



Final Errata to the 2024 Environmental Project Report (EPR)

Waterfront East Light Rail Transit (LRT)

August 21, 2024

Summary

This Errata was prepared to incorporate comments received following completion of the draft EPR that was posted with the Notice of Completion on June 26, 2024. Note that beyond these updates to the consultation record, no changes to the EPR are required based on feedback received. The table below gives an overview of the comments received by the Project proponents:

Date	Sender	Summary of Comment and Correspondence	Appendix Ref.
June 17, 2024	Stikeman Elliott, on behalf of Redpath Sugar Ltd.	Redpath sent a letter to Project proponents, communicating preliminary concerns on traffic, vehicular access to Redpath driveways and utility relocations caused by the WELRT. On June 21, 2024, Project proponents responded to Redpath Sugar Ltd.'s letter, addressing their traffic concerns by elaborating on the traffic modelling and Redpath vehicular access studies undertaken for the EPR.	<i>p.1</i> <i>p.5</i>
July 25, 2024	Ministry of Citizenship and Multiculturalism (MCM)	MCM sent a letter to Project proponents, stating that upon their review of the EPR, they have found that sufficient due diligence had been completed related to cultural heritage and previous comments had been addressed in this final version – thus, MCM have no further comments on the EPR.	<i>p.12</i>
Public Comments			
June 26, 2024	Member of the public	A member of the public has shared their comments on their preference for an overground route for the LRT turnaround as opposed to the underground loop for cost savings. On June 28, the City of Toronto responded, confirming the receipt of feedback.	<i>p.15</i>
June 27, 2024	Member of the public	A member of the public has raised concerns around the current and future traffic challenges along the Queens Quay corridor, considering the multiple adjacent projects. On June 28, the City of Toronto responded, elaborating on the traffic analysis undergone as part of the 30% design and reinforcing their commitment to construction management and coordination throughout the works. On June 28, the member of the public responded, inquiring about gaining access to a map overseeing all the adjacent projects and raised concerns regarding traffic at Jarvis Street. On July 12, the City of Toronto responded, providing further information on adjacent projects, construction management plans and traffic studies informing project decisions.	<i>p.16</i>
July 9, 2024	Member of the public	A member of the public has inquired if the Yonge Slip infill is compatible with the Historic Yonge Street designation issued by the city's Heritage Preservation Services in January 2016. The City of Toronto answered on July 12, providing more information on the Assessment Process for the EPR and Heritage Conservation. The member of the public responded on July 12, expressing their community's concerns with making alterations to this historic zone. On July 12, the Heritage Team at the City of Toronto responded, providing the contact information of the city's Heritage Planning team, responsible for heritage conservation.	<i>p.19</i>
July 21, 2024	Member of the public	A member of the public has shared their comments against the proposed Yonge Slip infill and LRT exit/egress. On July 25, 2024, the City of Toronto responded, giving an overview of the importance of transit to service the community along Queens Quay East and the elaborate considerations/due diligence performed while assessing Yonge Slip design options.	<i>p.22</i>

Contact : waterfrontlrt@toronto.ca

Stikeman Elliott

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[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
June 17, 2024

File No.: 0439701006

waterfrontlrt@toronto.ca

[REDACTED]@waterfronttoronto.ca

By Email

Transportation Planning, Toronto and East York District
Toronto City Hall
21st Floor, East Tower
100 Queen Street West
Toronto Ontario
M5H 2N2

Attention: Mr. Patrick Meredith-Karam
Transportation Project Manager, Waterfront Toronto

Dear Sir:

Re: Transit and Rail Project Assessment Process (TRAP)
Waterfront East Light Rail Transit (LRT)
Environmental Project Report (EPR) Assessment Period
Redpath Sugar Ltd.

We are solicitors for Redpath Sugar Ltd. ("Redpath"), the owner and operator of the sugar refinery heavy industrial use located at 95 Queens Quay East. In conjunction with Redpath, we have reviewed the Queens Quay Waterfront East LRT Transit Project Assessment Process Environmental Project Report, dated February 2024, and the supporting Appendix J, the Waterfront East LRT Transportation Study, prepared by ARUP, dated August 11, 2023 (the "Report").

Redpath supports the City's efforts to enhance public transportation, both LTR and active transportation, along Queens Quay East and offers to following comments on the Report to further the project and preserve Redpath's operational requirements.

Redpath has engaged a traffic consultant to undertake a comprehensive review of the Report, to assist Redpath to identify all issues of concern and to work with Waterfront Toronto and the City of Toronto to try to find solutions to Redpath's concerns, however, this work is unlikely to be completed within the EPR assessment period. In order to meet the requirements of the EPR assessment period, some of Redpath's preliminary concerns with the Report have been identified below.

Traffic Assumptions

From the Report, Redpath appears to have been consulted about its truck traffic volumes and ARUP monitored driveway traffic volumes on November 10, 2021 (before the Seaway was closed so raw sugar truck trips from the Portlands were not accounted for). However, in Appendix J, ARUP appears to have distributed Redpath's traffic volumes relatively equally across all three of Redpath's driveways, which is

contrary to how traffic must flow on the Redpath site. This appears to have resulted in the underprediction/overprediction of turning volumes at Redpath's driveways, incorrect predictions about the adequacy of turning lane storage capacity requirements for Redpath traffic and likely an overly optimistic assessment about the performance of key intersections.

Redpath's East Driveway: The Redpath east driveway is only used for equipment and vehicles that need to access the Jarvis Street slip. This happens very infrequently. It is impractical to use the east driveway as a full access because of MARSEC security requirements when a ship is in the slip and because of the limited connectivity of this driveway to the rest of the Redpath site.

Redpath's West Driveway: Redpath has a one-way truck traffic system on-site, where all tractor trailers and tankers must enter through the west driveway, be weighed, filled, and then weighed again on exit through the centre driveway. The Redpath site is constrained, and this unidirectional flow of truck traffic cannot be altered. All contractor, employee and visitor traffic must also enter through the west driveway. Given that all traffic accessing Redpath must do so through Redpath's west driveway, the reduced right turn lane storage west of Redpath's west access, as proposed in the Report, seems ill advised.

Three times the number of vehicles make a right turn into the Redpath site at the west access, compared to the vehicle trips that ARUP appears to have assumed for this access¹. In addition, vehicles turning right into the Redpath site must contend with pedestrians/cyclists crossing the west driveway along the Martin Goodman Trail on a green signal, and if such moves are permitted, must contend with pedestrians/cyclists crossing Queens Quay to make a right turn into Redpath on a red signal. This represents additional delay to enter the Redpath site and with the limited storage in the right turn lane, trucks may stack up and block the single lane of eastbound thru traffic on Queens Quay (this has nothing to do with truck "staging" but is exclusively about how long it will take a truck to clear the intersection and make a right turn into the Redpath site at the west driveway). Intersection capacity calculations may have to be remodelled and mitigation may be required.

Redpath's Centre Driveway: The Redpath centre driveway is used exclusively for trucks exiting the Redpath site, with one exception. During the winter when the Seaway is closed, Redpath trucks raw sugar from the Portlands to Redpath's raw sugar storage shed and these trucks enter and exit via the centre driveway. Contrary to ARUP's assessment, these 30 to 60 truck trips (per night) do not occur in peak hours but occur in the middle of the night. These vehicle trips are made by dump trucks and Redpath has managed to keep such traffic from infiltrating the local streets of the Lower Yonge Precinct by confining all such traffic to Queens Quay East. The logistics of getting trucks from the Portlands to Redpath without making a westbound left turn into the centre driveway from Queens Quay East, as proposed by the Report, is difficult to imagine. The solution may be to allow westbound left-turns into the centre driveway limited to certain hours, at certain times of the year. At such hours, there is unlikely to be conflict with LRT traffic or with active transportation users.

Design of the West Driveway Intersection

Redpath has concerns with the design of the west driveway intersection because it appears to bring vehicle and pedestrian/cyclist traffic into direct conflict.

On Drawing C-RD-004 in Appendix J of the Report, the driveway apron radius for making a right turn into Redpath's west driveway is 12.18 m, which is sharp for truck traffic. Part of this driveway apron radius is also consumed by a crosswalk and human-nature being what it is – pedestrians will likely be standing on

¹ We are not traffic experts. ARUP's allocation of traffic volumes and movements at Redpath's driveways in the Report will be peer reviewed by Redpath's traffic consultant to confirm if ARUP's assumptions are reasonable and appropriate.

the west access driveway apron along the edge of Queens Quay East until the traffic signal allows them to cross the street. This will effectively reduce the driveway apron radius to almost 0.0 m for inbound right turns at the west driveway. Trucks navigating this right turn into Redpath will have to make almost a 90 degree turn and the geometry of the intersection does not appear to accommodate such manoeuvres. The proposed intersection design seems to compromise safety.

Utility Relocation and Improvements

There is a failure to acknowledge in the Report that Redpath's access to services (water, wastewater, natural gas, electricity, etc.) cannot be interrupted. Redpath operates 24/7. Any interruption of access to services means a shut-down of operations at Redpath and it will take a day or two for all of Redpath's operations to come back on-line. That represents a serious impact to Redpath that has not been accounted for or acknowledged in the Report. "Informing" Redpath of potential utility work will not be sufficient. There can be no service disruption.

Notice

All correspondence to Redpath and any further notice of the TRAP ERP process, public meetings, commenting periods and any decisions made on the TRAP ERP, should be directed to:

Stikeman Elliott LLP
199 Bay Street
5300 Commerce Court West
Toronto, ON L6K 3L7

[REDACTED]
[REDACTED]
[REDACTED]

-and-

Redpath Sugar Ltd.
95 Queens Quay East
Toronto, ON M5E 1A3

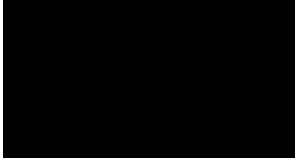
Attention: [REDACTED] Environmental Department Manager
Phone : [REDACTED]
E-mail : [REDACTED] [@asr-group.com](mailto:[REDACTED]@asr-group.com)

Qualification

The concerns identified above do not represent all of Redpath's concerns with the Report and the proposed LRT project. Such additional concerns are to be determined and conveyed to Waterfront Toronto and the City of Toronto in conjunction with Redpath's traffic consultant's review of the Report.

We hope to work collaboratively with Waterfront Toronto and the City of Toronto so that all stakeholders are able to achieve their needs and aspirations with respect to the proposed Queens Quay East LRT and the Martin Goodman Trail.

Thank you for your attention to this matter. Should you wish to discuss this matter further, please contact me.



[Redacted]

[Redacted]

[Redacted]

[Redacted], Program Manager, City Planning Division [Redacted] [@toronto.ca](mailto:[Redacted]@toronto.ca))
[Redacted], Redpath Sugar Ltd. [Redacted] [@asr-group.com](mailto:[Redacted]@asr-group.com))
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June 21, 2024

Stikeman Elliott LLP
199 Bay Street
5300 Commerce Court West
Toronto, ON L6K 3L7

Attention: [REDACTED]
Phone: [REDACTED]
E-mail: [REDACTED] [@stikeman.com](mailto:[REDACTED]@stikeman.com)

Dear [REDACTED]

SUBJECT: Waterfront East LRT Transit and Rail Project Assessment Process

Thank you for providing your comments on behalf of Redpath Sugar Ltd. by letter dated June 17, 2024, regarding the Waterfront East LRT Transit and Rail Project Assessment Process. We are pleased to hear Redpath's support for enhancing public transit and active transportation on Queens Quay East through the proposed project, and we are committed to ensuring that Redpath's operational requirements are preserved through the implementation of our project. The design to date has been informed by inputs from Redpath, and we commit to continuing this engagement through our detailed design process.

We understand that the comments you provided are preliminary comments. We welcome further input, including from your traffic consultant, and would be pleased to arrange a technical coordination meeting with our design team following the completion of your review. Please see our initial response to the comments provided by Redpath to date.

Modelled truck traffic volumes accessing Redpath driveways

Traffic volumes modelled for the AM and PM peak periods are shown on pages 548 and 550 of Appendix J.1, appended to this letter for reference. The volumes shown for the Redpath facility indicate that inbound trips are predominately made via the west driveway eastbound right and outbound trips through the centre driveway northbound right (15 truck trips for each movement in the AM peak hour). No volumes were included at the east driveway, consistent with your input. This generally reflects the operation as described in your letter, however we acknowledge that the modelling includes additional inbound movements at the centre driveway (which would actually occur during off-peak



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hours) along with additional outbound movements at the west driveway, and may slightly over-estimate the demands for Redpath.

This will be considered further in advancing the detailed design, however it is our team's understanding that the volumes included in the model are reflective of assumptions provided by Redpath previously, with some adjustments which can be updated during detailed design based on your feedback.

West driveway operations

Based on the analysis performed by Arup, average queues for entry to Redpath's west driveway are expected to be relatively short. With trucks entering there is a potential for longer queues on occasion and mitigations can be considered in detailed design through either refinement of the physical alignment or signal timing optimization measures.

Centre driveway operations

We appreciate the clarification provided regarding operations of the Centre driveway at Redpath, including the unidirectional operation of truck traffic. We understand, based on this feedback, that it would not be necessary to provide an eastbound right movement at the Centre driveway for heavy truck traffic.

Regarding seasonal dump truck traffic from the Port Lands, the reconfigured Queens Quay alignment provides for all truck traffic to enter the Redpath facility from the west. When approaching from the Port Lands, trucks would travel west on Lake Shore Boulevard, south on Yonge Street and east on Queens Quay. The intersection of Queens Quay and Yonge Street has been designed to accommodate a large tractor-trailer truck making a southbound left, and could also accommodate dump trucks. Figure 46 of the Transportation Report (copied below) illustrates the intended truck routes inbound and outbound.

While this approach is understood to require a slightly greater length of route, it is expected to allow Redpath to maintain a safe and time-efficient routing. Lakeshore Boulevard permits greater vehicle speeds and has fewer signals than Queens Quay, and protected signal phases are provided for turning movements in key locations, including the entry to Redpath, to avoid complex and potentially unsafe navigation around vehicular, transit, pedestrian, and cyclist traffic.



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Figure 46 Inbound and outbound truck routes to Redpath Sugar Plant and Loblaws

West driveway physical design

We have considered the eastbound right movement of WB-20 trucks into the Redpath West driveway in the design to date, and this will continue to be accommodated. Please see attached swept path drawing demonstrating this turning movement.

All vehicle turning movements across the TTC tracks, Martin Goodman Trail and pedestrian promenade are provided with a dedicated signal phase (similar to current operations west of York Street). As such, conflicts with pedestrian or cyclist movements during the eastbound right turn phase to access Redpath are not anticipated.

We welcome any suggestions or feedback on how the intersection operations can be further refined during the detailed design to ensure safety for all road users at this location.

Continuity of utility service

Temporary utility and service connections will be implemented to minimize any service disruptions during relocations work. All work will be done in accordance with City policies, advance notice will be provided and work will be coordinated with Redpath by our constructor to limit service disruptions to the greatest degree possible.



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We appreciate your input into the project to date, along with the comments received through your correspondence. We look forward to working together through the project detailed design to ensure that the project will continue to support Redpath operations.

Yours truly,

Patrick Meredith-Karam
Project Manager, Transportation
Waterfront Toronto

cc:

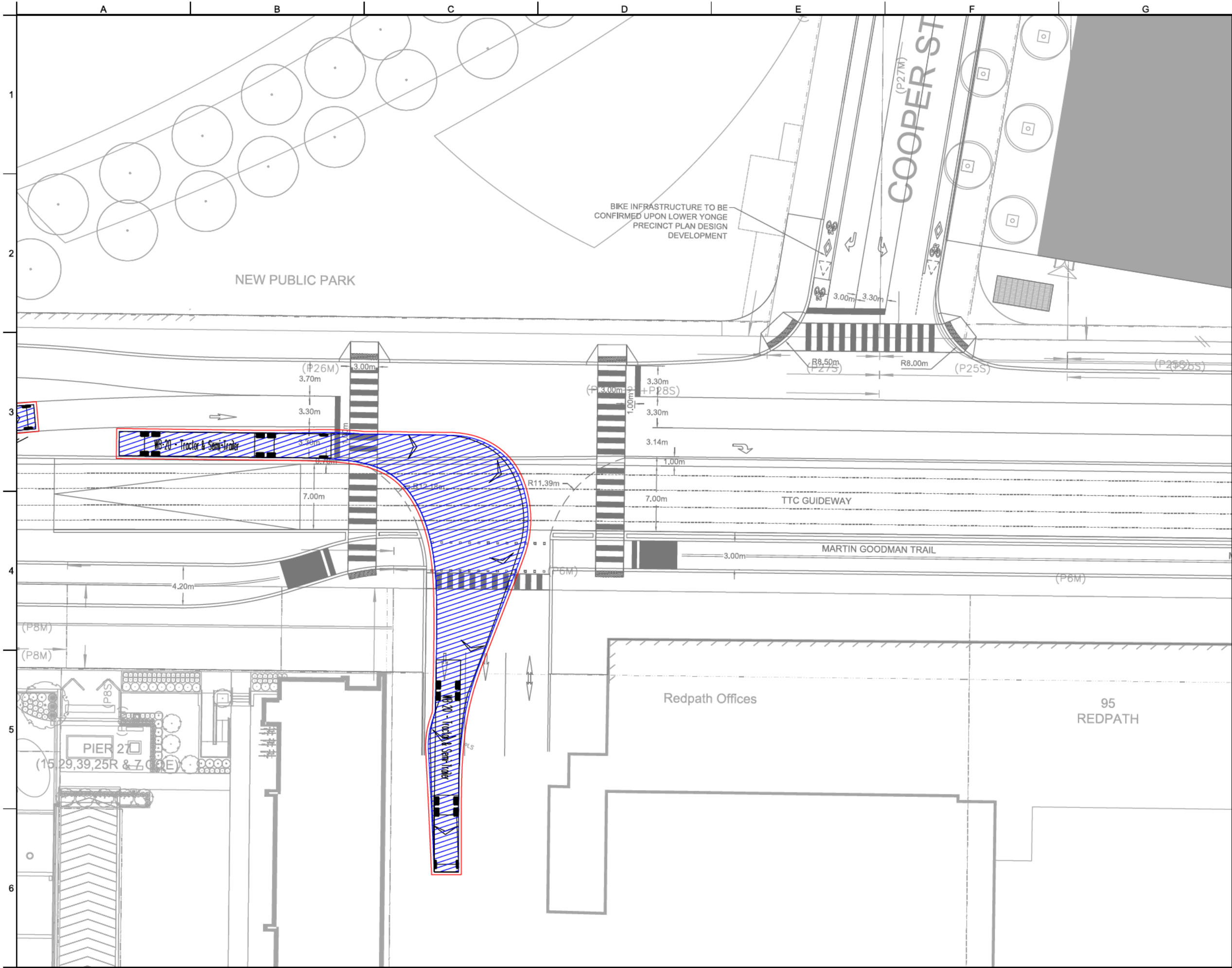
[REDACTED], Redpath Sugar Ltd. ([REDACTED]@asr-group.com)
[REDACTED] Redpath Sugar Ltd. ([REDACTED]@asr-group.com)
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Ian Ness, General Counsel, Waterfront Toronto ([REDACTED]@waterfronttoronto.ca)
Pina Mallozzi, Senior Vice President, Design, Waterfront Toronto
[REDACTED]@waterfronttoronto.ca)

Jackie Tam, Transit Expansion Division, City of Toronto ([REDACTED]@toronto.ca)
Nigel Tahair, City Planning Division, City of Toronto ([REDACTED]@toronto.ca)

Attachments:

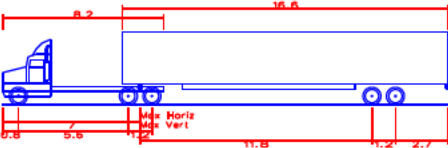
- Swept Path for Redpath West driveway access
- Traffic Volumes from transportation report



Legend

- Body Envelope
- 300mm Envelope
- Wheel Envelope

Design Vehicle



WB-20 - Tractor & Semi-trailer
Overall Length 22.700m
Overall Width 2.600m
Overall Body Height 3.730m
Min Body Ground Clearance 0.435m
Track Width 2.600m
Lock to Lock Time 4.00s
Curb to Curb Turning Radius 10.700m

D2	2022-03-04	SH	WQ	MPG
Issue	Date	By	Chkd	Appd

ARUP

Client
WATERFRONT TORONTO

Job Title
QUEENS QUAY EAST (QQE)
PRELIMINARY
DESIGN & ENGINEERING

Drawing Title
QQE & RED PATH ACCESS
WEST OF COOPER STREET
(WB20 TRUCK)

Scale 1:400

File Name SHEET_QQE_WB20

Drawing Status
30% FINAL SUBMISSION

Job No 272263	Drawing No 0002	Issue D2
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Future Balanced: Weekday PM

Front St	30	45	225	65	335	445
	210	1	45	1	35	125
Lake Shore Blvd	20	195	75	405	40	535
	810	1	25	470	30	
Harbour St	28	60	40	540	195	265
	200	1	30	195	30	710
Queens Quay	1	150	5	330	25	430
	360	1	40	255	135	445
Western Conference Cntr	74	445	5	385	10	395
	430	1	1	385	10	450
10 Yonge West	72	450	5	385	15	455
	430	1	1	385	15	455
10 Yonge East	70	455	25	425		430
	430	1	1	425		430
Yonge St	2	425	10	430	175	480
	430	1	35	350	55	495
Freeland St	3	455	130	440	185	495
	455	1	80	440	185	495
Redpath W	4	440	435	435		490
	440	1	5	435		490
Cooper St	5	435	130	390	520	520
	435	1	50	390	520	520
Redpath C	6	390	390	390	525	525
	390	1	10	390	525	525
New St	7	390	40	390	545	545
	390	1	20	390	545	545
Redpath E	8	395	395	395	545	545
	395	1	1105	395	545	545
Lower Jarvis	9	395	1105	395	545	545
	395	1	420	395	545	545

**Ministry of Citizenship
and Multiculturalism**

Heritage Planning Unit
Heritage Branch
Citizenship, Inclusion and
Heritage Division
5th Flr, 400 University Ave
Tel.: 416.786.7553

**Ministère des Affaires civiques
et du Multiculturalisme**

Unité de la planification relative au
patrimoine
Direction du patrimoine
Division des affaires civiques, de
l'inclusion et du patrimoine
Tél.: 416.786.7553



July 25, 2024

EMAIL ONLY

Patrick Meredith-Karam
Project Manager, Transportation
Waterfront Toronto
1310-20 Bay Street
Toronto, ON M5J 2N8
[REDACTED] [@waterfronttoronto.ca](mailto:[REDACTED]@waterfronttoronto.ca)

MCM File : 0013552
Proponent : City of Toronto, Toronto Transit Commission and Waterfront Toronto
Subject : Transit and Rail Project Assessment Process – Notice of Completion
Project : Waterfront East Light Rail Transit (LRT)
Location : Toronto, Ontario

Dear Mr. Meredith-Karam:

Thank you for sending the Notice of Completion for the above-referenced project to the Ministry of Citizenship and Multiculturalism (MCM) for review and comment.

MCM's interest in this project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources, including land and marine);
- built heritage resources, including bridges and monuments; and
- cultural heritage landscapes.

Project Summary

The Waterfront East Light Rail Transit (LRT) project includes the implementation of the eastern portion of the Council-approved Waterfront Transit Network, including LRT, bicycle, and pedestrian infrastructure between Union LRT Station and Leslie Barns, with connections to East Harbour, the current Distillery Loop, and the future Villiers and Polson loops. Design work is currently underway for the segments of the network from Union LRT Station to Villiers Loop. This study is taking place under the Transit Project Assessment Process, pursuant to Ontario Regulation 231/08.

The proponents are seeking environmental approval for the section of the Project between Union LRT Station and Street A (a future street east of Parliament Street).

The Waterfront East Light Rail Transit (WELRT) project will be delivered in several phases. The first phase includes the infrastructure between Union LRT Station and the Villiers Loop. The connections to the Polson Loop, East Harbour and Leslie Barns will be delivered as part of future phases. The first phase of the WELRT has been divided into three segments:

- Segment 1: Bay Street from Union LRT Station to Queens Quay West, including the east and west streetcar portals.
- Segment 2: Queens Quay West (from Bay Street to Yonge Street) and Queens Quay East (from Yonge Street to Cherry Street)
- Segment 3: Cherry Street (from current Distillery Loop to Commissioners Street) and Commissioners Street (from Cherry Street to Villiers Loop)

The scope of the current TPAP includes Segment 1 in its entirety (Area A), and Segment 2 west of Street A (Area B).

Comments:

We have reviewed the Environmental Project Report (EPR) for this project, including:

- The main EPR body, dated June 2024 and prepared by West 8 + DTAH;
- Appendix F, including:
 - Section F.1, the Stage 1 Archaeological Assessment for Area A, dated August 3, 2021, revised March 11, 2024, prepared under Project Information Form (PIF) number P362-0310-2021;
 - Section F.2, the Stage 1 Archaeological Assessment for Area B, dated January 29, 2024, prepared under PIF number P383-0310-2021;
- Appendix G, including:
 - Section G.1, Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment for Area A, dated August 3, 2021, revised March 11, 2024, prepared by WSP;
 - Section G.2, Heritage Impact Assessment for Union Station, dated July 23, 2021, prepared by WSP;
 - Section G.3, Heritage Impact Assessment for Dominion Public Building, 1 Front Street West, dated July 23, 2021, prepared by WSP;
 - Section G.4, Heritage Impact Assessment for Postal Delivery Building/Scotiabank Arena, 40 Bay Street, dated July 23, 2021, prepared by WSP;
 - Section G.5, Heritage Impact Assessment for Union Station Heritage Conservation District, dated July 30, 2021, prepared by WSP;
 - Section G.6, Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment for Area B, dated January 2022 (Revised May 2022 and Finalized August 2023), prepared by ASI; and
 - Section G.7, Cultural Heritage Evaluation Report for 1 Harbour Square, dated November 2023, prepared by ASI.

We have the following comments.

General

Having reviewed the raft EPR, MCM finds that the proponents have fulfilled due diligence related to cultural heritage by completing the above-named technical cultural heritage reports and by incorporating their recommendations into the commitments of the EPR. The Stage 1 Archaeological Assessment Reports for Area A (under PIF number P362-0310-2021) and for Area B (under PIF number P383-0310-2021), included in Appendices F.1 and F.2, respectively, have been submitted for review and entered into the Ontario Public Register of Archaeological Reports.

On April 12, 2024, we provided comments on an earlier draft of this EPR, with appendices, that was circulated with the Notice of Commencement, dated March 14, 2023. On November 3, 2023, we provided comments on the August 2023 draft of this EPR and its appendices. We find that our comments on the previous drafts have been addressed in this final version. This being the case, we have no further comments on the EPR and its appendices.

Thank you for consulting MCM on this project and please continue to do so throughout the TPAP process. Please do not hesitate to contact me if you have any questions or require clarification.

Sincerely,

Dan Minkin
Heritage Planner
[REDACTED]@ontario.ca

Copied to: Pina Mallozzi, Waterfront Toronto

Nigel Tahair, City of Toronto

Vincent Teng, TTC

[REDACTED]
Cindy Batista, MECP

Wai Hadlari, MECP

Karla Barboza, MCM

James Hamilton, MCM

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

From: [WaterfrontLRT](#)
To: [REDACTED]
Subject: RE: [External Sender] Route improvement AND cost reduction

Hi [REDACTED]

Thank you for your feedback – your comment has been received.

Regards,
The Waterfront East LRT Team

From: [REDACTED]
Sent: June 26, 2024 4:45 PM
To: WaterfrontLRT <WaterfrontLRT@toronto.ca>
Subject: [External Sender] Route improvement AND cost reduction

Substitute route on street level on Bay Street north to Front Street West then westward to Bathurst Street turning south on existing track eastward to Bay Street. This will have LRT service in two continuous loops! No need for an expensive underground loop nor any loop!

[REDACTED]

From: [WaterfrontLRT](#)
To: [REDACTED]
Subject: RE: Waterfront East LRT Project

Hi [REDACTED] - apologies for the slow response.

It's not in map format, but please refer to the Gantt chart on pages 7 and 8 of the following document for a summary of interfacing projects as of November 2023: <https://www.toronto.ca/legdocs/mmis/2023/ex/bgrd/backgroundfile-240131.pdf>

Please note that we will continue to monitor and update interfacing projects as detailed design progresses, conditions change, and the approach to construction phasing, staging, coordination, and management solidifies.

Further, the Construction Hubs group within Transportation Services is responsible for coordinating multiple construction projects in active areas such as the waterfront, and the WELRT will continue to coordinate with them as our design advances: <https://www.toronto.ca/services-payments/streets-parking-transportation/road-safety/construction-hubs/>

The Loblaws is expected to remain for the foreseeable future, so the Harbour Street extension will not reach Jarvis - however, the extension will still add capacity to the overall street network in the area, improve local access, and provide alternative routing options for some trips.

Regarding the traffic signals at Jarvis and the Gardiner ramps / Lake Shore: adjusting the signal to allow for the onramp to operate while mitigating the conflict between vehicles exiting and entering the ramps would require an adding an additional phase to the signal cycle, with eastbound traffic from the offramp and Lake Shore each receiving a dedicated phase. This would increase delays for the offramp and risk queues backing up onto the Gardiner proper. Avoiding these queues from backing up onto the Gardiner was an important motivation for the current offramp configuration, with four lanes total where it intersects with Jarvis.

Please see below for some more detailed background on the ramps, provided by Transportation Services:

"The removal of the Gardiner/Logan ramp and rebuilding of Lake Shore Boulevard East was approved by City Council as part of the Gardiner East project in 2016. A traffic assessment was undertaken to analyze the traffic impact to the overall road network and to develop traffic mitigation measures during and post-construction. Based on the results of the study, the eastbound off-ramp at Lower Jarvis Street was identified as a key location for improvements.

In particular, this identified lane reconfigurations on the eastbound off-ramp and Lake Shore Boulevard, signal timing changes and the temporary closure of the eastbound on-ramp.

A significant increase in eastbound traffic volume was expected on the off-ramp at Lower Jarvis Street, due to the removal of Gardiner ramps at Logan Avenue. In order to accommodate the eastbound detour traffic from Gardiner Expressway, the eastbound lanes on the off-ramp and Lake Shore Boulevard were reconfigured by shifting the centre median south, resulting in two eastbound lanes on the off-ramp and one eastbound lane on Lake Shore Boulevard. Due to this reconfiguration, the eastbound on-ramp on Lakeshore Boulevard east of Jarvis has been temporarily closed until 2030 for safety reasons related to vehicles having to cross multiple lanes to access the on-ramp.

The long-term plan is for the Gardiner on/off-ramps at Logan Avenue to be replaced with new access ramps east of Cherry Street (construction to start in 2026 and finish in 2030), as part of the City of Toronto's ongoing Gardiner East Project. The eastbound on-ramp on Lakeshore Boulevard from Lower Jarvis Street will re-open in 2030 after the construction of the new access ramps east of Cherry Street."

Regards,

The Waterfront East LRT Team

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

From: [REDACTED] >
Sent: June 28, 2024 11:07 PM
To: WaterfrontLRT <WaterfrontLRT@toronto.ca>
Cc: [REDACTED] >
Subject: [External Sender] Re: Waterfront East LRT Project

Can you please send us a map of the waterfront area showing ALL of the construction projects you expect over the next 10 years and the timelines, so that we can see the impacts are truly known and construction activity will be properly managed/coordinated?

Also, it is my understanding that Loblaws is remaining (unless this is incorrect), so Harbour Street will not extend to Jarvis Street, thus being a dead end with traffic not able to exit. Please confirm this and when Harbour street will be completed 100%?

Also, why can't the traffic lights be controlled at Jarvis Street east bound to allow the on ramp to operate now?

[REDACTED]

> On Jun 28, 2024, at 2:36 PM, WaterfrontLRT <WaterfrontLRT@toronto.ca> wrote:

>

> Hi [REDACTED]

>

> Thank you for providing feedback - we have received your comment.

>

> Traffic analysis was undertaken as part of the recent Preliminary Design and Engineering phase (30% Design) of the project; this analysis can be found in the J.1 appendix (Transportation Report) of the Environmental Project Report, released as part of the project's Transit and Rail Assessment Process (the appendix can be found under the 'Assessment Process' tab on the project webpage: <https://www.toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-expansion/waterfront-transit-network-expansion/waterfront-east-lrt-extension/>)

>

> The project team is aware that construction management will be a critical item for the implementation of the WELRT.

> Work on construction phasing and coordination with other major projects in the area in order to mitigate impacts and minimize overlap is ongoing, and will continue throughout detailed design.

>

> We will also note that while developments in the Lower Yonge Precinct will contribute to construction impacts in the short term, in the long term they will result in an extension of Harbour Street, which will help improve overall traffic circulation in the area.

>

> Regards,

> The Waterfront East LRT Team

>

> -----Original Message-----

> From: [REDACTED]
> Sent: June 27, 2024 12:23 PM
> To: WaterfrontLRT <WaterfrontLRT@toronto.ca>
> Cc: [REDACTED]
> Subject: [External Sender] Waterfront East LRT Project

>

> Hi there, this email is in response to the Waterfront East LRT email sent last week. When last has a traffic study been completed at Queens Quay? There are lots of issues there such that this project will make things more difficult for residents who live on the waterfront to drive around. Please note:

>

> 1. The Gardener Expressway York ramp to York street is a disaster.

> 2. The Jarvis street on ramp is apparently closed until 2030, even though the city can simply control the traffic lights there and to alleviate the safety concerns.

> 3. The Westin conference centre will soon be demolished with a building be constructed there.

> 4. It is understood that the Toronto Star building will be demolished with 2 condo buildings being constructed there.

> 5. We still have construction of condo buildings north of the Toronto star building.

> 6. The old LCBO lot has construction ongoing there.

> 7. Peir 27 still have condo building(s) to construct.

> 8. 10 Yonge Street slip needs to be filled in for buses turning around.

> 9. Lots of new buildings along queens quay.

> 10. Sewer pipes upgrades are scheduled for 10 Queens Quay.

> 11. Then comes you the LRT project where Queens quay will be shut down to 1 lane each way and a streetcar will come up in front of our condo buildings, instead of east of Yonge street to allow traffic to flow easier between Yonge and Bay Street, epically given the bus turn around at the slip at 10 Yonge Street.

>

> So question for you is how will all of above construction projects be managed over the next 10 years, with traffic issues. And then how would traffic looks like once it is all done. While we use public transportation and there is an expectation of a certain percentage of people will use public transportation, there will still be a lot of cars and people.

>

> So when was the last time a traffic study completed? Please send for review. There is hopefully a traffic study completed for all of the projects above occurring simultaneously which keeps occurring. Also, will the city be approving all of these construction projects to occur simultaneously?

>

>

> [REDACTED]

From: [Heritage Planning](#)
To: [REDACTED]
Subject: RE: Historic sites - the Yonge Street slip?
Date: Wednesday, July 17, 2024 2:01:58 PM
Attachments: [image001.png](#)

Hi all.

I am forwarding your email to Gary Miedema who might be able to assist you on your inquiry.

Hi Gary,

If this is not a concern of your unit, can you please direct them to the right staff?

Thank you and regards,

Sheilah Mesina
Application Technician, Heritage Planning
City Planning Division - Urban Design
City of Toronto
Tel: [REDACTED]



From: Allison Bain [REDACTED]@toronto.ca>
Sent: July 12, 2024 3:37 PM
To: [REDACTED] WaterfrontLRT <WaterfrontLRT@toronto.ca>; Heritage Planning <heritageplanning@toronto.ca>
Cc: [REDACTED]
Subject: RE: Historic sites - the Yonge Street slip?

Good afternoon,

Heritage Toronto has a public education mandate and we deliver 80+ public programs annually including tours, plaques, digital programs and exhibitions, the Heritage Toronto Awards, the Emerging Historians program and, most recently, the Equity Heritage Initiative.

Our agency, however, does not deal with heritage preservation. That is the work of our colleagues in Heritage Preservation Services. For information on the preservation and heritage designation status of Toronto's buildings, contact: Heritage Planning Email: heritageplanning@toronto.ca

For your convenience, we have included them on this email.

Thank you,
Allison

Allison Bain
Executive Director
Heritage Toronto

Building a better city by bringing people together to explore Toronto's shared past and peoples' lived experiences.

I acknowledge that I live and work on the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and now home to many diverse First Nations, Inuit and Métis peoples.

From: [REDACTED]
Sent: Friday, July 12, 2024 10:47 AM
To: WaterfrontLRT <WaterfrontLRT@toronto.ca>; Allison Bain [REDACTED] <[\[REDACTED\]@toronto.ca](mailto:[REDACTED]@toronto.ca)>
Cc: [REDACTED]
Subject: [External Sender] RE: Historic sites - the Yonge Street slip?

Thanks for the reply and explanation.

Our community at the foot of Yonge Street are concerned about the heritage aspect: making significant alterations to the starting point for this historic street.

We are looking for support for this concern. Perhaps Heritage Toronto can provide some guidance.

[REDACTED]

From: WaterfrontLRT <WaterfrontLRT@toronto.ca>
Sent: Friday, July 12, 2024 10:00 AM
To: [REDACTED]
Cc: Allison Bain [REDACTED] <[\[REDACTED\]@toronto.ca](mailto:[REDACTED]@toronto.ca)>
Subject: RE: Historic sites - the Yonge Street slip?

Hi [REDACTED]

Thank you for your enquiry.

The as part of our Transit and Rail Assessment Process, the project team assessed the potential impacts on and mitigation strategies for heritage assets near the WELRT – more information can be

found in the Environmental Project Report, along with appendices G1-G6. The EPR and appendices can be found under the “Assessment Process” tab here: <https://www.toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-expansion/waterfront-transit-network-expansion/waterfront-east-lrt-extension/>

As for the Historic Yonge Street study, the study area and the resulting Heritage Conservation District (in effect as of last month) are both north of College Street, well beyond the zone of influence for the WELRT: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/historic-yonge-street-heritage-conservation-district/>

Regards,
The Waterfront East LRT Team

From: [REDACTED]
Sent: July 9, 2024 4:56 PM
To: WaterfrontLRT <WaterfrontLRT@toronto.ca>
Subject: [External Sender] FW: Historic sites - the Yonge Street slip?

From: [REDACTED]
Sent: Tuesday, July 9, 2024 4:50 PM
To: [REDACTED]@toronto.ca
Cc: waterfronttoronto@toronto.ca; [REDACTED]
[REDACTED]
Subject: Historic sites - the Yonge Street slip?

Hello Allison,
Filling in a portion of the Yonge Street water slip is in the planning stage, to provide taxi and bus access to the Westin Hotel. This is to allow room on Queens Quay for the Waterfront East LRT project.

I’m wondering: is this significant change compatible with the Historic Yonge Street designation issued by the city’s Heritage Preservation Services in January 2016?

I look forward to a response.

Thanks

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [WaterfrontLRT](#)
To: [REDACTED]
Subject: RE: [External Sender] Comments to City Hall on the LAKEFILL OF THE YONGE SLIP-July 21, 2024

Hi [REDACTED]

Thank you for your feedback – your comments have been received.

We hope the following will help to address some of your concerns:

- The Waterfront East LRT will provide an alternative to driving for people who live and work along Queens Quay East and into the port lands, helping to mitigate traffic impacts of the project. The continued development of the Lower Yonge Precinct will also feature an extension of Harbour Street to the east adding redundancy and alternate routes to the local street network. A difference of one block in the location of the portal is not expected to result in substantially worse traffic conditions.
- As we proceed with detailed design, we will continue to explore opportunities to reduce the extent of lakefilling, and maintain the viability of the current marine uses found in the slip.
- The proposed design provides a significant benefit of relocating currently hazardous unsignalized vehicular movements serving the Westin hotel lobby, loading dock, and Ferry terminal to a signalized intersection with protected movements at Yonge St and Queens Quay. For example, the current arrangement requires larger trucks servicing the Westin to reverse across the sidewalk and the Martin Goodman Trail.
- The head of slip is being designed as an expanded new public space to provide area residents and visitors with a public amenity space that improves the experience at the Yonge St head of slip.
- Aquatic habitat enhancement features will also be included in the design and construction of the Yonge St slip, to provide an overall net benefit to the aquatic habitat in the area.

Regards,
The Waterfront East LRT Team

From: [REDACTED]
Sent: July 21, 2024 6:23 PM
To: WaterfrontLRT <WaterfrontLRT@toronto.ca>
Subject: [External Sender] Comments to City Hall on the LAKEFILL OF THE YONGE SLIP-July 21, 2024

Mr. Tahair;

These are our strong comments against the proposed Yonge Slip infill and the LRT exit/egress.

Thanks [REDACTED].

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Attention: Nigel Tahir;
Manager, city Planning Division,
City of Toronto, Tel 416 214 9990
EMAIL: waterfrontlrt@toronto.ca

RE: Waterfront east Light Rail Transit (LRT)

RE: STRONG RECOMMENDATION AGAINST THE PROPOSED LAKEFILL OF THE YONGE SLIP; ALSO MOVE THE LRT EXIT RAMP FURTHER EASTWARDS

I have reviewed the document for comments dated June 26, 2024 on the above mentioned proposed **LAKEFILL OF THE YONGE SLIP and LRT EXIT.**

As a resident of the waterfront area for more than 2 decades, I have seen the population of the area explode. Commensurate with the growth in population, there has been the growth in tourism as well as the area being an attractive place to visit, and live.

Many residents I have spoken to, also strongly object to the infilling of the Yonge Street Slip. As an alternative; the eastbound exit ramp for the LRT could be moved further eastwards closer to Freeland Street. We recognize this may be a little more expensive, but it will protect the ambiance, aesthetics and attractiveness of this very congested area. This is a decision that will profoundly affect the look of this Yonge-Bay crossroads area for future generations. Let's not be short-sighted. The **common sense** rationale for not infilling this landmark area and moving the LRT exit further eastwards, are as follows:

1. The city of Toronto is already plagued by traffic gridlock. Having the LRT exit near the entrance of Bay Street will only accentuate the traffic problems.
2. Infilling the Yonge Street Slip will remove the active water life from the DIRECT foot of the most important historical street in Toronto, and in fact Canada.
3. The area in front of the Westin hotel will become an EYESORE; as the area will be significantly congested with numerous competing activities; including thousands of tourists heading to and from the Toronto waterfront and Toronto islands.
4. Infilling the Lake will affect the numerous environmental biodiversity and habitat in this sheltered and secluded Yonge Slip; that I observe on a regularly.
5. Having **2 exits (egress) so close to each other at the foot of Bay Street,** will destroy the character and attractiveness of this most important street. The grand entrance to Canada's financial district.

PLEASE DO NOT DESTROY THIS IMPORTANT CROSSROAD WHERE BAY SYTRRT AND YOUNGE STREEY ESSENTIALLY MEET – PLEASE STOP THIS CRAZY AND SHORT-SIGHTED IDEA!!!!

Respectfully Submitted, On behalf of other residents,
[REDACTED]