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# Section K.2: Consultation Emails

## **Summary of Feedback Received from Project Email**

### **Queens Quay Portals**

- The eastern portal on Queens Quay should be located at Freeland rather than Yonge
  - The Yonge location would impede access to the 10 Yonge condominiums and exacerbate safety issues with the increasing amount of pedestrian traffic in the area by going down to two lanes on Queens Quay, while the Freeland location would avoid the need to fill a portion of Yonge Slip
  - There is a lot of traffic at Queens Quay and Bay including tour buses, trucks, taxis, cyclists, and tourists
  - The portal west of Yonge will impact access to 10 Queens Quay, the Westin hotel, the waterfront in general, create congestion, create an eyesore, produce noise and air pollution, and destroy the start of ‘The Longest Street in the World’ as a tourist attraction
  - The Yonge slip should not be filled due to the environmental impacts
- The eastern portal on Queens Quay should be located west of Yonge
  - The Queens Quay eastern portal west of Yonge avoids having to tunnel under the storm sewer at Yonge
  - Locating the east portal on Queens Quay west of Yonge Street, and the associated slip fill, will help improve circulation related to coach buses and rationalize PUDO access arrangements for the Westin hotel
- The previously proposed canopy structures over the portal on Queens Quay should not be deferred
- The proposed canopy design for the east portal on Queens Quay should also be applied to the west portal

### **Yonge Slip Fill**

- The Yonge Lake-fill should be reconsidered
- The refinement to the design of the Yonge Slip fill is safer and more visually appealing than it was previously
- The Yonge Slip fill should be well landscaped and facilitate access to the water – the existing historic markers should be retained, and the importance of Yonge Street acknowledged
- The Yonge slip fill design should maintain vehicular access to the Toronto ferry docks – vehicular access to the ferry is important for island residents
- The driveway/loop in the Yonge slip should be sized to accommodate the expected, coach bus, taxi, and other PUDO activity
- How will coach buses currently stopping on Queens Quay in front of the Westin Harbour Castle, as well as pick-up and drop-off for the ferry terminal be accommodated?
- The Yonge slip fill should still be able to accommodate marine uses
- The Yonge slip fill should be completed early to provide sufficient space for installing the east portal while minimizing construction impacts

### **Queens Quay Ferry Dock Station**

- New entrances for the Queens Quay Ferry Docks station should be weather protected

- The proposed scope at Union and Queens Quay Ferry Docks stations should not be reduced/deferred due to the important connections they provide and the large crowds they will need to accommodate
- Access to the Queens Quay Ferry Docks station as proposed is insufficient – 2 elevators should be provided for redundancy; many passengers using Queens Quay Ferry Docks station have large and bulky items such as coolers and stroller
- Queens Quay Ferry Docks station should be accessible by elevator on both sides
- Elevators at Queens Quay Ferry Docks station should be sufficiently sized to accommodate anticipated crowds, including sufficient queueing space in front of the elevators
- Queens Quay Ferry Docks station should feature standard TTC size elevators, escalators on both sides of Bay Street, an underground pedestrian connection to the south side of Queens Quay, a direct connection to a redeveloped 11 Bay site eliminating the need for the existing exposed entrance on the west side of Bay, large platforms and internal circulation space to accommodate ferry crowds, full station boxes
- Access to Queens Quay Ferry Docks station should be integrated with the proposed development at 11 Bay, including wide doors; elevators; escalators; weather protected connections; washrooms, information kiosk, ticketing, retail, and seating at grade
- The pedestrian tunnel proposed at Queens Quay Ferry Docks station to connect south across Queens Quay is inconvenient, as it forces people to go down and then up, and would encourage more people to cross the tracks in the station – the proposed tunnel will be costly to construct and provide elevators for, and the existing overhead connection from the conference centre to the hotel should be maintained and improved instead

### **Union Station**

- The future Bremner line connection should not be protected for, and should be removed from the Official Plan
- The link to the future Bremner line should be protected for, as it would serve many destinations such as the Aquarium, CN Tower, Rogers Centre, Roundhouse Park, Canoe Landing, Fort York, and Exhibition Place
- The proposed 4 platform configuration at Union Station will be a great improvement
- It is not clear that having separate boarding and alighting platforms at Union Station would be the most efficient arrangement in regard to dwell time – a two-platform arrangement would also help save money
- A direct connection should be provided between the Union Loop and 141 Bay
- The rebuilt Union loop should have enough space to handle the anticipated crowds, specifically, the connection between the rebuilt loop and the Line 1 platform should be wider
- The project should be phased in such a way that minimizes the amount of time that the Union Loop will be closed

### **E-W Service**

- The project phasing and construction staging should be arranged to allow for interim east-west LRT service on Queens Quay to be provided as soon as possible, before the rebuilt Union loop and platforms are completed – this would also help to avoid or defer the costs and constructability challenges associated with the proposed work at Union

### **Alignment and Routing**

- The WELRT should be elevated like examples from Chicago and New York – this would be faster, cheaper, and less disruptive
- Bus-based alternatives would require a large number of transit vehicles, and ensuring they have adequate access to Union Station would be difficult
- The WELRT should not go underground into Union Station, instead: 1) the 504 should go west from Cherry on Queens Quay and loop in Harbour Square Park, and/or 2) a line could be brought down Bay from Wellington using the sidewalks before heading east on Queens Quay (pedestrians could use the teamways)
- The WELRT should continue east at-grade along Queens Quay through Bay and Yonge, as well as north along bay at-grade to the new bus terminal and eventually to the Ontario Line, eliminating the need for the expensive east portal and reconstruction of the Union Loop
- The proposed improvements at Union Station are important, but could be cost prohibitive – running the track on the surface along Bay Street could help save money
- The WELRT should continue underground from Bay to Jarvis or even the east side of Parliament to reduce conflicts between the LRT and other road users such as pedestrians, cyclists, automobiles, and heavy trucks accessing the Redpath facility
- Queens Quay will not be able to achieve the full 38m ROW along the Redpath frontage – a combined sidewalk and Martin Goodman Trail should be considered for this section
- The WELRT should connect from Queens Quay to King Street via Parliament for better operations and connectivity to the Ontario Line
- The WELRT should not route up Parliament due to challenging geometry at the King-Parliament intersection, and doing so as an interim looping solution would incur throwaway costs
- The WELRT will be important in improving transit access for the Distillery District, the Canary district, and other eastern downtown neighbourhoods
- The 504 extension along Cherry through the rail corridor should be introduced as soon as possible, and as part of the initial build out
- The Distillery Loop should be retained with improved landscaping
- The connection to the Distillery Loop should be an integral part of the current project
- The WELRT should not terminate with at the existing Distillery Loop, as it would need to share space with the 504b streetcar, and the tighter turn approaching from the south would produce more noise
- The design of the Cherry underpass through the rail corridor should be nailed down to avoid conflict with upcoming work on Hydro One transmission lines being undertaken by Metrolinx

- The new Lake Shore bridge over the Don River should protect for a streetcar right-of-way
- Current work should extend to East Harbour due to better connectivity with the Ontario Line and GO Expansion services
- Extension of the LRT to the east will need to consider the pace of development thorough the rest of the Port Lands
- Double-ended streetcars would eliminate the need for a turning loop at Villiers

### **Martin Goodman Trail**

- The current configuration of the Martin Goodman Trail and the improved pedestrian realm along Queens Quay West is unsafe due to conflicts between pedestrians and cyclists, as well as e-bikes and scooters
- Pedestrian and cycling space along Queens Quay should be clearly delineated, especially at intersections – intersection treatments should be consistent along the whole length of Queens Quay
- The Martin Goodman trail east of Yonge should be wider than what is proposed
- Pavement markings and signage should be used to deter private vehicles from entering the transitway

### **Public Realm**

- Bay Street south of the rail corridor should receive improved streetscaping
- The public realm should include ample seating options under the proposed trees
- Wavedecks are not very practical – something like the Spadina wetland landscape would be preferable
- Conifers should be considered in the landscaping plans
- More space in the public realm should be given to pedestrian and vehicles, rather than landscaping
- There should be no wavedeck or other encumbrances in the Jarvis slip in order to allow for freighters to be maneuvered into unloading position
- Public realm design at Jarvis slip will need to maintain MARSEC facilities for ships docked at Redpath
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### **Construction and Traffic**

- Along with the Ontario Line, the Gardiner, and nearby developments, construction of the WELRT will impact traffic, especially at Parliament
- The traffic demands on Parliament Street will only grow in the future
- Construction noise is already a problem at Queens Quay and Sherbourne
- More analysis should be done on traffic impacts for local businesses, residents, and visitors, as well as to quantify the financial impact of traffic and construction impacts

### **General**

- How will this project be funded?
- The planned 2032 completion date is too late, and any further delays to the project will increase costs; the LRT should be competed in advance of as much development as possible; the LRT should be in place before the Port Lands develop, and should be built as soon as possible

- The WLERT should be delayed due to the costs and impacts of COVID-19 on transit ridership – current bus service is sufficient for the time being
- Ridership forecasts should disregard the Ontario Line, which may never be built
- The impact of the WELRT / Queens Quay design on Fire, EMS, and Police response times should be carefully considered - stormwater management will also be an important factor as we experience more extreme rainfall events
- The overhead catenary system should be suspended from poles located on either side of the transitway, rather than the middle, in order to better accommodate bus operations
- Green trackway should be provided on the Queens Quay transitway, and emergency services tend to use the roadway itself on the western section of Queens Quay rather than the transitway
- The existing right turn lane to the main Redpath driveway should be maintained
- Intersection designs should be able to accommodate the turning radii of semi-trailers
- Traffic signal controls should be provided at all the Redpath driveways
- The existing hydro duct bank serving Redpath will need to be relocated – this relocation should not impede Redpath operations