

Downtown Relief Line: Alternative “Short DRL” proposal

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April 1, 2014

Summary: The currently proposed DRL could cost over \$7 billion for both phases, from Downtown to Don Mills & Eglinton., but the main purpose is to reduce congestion at Yonge and Bloor rather than the passenger volumes justifying such a long subway route through parts of the city that are not priority areas for intensification.

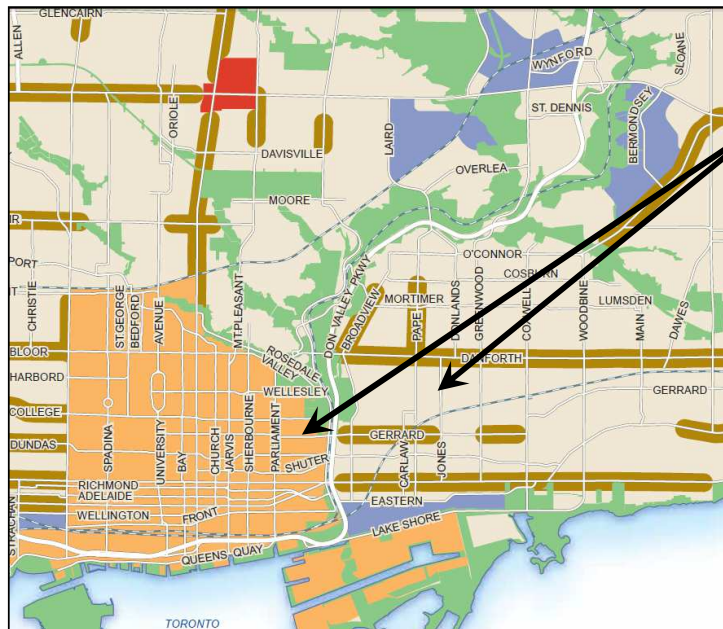
A shorter underground LRT through the Downtown to Castle Frank will save money and improve transit in the Downtown (no major TTC improvements are proposed for north of King Street) and also provide redundancy should the Yonge line be closed in an emergency or for repairs. Currently no major north-south transit line exists between Yonge and the Don River, only bus routes provide a connection to the Danforth line.

It is unclear if the second phase of the current DEL would be a subway or LRT type technology north of Danforth. But the second phase of a Castle Frank route would also mean that a less expensive above ground LRT line could be built to connect with a possible GO station in Leaside (unlike a route east of the Don River) before it eventually connects up with the Crosstown LRT.

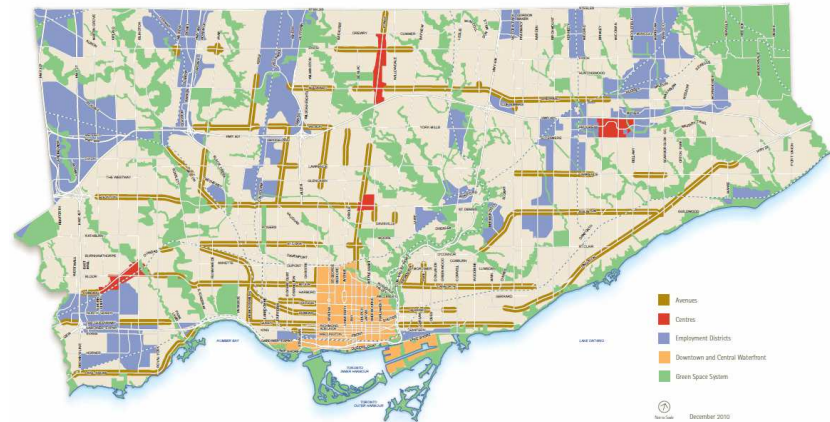
Cost savings are achieved by a shorter route, use of LRT instead of subway for the entire route, no tunnelling under the Don River, and making use of the existing bridge over Rosedale Valley Road (which was built to include transit lines under the road) and possibly reusing the roughed in station at Yonge and Queen.

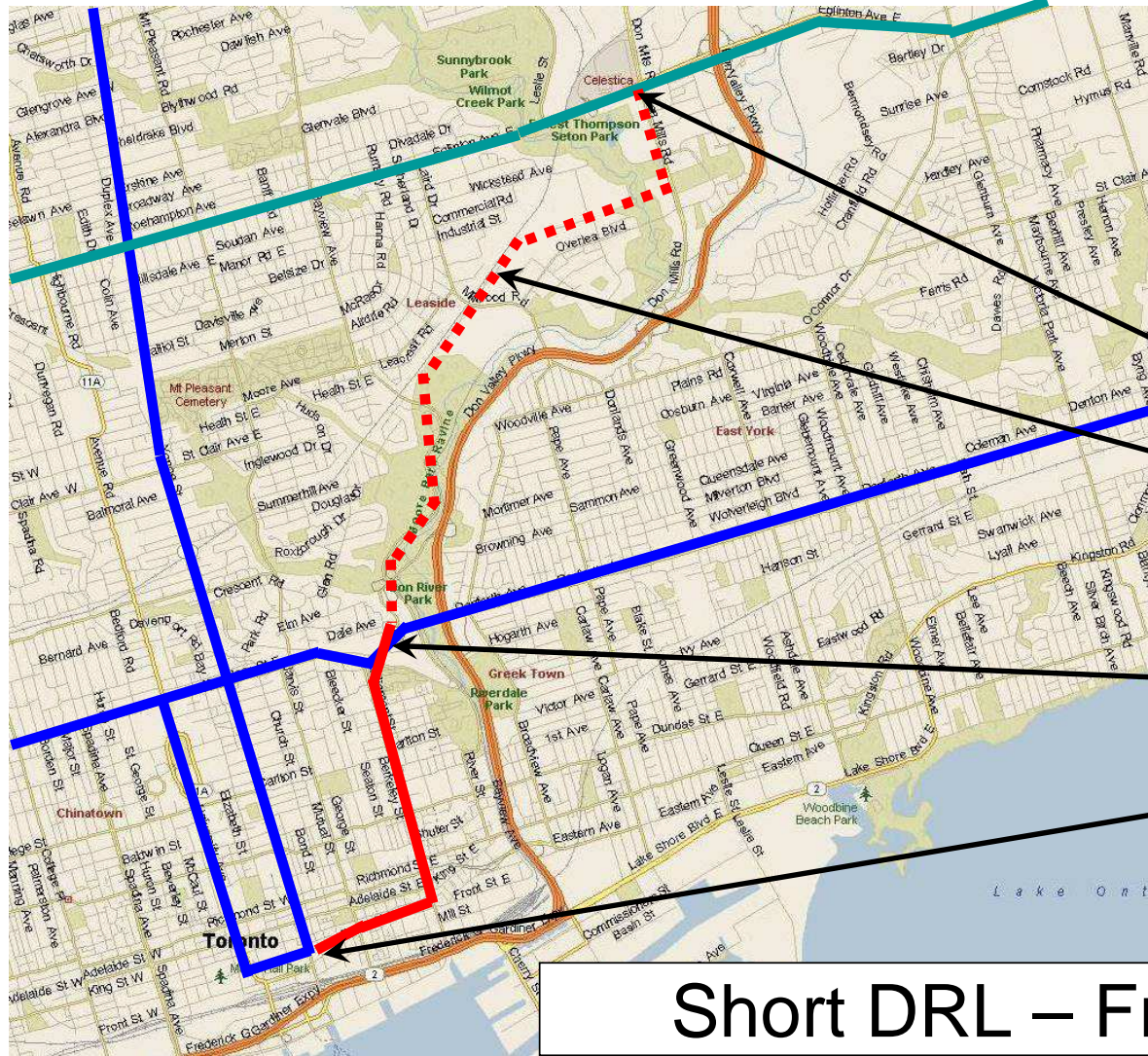
2002 Official Plan

- The Official Plan calls for intensification to be directed to the Downtown and Waterfront.
- East of the Don river, only a few section of Avenues are supposed to be intensified, and then this only allows “midrise” development, though Queen Street East was removed from the Avenues & Midrise Guidelines by Council in 2010 in order to protect heritage and its current scale.
- Currently proposed DRL routes would be too far north of the areas of the Portlands where intensification is proposed, plus surface LRT lines will likely be built first to connect with the new Car barns at Leslie Street.



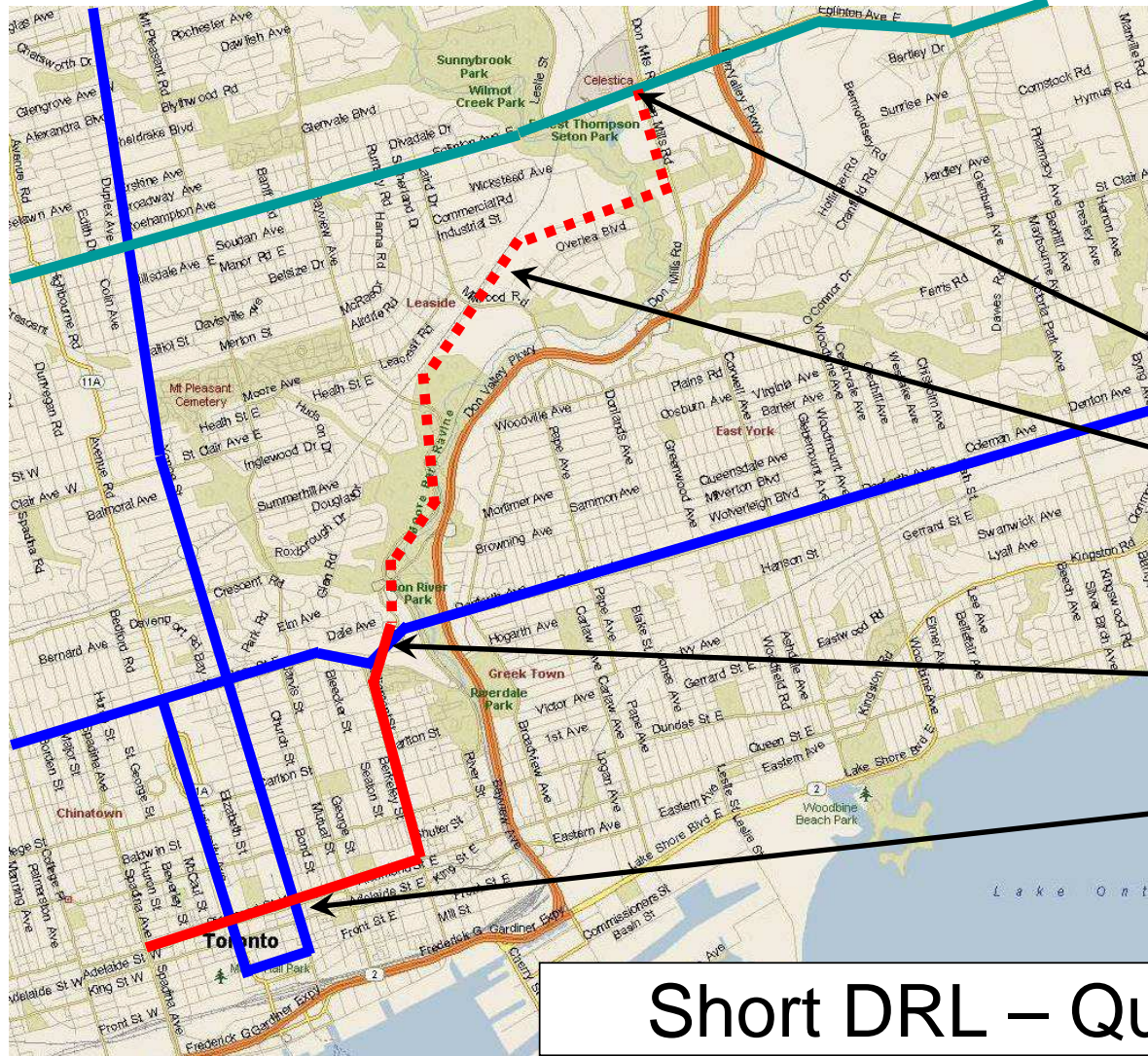
Intensification is supposed to be directed to the orange coloured areas first, and away from stable beige areas.





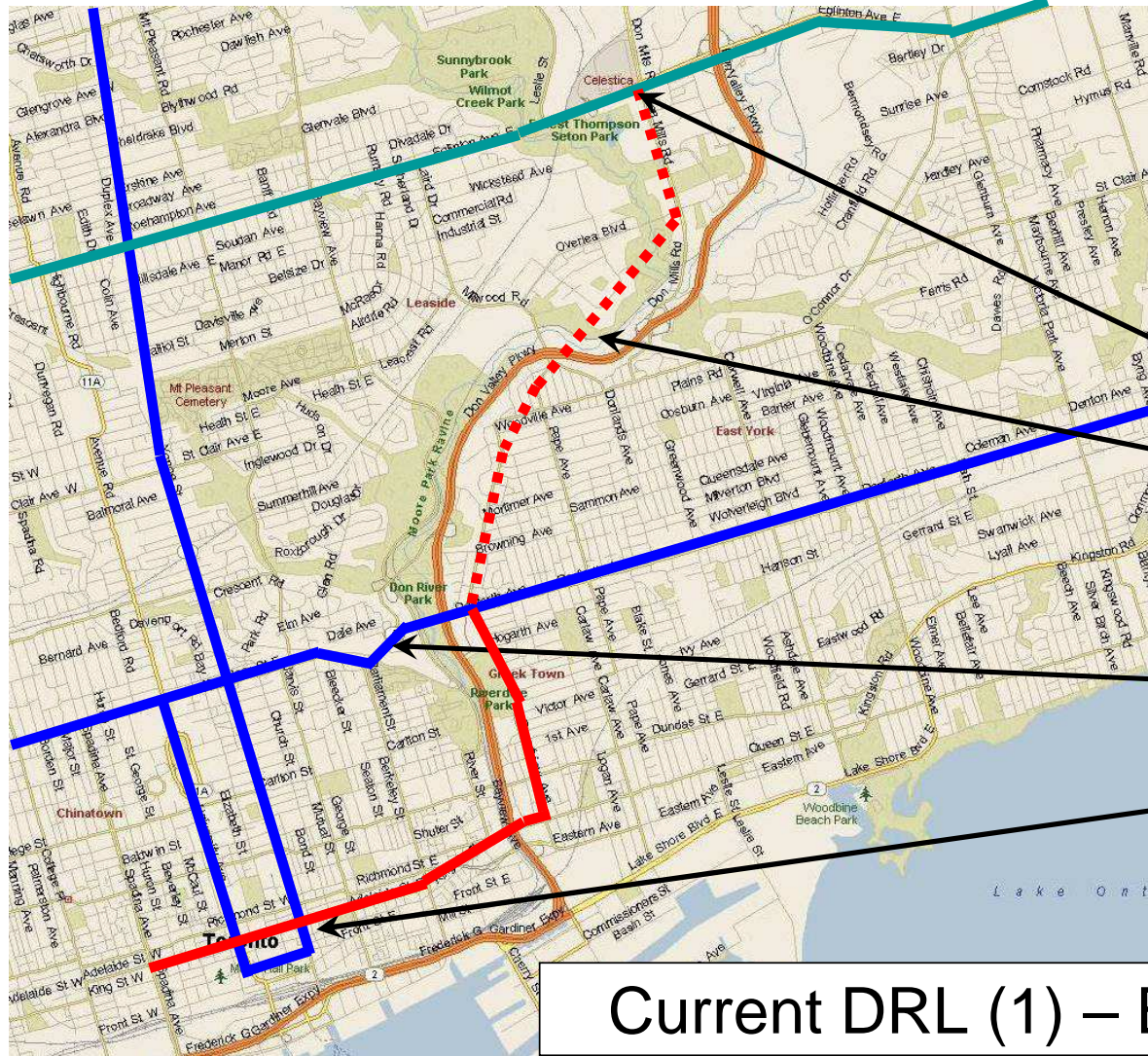
- █ Existing Subway
- █ Crosstown LRT
- █ DRL Phase 1
- - - DRL Phase 2
- Future Link to Crosstown Line
- Possible Future GO connection in Leaside/Thornccliffe Park – nearly all of Phase 2 line runs at or above grade
- Connection to “Line 2” (Danforth) at Castle Frank
- Loop under Berczy Park with connection to PATH & Union

Short DRL – Front St.



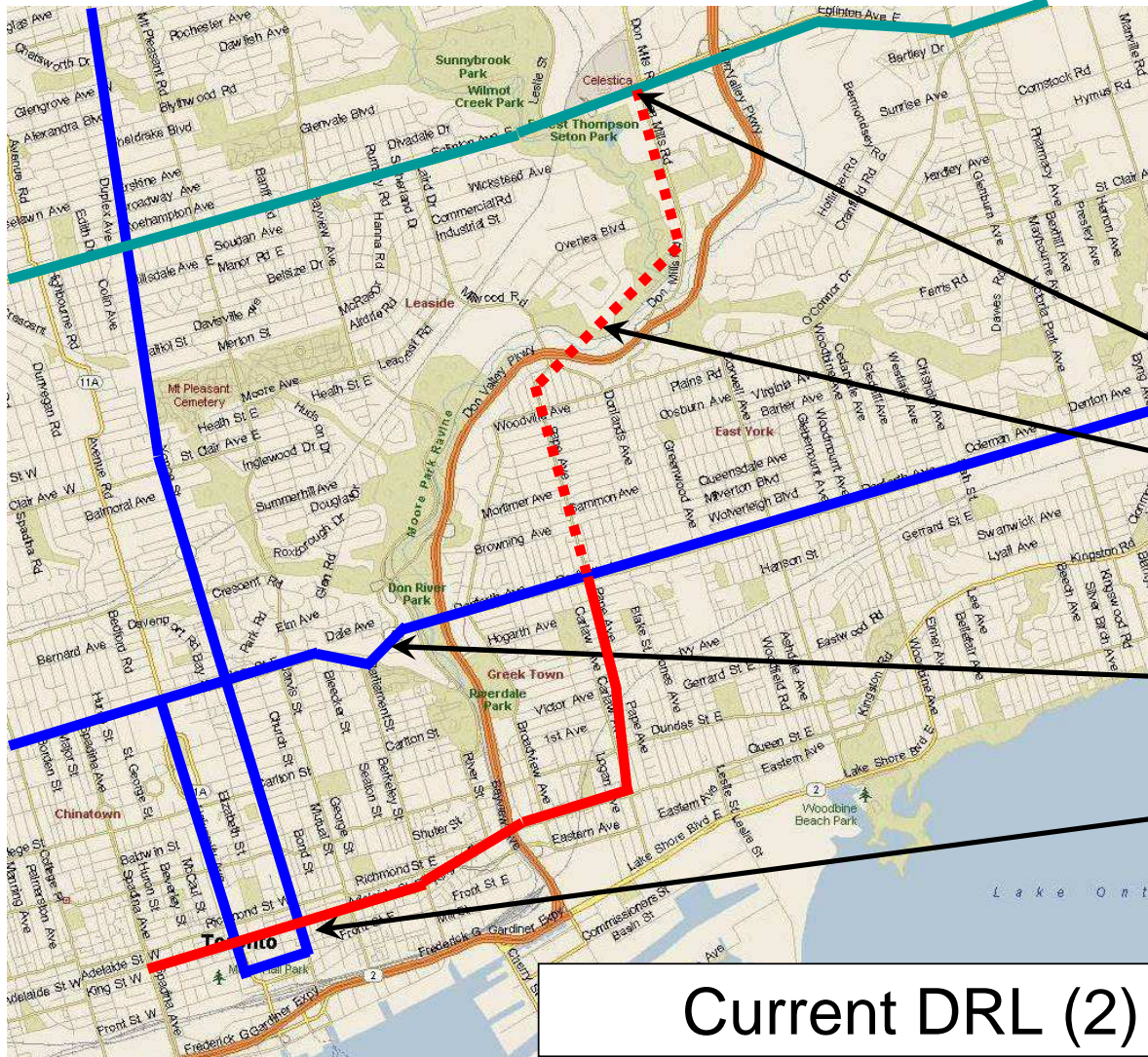
- Existing Subway
- Crosstown LRT
- DRL Phase 1
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- Future Link to Crosstown Line
- Possible Future GO connection in Leaside/Thornccliffe Park nearly all of Phase 2 line runs at or above grade
- Connection to "Line 2" (Danforth) at Castle Frank
- Re-uses existing "roughed in" station at Queen & Yonge to save costs

Short DRL – Queen St.



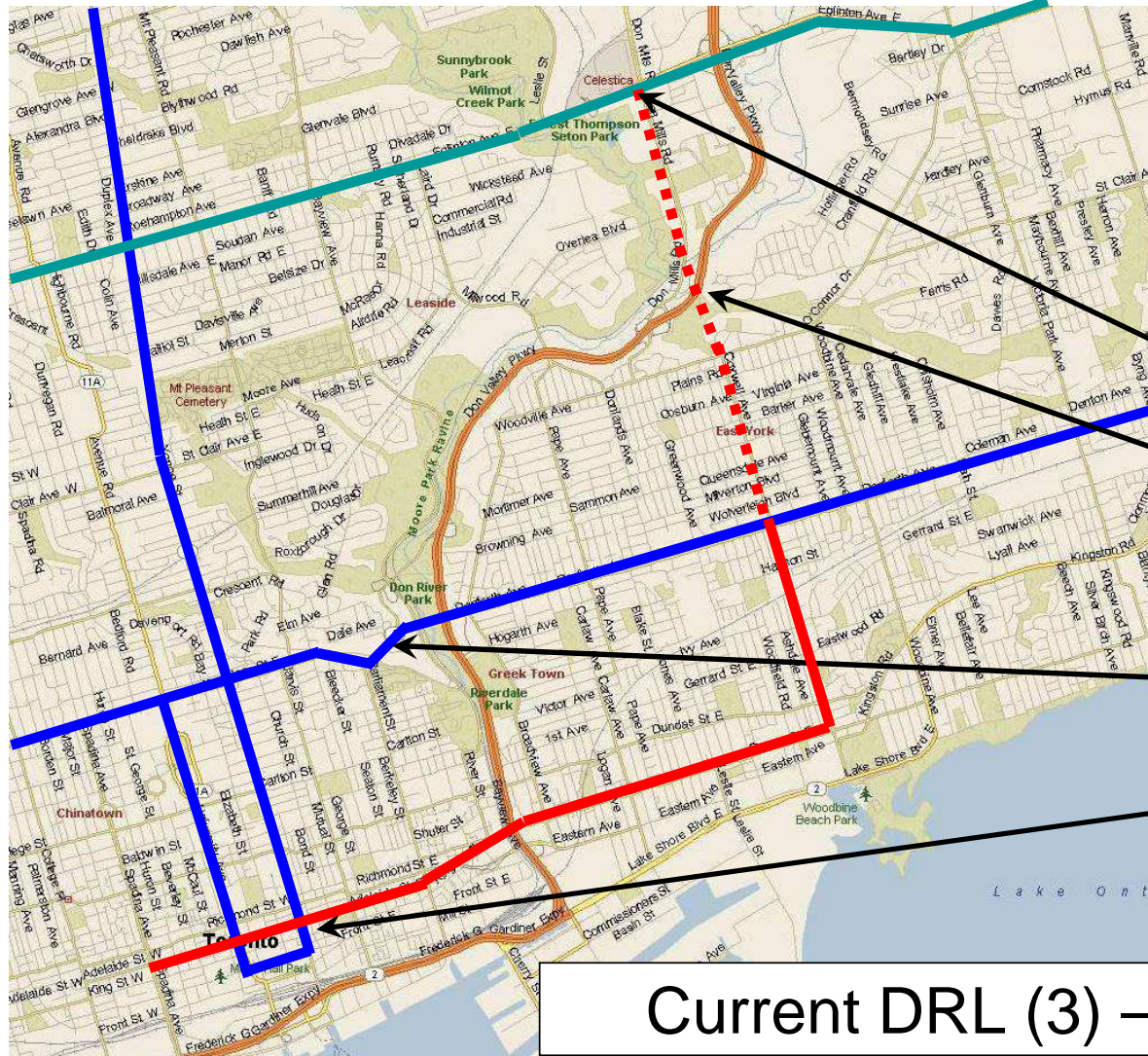
- Existing Subway
- Crosstown LRT
- DRL Phase 1
- - - DRL Phase 2
- Future Link to Crosstown Line
- NO Possible Future GO connection - inaccessible location – line runs at or above grade only north of Donlands
- Connection to “Line 2” (Danforth) at Castle Frank
- Likely connects to Subway at King Street

Current DRL (1) – Broadview



- █ Existing Subway
- █ Crosstown LRT
- █ DRL Phase 1
- - - DRL Phase 2
- Future Link to Crosstown Line
- NO Possible Future GO connection - inaccessible location – line runs at or above grade only north of Donlands
- Connection to “Line 2” (Danforth) at Castle Frank
- Likely connects to Subway at King Street

Current DRL (2) – Pape



- Existing Subway
- Crosstown LRT
- DRL Phase 1
- - - DRL Phase 2
- Future Link to Crosstown Line
- Possible Future GO connection is in a remote park location – line runs at or above grade only north of O'Connor
- Connection to "Line 2" (Danforth) at Castle Frank
- Likely connects to Subway at King Street

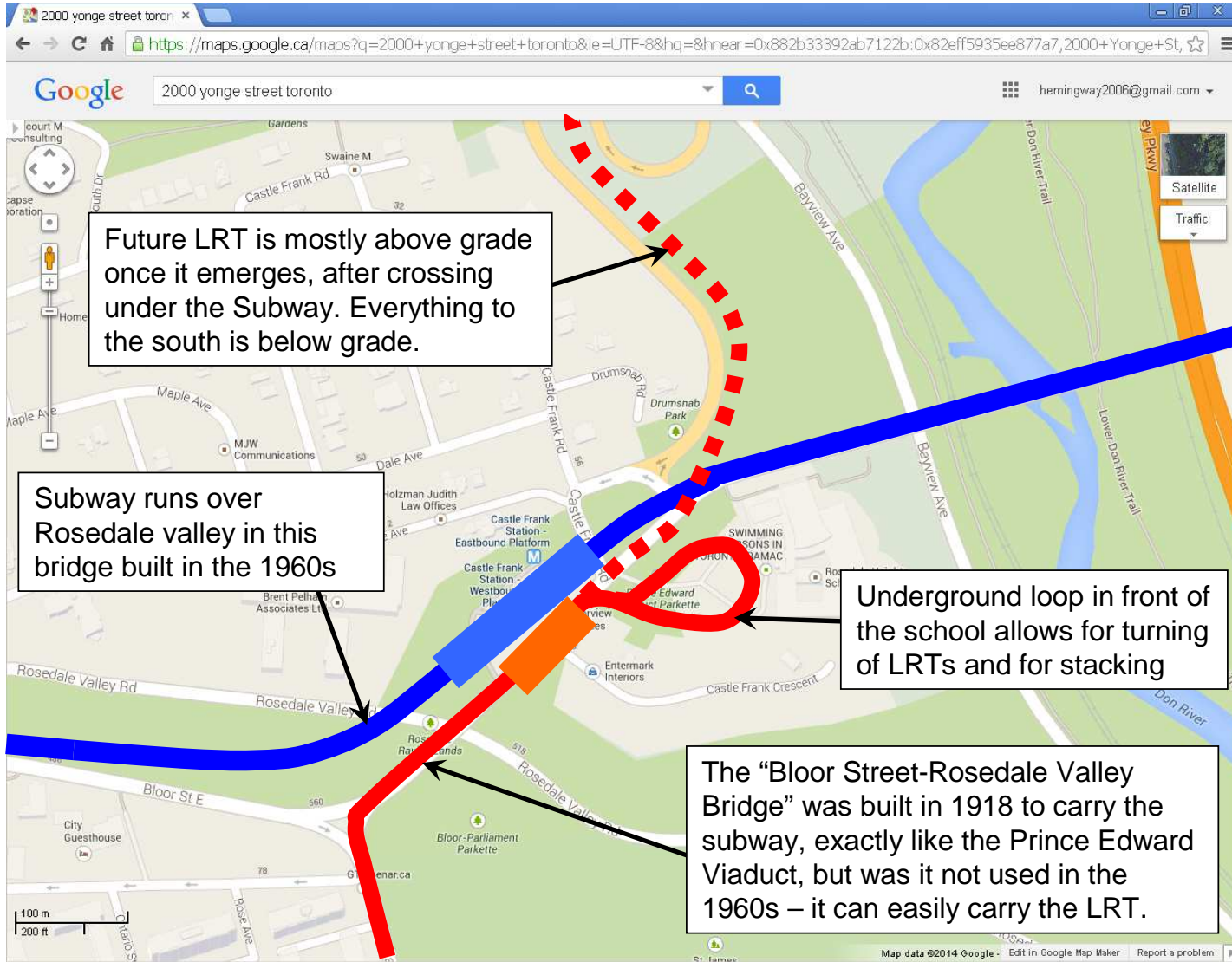
Current DRL (3) – Coxwell

2000 yonge street toron

https://maps.google.ca/maps?q=2000+yonge+street+toronto&ie=UTF-8&hq=&hnear=0x882b33392ab7122b:0x82eff5935ee877a7,2000+Yonge+St, ☆

Google 2000 yonge street toronto hermingway2006@gmail.com

Map data ©2014 Google - Edit in Google Map Maker - Report a problem



Future LRT is mostly above grade once it emerges, after crossing under the Subway. Everything to the south is below grade.

Subway runs over Rosedale valley in this bridge built in the 1960s

Underground loop in front of the school allows for turning of LRTs and for stacking

The "Bloor Street-Rosedale Valley Bridge" was built in 1918 to carry the subway, exactly like the Prince Edward Viaduct, but was it not used in the 1960s – it can easily carry the LRT.

