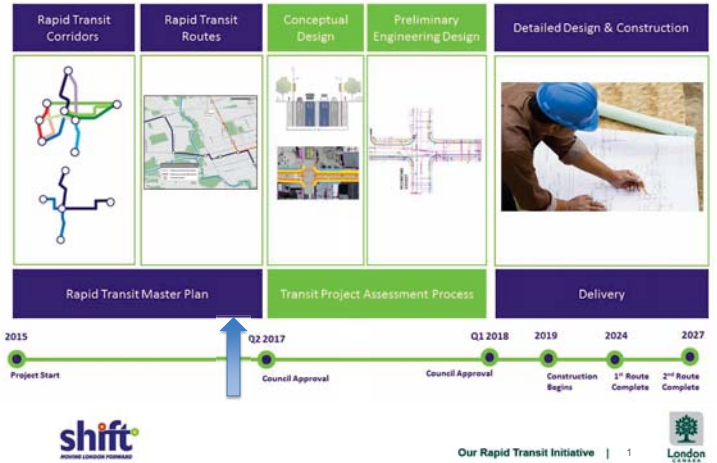




Civic Works Committee  
March 27, 2017



## The Process



## Public Engagement

- Individual meetings with Budweiser Gardens, Covent Garden Market and several and business leaders in the Downtown (ongoing)
- Meetings for King Street businesses (March 23) and Richmond Row businesses (March 30) with elected officials and representatives from staff and LTC
- Additional meetings with individual property owners have been held or scheduled.
- Manager of Communications hired for the project to enhance public engagement (starts April 3).
- A communications strategy and short-term work plan has been developed

## North Corridor Routings



## North Corridor Short-listed routings

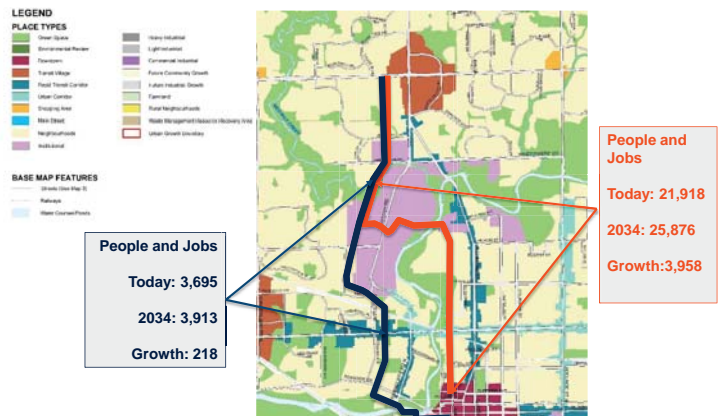


1a: Richmond Street

1b: Western Road /  
Wharnclyffe Road

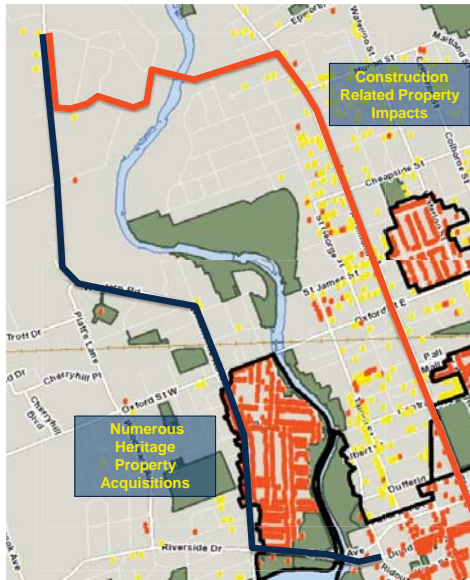
1c: Western Road /  
Western University /  
Richmond Street

## Land Use Planning Context



## Heritage Context

- Listed property
- Designated property
- Heritage District



## Environmental Context

- Flood Plain



## 1b Versus 1c

### Benefits

- Costs less to build and maintain
- Removes the cost and construction risk associated with the tunnel
- Eliminates construction impacts on Richmond Row
- Aligned with Western University's preferred route

### Risks

- Less revenue due to a much lower population of residents and workers on the corridor
- Major business property impacts from Oxford Street to Platt's Lane on Wharcliffe Road
- Major property impacts to heritage district on Wharcliffe Road
- Limited opportunity for redevelopment or implementation of LRT due to floodplain
- Does not provide RT service to a popular part of Downtown

## Alternative East-West Routing Through Downtown



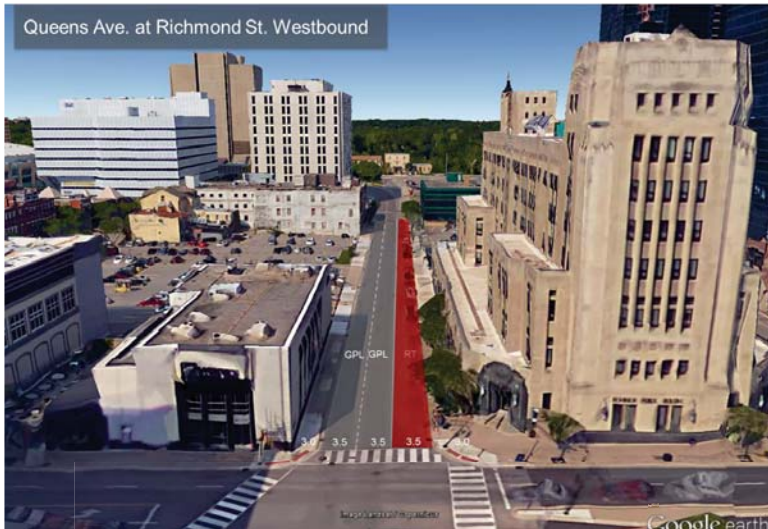
### King Street Alternative



### King St / Queens Ave Couplet Alternative



## King St / Queens Ave Couplet Alternative



## Couplet Versus King Street

### Benefits

- Possible synergies with relocated local service couplet from Dundas Street
- Eliminates concerns about access and loading on north side of King Street, including those for Covent Garden Market and Budweiser Gardens
- Traffic capacity maintained on King Street

### Concerns

- Costs more to build and maintain
- Less desirable from a transit operations and rider perspective
- Back to the River at the Forks of the Thames cannot be car-free as currently planned
- Queens Avenue Cycle Track cannot proceed as planned
- Parking removed from the north side of Queens Avenue



## Summary

- Additional engagement process has allowed for better understanding of individual business owner concerns and identification of issues that require mitigation
- There is a need to balance short-term construction impacts, long-term mobility, property acquisitions, transit operations, and business needs

