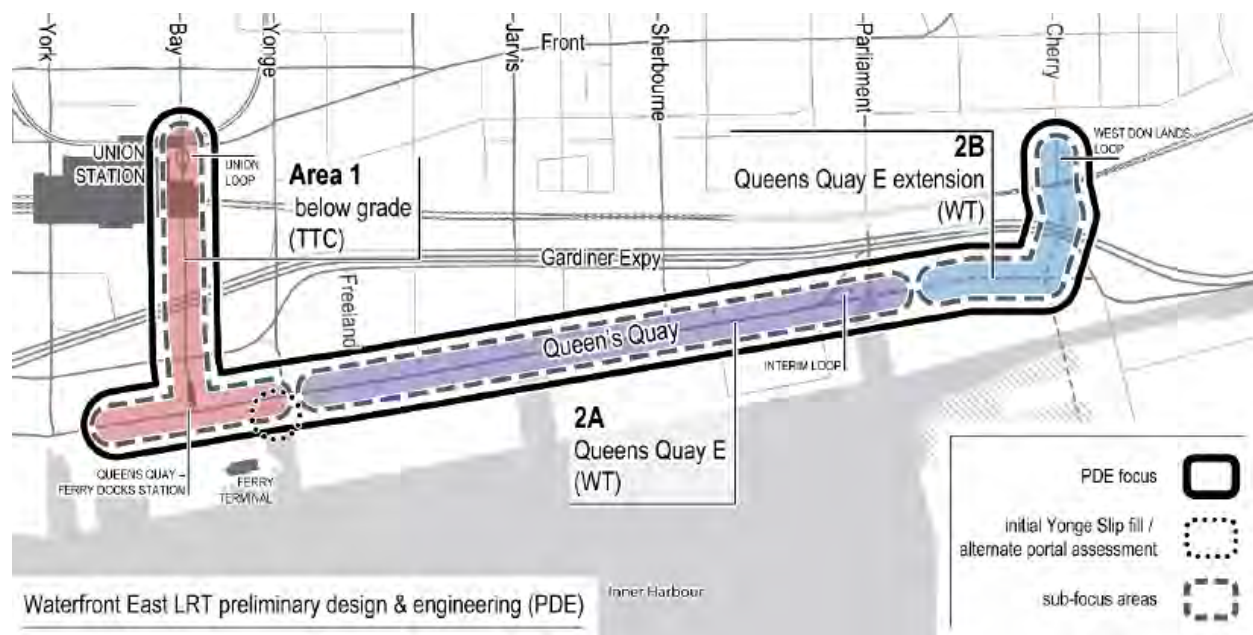


Figure 1. Waterfront East LRT Extension Preliminary Design and Engineering Focus Areas 1, 2A, and 2B.

The meeting agenda, including an outline of the purpose and agenda items, is included in **Appendix A**. A list of the LUAC representatives who attended the meeting and provided comments on the presented materials is included in **Appendix B**.

Discussion

The following section organizes feedback raised by LUAC members in discussions that followed updates provided by members of the project team. Questions of clarification and their answers are included in **Appendix C**.

Area 1 (Underground Works and Bay Street)

- A representative from Maple Leaf Sports Entertainment (MLSE) brought up the importance of overlaying the needs of MLSE for events during construction.

Area 2A (Surface works from Bay St. to east of Parliament St.)

No comments were provided regarding Area 2A.

Area 2B (Queens Quay East Extension and Cherry Street)

No comments were provided regarding Area 2B.

Project Phasing and Implementation

- A representative from the Waterfront BIA noted that their preference is the Polson Loop and that they felt this location would open opportunities for more development in the Port Lands and help get Light Rail Transit (LRT) built faster.
- A representative from the Waterfront BIA noted they are happy that there are considerations for construction mitigation and access for business and residents, and look forward to working with the project team to develop a construction management and mitigation plan when appropriate.

Transit Project Assessment Process (TPAP) Update

No comments were provided regarding the Transit Project Assessment Process Update.

Next Steps

The project team will review the feedback provided through this meeting, along with the feedback gathered during the Virtual Community Consultation held on June 21, 2021 at 7:00 p.m. via Zoom Webinar, as they continue technical work. The LUAC will meet next in Fall 2021.

Appendix A – Agenda

Waterfront East LRT Extension Land Use Advisory Committee #2 (via Zoom)

Thursday, June 17, 2021

9:00 a.m. to 11:00 a.m.

AGENDA

Meeting Purpose:

- Provide design updates for the surface section on the LRT between Bay Street and Parliament Street
- Discuss progress update on the underground section of the LRT from Union Loop to Queens Quay
- Provide an update on the Transit Project Assessment Process (TPAP) for Provincial approval

Time	Item	Presenter	Duration
9:00am	Welcome and Introductions <ul style="list-style-type: none"> • Agenda and meeting purpose • Introductions - participants directed to unmute, say name and organization 	Chris Glaisek, Waterfront Toronto Eric Chu, TTC Liz McHardy, Facilitator, LURA	15 min
9:15am	Project Overview	Nigel Tahair, City of Toronto	45 min
	Area 1 (Underground Works and Bay Street)	Vincent Teng, TTC	
	Area 2A (Surface works from Bay St. to east of Parliament St.)	Alex Mereu, Waterfront Toronto	
	Area 2B (Queens Quay East Extension and Cherry Street)	Alex Mereu, Waterfront Toronto	
	Project Phasing and Implementation	Alex Mereu, Waterfront Toronto	
	Transit Project Assessment Process Update	Alex Mereu, Waterfront Toronto	
10:00am	Discussion and Questions	Liz McHardy, Facilitator, LURA	55 min
10:55am	Next Steps & Adjourn	Alex Mereu, Waterfront Toronto Liz McHardy, Facilitator, LURA	5 min

Appendix B – List of Attendees

A list of the organizations that attended LUAC #2 is included below:

Land Use Advisory Committee Members

Haimchand Katwaroo, Board of Directors 10 Yonge and 10 Queens Quay
Elsa Fancello, Castlepoint Numa
Kristine Zwicker, Cityzen Development Group
Carlo Bonnanni, CreateTO
Jennifer Tharp, CreateTO
Victor Chan, Dream
Elena Teryohin, Empire Communities
Nicole Dilisi, Menkes
Tom Davidson, Office of Councillor Joe Cressy
James Aziz, Oxford Properties
Darryl Davison, Oxford Properties
Otto Wramhed, Oxford Properties
Alex Marshall, Pinnacle International
Bryan Leslie, Maple Leaf Sports & Entertainment
Oliver Hierlihy, Waterfront BIA

Waterfront Transit Reset Project Team

Waterfront Toronto

Christopher Glaisek, Chief Planning and Design Officer
Pina Mallozzi, Vice President Design
Josh Hilburt, Development Planner
Sonja Vangjeli, Planning and Design Project Manager, Public Realm
Alex Mereu, Project Manager
Katie Andrachuk, Manager of Communications and Public Engagement

City of Toronto

Nigel Tahair, Program Manager (Transportation Planning)
Brent Fairbairn, Assistant Planner (Transportation Planning)
James Perttula, Director – Transit and Transportation Planning
Anthony Kittel, Project Manager (Community Planning)

Toronto Transit Commission

Eric Chu, Manager - Project Development and Coordination
Vincent Teng, Project Manager
Scott Fraser, Senior Project Engineer
Steve Stewart, Senior Project Manager



Chris Joseph, Senior Community Liaison
Suma Apparao-Das, Senior Project Engineer
Michael Stevenson, Director – Third Party Property and Planning Major Projects
Alexa Aiken, Construction Liaison Officer

ARUP

Marc-Paul Gauthier, Associate
Adelia Yamasaki, Senior Transportation Consultant

DTAH

Yvonne Lam, Associate
Corin Latimer, Landscape Architect

LURA Consulting

Liz McHardy, Partner
James Knott, Director of Strategy
Alexander Furneaux, Project Manager

Appendix C – Detailed Summary of Questions of Clarification and Comments

The following questions were received through the meeting and follow-up communication with the LUAC. The questions are outlined as follows. All questions are preceded with a “Q” while the answer is preceded by an “A”. Questions are grouped by the agenda item they are relevant to.

Area 1 (Underground Works and Bay Street)

Q: How will the construction impact Bay Street and Lakeshore Boulevard around Scotiabank Arena? Has the extension of the PATH down Bay Street then connecting to a possible east-west PATH along Lakeshore discussed in the Union Station Revitalization been put to rest or is it still under consideration?

A: What is not shown on slide 15 is the tunnel rebuild required on the north side of Lakeshore Boulevard adjacent to the arena (labelled as Southwest Entrance to Union Station New South Concourse). Construction will be done in stages to maintain a minimum of one lane of traffic westbound on Lakeshore Boulevard. At a previous meeting, there was emphasis on the need to ensure access to a back of house vehicle ramp on Lakeshore. However, since that meeting, the design team have further shortened the extent of tunnel rebuild. The complications and impacts are minimized now.

A North/South underground PATH corridor has been a design objective to relieve pedestrian pressure on the sidewalk, especially during event times and because of constraints of crossing Lakeshore. The development of the 30 Bay future office site south of Lakeshore includes future knockout panels that might accommodate this. In discussions with MLSE, the project team found that the basement was constrained, and it was uncertain if there would be enough space to fit a PATH extension in at the underground location at that level in this location. The recent opening from Scotiabank Arena across Bay Street on the southside of the rail corridor connects to the new GO Bus terminal. The intent is to extend the overhead connection further east across to new developments happening in the Lower Yonge Precinct. The project team is unaware of a future East-West PATH connection.

Area 2A (Surface works from Bay St. to east of Parliament St.)

Q: Is the design of Yonge Street Slip taking into consideration that park space? 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 overall plan for the area that this will eventually be a park, however, it is only

represented in these renderings in the context of the future condition. 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: The future park on the east side of Yonge Street Slip is currently a parking lot. Would there be access to the parking lot if the park is not developed by the time the Yonge Street Slip is finished construction?

A: Once there is a park there, and there is no need for public vehicle access, there would be no driveway. The driveway to the Pier 27 building would be where it is today and would have a signalized intersection at Freeland Street. If the park is not developed before the Yonge Street Slip finishes, access could be from the Yonge Street Slip; like the Harbourfront Centre, or there could be a rolled curb on the LRT like the one in front of Harbourfront Centre.

Q: Pedestrian and bicycle traffic at Yonge and Queens Quay East is dangerous. There are cyclists and tourists with children sharing the path. Has the team considered cyclist speed bumps, traffic control for cyclists between Yonge and Simcoe, or even as far as Rees Street?

A: One way the design team is working to mitigate these conflicts is through the revised intersection design. Currently the north/south crosswalks for pedestrians end just south of the streetcar right-of-way, creating a mixing zone where it is unclear who has priority and where users should be. The intent of the design update is to make it more obvious for all users, who belongs where, and to further delineate the trail, especially at intersections.

In the block between Bay Street and Yonge Street, the current conditions require that turning vehicles must wait for a gap to access the hotel. There are also locations such as Freeland Street that do not have signalized intersections. As part of this project the driveway crossings on Queens Quay would be consolidated at a four-way intersection at Yonge Street, and a new signalized intersection would be implemented at Freeland Street.

In terms of the overall cycling network, there are improvements coming including trail extensions on the north side of Lakeshore Boulevard as part of the Gardiner Expressway work and other projects, including improvements on Mill Street and the Esplanade for cycling which will create new routes for cycling into the downtown core to hopefully provide additional routes to disperse the high use seen currently on the Martin Goodman Trail. As a reminder the Martin Goodman Trail is for all users (running, cycling, rollerblading, etc.).

Area 2B (Queens Quay East Extension and Cherry Street)

Q: On the 3C site, we have protected for future extension on our lands. As part of the Master Plan, we have also protected 38 metres to the east of Cherry Street. Will there be a need for the 38m right-of-way East of New Cherry Street? Is this still something we are protecting for?

A: The project team are in alignment and are aware of the 38m right-of-way through that area. Alignment has changed slightly on the west side of the silo site, which does not impact the 3C site. This has been communicated to the landowners. The project team is not looking at the alignment east of Cherry Street for this project. The east Keating Precinct Plan for the area still needs to be completed, and at that time the team will look at the extension of Queens Quay in that area.

The design consultant for 2B's scope leaves Queens Quay at New Cherry, however they are looking at how it could become a four-way intersection east of Queens Quay. There will be a Waterfront Design Review Panel (DRP) on the 2B design (Queens Quay East Extension and Cherry Street) so there should be more detail by the Fall. Illustrations from the 2B team may show Queens Quay East of New Cherry Street however these would be conceptual and subject to future planning as part of the Keating East Precinct Plan.

Project Phasing and Implementation

Q: What is the timing for construction impacts?

A: This would be part of the implementation plan, and we would be looking for further consultation with the BIA to develop a construction mitigation plan and communications for businesses and residents.

Q: Can you please confirm what the request will be at Council in the fall? 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 Council would be reporting on 30% design, presenting the business case, requesting permission to file the TPAP report, and request funding the full project as identified. That funding would include detailed design and the cost of construction.

Transit Project Assessment Process Update

No questions were received on this portion of the presentation.

Waterfront East LRT Extension Land Use Advisory Committee #3

Wednesday, June 22, 2022

Zoom Meeting

9:00 a.m. to 11:00 a.m.

Meeting Summary

Meeting Overview

The third meeting of the Waterfront East LRT Extension Project Landowner and User Advisory Committee (LUAC) was held on June 22, 2022, to provide updates from the City of Toronto, Waterfront Toronto, the Toronto Transit Commission, and their consultants about progress on the Waterfront East Light Rail Transit (LRT). The meeting was led and facilitated by LURA Consulting, Waterfront Toronto's third-party facilitation and consultation consultant for the project.

The meeting agenda, including an outline of the purpose and agenda items, is included in **Appendix A**. A list of the LUAC representatives who attended the meeting and provided comments on the presented materials is included in **Appendix B**.

Questions and Discussion

The following questions were received through the meeting and follow-up communication with the LUAC. The questions are outlined as follows. All questions are preceded with a "Q" while the answer is preceded by an "A".

Q: How is the expanded Union loop intended to be operated? For example, are the eastern platforms meant to be unloading only, like the loop operates now?

A: All platforms at the expanded Union Station Loop will have the ability for independent operation, so streetcars from different routes aren't blocking one another. The expectation for now is that on opening day, the platforms on the east side will be used for unloading, and the platforms on the west side will be used for boarding.

Q: Is the target to have shovels in the ground in the late 2020s?

A: That is the approximate timeline. Part of the next steps is completing a constructability review to determine our window for construction for the overall project and interim phasing. There could be early works in the mid-2020s and onwards. It will depend on the budget for the works that we get approved.

Q: Do the preliminary budgets include allocation for acquiring lands?

A: We do include planning for land acquisition.

Q: It is exciting to see design work and funding discussions advancing. In terms of the Phase 1 work, one of the recommendations was to defer the Queens Quay Station expansion. Are you protecting for expansion opportunities in the future?

A: Deferring the planned expansion at Queens Quay Station would not preclude expanding the station in the future. The details presented today are a work-in-progress, which is part of our ongoing due diligence work for the 30% design. We want to make sure to accommodate passengers safely, efficiently and meet accessibility standards as part of our design. There is a future opportunity for expansion to meet future forecast passenger demand and to connect with the potential 11 Bay Street development in terms of accessible access.

Q: You mentioned the decommissioning of the Distillery Loop and bringing it into the Port Lands. Could you clarify where that would be relocated?

A: Locations for a streetcar loop are being investing on the north side of Commissioners Street within Villiers Island. The long-term goal and plan is to have a loop at Polson and Cherry Street, south of the new Don River.

Q: There was a reference to what sounded like a BRT system as opposed to an LRT system in the interim. Is that the direction proposed for the Port Lands?

A: Our work is Cherry Street transit with LRT. The design with the green track is keeping in mind a need to also run replacement buses during instances of maintenance or other reasons for interim periods. The current Flood Protection project is delivering a meadow landscape in the future LRT corridor, and will be designed to allow buses to run on it if needed. The neighbourhood will be served by an abundance of transit – LRT and local bus routes. We are being thoughtful of future transit needs for the area and will provide as much flexibility as possible to meet demand.

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

A: Current consideration is to defer expansion of the Station. As part of the deferral, the pedestrian tunnel connections have been deferred as well. We are keeping in mind in our design work the potential to build these connections in the future.

Q: Have you not landed on the east or west option for the southside Queens Quay pedestrian tunnel?

A: The east side option appeared to be favourable, however, a definite preferred location was not determined.

Q: Are you sharing these slides with the public?

A: After this meeting, we will share the deck with LUAC members. We will put the appropriate qualifiers on this, as it is a work in progress, and do not want it disseminated to the wider public. It is to be used to inform your organizations.

Q: Is the Distillery Loop area meant to be future parkland? And will we have an opportunity to explore the design in more detail to make sure it is functional?

A: The area in question has a function which falls outside of typical land use planning. It is unlikely to be designated as a park, as it would have to be portioned off and designated as such, but we should not preclude anything at this time.

Q: With the deferral of the Queens Quay Station, are the previously discussed connections to 10 and 20 Bay off the table for now?

A: Yes, connections to 10/20 Bay would be deferred as well.

Next Steps

The project team will review the feedback provided through this meeting as they continue technical work. There is a public consultation being planned for Fall 2022.

Appendix A – Agenda

Waterfront East LRT Extension **Land Use Advisory Committee #3 ([via Zoom](#))**

Wednesday, June 22, 2022

9:00 a.m. to 11:00 a.m.

AGENDA

Meeting Purpose:

- To provide an update on work related to the Waterfront East LRT that has been completed since the last LUAC meeting (June 2021)

Time	Item	Presenter	Duration
9:00am	1. Welcome and Introduction	Pina Mallozzi, WT Eric Chu, TTC Liz McHardy, LURA	15 min
9:15am	2. Update and Recap	Nigel Tahair, City	10 min
9:25am	3. Project Phasing and Segment Update	Nigel Tahair, City	5 min
9:30am	4. Area 1 Update	Vincent Teng, TTC	10 min
9:40am	5. Area 2 Update 6. Area 3 Update	Pina Mallozzi, WT Adam Nicklin, Public Work	10 min
9:50am	7. Discussion and Questions	Liz McHardy, LURA	65 Mins
10:55am	8. Next Steps and Adjourn	Liz McHardy, LURA	5 mins

Appendix B – List of Attendees

A list of the organizations that attended LUAC #3 is included below:

Land Use Advisory Committee Representatives

CastlePoint Numa
CreateTO
Empire Communities
Hines
Oxford Properties
Ports Toronto
Redpath Sugar
Toronto Region Board of Trade
Tridel Condos
Waterfront BIA
WPP
Office of Councillor Joe Mihevc

Waterfront Transit Reset Project Team

Waterfront Toronto

Pina Mallozzi, Vice President Design
Debora Lima, Public Engagement Manager
Josh Hilburt, Development Planner

City of Toronto

Nigel Tahair, Program Manager (Transportation Planning)
Marc Kramer, Project Coordinator
David O'Hara, Manager

Toronto Transit Commission

Vincent Teng, Project Manager
Steve Stewart, Senior Project Manager
Chris Joseph, Manager – Community and Stakeholder Relations
Eric Chu, Head - Project Development and Planning
Alexa Aiken, Community Liaison

Public Work

Adam Nicklin, Principal and Co-founder
Nadja Pausch, Landscape Architect

LURA Consulting

Liz McHardy, CEO and Partner



James Knott, Director of Strategy

Emily Summers, Community Engagement Specialist

Waterfront East LRT Extension Land Use Advisory Committee Meeting #4

Wednesday, March 29, 2023

Zoom Meeting

8:30 a.m. to 10:00 a.m.

Meeting Summary

The following summary was prepared by LURA Consulting, the independent facilitation firm who has been hired by Waterfront Toronto to deliver engagement for the Waterfront East LRT.

Meeting Overview

The fourth meeting of the Waterfront East LRT Extension Project Landowner and User Advisory Committee (LUAC) was held on March 29, 2023, to provide updates from the City of Toronto, Waterfront Toronto, the Toronto Transit Commission, and their consultants about progress on the Waterfront East Light Rail Transit (LRT). The meeting was led and facilitated by LURA Consulting, Waterfront Toronto's independent facilitation and consultation consultant for the project.

The meeting agenda, including an outline of the purpose and agenda items, is included in **Appendix A**. A list of the LUAC representatives who attended the meeting and provided comments on the presented materials are included in **Appendix B**.

Questions and Discussion

The following questions were received through the meeting and follow-up communication with the LUAC. The questions are outlined as follows. All questions are preceded with a "Q" while the answer is preceded by an "A".

Q: When fully operational, will streetcars have the option to travel east-west without having to loop up to Queens Quay-Ferry Docks and Union Stations? Will there also be an option to go all the way up to Union Station?

A: Yes, the streetcars would have the option to either go straight through east-west or up to Union Station in the final alignment. The final service routing still needs to be determined; however, it is anticipated that majority of service from the west and the east will head into Union Station (similar to how the 512 streetcar enters into St. Clair West Station).

Q: Will the east-west underground connection proceed before the connection to Union Station?

A: The construction of the Union Station upgrades is a significant undertaking and it is expected to take several years. The implementation work considers how the overall disruptions can be minimized. If the upgrades at Union Station and Queens Quay-Ferry Docks Station starts at the same time as the east and west portals, the portals may be finished two years before the underground station works are completed. Once the tunnel portals and the surface work along Queens Quay to Villiers Island Loop (including the at-grade track right-of-way, track and electrical work are completed), an interim east-west service along Queens Quay to Villiers Island may be implemented while Union Station construction continues.

Q: How will the expansion of tree roots be accommodated in on-street tree planters?

A: Where trees are proposed, the required soil volumes for the tree species proposed are being incorporated into the design - this will be achieved by applying lessons learned from Queens Quay West including creating large planting beds and soil cells. In the current design, soil cells are included under paved surfaces, such as the Martin Goodman Trail, allowing for the expansion of tree roots.

Q: Are there any more details about the timing and the implementation of the Yonge Slip lakefill? What kind of other public realm improvements are happening in that area?

A: The timing is not finalized yet, however the Yonge Slip lake filling is identified as an early works project. The Yonge Slip lakefill must happen before the portals can begin because the lake filling provides access to the Westin Hotel. Public realm improvements will proceed at the same time as the rest of the work on Queens Quay. The granite mosaic paving will be continuous with the rest of Queens Quay.

Q: Will the public realm enhancements be isolated to the Yonge Slip lakefill area, where there is currently a parking lot? Is there a plan that shows what that might look like?

A: The parking lot on the east side of the Yonge Slip is out of scope for this project. Currently, the Yonge Slip lakefill does not include specific improvements or transformation of the parking lot. A future potential park space is being envisioned through a parkland dedication by the developer to the City, but it is not part of this project scope to deliver.

Next Steps

The project team will review the feedback provided through this meeting as they continue technical work. There is a public consultation meeting planned for Wednesday, April 5th, 2023.

Appendix A – Agenda

Waterfront East LRT Extension **Land Use Advisory Committee #4 (via Zoom)**

Wednesday, March 29, 2023

8:30 a.m. to 10:00 a.m.

AGENDA

Meeting Purpose:

- To provide an update on work related to the Waterfront East LRT that has been completed since the last LUAC meeting (June 2022)

Time	Item	Presenter	Duration
8:30am	1. Welcome and Introduction	Pina Mallozzi, WT Eric Chu, TTC Liz McHardy, LURA	15 min
8:45am	2. Update and Recap 3. Segment 1 Update 4. Segment 2 Update 5. Segment 3 Update 6. Transit Project Assessment Process 7. Business Case 8. Revised Project Phasing 9. Constructability Assessment 10. Other matters	Nigel Tahair, City Vincent Teng, TTC Patrick Meredith-Karam, WT	50 min
9:35am	11. Discussion and Questions	Liz McHardy, LURA Alexander Furneaux, LURA	20 mins
9:55am	12. Next Steps and Adjourn	Liz McHardy, LURA	5 mins

Appendix B – List of Attendees

A list of the organizations that attended LUAC #4 is included below:

Land Use Advisory Committee Representatives

CastlePoint Numa

Cityzen

CreateTO

Forest Hill Kipling Property Management

Metrolinx

Oxford Properties

Tridel Condos

Waterfront BIA

Waterfront Transit Reset Project Team

Waterfront Toronto

Pina Mallozzi, Vice President Design

Patrick Meredith-Karam, Project Manager

Sarah Chapin, Communications and Public Engagement Manager

City of Toronto

Nigel Tahair, Program Manager (Transportation Planning)

Anthony Kittel, Waterfront Project Manager (City Planning)

Brent Fairbairn, Planner (Transportation Planning)

Tahseen Imam, Project Coordinator

James Perttula, Director of Transit and Transportation Planning

Jacqueline Darwood, Program Director (Transit Expansion)

Luis Alemany-Palacio, Senior Project Manager (Transit Expansion)

Toronto Transit Commission

Vincent Teng, Project Manager

Steve Stewart, Senior Project Manager

Eric Chu, Head, Project Development and Planning

Michael Lipkus, Deputy Director

Lancefield Morgan, Manager, Community and Stakeholder Relations

Scott Fraser, Senior Project Engineer

LURA Consulting

Liz McHardy, Partner

Alexander Furneaux, Project Manager

Lovely Juson, Community Engagement Specialist