
Section K.5:

Stakeholder Advisory Committee Feedback

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

Waterfront Transit Reset Stakeholder Advisory Committee Meeting #7

Monday, December 7, 2020

WebEx Meeting

6:30 pm to 8:30 pm

Meeting Summary

Meeting Overview

A meeting of the Waterfront Transit Reset Stakeholder Advisory Committee (SAC) was held on December 7, 2020, to provide updates from the City of Toronto, Waterfront Toronto, the Toronto Transit Commission, and their consultants about progress on Section 1, 2a, and 2b on the Waterfront East Light Rail Transit (LRT) (Figure 1). The meeting was led and facilitated by LURA Consulting, Waterfront Toronto's third-party facilitation and consultation consultant for the project.

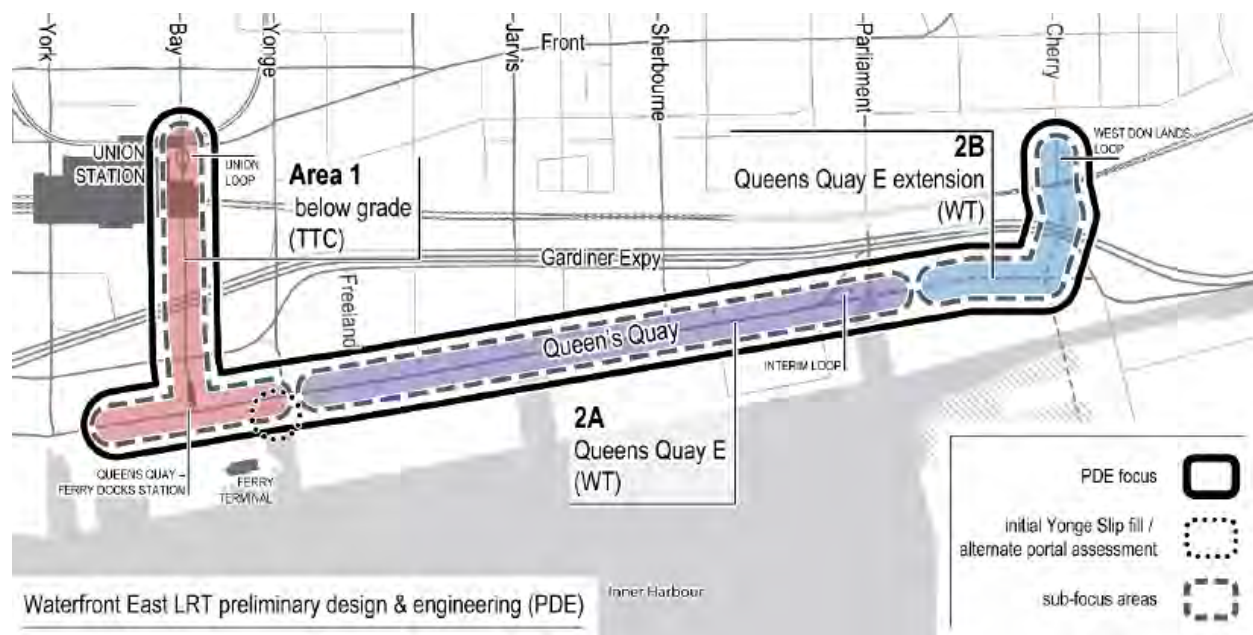


Figure 1. Waterfront LRT Preliminary Design and Engineering Focus Areas 1, 2A, and 2B.

The meeting agenda, including an outline of the purpose and agenda items, is included in **Appendix A**. A list of the SAC 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 SAC 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

- Clarify which version of the portal is being recommended from the initial and revised layout – without a distinction this may be confusing for the public at large.
- Consolidated access to the hotel at Yonge Street presents an opportunity to improve safety and facilitate movement along the waterfront.
- Green space should fulfill a functional rather than simply aesthetic role for pedestrians, cyclists, and drivers – the revised version fulfills this functional role better than the initial version.
- Consider moving the Yonge Street Wave Deck further south to open up a potential pinch point at the southeast corner of the hotel building.
- Consider what trade-offs may be created by reductions in the length of the slip and which vessels would be able to continue to dock there.
- Revised design should increase the amount of space for pedestrians while adding more trees to the area, so the space feels less barren.
- Consider opportunities for taxi parking and queuing in the hotel parking loop if possible.
- Infilling the Yonge Street slip presents environmental impact concerns associated with the amount of fill placed in the slip and the quality of the fill.

Network Phasing Study

- Articulate the multiples states of the project rather than giving the impression there is one state.
 - Consider, if the Queens Quay East section is built first, running shuttle buses along the transit right-of-way to allow existing streetcar service to continue until the closure of the tunnel. To allow for two-way bus clearance on Queens Quay East this can be more easily achieved with overhead poles on the sides rather than middle of the transit right-of-way.
- Explain in greater detail the length of service interruption associated with the grade changes associated with the west streetcar portal.
- Consider separating the phasing of the Yonge Street Slip as a separate construction process that occurs before the portal construction to add more road and pedestrian space while the portals are being built.

- Proceeding with the Queens Quay East streetcar extension first may create the opportunity to maintain streetcar service while the Bay Street section is rebuilt. A suggested alternate phasing may be:
 - Step 1 – Yonge Street Slip and hotel entrance changes.
 - Step 2 – Queens Quay East construction and east portal.
 - Step 3 – Queens Quay West streetcar services suspended, west portal and through connection, and Bay street tunnel.
 - Step 4 - Streetcar service resumes.
- Consider a through connection in the tunnel connecting Queens Quay West and the new line on Queens Quay East while the Bay tunnel and stations are being redeveloped to keep streetcar service active longer.
- Consider showing how this project fits into existing projects on the waterfront and how their alignments would relate to the LRT, specifically the work occurring in the Port Lands/Villiers Island and the interim stages of the Gardiner reconstruction.
- A request was made for detailed renderings and dimensions associated with the Freedland Street, Redpath refinery entrance, and Lower Jarvis Street.
- Access to funding and securing funding commitments from provincial and federal orders of government to fund the network expansion is a concern.
- Phasing and development of the Waterfront LRT should have consideration for the ridership forecasts and impacts that would occur upon completion of the Ontario Line.

Transit Project Assessment Process (TPAP)

No feedback was recorded related to the TPAP, however several questions were recorded and can be found in **Appendix C**.

Preliminary Design and Engineering (PDE) Updates

Section 1 – Union Station Loop and Bay Street Tunnel

- Provide a definite decision on the future of the Bremner line – removing it would simplify the Union Loop physically and operationally.
- Making the Union Station Loop platform a non-paid area may contribute to this space fulfilling an expanded role as part of the circulation system.
- Connecting the Union Loop to 141 Bay Street would provide a good opportunity for additional access points.
- Queens Quay Station should utilize redevelopment process of the adjacent buildings on both sides of Bay Street to expand the station and provide more accessible entrances to both sides of the platform (elevators) with generous escalators to the surface.
- Consider an underground pedestrian connection to the south side of Queens Quay West from the station.

- When rebuilding Queens Quay Station, consider building the full station box first, building out and finishing what is essential to resume service in the station, and then finish expansions to the platforms later as demand increases.
- Create opportunities to access Queens Quay Station that provide weather-protected entrances to the station.
- A below track pedestrian connection at Queens Quay Station to access the different sides of the platform will present additional accessibility concerns and occupy limited space with more stairs.
- The design of Queens Quay Station should account for the growth in residential, commercial, office, and recreational uses occurring near the site when thinking about improvements to the flow of people through the station. Currently, the station becomes very crowded due to its narrow platforms and waves of riders coming off the ferry all at once during the summer months.

Section 2A – Queens Quay East

- Mixed, free-for-all space presents issues with creating a consistent behaviour at intersections established through Queens Quay West, creating a new typology of intersection and would be confusing to people accustomed to the standard separation of pedestrians, cyclists, vehicles, and transit found at other intersections along Queens Quay.
- The flexible lay-by design is a welcome and effective use of the waterfront right-of-way to provide a variety of options for people to enjoy the waterfront in different seasons.
- Materials selected should be easily maintained – existing pavers on Queens Quay West are poorly maintained, heated pavers present additional maintenance complications to be considered.
- A Jarvis Street Wave Deck would be prone to frequent damage due to tugboat operations by Redpath and may provide increased risk of intrusion on to the site hindering Redpath's ability to comply with MARSEC as mandated by Transport Canada.
- Instructional signs while interesting should not be relied upon to direct behaviour – the space should work because of its design including visual and tactile cues that encourage users of the Martin Goodman Trail to slow down.
- Wider bike path may encourage faster cyclist movement presenting hazards for pedestrians – traffic calming for cycling should be explored.
- More visible distinctions between the Martin Goodman Trail and pedestrian areas should be incorporated to signal a change in the use of the waterfront trail to avoid pedestrian and cyclist conflicts and safety hazards. More greenery as shown in the plans may help to signal this separation.
- Consideration should be given to the impact of high-water levels and groundwater, and stormwater management, specifically for underground sections, including mitigation

measures such as a detailed review of pumping and drainage planned for underground sections.

- The proposed 38-metre Queens Quay right-of-way must account for the narrowed section near Redpath where numerous structures and access buffers fall within the proposed right-of-way. A combined sidewalk and Martin Goodman Trail in the existing right-of-way would be required and should employ signalized intersections to indicate when trucks leave Redpath.
- Eastbound right turns into the Redpath refinery should remain a permanent condition.
- Turning radii should account for 53-foot tractor trailers travelling to and from Redpath.
- Toronto Hydro underground duct bank servicing Redpath will need to be relocated. The cost of relocation should not be borne by nearby property owners such as Redpath and should not impact business operations during replacement.
- Conflicts may emerge between the LRT and the properties to the north and south of Queens Quay East given extensive new development in the area. The project team is encouraged to consider an alternative design where the LRT travels underground east of Bay Street to Lower Jarvis (and potentially to the east side of Parliament Street) to reduce conflicts between trucks, cars, pedestrians, and cyclists along this portion of Queens Quay, and reduce congestion.

Section 2B – Queens Quay East Extension

- Concerns were noted about the Parliament Street and Distillery Loop connection for the following reasons:
 - Parliament Street – does not make sense to attempt the connection to Corktown Station as it will not align at Parliament and King, and the geometry of the King and Parliament westbound curve pose issues for the streetcar to make the turn.
 - Distillery Loop – connecting under the Cherry Street underpass could be challenging due to space constraints, and the geometry of the turn into the Distillery Loop may create a lot of noise and potential conflicts with the 504B service.
- An opportunity to expedite the reconstruction of the Parliament rail underpass might be realized allowing for the creation of proper bike lanes north-south and a connection north towards King Street and the Corktown Station.
- Extending streetcar service along Commissioners and Broadview will depend largely on the pace of development in East Harbour and how much service improvements through GO and the Ontario Line also factor into ridership in the area.
- Ontario Line stations at Front Street and Berkeley and East Harbour (Eastern Avenue and Broadview Avenue) are quite far from Queens Quay East, and should be reiterated to the public.

Next Steps

The project team will review the feedback provided through this meeting as they continue technical work and the upcoming round of public engagement in January 2021. The SAC will meet next in Winter 2021.

Appendix A – Agenda

Waterfront Transit "Reset"

Stakeholder Advisory Committee Meeting #7 (via WebEx)

Monday, December 7, 2020

6:30 – 8:30 p.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
6:30pm	Welcome and Introductions Agenda and meeting purpose Introductions - participants directed to unmute, say name and organization	Chris Glaisek, Waterfront Toronto Liz McHardy, Facilitator, LURA	10 min
6:40pm	Project Overview Context Background Timeline	Nigel Tahair, City of Toronto	10 min
6:50pm	Community Engagement	LURA	15 min
7:05pm	Portal Selection Study Update	Alex Mereu, Waterfront Toronto	10 min
7:15pm	Network Phasing Study	Marc-Paul Gauthier, ARUP	15 min
7:25pm	Transit Project Assessment Process Update	Marc-Paul Gauthier, ARUP	10 min
7:40pm	Preliminary Design and Engineering Updates Focus Area 1 Focus Area 2A	TTC / Wood Brent Raymond, W8+DTAH	10 min 20 min
8:10pm	Feedback & Questions	All	20 min
8:30pm	Next Steps & Adjourn	All	

Appendix B – List of Attendees

A list of the organizations that attended SAC Meeting #7 is included below:

Stakeholder Advisory Committee Representatives

East Waterfront Community Association (EWCA)
Financial District BIA
St. Lawrence Market BIA
St. Lawrence Neighbourhood Association (SLNA)
Toronto Island Community Association (TICA)
Toronto Region Board of Trade
Transit Advocates (2x)
York Quay Neighbourhood Association (YQNA)
Walk Toronto
Waterfront BIA
West Don Lands Committee
Office of Councillor Joe Cressy

Waterfront Transit Reset Project Team

Waterfront Toronto

Chris Glaisek, Chief Planning and Design Officer
Alex Mereu, Project Manager
Katie Andrachuk, Manager of Communications and Public Engagement

City of Toronto

Nigel Tahair, Program Manager (Transportation Planning)
Jayne Naiman, Project Manager (Waterfront Secretariat)
Alexa Aiken, Senior Public Consultation Coordinator (Public Consultation)
Brent Fairbairn, Assistant Planner (Transportation Planning)
Julia Murnaghan, Senior Project Manager (Transit Expansion Office)
Nader Kadri, Planner (Community Planning)

Toronto Transit Commission

Vincent Teng, Project Manager
Laurence Lui, Manager, Project Development and Coordination
Niki Angelis, Community Relations
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

Wood

Gord Bonschansker, Principal Engineer - Structural

Christian Huma, Associate Program Manager

WSP

Rick Knight, Senior Project Manager

Appendix C – Detailed Summary of Questions of Clarification

The following questions were received through the meeting and follow-up communication with the SAC. 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: Are there plans to use the Yonge Street Slip for pick-up and drop-off for the ferry?

A: Plans are at a conceptual level at the moment, but the general objective is to replace the designated functions that would be displaced from Queens Quay by the changes – subject to feasibility.

Q: Does the track level remain the same as it currently is through the tunnel or will it be lower?

A: The track level remains essentially the same. The project team is currently working to integrate these transit improvements into the development plans of redevelopment projects near Queens Quay station to improve access and passenger movement through this station in particular.

Q: Is there an opportunity to improve the architectural appearance of the Queens Quay West Portal to match what is being contemplated for the new Queens Quay East portal in order to improve the overall appearance of the portals.

A: This will be considered.

Q: What consideration has been given for taxis that park in front of the Westin hotel?

A: Plans for the Yonge Slip Fill are at a conceptual level at the moment, but the general objective is to replace the designated functions that would be displaced from Queens Quay by the changes – subject to feasibility. If the reference is to taxis parking on the hotel site under the covered area, no change is anticipated to these functions.

Network Phasing Study

Q: Is the completion date of 2029 a physical constraint or a budgetary constraint?

A: Both. There is no project without budget approval to implement, and the timeline accounts for detailed design and construction period.

Q: Is the project team considering connecting the line to an the Corktown station or East Harbour?

A: Under the Council approved Waterfront Transit network plan, the new LRT on Broadview would connect to East Harbour, and the extended Cherry St LRT line would connect to the Corktown station. The team is also considering the feasibility of a new connection to the Corktown Station via Parliament St.

Q: What is difference between the Option 1 Bus Route and the bus route 6 running along Bay Street?

A: Route 6 is an existing longer route that is assumed to continue operating, and the Option 1 is an additional bus route.

Q: Is the Cherry/Distillery Loop being considered as the best option to ensure connectivity while eventually preceding an expansion of the LRT into the Port Lands?

A: The extension of the Cherry route south into the Port Lands is part of the Council approved network plan for the waterfront. The extension of the Queens Quay Line to the Distillery Loop is the identified project objective, and is therefore one of the options being considered.

Q: Is there integration taking place between the extension of Broadview Avenue and the Waterfront LRT?

A: The extension of Broadview Avenue involves a separate environmental assessment process which also includes a streetcar extension that is envisioned to connect with the waterfront line at Commissioners Road.

Q: What implications does the Ontario Line have on the waterfront LRT network?

A: The team is continuing to assess and test the implications of the Ontario Line in the network. The line is anticipated to help relieve some of the transit passenger demands at Union Station, but it is not anticipated to change the overall approved waterfront transit network assumptions.

Q: How much of the Yonge Street slip will be filled in and to what depth?

A: Approximately a quarter of the existing slip (an approximate extension of 50-metres from the existing dockwall) would be filled with a new dockwall being created.

Transit Project Assessment Process (TPAP)

Q: Where do you include safety and traffic disruptions in your evaluation?

A: This is considered in constructability criteria, and more details regarding construction management plans would follow at the detailed design stage.

Q: Previous discussion of the portal noted the environmental assessment is not up-to-date, when will this process start?

A: An update to the environmental assessment for the portal is covered through the TPAP.

Q: Is Cherry Street/Distillery loop being considered because it advances more opportunities for connectivity whereas the Parliament Street option is being considered for connectivity to the Ontario Line? Or both?

A: No – the TPAP will involve determining a preferred alignment. The preferred alignment will be included in the January 2021 meeting.

Preliminary Design and Engineering (PDE) Updates

Q: Will the existing elevator in the Union Station concourse be the only accessibility feature for the Union Station Loop? Will there be a way for people to get between the expanded loop and adjacent buildings such as the new GO Bay Street concourse?

A: The Waterfront East design for Union Station will provide for more than one accessible path and it is planned to maintain the existing path to TTC Union Station. The feasibility of accessible paths will be assessed as the design develops with priority for an accessible path to GO Union Station. We will meet Accessibility for Ontarians with Disabilities Act (AODA) and Ontario Building Code (OBC) requirement for accessibility and provide for redundant accessible paths where feasible.

Q: Will the Union Station Loop platform be a paid area or not?

A: TTC intends to maintain fare-paid access between streetcars and subway at Union Station.

Q: Will the tunnel excavation material be used to fill in the Yonge Slip?

A: The assessment has not reached this stage and would need to understand the soil conditions first before considering using excavation material as lakefill.

Q: Is the additional of additional mobility devices such as escalators and more elevators being considered for the Queens Quay Station?

A: The TTC is mandated to provide at least one accessible path. The design is currently proposing a slightly larger than average elevator in line with TTC standards. Moving forward from design development, the TTC is reviewing vertical circulation considering ridership numbers. The TTC has also been working with City Planning and CreateTO on an underground connection with 11 Bay Street.

Q: Are there plans to include access to Queens Quay Station through nearby redevelopments such as 11 Bay Street?

A: City Planning is just beginning discussions regarding opportunities to integrate the plan for this station with the 11 Bay Street redevelopment. Many of the concerns regarding accessibility and staircases can be improved through this discussion. The City is hoping this integration will improve the overall transit plan function in this area.

Q: What other options were considered for the Union Stations-Queens Quay connection?

A: Reports in 2018 and 2019 compared options including a people mover and improvements to the streetcar tunnel. These were circulated to the SAC following the meeting.

Q: How is ridership modelled for stations like Queens Quay? Is the average users or the anticipated maximum number of users used?

A: Modelling for the Waterfront East project is on-going with updates to related development and transit planning. Generally, as for all transit projects, modelling is based on peak hour/direction ridership projections. In the case of the Waterfront East project, additional consideration will also given for special events falling outside of traditional weekday peak periods.

Q: Can detailed renderings and dimensions associated with the relationship of the portal to Freedland Street, Redpath refinery entrance, and Lower Jarvis Street be made available?

A: Drawings can be made available up to 10% design level of detail reached to date, and as we progress to further phases. Plan drawings for both portal options between Bay Street and Freeland Street can be found on page 19 and 20 of the final SAC presentation deck circulated after the meeting. The current portal does not extend far enough to be in close proximity with Freeland/Jarvis/Redpath and renderings are not available at this time for those locations.

General Questions

Q: Does the current study work put this project behind the budget process?

A: The City allocated funding to complete this study as a preliminary step towards understanding to an appropriate level of detail what the cost of the entire project would be. Once this is understood the business case will be updated and a request for an accurate figure on the cost of the project can be put forth to the budget process.

Q: Is this project losing opportunities to access funding from higher orders of government?

A: The City cannot speak to the opportunities on available from different orders of government. The project team needs to be able to complete this study first to understand in greater detail what an accurate figure of the costs would be.

Q: Where does the funding for Section 2A come into the plan?

A: All funding assumptions will be reported by the end of 2021.

Q: What is the implication of the Ontario Line on the Queens Quay West Waterfront LRT?

A: See previous response to the Ontario Line.

Q: When was the last traffic study for the area completed? Will an updated traffic study be conducted?

A: The TPAP scope of work will include study (forecast and analyze) the traffic impacts of the project and will be reported before the completion of the process in 2021.

Waterfront East LRT Extension Stakeholder Advisory Committee Meeting #8

Monday, June 14, 2021

Zoom Meeting

6:30 pm to 8:30 pm

Meeting Summary

Meeting Overview

A meeting of the Waterfront East LRT Extension Project Stakeholder Advisory Committee (SAC) was held on June 14, 2021, to provide updates from the City of Toronto, Waterfront Toronto, the Toronto Transit Commission, and their consultants about progress on Section 1, 2A, and 2B on the Waterfront East Light Rail Transit (LRT) (Figure 1). The meeting was led and facilitated by LURA Consulting, Waterfront Toronto's third-party facilitation and consultation consultant for the project.

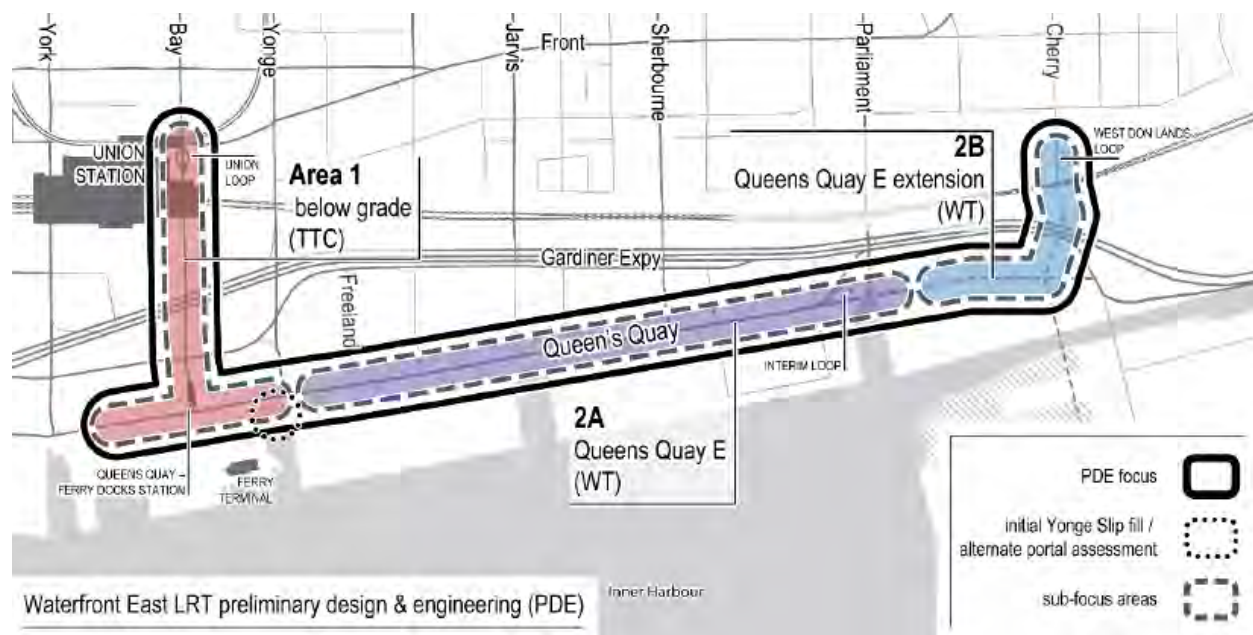


Figure 1. Waterfront LRT Preliminary Design and Engineering Focus Areas 1, 2A, and 2B.

The meeting agenda, including an outline of the purpose and agenda items, is included in **Appendix A**. A list of the SAC 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 SAC 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)

- One member was pleased to see the redesigning of the appearance of the portals at Yonge and Bay, stating that the existing entrance is not pleasing, and design improvement is important.

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

- The intersection at Bay and Queens Quay is currently very hazardous, so it is good to see the definition in the new intersection design.

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

- Support for the Polson Loop option as a priority, while noting that a Cherry Street connection should not be forgotten.
- It was noted by a few participants that the connection north of Cherry is important.
- A strong desire was expressed the West Don Lands Committee to see the Distillery loop work done. There is fear that this loop will disappear as a priority if it is left off during this phase.
- Support was expressed for preparing a plan for a connection under Cherry so that it is ready to go as soon as there is funding so that there is no delay once funding is available. In response, City and Waterfront Toronto staff added that the plan is to have at least 10% up to 30% design for this and to have it covered by the TPAP within 10 years.
- Support for Option 4, preserving the building. The building should be used for public space.

Project Phasing and Implementation

- During Union Station construction, businesses are urging for East/West connectivity as fast and as soon as possible.

Transit Project Assessment Process 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 as they continue technical work and along with the feedback gathered during the Virtual Community Consultation held on June 21, 2021 at 7:00 p.m. via Zoom Webinar. The SAC will meet next in Fall 2021.

Appendix A – Agenda

Waterfront East LRT Extension

Stakeholder Advisory Committee Meeting #8 ([via Zoom](#))

Monday, June 14, 2021

6:30 – 8:30 p.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
6:30pm	Welcome and Introductions 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
6:45pm	Overview	Nigel Tahair, City of Toronto Liz McHardy, Facilitator, LURA	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	
7:30pm	Discussion and Questions	Liz McHardy, Facilitator, LURA	55 min
8:30pm	Next Steps & Adjourn	Liz McHardy, Facilitator, LURA	5 min

Appendix B – List of Attendees

A list of the organizations that attended SAC Meeting #8 is included below:

Stakeholder Advisory Committee Representatives

Bathurst Quay Neighbourhood Association
East Waterfront Community Association (EWCA)
Financial District BIA
Redpath Sugar
St. Lawrence Neighbourhood Association (SLNA)
Toronto Island Community Association (TICA)
Toronto Region Board of Trade YES
Transit Advocates (2x)
York Quay Neighbourhood Association (YQNA)
Waterfront BIA
West Don Lands Committee
Office of Councillor Joe Cressy

Waterfront Transit Reset Project Team

Waterfront Toronto

Chris Glaisek, Chief Planning and Design Officer
Pina Mallozzi, Vice President Design
Alex Mereu, Project Manager
Katie Andrachuk, Manager of Communications and Public Engagement
Sonja Vangjeli, Planning and Design Project Manager

City of Toronto

Nigel Tahair, Program Manager (Transportation Planning)
Jayne Naiman, Project Manager (Waterfront Secretariat)
Brent Fairbairn, Assistant Planner (Transportation Planning)
James Perttula, Director, Transit and Transportation Planning

Toronto Transit Commission

Vincent Teng, Project Manager
Scott Haskill, Project Development and Planning
Steve Stewart, Senior Project Manager
Chris Joseph, Senior Community Liaison
Michael Stevenson, Director Third Party, Property and Planning Major Projects
Suma Apparao-Das, Senior Project Engineer
Eric Chu, Manager. Project Development and Coordination



Alexa Aiken, Community Liaison

LURA Consulting

Liz McHardy, CEO and Partner

James Knott, Director of Strategy

Alexander Furneaux, Project Manager

Appendix C – Detailed Summary of Questions of Clarification

The following questions were received through the meeting and follow-up communication with the SAC. 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: On slide 22, how does the tunneling work from the Queens Quay-Ferry Docks Station? The visual is difficult to orient and understand the shape and its surroundings. Where this is coming from, how people get to it etc.

A: The station contains two underground levels. One at the platform level and one at the tunnel level. Showing slide 19, this plan view is at the platform level of Queens Quay Station. To get to the tunnel level there are two ways: 1) via the staircase 2) via the elevator. There is also potential for an elevator connection through 11 Bay.

Q: What is the capacity of the elevator and what will happen with large numbers of people trying to get to the lower level? Standard TTC elevators are quite small. This is a pinch point.

A: The current standard elevator size for a TTC subway station is 16 people or 1,200 kgs but capacity does vary depending on the specific station. The project team will look into designing for larger elevators at Queens Quay Station if the location allows.

Q: How is the station accessible for those with mobility devices and children to get to the ferry docks?

A: The team is looking at the high traffic volumes at the street level as well. Based on reviews there are limited options. An entrance with both an escalator and an elevator would impede the street level capacity and block sightlines. The TTC design team will continue to investigate the potential of escalators and higher capacity elevators for deeper stations and locations where we expect higher capacity volumes.

Q: Related to bottlenecks at the elevators, are escalators being considered at the tunnel to the ferry terminal? It will be a busy and many will need assistance with stairs.

A: The entrance building cannot contain both an escalator and elevator due to the constraints and built form surrounding it. A building with both would impede on the space at the pedestrian level, for that reason the design offers the potential to integrate a connection to elevator access in adjacent buildings. This could provide opportunity for elevator access. The team will explore the earlier suggestion to look at higher capacity elevators in lieu of escalators.

Q: There is a line of doors between the Union streetcar platforms and the rest of the Station; there is concern for this creating a bottleneck. Are these doors necessary for fire safety and will they be held open magnetically?

A: Yes, they are required for fire safety and can be held open magnetically.

Q: Is the Bremner line still being considered?

A: The Bremner line has always been identified as a longer-term potential for transit expansion. It will not be included in the 30% design for costing, which is the current scope for this project. Along the Bremner corridor there is also a new vision for the Rogers Centre and those plans are still evolving and will be something to address further down the line.

Q: Would the Bay Street underpass and teamway improvements be in scope for Bay Street reconstruction?

A: This is something the team want to look at further for the Bay Street reconstruction. From Bay Street, the team will need to wait for the Metrolinx construction to finish. This question has come up for all the underpasses. There is some separate work that needs to be completed for some of this work from Jarvis over to Cherry Street.

Q: It seems that both the east and west portal will have similar canopies. Is the plan to do construction simultaneously with the east portal?

A: The design concept for the portal canopies will have similar appearances to the serve as gateways at the Waterfront. As part of the ongoing development of the construction schedule, we must balance priorities to try to have the new expanded line constructed as soon as possible while minimizing the impact on streetcar service.

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

Q: At the Yonge Street Slip, the laneway to access the ferry dock is where island residents get deliveries. How does the revised Yonge Street Slip design impact access in the laneway to the vehicle ferry?

A: The access to the driveway would be a signalized intersection at Yonge Street and connect diagonally to the ferry dock.

Q: Regarding public facilities at Yonge Street, Yonge Street Slip, and Jarvis Slip, will there be public washrooms at these locations? We do not have enough of them in our parks.

A: The team have not discussed this yet, but this is a good point. It can be considered in the broader context, not just in the scope of this project.

Q: On slide 29, there was a dotted line showing combined sewer overflow down Yonge Street; are there plans to replace this to avoid overflow into the Yonge Street Slip?

A: The Inner-Harbour West Tunnel Project would reduce the frequency of combined overflow into the slip, but not eliminate it.

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

Q: Can you clarify that during Phase 1, to get the east/west line in place and a Union to Port Lands link as soon as possible, the Polson Loop is preferred? Is a further connection to the Ontario Line and potentially extending to Leslie still a possibility?

A: The team is exploring which section to implement first. The team's report to council is coming up, and all of these options are consistent with the transit network that council has approved. For the 2031 planning we are looking at Polson Street; by 2041 the extension would be to Leslie Bams. Of all the options, Polson seems to have the least risk. There is also a great opportunity with Cherry Street starting construction this year to piggyback on the effort.

Q: Were the LRT bridges over the new mouth of the Don removed from the plans due to cost? How will this effect the plan now that Cherry Street is being used instead of the Keating Channel?

A: The bridges included in the Port Lands Flood Protection Project (PLFP) are: the two bridges (called Cherry North) that cross the Keating channel (the transit and road bridges), at Cherry South, (over the new mouth of the Don River) only the road bridge (not the transit bridge) is in the PLFP scope, and for the Commissioner Street Bridge, only the road bridge is included in the PLFP scope.

Q: With the recent realignment of the Ontario Line, is there consideration of a Cherry Street station to allow for an LRT/Ontario Line interchange?

A: No, that is a provincial project, and we are not aware of any initiative to include a station at the Cherry location.

In the presentation graphics we are not showing the crossing of the rail corridor with the Ontario Line. What we are showing is alignment at the north side of the rail corridor as proposed. There is about a 6-10 metre elevation difference between the two lines (LRT and Ontario Line) starting around Corktown Common.

Corktown Station, just west of King and Parliament, will be served by the 504A streetcar. It will be extended to the Polson loop which would be the direct connection along Cherry Street and west on King to Corktown Station; there will be a direct connection to the Ontario Line there.

Q: Regarding the Distillery Loop; what is the priority? What do you see as timing for the loop and the work being done for getting under rail corridor?

A: The first task of the 2B design team was to do a feasibility study to look at the options from feasibility perspective. One of the findings was that, regardless of the options, getting the streetcar under the rail corridor and the back in time is limiting when preserving the existing loop primarily for grading and alignment reasons but it is also a space issue. The focus is to get the portion from Union to Polson delivered as Phase 1. The extension of Cherry to Polson would come later. The TPAP will include both links. The impacts, mitigation, and design will all be included as part of the scope of work.

Q: Is the old Cherry Street Bascule Bridge capable of carrying streetcars?

A: No, it is not. It is a lift bridge. The ship channel is navigable waters requiring sufficient clearance to allow boats to pass through.

Project Phasing and Implementation

Q: Who is responsible for managing traffic during construction? Is there anything built in to manage crowds, cyclists, and other congestion during construction? The intersection is already dangerous.

A: The concern is legitimate, as with any major construction project. 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 these impacts through construction management best practices.

Q: Can you clarify the timeline? It was said that the earliest this could go to council would be October.

A: The most realistic timeline is to share the report at the October Executive Committee and the November Executive Committee meetings first. A report to Council would follow about a week after.

Transit Project Assessment Process Update

Q: For the TPAP process and funding, what is needed and what should we be advocating for to make sure your work can continue and stay on track? What is the next request?

A: The project is completing what we call Stage Gate 3, which requires 30% design to put forward for a budget request. In an ideal scenario we would get the budget requested, which would include both design and construction packaged as a complete budget request. For example, this would be the budget for developing the connection to the Polson Loop.

Other

Q: When and where will the presentation be posted?

A: Project material will be posted on the [City's website](#) after the public meeting on June 21.

Waterfront East LRT Extension Stakeholder Advisory Committee Meeting #9

Monday, June 20, 2022

Zoom Meeting

6:30 pm to 8:30 pm

Meeting Summary

Meeting Overview

A meeting of the Waterfront East LRT Extension Project Stakeholder Advisory Committee (SAC) was held on June 20, 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 SAC 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 SAC. The questions are outlined as follows. All questions are preceded with a "Q" while the answer is preceded by an "A".

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.

Q: I am very happy to see the design options at the Distillery Loop. Am I right in thinking this is a faster way to get higher order transit into Villiers?

A: There is a difference in the grade of the existing loop and the new track that is going to connect, which is why we are looking at a new loop location. There are a lot of challenges at this location – the rail corridor, the Gardiner, the Lake Shore, Toronto Water projects, etc., but there is still an opportunity to make this happen faster and get transit to Villiers Island and the Port Lands.

We still require the LRT bridge to make the connection to Polson. The land development is happening faster at Villiers Island than it will south of the new river crossing. Polson Loop is part of the South River District, and precinct planning work still has to be completed. Villiers is advancing faster than Polson.

Q: In the diagram of Union Station, you showed the platforms getting smaller. What is the reason for this?

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

Q: Will you be able to do the deferred work on the expansion of Queens Quay Station without shutting the line down again?

A: No, the future expansion of Queens Quay Station would require the station and streetcar service to Union to be temporarily shut down for construction.

Q: I noticed the scope of work for the Broadview Extension ends at Lake Shore and does not include a connection down Commissioners Street. Can you explain this?

A: The scope of that work, which is Phase 3 and 4 of the Environmental Assessment for Broadview, is to Lake Shore only (from Eastern Avenue to Lake Shore Boulevard). The plan is to potentially get started on the next phase to extend south of Lake Shore Boulevard, which is the next part of work that is coming. It will go as far south as Commissioners at minimum. There is also some precinct planning work going on in that area.

Q: You spoke about a test installation of a green track on Cherry Street. Will this result on the cessation of service while the green track is installed? Or can you maintain service while this is put in?

A: We do not intend to make a pilot project that would shutdown any transit services This is an opportunity to see what can be done. Eglinton Crosstown has some green track involved, and there may be an opportunity to study that installation.

If the green track pilot project were to happen, it would be within the interim landscape on Cherry, which is waiting to be a future transit site.

Q: Regarding timing, it will go to 30% design by the Fall, and then 60% will be the next stage gate. When do you expect 60%, 100%, and how long does tendering take?

A: Yes, we are aiming for all 30% design work for the Fall so we can get the Environmental Project Report and Business Case done. In terms of next steps, part of this work is a procurement options assessment, and we need to complete this work in terms of options for project execution. The June 15, 2022 Council motion calls for staff to recommend ways to continue the design process prior to the next Council reporting anticipated in Q2 2023. This will require additional budget request as part of 2023 Budget cycle. Upon budget approval and procurement assessment process, it would take around 18 months or so to get to 60% design stage.

Q: We had extensive consultations with the City when Harbour Castle Convention Centre was being done. We suggested that Union Station needs to accommodate significant people traffic, including accessibility needs. Now I hear there is scaling back of the platform design at Union to reduce costs. Are you considering the implications of reducing the Union Station capacity from the original design?

A: This has been on our mind as well too. We are doing this as due diligence as part of the 30% design work and in looking for cost reduction opportunities. We do have forecast demand that we use as part of this process, and we are aware of visitors, special events, recreation, and everything that happens in this area. Our projections also factor in the Ontario Line.

Q: Why build a new off-street loop on Commissioners and not an on-street loop by turning east onto Commissioners from Cherry and then loop back to Cherry via one of the north-south streets? I would assume this would be cheaper and would not stop building to the Leslie Barns at a future date.

A: This is not shown on those loop options presented, but this is something we want to look at for the loop design. We are looking at operational aspects of turning street cars at the loop. The 504 service, and future Waterfront East streetcar, are planned to be high frequency, and we need to consider that in terms of operations. These routes would also need independent operation from one another. The loop is not permanent – it is temporary until the line is extended further to the east. We need to consider throwaway costs here as well.

Q: Surely, even when the line extends to Leslie, you will need some sort of loop in or near Cherry/Commissioners? Would you extend the 504 to Leslie?

A: The Waterfront Transit Network is the approved Council plan. In that scenario we do not have a loop on Villiers when the line is extended all the way to the Leslie Barns. In the Plan, we considered a temporary loop at Broadview and Commissioners. These are all staging options.

The long-term goal is to get to Leslie Barns. Polson Loop is part of the network as well, and there will be an option for that.

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)? We should encourage people to take transit as there is no space for people to park.

A: We have assumed Parliament Slip would be serviced by the Waterfront East line, 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: What are the implications for deferring the expansion of the Queens Quay stop? Does that include the Path connections planned underneath Queens Quay?

A: Yes, deferral of the proposed expansion at existing Queens Quay Station includes the underground PATH connection to south side of Queens Quay. The existing station is sufficiently sized to accommodate the forecasted passenger demand. We will be reviewing a potential upgrade for Queens Quay Station related to accessibility. There will also be an opportunity to incorporate design and connection improvements with a future development at 11 Bay Street.

Q: Can you speak to the capacity and accessibility of Queens Quay Station? How will it accommodate current and future waterfront users including families and people with accessibility needs?

A: We will be reviewing a potential upgrade for Queens Quay Station related to accessibility (e.g. converting stairs on the east side of the station with an elevator, replacing the existing elevator, etc.) over the coming months.

Q: Regarding the Commissioners Loop, when the line extends to Leslie, will you need a Loop? Is there a possibility to extend the 504 all the way to Leslie?

A: Referring back to the approved Council plan, the Waterfront Transit Network, we do not have a loop on Villiers once the line is extended to the Leslie Barns. The plan has a temporary loop at Broadview and Commissioners – which is a staging option. There may also be scenarios where the Waterfront East line could use Polson Loop.

The way the infrastructure and tracks are being designed is to allow the most flexibility in future service planning. When the tracks are designed and built there will be flexibility for routing options and transit planners can determine which routes are best.

Q: Are we moving forward with the assumption that there is no choice between a Cherry Street Loop at the north or somewhere in the Port Lands and that you are able to do both?

A: There is a phasing component with the work we are doing right now. We are also looking to implement the east-west connection at Queens Quay and Bay Street where we are looking to make this a through portal connection. We recognize Union Station is the most complicated part of the project so we are looking at phasing options, as directed by Council. It is not just Villiers, but also includes work on the east-west connection. Additionally, part of this is bus service that complements the streetcar network.

Q: How will people connect from the Ontario Line at Corktown Station?

A: In Fall 2022 the TTC will extend the Parliament bus service down to Queens Quay, and the 504 service will run past the future station as well.

Q: How does this work relate to the Waterfront Review?

A: There is an update report (the Next Phase of Waterfront Revitalization) scheduled for Executive Committee in July, and a full report will come in Q2 2023. We will coordinate and align with this report.

Q: What phase would the Broadview link be?

A: The Broadview Line is part of the overall Waterfront Transit Network Plan, and the line will eventually extend south of Lake Shore and Commissioners. There is a long-term plan to extend this south of the ship channel, which depends on what happens at the Hearn site in the future.

Currently, Phase 3 and 4 of the Environmental Assessment is to extend it to Lake Shore. City staff will initiate the work to continue the design and environmental work south of Lake Shore.

We do need to put in place the LRT bridge over the river crossing to make the connection to Broadview. The challenge to getting to East Harbour Transit Hub is the hydro towers on Commissioners Street.

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 **Stakeholder Advisory Committee Meeting #9 (via Zoom)**

Monday, June 20, 2022

6:30 – 8:30 p.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
6:30pm	1. Welcome and Introduction	Pina Mallozzi, WT Eric Chu, TTC Liz McHardy, LURA	15 min
6:45pm	2. Update and Recap	Nigel Tahair, City	10 min
6:55pm	3. Project Phasing and Segment Update	Nigel Tahair, City	5 min
7:00pm	4. Area 1 Update	Vincent Teng, TTC	10 min
7:10pm	5. Area 2 Update 6. Area 3 Update	Pina Mallozzi, WT Adam Nicklin, Public Work	10 min
7:20pm	7. Discussion and Questions	Liz McHardy, LURA	65 Mins
8:25pm	8. Next Steps and Adjourn	Liz McHardy, LURA	5 mins

Appendix B – List of Attendees

Stakeholder Advisory Committee Representatives

Corktown Residents and Business Association
East Waterfront Community Association (EWCA)
St. Lawrence Neighbourhood Association (SLNA)
Toronto Region Board of Trade
Transit Advocates
York Quay Neighbourhood Association (YQNA)
Waterfront BIA
West Don Lands Committee
Office of Councillor Robin Buxton Potts
Office of Councillor Joe Mihevc

Waterfront Transit Reset Project Team

Waterfront Toronto

Pina Mallozzi, Vice President Design
Debora Lima, Public Engagement Manager

City of Toronto

Nigel Tahair, Program Manager (Transportation Planning)
James Perttula, Director, Transit and Transportation Planning
Eric Mann, Senior Project Manager, Transit Expansion Office
Marc Kramer, Project Coordinator
Edna Cuvin, Program Director

Toronto Transit Commission

Vincent Teng, Project Manager
Scott Haskill, Project Development and Planning
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

LURA Consulting

Liz McHardy, CEO and Partner
James Knott, Director of Strategy
Emily Summers, Community Engagement Specialist

Waterfront East LRT Extension Stakeholder Advisory Committee Meeting #10

Wednesday, March 29, 2023

Zoom Meeting

6:30 p.m. to 8:30 p.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 tenth meeting of the Waterfront East LRT Extension Project Stakeholder Advisory Committee (SAC) 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 SAC representatives who attended the meeting and provided comments on the presented materials are included in **Appendix B**.

Discussion

The following section organizes feedback raised by SAC members in discussions that followed updates provided by members of the project team.

Accessibility

- Members expressed that the elevator design for the Queens Quay East Ferry Dock Station should ensure that it will function when needed and in all weather conditions.
 - It was suggested that two elevators be available for the Queens Quay East Ferry Dock Station so that if one elevator is unavailable, there is an alternative option.

Staff Comment (TTC): *Due to site constraints, it is not possible to accommodate two elevators at the west entrance. In a future project phase, there is the opportunity to add a second accessible entrance connection within the potential development site on the east side (11 Bay Street). The design team will take lessons learned from similar elevator systems and ensure that the replacement elevator proposed at the west entrance is reliable in the long term.*

Construction and Traffic Management

- Members expressed that it will be challenging to navigate the south end of Parliament Street when construction begins, as it is already a highly congested area.

- A member reminded the project team to consider the traffic and construction impacts on people north of Lakeshore East.
- Participants suggested that plans include construction timelines to better articulate when each project will occur and its expected construction traffic.
- The width of Parliament Street is currently reduced from the construction of the three new buildings between 39 Parliament Street and the railway, and all the other projects happening south of the area contributing to vehicle congestion.
- There is concern that if all the Waterfront projects happen simultaneously, Parliament Street may have to be closed off altogether as it will be impossible to travel along this corridor.

Engaging the Community

- Members requested that community groups be kept in the loop and included in future discussions.
- It was suggested that the project team walk down Parliament Street, south of Front Street, and look at the area's existing traffic state with the 65 bus and the amount of new construction.
- A participant noted concerns about overlapping construction management plans, including Metrolinx's proposed use of Parliament Street and Queens Quay as an access point for construction traffic for the Corktown Station of the Ontario Line.

Staff comment (City of Toronto): The City undertook a constructability assessment for the project, which includes looking at all the related projects in the area, including Metrolinx projects and each project's timelines. Part of this process will be to identify windows of opportunity for construction and to take advantage of when specific projects are under construction. The City has also created a construction management hub site so that all the construction projects in the area will have a location for information, comments and feedback.

Questions and Discussion

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

Q: Is there any data or analysis on the functionality of the Queens Quay East Ferry Dock Station?

A: The TTC has analyzed station level of service and determined that Queens Quay-Ferry Docks Station can still adequately manage future passenger volumes safely in normal and emergency conditions. The station is recognized as a key location for users connecting to the ferry terminal and nearby waterfront facilities. It is expected that the station will be busy in the summer months. In those situations, TTC will deploy station supervisors to manage the crowd to ensure safety and minimize delays.

Q: Why was there a decision not to implement station capacity changes at the Queens Quay East Ferry Dock Station?

A: Previously, there was a major proposal by the City of Toronto and CreateTO for 11 Bay Street, which is a site on the northeast corner of Queens Quay and Bay Street. This project proposal has been withdrawn. Without this change, which would have facilitated bundling station improvements with the redevelopment, the team has decided to defer more comprehensive station improvements to Queens Quay-Ferry Docks Station to reduce project costs. The interim changes are not the permanent solution and will be further built out when another proposal comes up for that site allowing for the costs and other integrations to be shared.

Q: There are a lot of staircases in the renderings provided. Are there any plans for escalators?

A: During the design process, all modes of vertical circulation into the newly expanded station were explored while recognizing the constraints of the downtown area. After several design layout iterations, it was established that there is not enough space to accommodate escalators at the new entrances. At Queens Quay Station, there is an opportunity to have an alternate fully integrated accessible entrance connection (with escalators) within the potential development site on the east side (11 Bay Street).

Q: What is the status of the Bremner Boulevard streetcar?

A: A future streetcar line on Bremner Boulevard is still part of the City's Official Plan. The current design at Union Station protects for this potential future addition.

Q: How will the pinch point at the Redpath site be addressed in the public realm improvements and overall design?

A: The plan is for Queens Quay East to have a consistent 38-meter right-of-way. Currently, the right-of-way is about 9 metres too narrow. The current design accommodates this by reconfiguring the public realm on the south side to accommodate the available space. The plan conforms with the City standards for the public clear way, which is at least 2.1 meters.

Q: Would the greening of streetcar tracks still facilitate use by emergency vehicles?

A: The pilot project will assess how the design performs including its utility for emergency vehicles and TTC replacement buses.

Q: There were two choices for Villiers Island Loop. Why was the current choice selected?

A: When considering the technical operation of these loops, it was assessed that an off-street loop option would have no potential impact on traffic. However, a downside of this configuration is that it would be temporary, as it is expected to occupy a planned future

development parcel and would delay the development housing. Alternatively, the benefit of the on-street option is that it would serve as a permanent piece of infrastructure that could support TTC's operations in the future as a permanent asset. One of the significant considerations is the impact on the area's development and affordable housing levels.

Q: Does the Westin Hotel need to reconfigure its lobby to accommodate the Yonge Slip Lakefill?

A: There is no intention to shift the lobby function and the design of the Westin Hotel to match the Yonge Slip lakefill design. Access through the slip would still take users into the current configuration, accessing the lobby through a reoriented driveway. This would be a safer connection at the Yonge and Queens Quay compared to the two access points side by side, which cross the Martin Goodman Trail. The Westin Hotel has seen the design details, and discussions will continue as the team progresses further into the design process.

Q: What steps will be taken to manage vehicle traffic along Queens Quay East and Parliament Street?

A: A lot of coordination will take place in the next ten years to accommodate and implement several projects in this area. The construction management hub site that will be established will also help with coordinating these projects.

Q: Will there be traffic signal lights at Bonnycastle Street and Queens Quay East?

A: Installing traffic signal lights at that location is part of the infrastructure improvements for the Quayside project. It is an early works project that will be completed before some Waterfront East LRT Extension project components such as installing the streetcar right-of-way and Martin Goodman Trail improvements.

Q: Will the Business Case Funding Strategy and the Waterfront Revitalization Review be released as one package on June 6, 2023, or is this delayed?

A: Yes, it will all be delivered in one package.

Q: How long will the disruptions to the 509 and 510 streetcars last?

A: Based on the current scope, it is estimated that the work at the Union and Queens Quay East Ferry Dock Station will take over five years. There is a potential option of providing a temporary East-West service once the tunnel portals are built while Union Station is being finished. In this scenario, the temporary East-West service would be provided roughly 3 years after construction.

Q: How will the new bridges be aligned with the streetcar tracks? Will there need to be a similar crossover to the one that exists in Queens Quay West at any point?

A: The transitway is on the south side of Commissioners Street, and the design of the Villiers Island Loop currently protects for a future condition where it is extended east across the bridge. The loop will be built as two parallel tracks so it does not have to be rebuilt when the line is extended. Crossover points with traffic will be minimized, occurring only at signalized intersections.

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 **Stakeholder Advisory Committee Meeting #10 (via Zoom)**

Wednesday, March 29, 2023

6:30 p.m. to 8:30 p.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 202)

Time	Item	Presenter	Duration
6:30pm	1. Welcome and Introduction	Pina Mallozzi, WT Eric Chu, TTC Liz McHardy, LURA	15 min
6:45pm	2. Update and Recap 3. Revised Project Phasing 4. Area 1 Update 5. Area 2 Update 6. Area 3 Update 7. Transit Project Assessment Process and Community Engagement 8. Constructability Assessment 9. Other matters	Nigel Tahair, City Vincent Teng, TTC Patrick Meredith-Karam, WT	45 min
7:30pm	10. Discussion and Questions	Liz McHardy, LURA Alexander Furneaux, LURA	55 mins
8:25am	11. Next Steps and Adjourn	Liz McHardy, LURA	5 mins

Appendix B – List of Attendees

Stakeholder Advisory Committee Representatives

East Waterfront Community Association (EWCA)
Harbourfront Centre
ASR Group / Redpath Sugar
St. Lawrence Neighbourhood Association (SLNA)
Toronto Downtown West BIA
Toronto Region Board of Trade
Transit Advocates
York Quay Neighbourhood Association (YQNA)
Waterfront BIA
Office of Councillor Ausma Malik (Fort York-Spadina)

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

Toronto Transit Commission

Vincent Teng, Project Manager
Eric Chu, Head - Project Development and Planning
Michael Lipkus, Deputy Director

LURA Consulting

Liz McHardy, Partner
Alexander Furneaux, Project Manager
Lovely Juson, Community Engagement Specialist