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# Section K.9:

## Record of TPAP Period

## Consultation with Members of

## the Public

[REDACTED]

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**From:** WaterfrontLRT  
**Sent:** Friday, March 22, 2024 10:23 AM  
**To:** [REDACTED]  
[REDACTED] RE: [External Sender] East waterfront LRT

Hi [REDACTED]

Thank you for your feedback – it will be included in our record of consultation for the Transit and Rail Project Assessment Process.

While the current initiative covers the area from Union Station to Villiers Island, the Council-approved [Waterfront Transit Network](#) envisions service eventually extending east to the Leslie Barns via Commissioners Street.

Regards,  
The Waterfront LRT Team

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**From:** [REDACTED] >  
**Sent:** March 15, 2024 10:09 PM  
**To:** WaterfrontLRT <WaterfrontLRT@toronto.ca>  
**Subject:** [External Sender] East waterfront LRT

To whom it may concern,

If you are planning to build transit along the eastern waterfront to include the portlands it should be extended along the Lakeshore to Woodbine to connect with the Queen ST streetcar. That would make more sense to make this connection as it would make travel more fluid compared to the disjointed situation now.

Thanks you for your consideration.

Sincerely

[REDACTED]

[REDACTED]

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**From:** WaterfrontLRT  
**Sent:** Thursday, March 28, 2024 9:39 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: [External Sender] Harbour Square response to TRAP for Waterfront East LRT

Hi [REDACTED],

Thank you for your feedback – we have received your letter, and it will be included in our record of consultation for the Transit and Rail Project Assessment Process.

We recognize that access to all residents during construction is essential and will be included in future construction management plan.

At this 30% design stage the construction phasing and implementation details are still to be determined, but there will be a public consultation process in the future focused on construction management plans.

The suggestion regarding the York and Queens Quay turn restriction removal is an interesting one, and this would be considered in the full context of the network construction management plan and the specific requirements of the Harbour Square block.

We certainly recognize the importance and peak activity associated with ferry access, and this will also be a key consideration in the future construction management plan.

Overall, it is important to keep in mind that the Waterfront East LRT project is one of a number of future construction projects along the waterfront, and the construction management plan will consider all of the relevant implications.

Thank you for taking the time to review to project material and provide us with your input.

Regards,  
The Waterfront Transit Team

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**From:** [REDACTED]  
**Sent:** March 22, 2024 3:01 PM  
**To:** WaterfrontLRT <WaterfrontLRT@toronto.ca>  
**Cc:** [REDACTED]  
**Subject:** [External Sender] Harbour Square response to TRAP for Waterfront East LRT

Dear Mr. Trahair:

Please find enclosed the letter I have written as President of the Board of Directors of 55/65 Harbour Square with our serious concerns and suggestions regarding the proposed LRT expansion on Queens Quay east. I also enclose a map of our private ring road serving the 3 condo corporations comprising the Harbour Square community.

Thank you for your attention to our concerns. I am willing to meet with you at any time to discuss them.

[REDACTED]



# HarbourSide

York Condominium Corporation Number 510  
55/65 Harbour Square, Toronto, Ontario M5J 2L1

Website: [www.harboursideresidents.com](http://www.harboursideresidents.com)

Friday, March 22, 2024

Nigel Tahair, Program Manager,  
City Planning Division, City of Toronto

Re: Transit and Rail Project Assessment,  
For Waterfront East Light Rail Transit

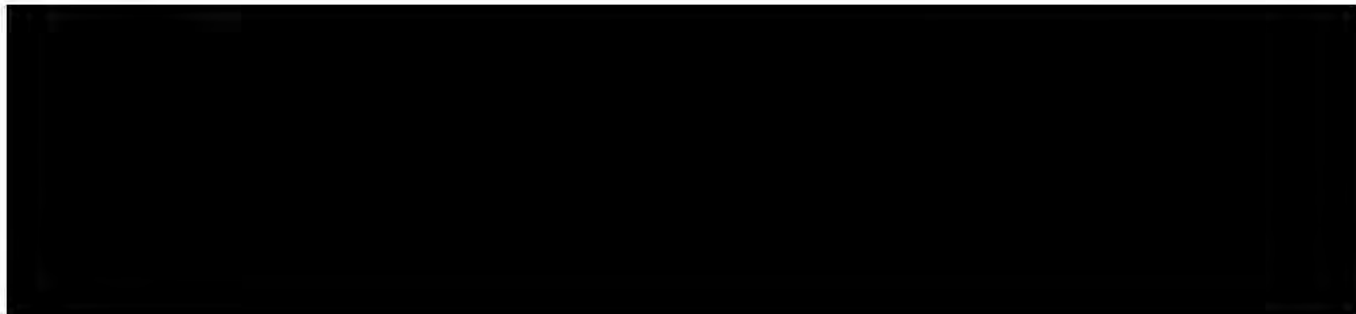
I am writing as President of the Board of Directors of 55/65 Harbour Square, one of the three condominiums that share a private ring road around our complex south of Queens Quay between Bay and York streets. I can be reached at [REDACTED]

Our condo corporation alone is comprised of 602 units, with very limited vehicle access since the redesign of Queens Quay west of Bay Street which was finished in 2015. The two other Harbour Square condo corporations add well over 1000 extra housing units. In August of 2015 we did a vehicle count of resident cars by fob use entering our parking garage from the ring road. There were 39,129 resident vehicles entering the garage in that single month. This does not include commercial, delivery, taxi, visitor, contractor or emergency vehicles. Because it only captures entry to the parking garage from the ring road entrances, it actually represents less than half of the resident vehicle traffic on the ring road. Here are some key points I would like to make:

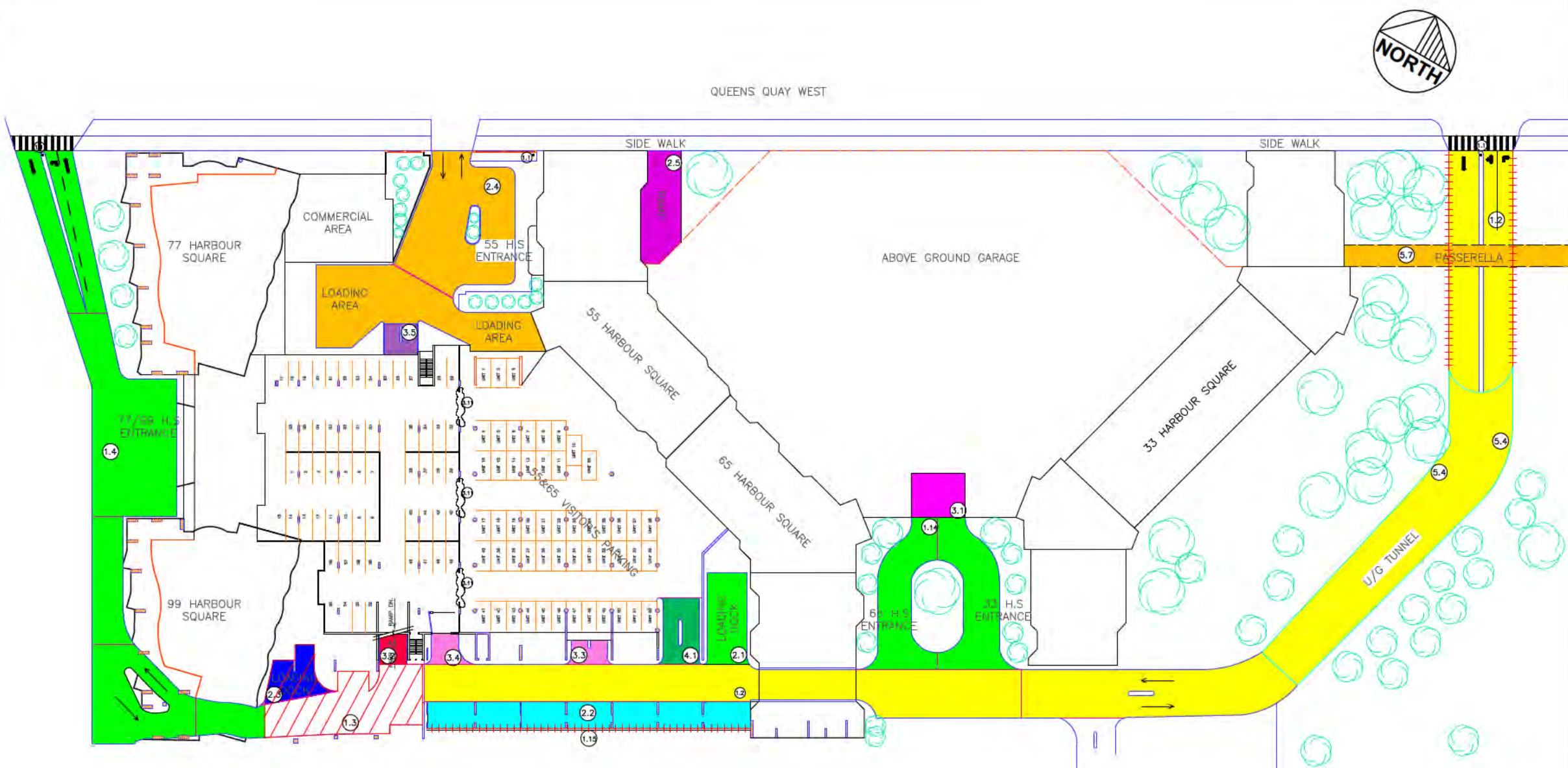
- It is absolutely essential that any construction keeps this ring road open at all times.
- We need to know how much disruption there will be to the Bay/Queens Quay intersection and our ring road and for how long.
- To assist in traffic management during construction of the LRT, we would also like to suggest a further change in traffic rules for Queens Quay. Currently vehicles travelling eastbound on Queens Quay and wishing to enter our ring road can only do so via Bay St., since right turns from Queens Quay to York Street are prohibited. If this prohibition is lifted during construction, the pressure on the Bay Street interchange and on Queens Quay traffic will be reduced.
- Finally, in the summer months when pedestrian traffic on Bay St. and Queens Quay accessing the Ferry Terminal is heaviest, and when many vehicles use our ring road entrance illegally to turn around or drop off families, bikes, picnic goods etc., we would request a police or traffic control presence every weekend at that intersection to preserve safe access for our residents.

Please keep our traffic needs and these requests in mind when doing your planning. I am also willing to meet you at any time or participate in future planning meetings to represent the interests of our community. The full Harbour Square community layout with the ring road in various colours is attached.

Sincerely,







- LEGEND**
- |  |   |
|--|---|
| 1.1 Ring Road Signage .  | 3.2 77/99 & 55/65 SW Resident Entrance (To Upper Level)   |
| 1.14 Ring Road Traffic Circle.                                 | 3.3 77/99 & 55/65 .                                       |
| 1.15 Ring Road Picket Fencing at 65 Truck Parking.             | 3.4 77/99 South Resident Entrance Exit (Lower Level)      |
| 1.17 Ring Road Picket Fencing .                                | 3.5 North Ramp To Upper Resident Garage (At 55 Entrance). |
| 1.2 Ring Road Paving.  | 4.1 Visitor Garage Entrance.                              |
| 1.3 Ring Road Visitor Parking Garage Roof Deck Waterproofing   | 5.4 Retaining Wall At 33 Tunnel .                         |
| 1.4 Ring Road Interlock .                                      | 5.5 Tunnel Structure .                                    |
| 2.1 65 Service Dock 33 Garbage.                                | 5.7 Passerelle .  |
| 2.2 65 Truck Parking .   |   |
| 2.3 99 service Entrance .                                      |   |
| 2.4 55 & 77 Traffic Circle & Service Entrance(Off Queens Quay) |   |
| 2.5 33 Service North Entrance .                                |   |
| 3.1 33/55 Resident Garage Entrance/Exit .                      |   |
| 3.11 Fire Separation Doors .                                   |   |

Notes

No.	Revision / Issue	Date

Client

Consultor

Project Title

55, 65, 33, 77 & 99 HARBOUR SQUARE  
TORONTO, ONTARIO  
SHARED RING ROAD

Drawing Title

SITE PLAN SHOWING SHARED RING ROAD

Drawn By:	Checked:
Project #	Drawing #
Date FEB.,2019	A1
Scale	

[REDACTED]

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**From:** WaterfrontLRT  
**Sent:** Wednesday, March 20, 2024 2:36 PM  
**To:** [REDACTED]  
**Subject:** RE: [External Sender] Re: Fwd: Waterfront East LRT March 2024 update

Hi [REDACTED]

Based on current timelines and 30% design, we would expect the project to be shovel-ready sometime around 2026, though we are exploring options to begin some key early works earlier if funding can be secured.

The exact construction start date will be contingent on ongoing coordination with key interfacing projects, such as the ones mentioned below.

Regards,  
The Waterfront LRT Team

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**From:** [REDACTED]  
**Sent:** March 20, 2024 11:13 AM  
**To:** WaterfrontLRT <WaterfrontLRT@toronto.ca>  
**Subject:** [External Sender] Re: Fwd: Waterfront East LRT March 2024 update

Hello, thank you very much for this update. Could you also let me know when you expect the project to be shovel ready ?

Thank you.

Regards,

On Wed, Mar 20, 2024 at 10:08 AM WaterfrontLRT <[WaterfrontLRT@toronto.ca](mailto:WaterfrontLRT@toronto.ca)> wrote:

Hi [REDACTED]

Based on 30% design work completed to date, the current target for the WELRT entering service is 2032.

This target will be refined as the project moves into the detailed design phase this year, and with ongoing coordination with Metrolinx (Ontario Line, Union Station Rail Corridor) and the Gardiner rebuild project.

Regards,

The Waterfront LRT Team

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**From:** [REDACTED]  
**Sent:** March 14, 2024 11:59 AM  
**To:** WaterfrontLRT <[WaterfrontLRT@toronto.ca](mailto:WaterfrontLRT@toronto.ca)>  
**Subject:** [External Sender] Fwd: Waterfront East LRT March 2024 update

Hello,

At this time, when do you expect the project to start and be completed ? I realize that funding needs to be secured before actual construction starts.

Thank you very much.

Regards,

[REDACTED]

[REDACTED]

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**From:** WaterfrontLRT  
**Sent:** Monday, March 18, 2024 10:54 AM  
**To:** [REDACTED]  
**Subject:** RE: [External Sender] Waterfront EA

Hello [REDACTED]

Thank you for keeping up on the project and it is good to have that background context as well.

Kind regards,  
The Waterfront East LRT Project Team

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**From:** [REDACTED]  
**Sent:** March 14, 2024 12:38 PM  
**To:** WaterfrontLRT <WaterfrontLRT@toronto.ca>  
**Subject:** [External Sender] Waterfront EA

Hi Nigel

I saw the notice in the Toronto Star today.

I am very pleased that you now have the green light to do this long overdue EA.

As a piece of information, I pushed for this EA to be completed when I was still with the City. We explored ways to keep the cost down as TTC wanted to have a second exclusive tunnel from Union Station for the East Waterfront lrt. Of course this raised the cost prohibitively. I questioned TTC about making use of the existing tunnel to keep costs down. This fell on deaf ears at the time. Good to see that common sense has prevailed.

Good luck on this long overdue EA and hopefully this leads to early implementation to support the development that has and will take place along the line.

[REDACTED]



[REDACTED]

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**From:** WaterfrontLRT  
**Sent:** Thursday, March 28, 2024 9:30 AM  
**To:** [REDACTED]  
**Subject:** RE: [External Sender] Waterfront East LRT a better and faster completion date.

Hi [REDACTED]

Thank you for your feedback – we have received your comment, and it will be included in our record of consultation for the Transit and Rail Project Assessment Process.

Regards,  
The Waterfront LRT Team

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**From:** [REDACTED]  
**Sent:** March 16, 2024 5:17 PM  
**To:** WaterfrontLRT <WaterfrontLRT@toronto.ca>  
**Subject:** [External Sender] Waterfront East LRT a better and faster completion date.

The proposal as now presented can be sped up and also reduce cost all the while providing more service.

The East transit line should be modified by keeping the line above ground up to Union Station in a right-of-way similar to Spadina. Once Front Street West is reached the line should turn left and continue westward to Bathurst Street. Existing trackage southward to Queens Quay and eastward towards Bay Street should be utilized and connected to the new eastward LRT. Reverse LRV's would operate in opposite directions thus without need for loops.

Options would be to run every other LRT eastward on new trackage and the opposite LRV could go up underground to Union Station.

[REDACTED]  
Long-time TTC customer.

[REDACTED]

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**From:** WaterfrontLRT  
**Sent:** Monday, April 15, 2024 10:28 AM  
**To:** [REDACTED]  
**Subject:** RE: [External Sender] Waterfront East LTR

Hi [REDACTED]

Thank you for your feedback – we have received your comment, and it will be included in our record of consultation for the Transit and Rail Project Assessment Process.

Construction funding for the Waterfront East LRT project has yet to be secured and discussions to that end are ongoing, but we are continuing to advance the project by securing the necessary environmental approvals, and initiating the 60% design phase for Segments 2 and 3.

Due to the different technical context of Segment 1, 60% design for that section will start once construction funding has been secured.

Regards,  
The Waterfront LRT Team

-----Original Message-----

**From:** [REDACTED]  
**Sent:** April 12, 2024 10:14 AM  
**To:** WaterfrontLRT <WaterfrontLRT@toronto.ca>  
**Subject:** [External Sender] Waterfront East LTR

Hello Waterfront Toronto,

I live in the east bayfront area and have watched your videos on the segment 1, 2, and 3, as well as renovating the slips. I was wondering if this construction is going to be approved. I do hope so as we need a separate street car lane that connects the waterfront to union.

I do think it would be better to have this infrastructure before all the condos go up. There are already tons of students that and people that live in the area that would benefit. As we know Toronto seems to catch up 2 decades later.

When would construction start?

**From:** [WaterfrontLRT](#)  
**To:** [REDACTED]  
**Subject:** RE: [External Sender] Section A of the project  
**Date:** Thursday, April 25, 2024 9:37:00 AM

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Hi [REDACTED],

Thank you for your feedback – we have received your comment, and it will be included in our record of consultation for the Transit and Rail Project Assessment Process.

The portal location west of Yonge was chosen in order to avoid a crib wall structure associated with the slip and a combined sewer outflow at the foot of Yonge. Reconstructing or otherwise mitigating the impacts on these features would add considerable costs and construction risks to the project.

The proposed changes to the Westin Harbour Castle's access configuration has the benefit of moving current curbside activity from motor coaches and taxis into a dedicated space accessed via a signalized intersection, reducing conflicts with the Martin Goodman Trail and improving safety for pedestrians and cyclists.

The Inner Harbour West Tunnel, part of the broader Don River and Central Waterfront Wet Weather Flow System & Connected Projects, is currently being designed and will intercept the combined sewer outflows from the majority of wet weather events that currently empty directly into the harbour.

Regards,  
The Waterfront LRT Team

-----Original Message-----

From: [REDACTED] >  
Sent: April 22, 2024 10:03 AM  
To: WaterfrontLRT <WaterfrontLRT@toronto.ca>  
Subject: [External Sender] Section A of the project

I have reviewed the documents presented in the TRAP and find the rationale for filling in the Yonge Street slip and bringing the tunnel above ground before Yonge Street to be poorly conceived. If we use the west bound LRT right of way as an example we see where the first stop for this route is beyond York Street. This should be the same for the eastbound plan.

It would be better to bring the LRT above ground east of Yonge Street so as to avoid access issues both for the Westin Harbour Castle Hotel, it's convention facilities and the underground parking entrance for 10 Queens Quay West/10 Yonge Street residences. This only makes sense since the concentration of residences along the East of Queens Quay are past Yonge Street. Bringing the LRT above ground at Freeland Street would be a more practical option.

Further of note, from what I have observed post precipitation (rain) incidents, a large amount of sea wall remediation is needed and improvements in the sewage systems to eliminate the overflow of the sanitary sewers into the harbour post event.

Sincerely,

[REDACTED]  
Waterfront Toronto area resident

Sent from my iPad