

St Clair Avenue Right-of-Way Post Implementation Review

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TRB



Key Presentation Take-Aways

- Difficult to generate causal relationships
- Emerging as a model “Avenue” per Official Plan
- Outperformed comparable corridors
- Transit would deteriorate without it

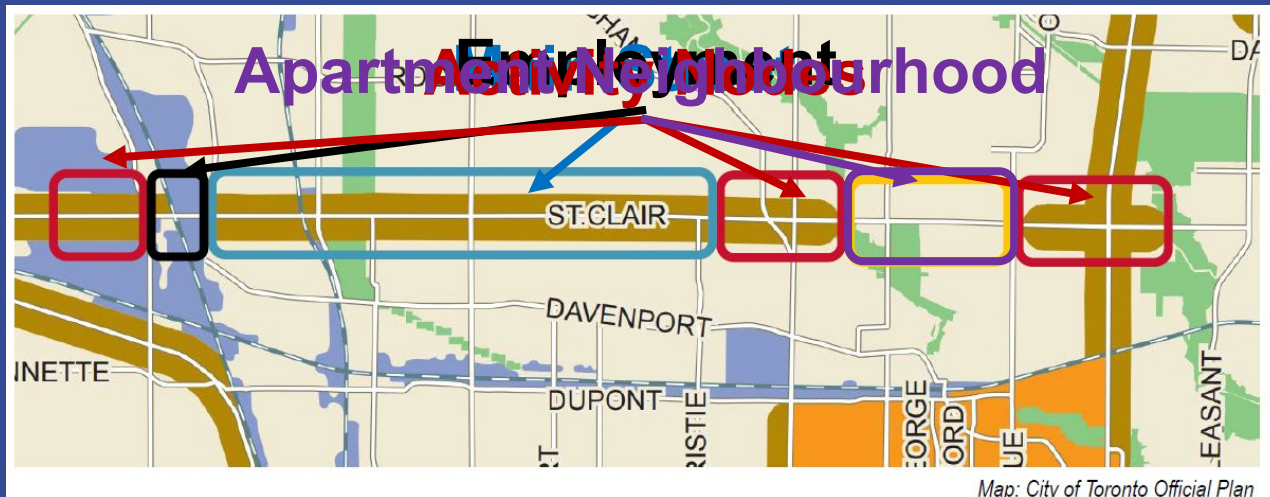
Background

- Pre-2004: 512 St Clair operated in mixed traffic
- 2004: EA Completed for Reserved Streetcar ROW
- 2010: Opened for full service
- 2014: TTC board directed Post-Implementation Review

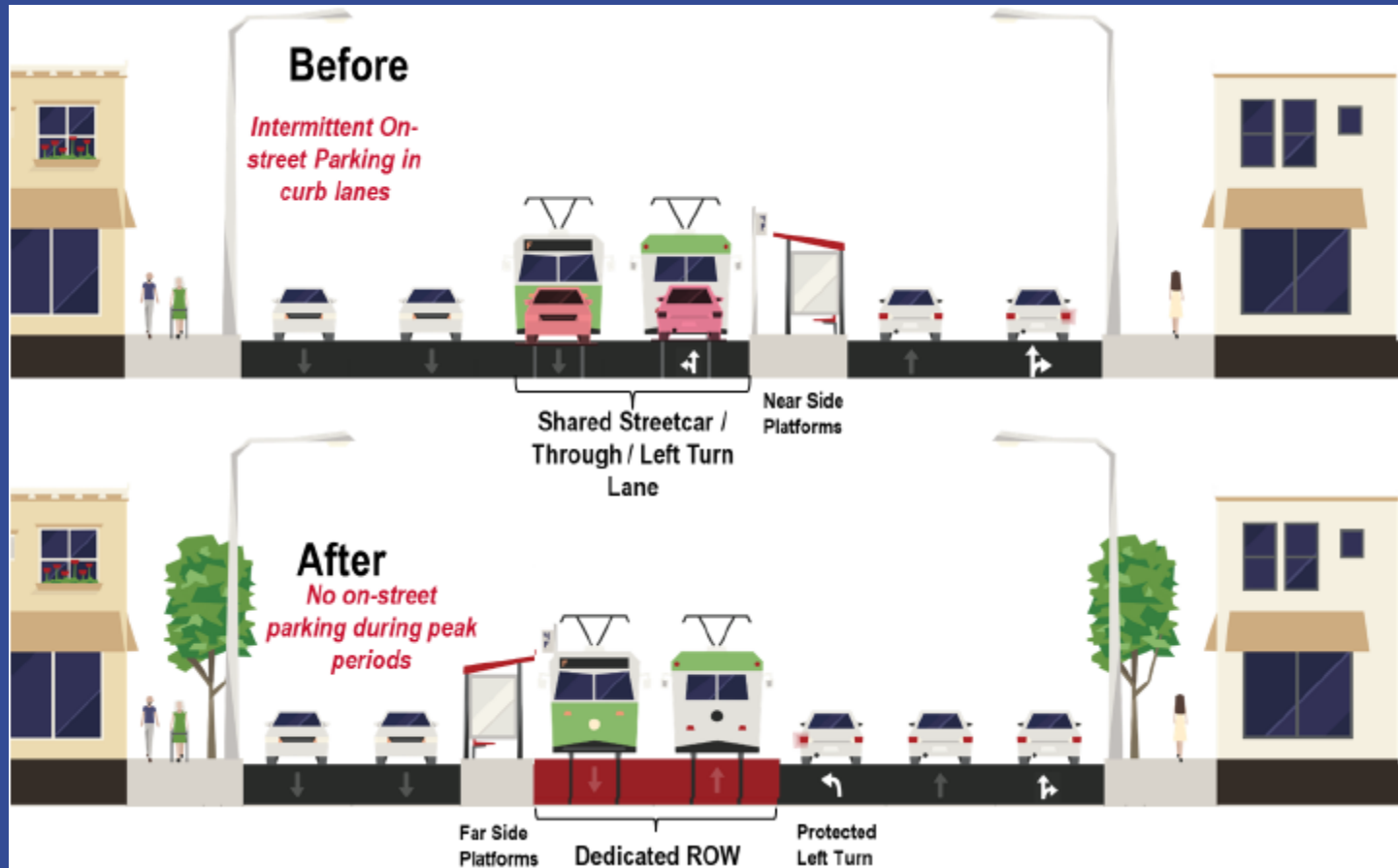
Gunns Loop
Weston/Keele
Old Weston
Silverthorn
Laughton
Caledonia
Lansdowne
Earlscourt
Dufferin
Northcliffe
Glenholme
Oakwood
Winona
Arlington
Christie
Wychwood
Vaughan
Bathurst
St Clair West Stn
Tweedsmuir
Spadina
Russell Hill
Dunvegan
Avenue
Deer Park
Yonge
St Clair Stn

Planning Context

- Toronto Official Plan (2003)
- St Clair Avenue West Avenue Study (2009)
- St Clair Avenue West Area TMP (Ongoing)

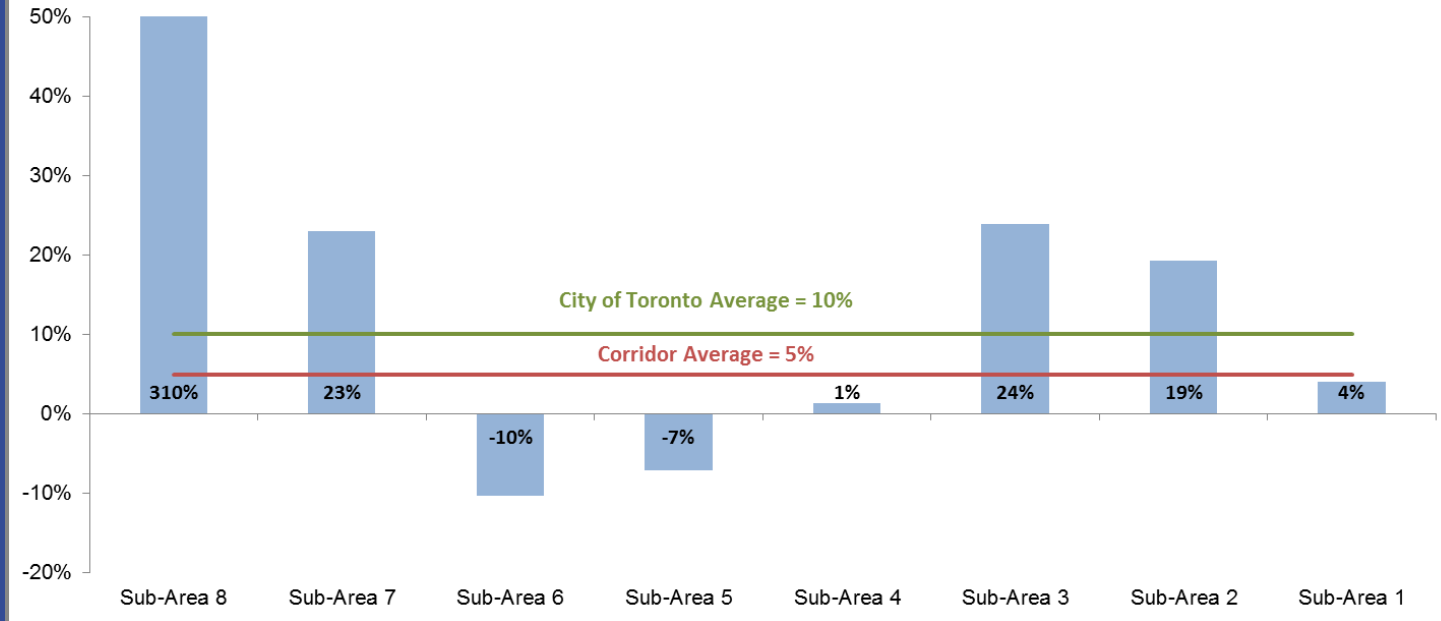


How has the Corridor Changed?

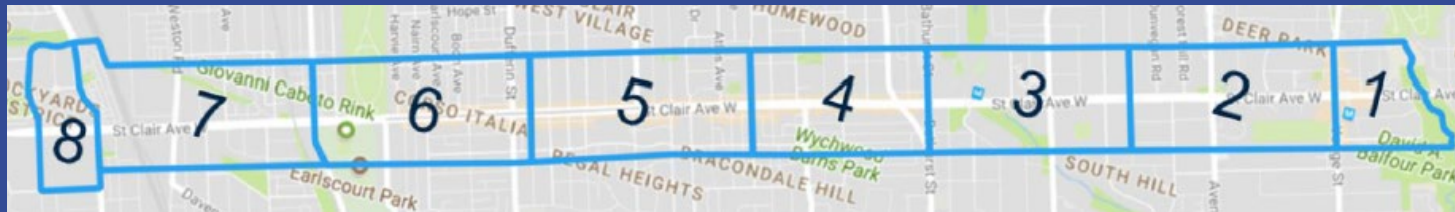


Population and Employment

Population Change by Sub Area - St Clair Ave West Corridor 2001 vs 2016



Source: Altus Group Economic Consulting based on Census and Toronto Employment Survey Data



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New Developments

- 23 projects representing 3,880 residential units and 15,750m² of non-res GFA
- \$375M in building permit value since 2009



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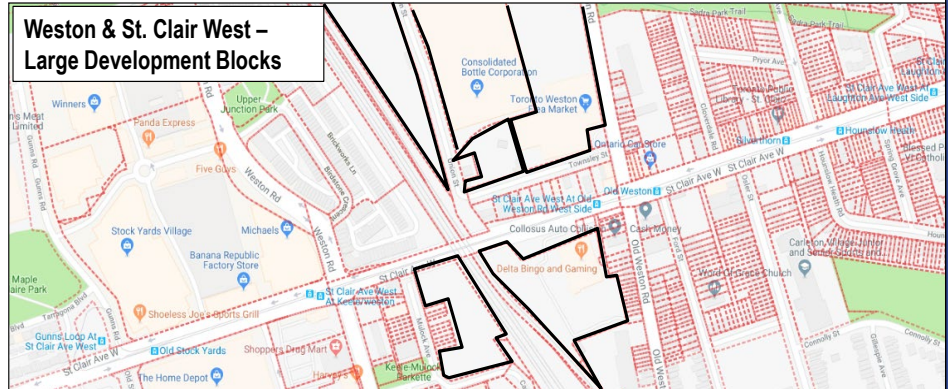


Barriers to Rapid Re-Development

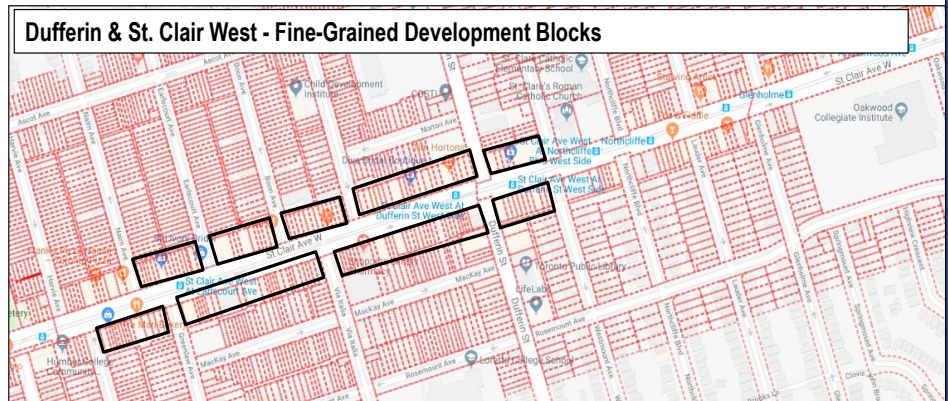
- Property Fragmentation
- Narrow Designation of Avenue Corridor
- Competing areas that are easier to develop

Lot Sizes along St. Clair Corridor

Western area of corridor



Interior area of corridor



Source: Altus Group Economic Consulting

Assessment Values

2001

Residential **\$2.7 billion**

Total **\$3.7 billion**

2016

Residential **\$8.6 billion (+\$5.9B)**

Total **\$11.4 billion (+\$7.7B)**

- Increase of 210% vs 162% City-wide

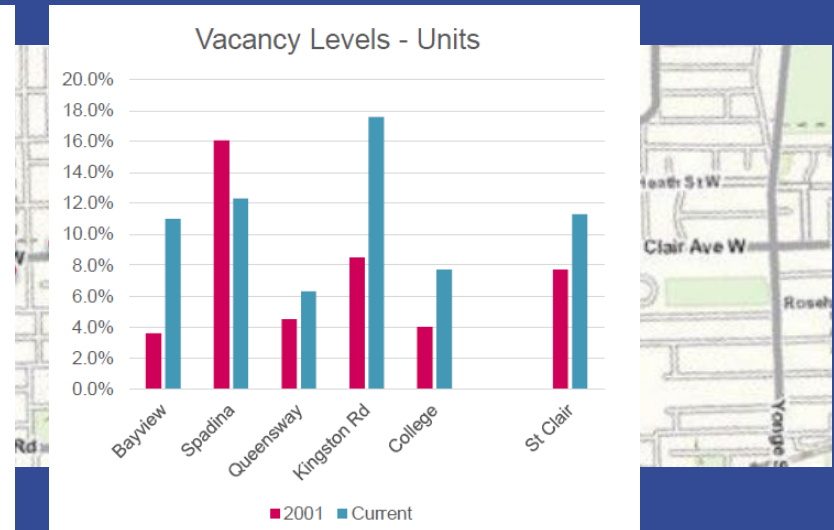
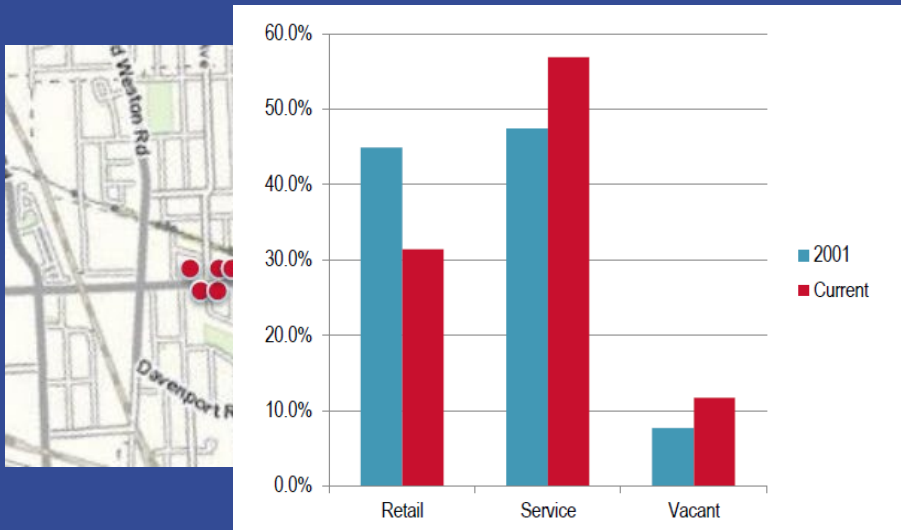
Source: Altus Group Economic Consulting based on MPAC Data

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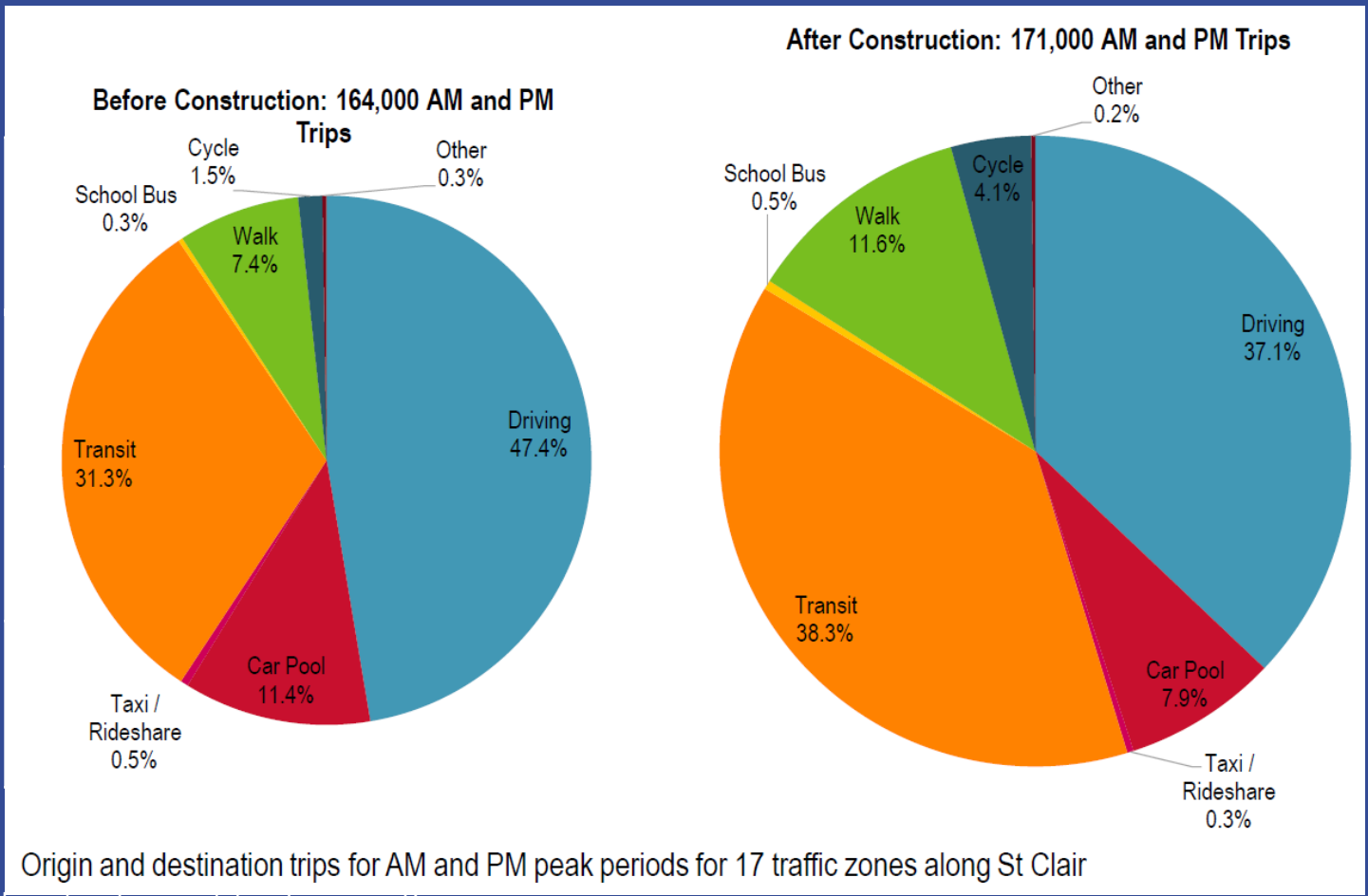
Commercial Vacancy

- Vacancy is higher but in line with trends
 - Shift to Service
- No problem areas



Source: Altus Group Economic Consulting based on CSCA Data

Travel Demand on St Clair Corridor



Source: HDR based on Transportation Tomorrow Survey

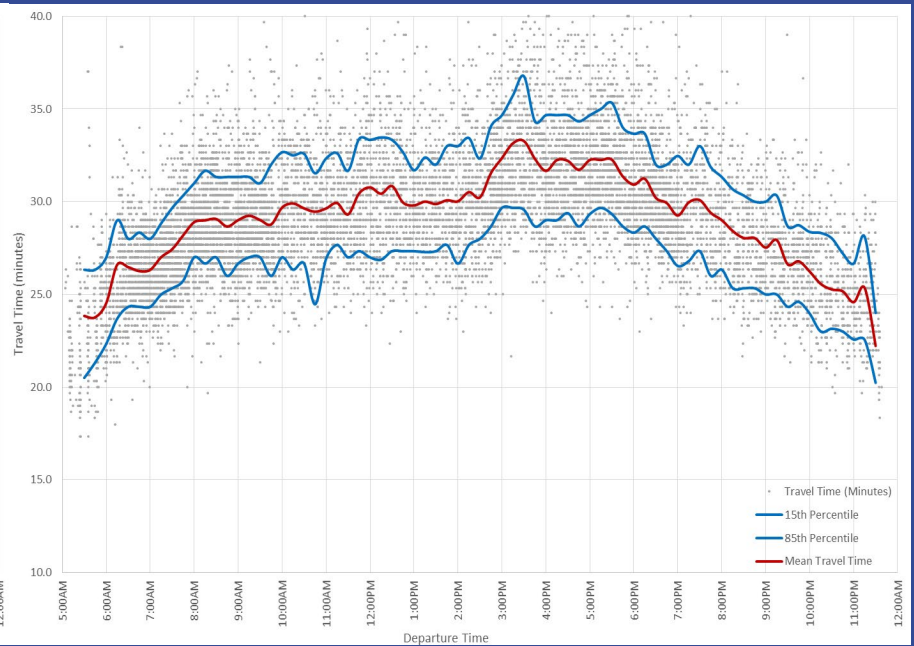
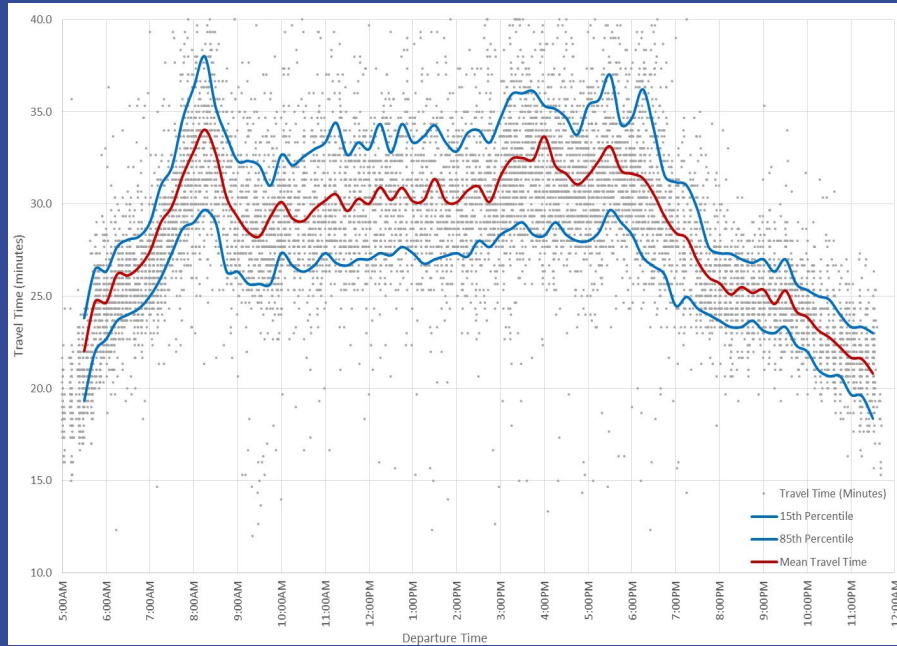
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Transit Travel Times

Before Westbound

After Westbound



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Transit Travel Times

Change in Travel Time

505

DUNDAS

+7.5 minutes

506

CARLTON

+2.0 minutes

512

ST CLAIR

-2.3 minutes

- Without ROW, service would have likely deteriorated

Conclusion

- Still predominantly stable residential area
 - Shifting demographics and economy across continent
- Development takes time
 - Developments and assessments outperform rest of City
- Main Street that serves local needs

Conclusion

- Transit and active mode shares have increased
- Slightly improved travel times and reliability
- Prevented deterioration of service
- Emerging as a model for OP's "Avenue" vision