

# Queens Quay Revitalization Environmental Assessment Public Forum #1 - Meeting Summary



Westin Harbour Castle, January 10, 2008

This report was prepared by Lura Consulting. It presents the key discussion points and outcomes from the January 10<sup>th</sup>, 2008 public forum convened as part of the Queens Quay Revitalization Environmental Assessment process, and is not intended to provide a verbatim transcript. If you have any questions or comments regarding the report, please contact either:

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# Queens Quay Revitalization Environmental Assessment Public Forum #1

Thursday, January 10, 2007

Open House: 6:00 p.m.    Public Meeting: 6:30 p.m. - 9:00 p.m.  
Westin Harbour Castle (Harbour Ballroom B & C)

## 1.0 ABOUT PUBLIC FORUM #1

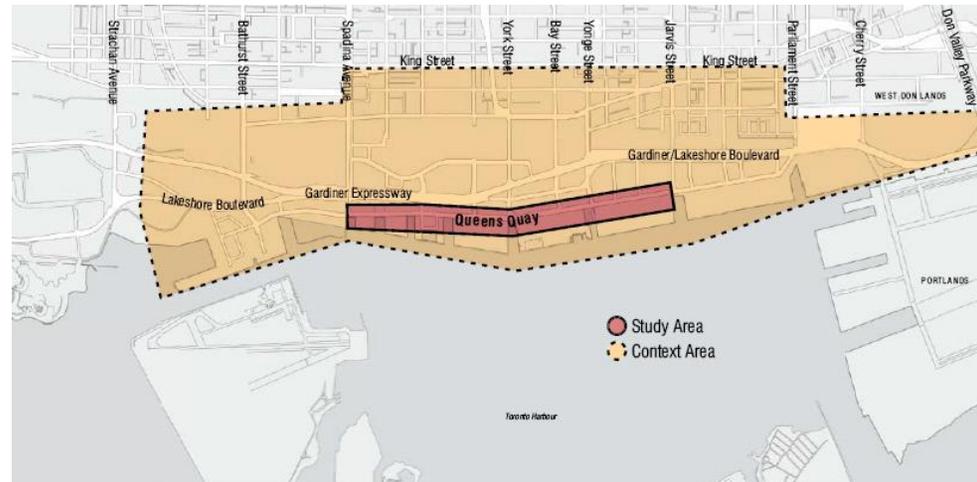
Public Forum #1 was the first of several public forums to be hosted by Waterfront Toronto as part of the Queens Quay Revitalization Environmental Assessment (EA) process. The Queens Quay Revitalization EA project is focused on the stretch of Queens Quay bounded by Lower Spadina Avenue to the west and Lower Jarvis Street to the east, as shown on the map opposite.

This first public forum was designed to:

- Introduce the Queens Quay Revitalization EA process and opportunities for public input; and
- Seek feedback on how Queens Quay (between Lower Spadina Avenue and Lower Jarvis Street) can be improved.

An estimated 300 people participated in the forum, and of those, approximately 230 signed in (the list of participants who signed in is attached as Appendix A).

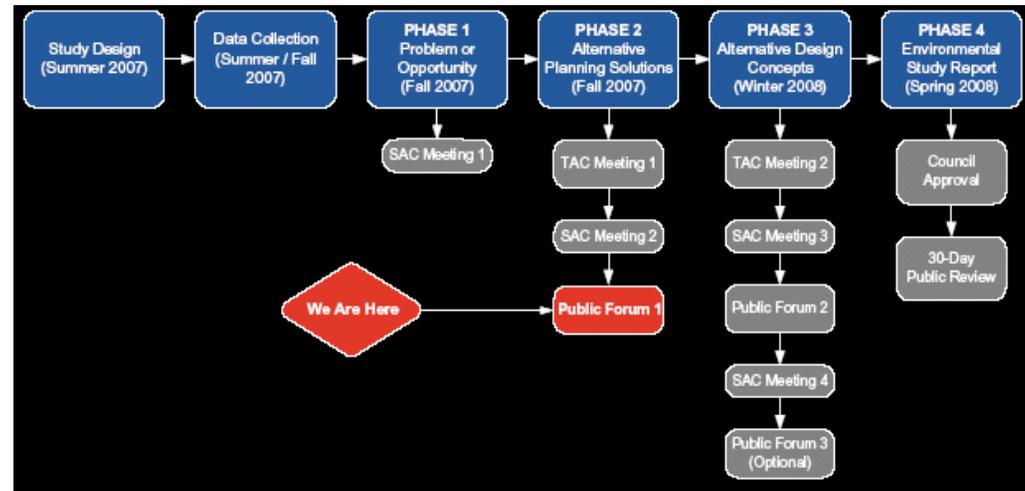
The format of the public forum consisted of an open house from 6:00-6:30 p.m., followed by a presentation by the project team, question and answer period, roundtable discussions, and a final facilitated plenary session. The meeting adjourned shortly after 9:00 p.m.



## 2.0 OPEN HOUSE

During the open house, participants were able to review a series of display boards that focused on several aspects of the Queens Quay Revitalization EA, including:

- The Environmental Assessment Process;
- The Planning Policy Context;
- Data Collection;
- The Problem Statement;
- Alternate Planning Solutions; and
- The Evaluation Matrix.



The Queens Quay Revitalization EA Project Team was available during the open house to answer questions and respond to feedback. The project team includes:

- Waterfront Toronto;
- City of Toronto;
- West 8 Urban Design & Landscape Architecture;
- du Toit Allsopp Hillier (dTAH); and
- Arup.

Participants were also encouraged to indicate on an enlarged map, with the use of multi-coloured dots, where on the Toronto waterfront they live, work, and play.

## 3.0 WELCOME AND INTRODUCTIONS

Mr. Chris Glaisek, Vice President Planning and Design, Waterfront Toronto, welcomed participants to the launch of the public involvement process for the Queens Quay Revitalization EA. Mr. Glaisek indicated that this was the first public forum to be convened as part of the EA, and that Waterfront Toronto was working in conjunction with the City of Toronto on this important project. He noted that in June 2006, the winning design for the Central Waterfront was selected and announced, and provided an overview of what this design means for Queens Quay.

Mr. Glaisek indicated that Waterfront Toronto and the City would not move forward without extensive public input as part of the EA process, and that the purpose of the meeting was to look at work done to date during the first two phases of the EA process. Mr. Glaisek indicated that it is important to note the project team would not be showing specific design proposals for Queens Quay at this meeting. At this early stage in the process, the project team is asking for public input to help narrow down the planning alternatives. There will be future public consultations on design alternatives for a revitalized Queens Quay.

In conclusion, Mr. Glaisek thanked members of the project's Stakeholder Advisory Committee for their involvement in the Queens Quay EA to date, and welcomed Councillors Adam Vaughan and Pam McConnell to provide opening remarks to participants.

Councillor Adam Vaughan, Ward 20 Trinity-Spadina, City of Toronto, also welcomed participants. He apologized for not being able to stay for the remainder of the forum but indicated that his executive assistant would be in attendance and encouraged participants to email him with comments and questions. Councillor Vaughan explained that it is critical that a revitalized Queens Quay and waterfront must be as beautiful and functional as possible, and that the concerns of local residents must be addressed.

Councillor Pam McConnell, Ward 28 Toronto-Centre Rosedale, indicated that it was exciting to see how many people had taken the time to come to the public forum. Councillor McConnell discussed the importance of public input as part of the development of major planning initiatives in the City, such as the revitalization of Queens Quay. She urged participants to bring forward their experience and knowledge to help the project team determine what will work best for Queens Quay. Councillor McConnell concluded by thanking Waterfront Toronto, the Toronto Transit Commission (TTC), and the people who volunteered their time to attend the public forum.

David Dilks, Project Facilitator, Lura Consulting, welcomed participants, described his role as the neutral facilitator, and reviewed the workbook and the agenda for the evening. He noted the purpose of the public forum was to introduce the Queens Quay Revitalization EA problem statement and alternative planning solutions; seek feedback on how Queens Quay (between Lower Spadina Avenue and Lower Jarvis Street) can be improved; and highlight opportunities for public input throughout the EA process. Mr. Dilks suggested participants work towards a shared vision for a revitalized Queens Quay. He noted that that a report of the proceedings from the meeting would be prepared and would reflect the feedback heard at the meeting. Mr. Dilks welcomed Mr. Chris Glaisek to provide an update on the Central Waterfront process.

Mr. Chris Glaisek provided a quick update on Central Waterfront planning and initiatives, indicating that in addition to the Queens Quay Revitalization EA, there are many components to the Central Waterfront project. One of these is the Spadina Head of Slip, which is currently under construction, and should be complete by the end of June 2008. Waterfront Toronto has also started work on the first bridge design at the Spadina Slip. Mr. Glaisek explained that the larger Master Plan for the area is underway, and it will lay out the overall design for the Central Waterfront district. More information on the Central Waterfront Master Plan will be forthcoming at future public meetings, providing people with the opportunity to provide comments on all aspects of the Central Waterfront.

#### 4.0 PRESENTATION

Mr. John Hillier, West8+dTAH Design Team, started the presentation with an outline of the Central Waterfront Master Plan that is currently being developed. This Master Plan will develop design guidelines that will be used to make the waterfront area aesthetically consistent.

Mr. Hillier proceeded to explain that Part 1 of the presentation would focus on an introduction to the Queens Quay Revitalization EA, and include a discussion of:



- The Project Purpose and Background;
- Planning Policy Context;
- Data Collection;
- Phase 1: Problem Statement.

Part 2 of the presentation would discuss:

- Alternative Planning Solutions;
- Evaluation of Planning Solutions;
- Preferred Planning Solution.

Mr. Hillier explained that the main purpose of the EA is to create a plan that successfully accommodates the various users of the area, such as recreational users, transit users, cyclists, pedestrians, and vehicular users, and enhances the landscape and

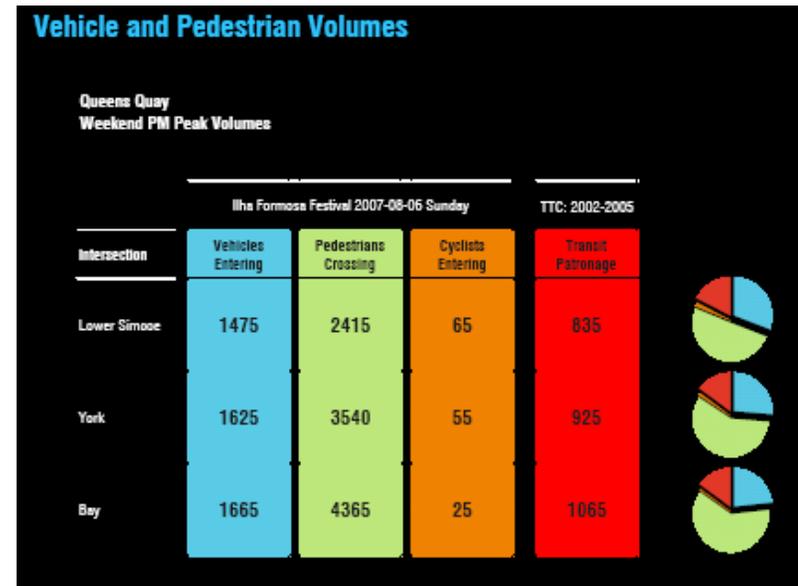
the public realm within the Queens Quay corridor. In order to achieve these goals the project team must develop, examine and evaluate a number of alternative solutions and design options for vehicular, transit and pedestrian routes along Queens Quay.

Mr. David Pratt, Arup, presented the data collection portion of the presentation. Mr. Pratt indicated that the data collection methods used for the Queens Quay Revitalization EA included aerial photography, ground photography and observations, vehicular and pedestrian volume data, Automatic Traffic Recorder (ATR) counts, time lapse photography, and a walking tour with the Community Stakeholder Committee. The results of the data collection indicated:

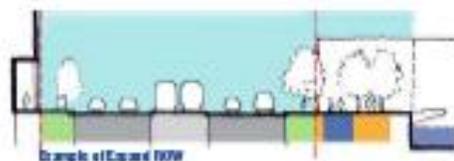
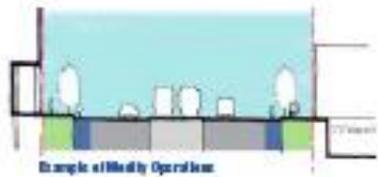
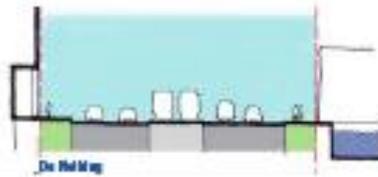
- Traffic volume is higher in the PM than the AM hours;
- More people use public transit in the autumn than the summer;
- Vehicle traffic, pedestrian traffic, and transit patronage is highest at Bay Street and Queens Quay whereas cyclist traffic is highest at Lower Simcoe and York Street; and
- Pedestrians make up 57% of the intersection volume but are only allocated 18% of the space whereas vehicles make up 26% of the intersection volume but are allocated 57% of the space.

Mr. Hillier then presented the problem statement that resulted from the above data collection and analysis, and from extensive consultation with the project’s Stakeholder Advisory Committee. The problem statement consists of eight (8) distinct points and states:

- Queens Quay is Toronto's main waterfront street, yet in its current configuration acts as a barrier rather than a gateway to the waterfront.
- North-south connections to the water's edge are limited, unwelcoming, and difficult for pedestrians to cross between the north and south sides of Queens Quay.
- East-west connections between individual destinations, including the Martin Goodman Trail, are constrained or absent, creating an unpleasant experience for commuter and recreational cyclists, in-line skaters, joggers, residents and visitors moving along the lake front.



- Aesthetically it fails to provide the kind of atmosphere conducive to economic vitality, ground floor retail activity, and urban vibrancy.



- Operationally it suffers from sub-standard streetcar platforms, conflicting and illegal parking activities, and major points of conflict at intersections.
- Civically it fails to provide a grand and beautiful public realm befitting its role as the primary address for Toronto's waterfront.
- A revitalized Queens Quay presents the opportunity to implement long-standing City of Toronto policy objectives while more effectively balancing the needs of its residential, business, recreational and visitor users.
- Strategically there is an opportunity to coordinate Queens Quay revitalization with other planned waterfront projects and infrastructure renewal by the TTC.

Mr. Hillier proceeded to outline the four (4) Alternative Planning Solutions:

1. **Do Nothing** - Maintain the existing physical conditions and operations.
2. **Modify Operations** - No physical modifications, curbs remain in current location, add bicycle lanes, signal operation adjustment.
3. **Physical Modifications Within Existing Right-of-Way** - Includes modified operations, conversion of existing lanes to other uses, relocation of existing streetcar infrastructure, signal operation adjustment.
4. **Physical Modifications Within an Expanded Right-of-Way** - Property Acquisition.

Mr. Hillier explained that the four alternative planning solutions have been rated against 10 evaluation criteria, and based on the evaluation, Option 3: Physical modifications within the existing right-of-way, has the greatest potential to meet all the needs for the area and addressed 9 out of 10 evaluation criteria (see Figure 1 below).

In conclusion, Mr. Hillier outlined the next steps, which will include the review of feedback from tonight’s public forum and other consultations, and the initiation of Phase 3: Alternative Design Concepts.

For detailed presentation slides please visit the Waterfront Toronto website at <http://www.waterfronttoronto.ca/dbdocs//47878be73d422.pdf>.

**Figure 1: Evaluation Matrix**

**Evaluation Matrix**

-  Yes. Meets criteria
-  Challenging. May meet criteria
-  No. Cannot meet criteria: Critical fail

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street				
N. S. Connections				
E.W.Connections				
Aesthetically Vital				
Operations				
Grand +Beautiful Blvd.				
Policies				
Leverage Renewal				
Access				
Fit				

## 5.0 QUESTIONS OF CLARIFICATION

Following the presentation, Mr. Dilks asked participants if they had any questions specific to what had been presented. The following summarizes participants' questions (identified with 'Q') or comments (identified with 'C'), and responses from the project team in *italics* (identified with 'A') where provided.

Q1: Will this involve the expropriation of any buildings?

A: *No, expropriation will most likely not occur.*

C1: I have to treat Queens Quay as a one-way street because I can't turn around when driving to Shoppers Drug Mart or the Beer Store.

A: *The way Queens Quay is set up now you have to drive a block in order to turn around, or you have to go up to Lake Shore Blvd. I cannot say how the new scheme will work out, but making Queens Quay into a one-way street is only one option.*

Q2: Have you considered making Queens Quay a one-way street?

A: *The idea has come up and we have considered it.*

Q3: With respect to traffic lights, to what extent will the City use the countdown system at pedestrian crossings?

A: *This is an ongoing program and we hope to add them to all pedestrian crossings in the area over the next couple of years.*

C2: The evaluation matrix seems heavily biased to support your preferred solution. You should consider how it meets the needs of residents in the area. Suggest you think about the residents' requirements, not just the space with respect to where it will fit. Meeting the needs of residents and visitors should be the number one priority.

A: *Thank you for that comment. This project is about achieving balance for all users, including residents.*

Q4: You referred to occasional widening in your presentation, what are you widening? Sidewalks or roads?

A: *It would be a combination of sidewalks and roads.*

Q5: Currently a Business Improvement Area (BIA) survey of residents is being conducted; will this be coordinated with this project?

A: *Yes, the local BIA is part of the Stakeholder Advisory Committee (SAC) for this EA.*

- Q6: Is the streetcar going to be extended eastbound? Where will it come up from underground?  
A: *That is part of a separate EA process being led by the TTC, and they have not come up with a conclusion yet.*
- Q7: We live in an area where there is one lane each way, has that been taken into consideration?  
A: *Yes.*
- Q8: There is no mention of boating or marina activity. Why not?  
A: *We are looking at the marinas and the activities associated with them, including boating.*
- Q9: What are you going to do with the Martin Goodman Trail in that area at the bottom of York Street? I heard rumours of an underground parking lot being built there, there might be a conflict?  
A: *There is a feasibility study looking at parking in the Harbourfront area, but it has not been concluded yet.*
- Q10: With respect to data collection, is there a possibility to close off the south side of the street to continue the Martin Goodman Trail?  
A: *We don't know the answer to that question yet, we have the data and we need to look at the design options to see what capacity there is to handle the traffic.*
- Q11: What about the proposed new bus terminal? Has Waterfront Toronto been consulted about this? What actions will be taken?  
A: *We have been made aware of the bus terminal and the suggested location will not have an impact on Queens Quay. It will be off of Lake Shore Blvd. and will not have an impact on this EA.*
- Q12: This area attracts many buses, have you discussed a long term parking solution?  
A: *Yes, the process is beginning. The parking issue has come to light over the past couple of years and we have scheduled a meeting to discuss possible solutions.*
- Q13: What about non-motorized marine craft access to the waterfront, as well as vehicular access to residential buildings and local businesses being obstructed due to pedestrians not obeying signals?  
A: *We hear your concern and we are trying to come up with design ideas to solve these problems, but it is too early to tell at this point. We will look more closely at this during the design phase to come.*

- Q14: When you shut down Queens Quay in 2006, did you simultaneously study traffic on Lake Shore? Did you see if there was a correspondence between the two?
- A: *We did monitor traffic on both Queens Quay and Lake Shore and we found there was more traffic on Lake Shore. As part of our work moving forward, we will be sure to see what effect our design will have on other local streets.*
- C3: A year ago there was a picture in the newspaper that displayed an option that extended pedestrian space, plantings etc. into the water. Why can't we do something totally different and creative?
- A: *That is happening; the boardwalks and the bridges are already on the way. We'd be happy to show you some of those designs.*
- C4: At present the evaluation matrix sees the Harbourfront as a fixed phenomenon. How do you intend to deal with it in the future?
- A: *I hope we are not choking it off, we see it as a cultural centre of the waterfront and we hope to continue to support it.*
- C5: Traffic is extremely heavy in this area on weekends, but we live here 365 days of the year. From approximately mid October to May we don't see many people here at all. If the Martin Goodman Trail runs along the street at that time it will not be used at all. In summer it is very busy, and I see the cyclists coming into conflict with pedestrian traffic all the time. There seems to be a 20-foot right-of-way on Lake Shore that runs from Spadina to York Street, maybe the cyclists can use that area?
- C6: I live here and I need access to my home, but I also like to cycle in areas where I can see the water. It might be better to have the trail on the north side of Queens Quay. However, has any consideration been given to expanding the water's edge on the south side? It would be a much more beautiful solution and would stop residents from being denied access. Your study didn't look at the winter season, and there was no mention of the large marine component. I also feel the transit is not servicing us adequately.
- A: *I want to mention that there is a huge marine component to the Central Waterfront Master Plan, and we will have a public meeting about that in the future, but today is specifically about Queens Quay.*

## 6.0 ROUNDTABLE DISCUSSIONS

Following the presentation, participants worked in small groups at their tables to consider three discussion questions:

1. As you think about the study area (Queens Quay between Lower Spadina Avenue and Lower Jarvis Street) ...
  - a. What works well now?
  - b. What opportunities do you see for improvement?
2. Thinking about your answer to Question 1 (what works well; opportunities for improvement), as well as the preferred planning solution ...
  - a. What do you like about the preferred planning solution?
  - b. What concerns do you have?
3. Do you have any additional feedback on any aspect of the Queens Quay Revitalization EA (planning policy context; problem statement; etc.)?

A representative was chosen at each table to record and report on the group's feedback to all participants.

The following provides a summary of the feedback received from participants at the roundtable discussions and ensuing plenary session. This summary also reflects individual feedback provided through workbooks and written comments submitted to Waterfront Toronto following the meeting. For a full compilation of all comments received, please see Appendix B.

**QUESTION #1 a.): As you think about the study area (Queens Quay between Lower Spadina Avenue and Lower Jarvis Street) ... What works well now?**

Participants noted a number of elements that currently work well within the study area, as listed in the table below. Overall, participants were happy with some physical elements of Queens Quay area such as the **Music Garden, HtO Park, the Harbourfront skating rink, the transit right-of-way, and the Harbourfront Centre**. Participants also spoke highly of the many **festivals, recreational activities and cultural activities** that are available in the Queens Quay area.

What works well now?	
➤ The Music Garden	➤ Streetcar access and frequency
➤ Activities at Harbourfront Centre	➤ Marinas and boating
➤ The wetlands	➤ HtO Park
➤ Skating rink	➤ Dedicated transit right-of-way
➤ Culture, theatres and art	➤ Waterfront view
➤ Street festivals and cultural activities	➤ Bike and jogging lanes

**QUESTION #1 b): As you think about the study area (Queens Quay between Lower Spadina Avenue and Lower Jarvis Street) ... What opportunities do you see for improvement?**

Participants identified a number of opportunities for improvement within the study area, as listed in the table below. Overall, participants felt that opportunities exist to improve **traffic congestion, noise and air pollution, North-South connections, illegal parking, public transit, cycling lanes, economic activity, the Martin Goodman Trail, and seasonal activities** in the study area.

What opportunities do you see for improvement?	
➤ Reduce air and noise pollution from vehicular traffic and island airport	➤ Enhance and increase green spaces
➤ More year round activities, too much emphasis on the summer season	➤ Reduce vehicular traffic congestion along Queens Quay
➤ Add a continuous bike lane through the area along Queens Quay	➤ Increase economic activity in the area
➤ Extend public transit to the east	➤ Mend and expand the Martin Goodman Trail
	➤ Safely separate cyclist from pedestrians

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>➤ Stop illegal parking along Queens Quay (especially tour bus parking) and improve overall parking situation</li> <li>➤ North-south connections</li> <li>➤ Improve signage</li> </ul> | <ul style="list-style-type: none"> <li>➤ Improve the connectivity of cultural and recreational destinations within the study area</li> <li>➤ Improve PATH network connection to Union Station</li> <li>➤ Create a sustainable neighborhood for residents and local businesses</li> </ul> |
|--|--|

**QUESTION #2 a): Thinking about your answer to Question 1 (what works well; opportunities for improvement), as well as the preferred planning solution ... What do you like about the preferred planning solution?**

Participants discussed a number of elements that they liked about the preferred planning solution; a summary of feedback can be found in the table below. Overall, participants were happy to see the preferred planning solution was **pedestrian friendly, beautified the waterfront, created a neighbourhood, completed the Martin Goodman Trail, increased economic activity, discouraged car use, and increased recreational activities.**

What do you like about the preferred planning solution?	
<ul style="list-style-type: none"> <li>➤ Emphasis on pedestrian needs</li> <li>➤ The preferred planning solution is aesthetically pleasing</li> <li>➤ More green space</li> <li>➤ The creation of a neighbourhood street, not a main thoroughfare</li> <li>➤ Improvement of the retail environment</li> <li>➤ Completes the Martin Goodman Trail</li> </ul>	<ul style="list-style-type: none"> <li>➤ Overall bike path continuity</li> <li>➤ Meets City of Toronto policy goals</li> <li>➤ Discourages the use of cars</li> <li>➤ Allows for wider sidewalks</li> <li>➤ Closing the South side of Queens Quay to vehicular traffic</li> <li>➤ Increases recreational opportunities</li> </ul>

**QUESTION #2.b: Thinking about your answer to Question 1 (what works well; opportunities for improvement), as well as the preferred planning solution ... What concerns do you have?**

Participants identified a number of concerns with the preferred planning solution, as listed in the table below. Overall, participants were concerned about the potential for increased **traffic congestion, access to residences and local businesses, parking, maintenance, economic activity, emergency access, and interactions** between pedestrians, cyclists, cars and transit.

What concerns do you have?	
➤ Vehicular access to residences and local businesses	➤ Economic activity during colder or off season periods
➤ Increased vehicular traffic congestion due to reduced lanes	➤ Interactions between pedestrians, cyclists, cars and transit
➤ Parking accommodations for all vehicles	➤ Emergency routes and services
➤ Effects this solution will have on adjacent streets	➤ Excessive condo development
➤ Lack of innovation in preferred planning solution design	➤ Safety
➤ Consistent maintenance program for landscaping	➤ Not enough physical space to accommodate all needs
➤ Not enough public consultation	
➤ High budget	

**QUESTION #3: Do you have any additional feedback on any aspect of the Queens Quay Revitalization EA (planning policy context; problem statement; etc.)?**

Participants provided a wide range of additional feedback on the Queens Quay Revitalization EA, as listed in the table below. Overall, participants felt that a solution must be found to the **illegal parking of tour buses** along Queens Quay, a balance should be reached between **the needs of residents, drivers, pedestrians, cyclists and business owners**, and public spaces must stay within the **public realm**. Participants had a lively discussion about the location of bicycle lanes; no consensus was reached with respect to situating a bicycle route along Queens Quay versus along Lake Shore Boulevard or in other locations.

### Do you have any additional feedback on any aspect of the Queens Quay Revitalization EA?

- Park tour buses outside of the Queens Quay neighbourhood and have visitors and tourists walk to Queens Quay
- Put streetcar tracks underground and place car lanes over top in order to create more pedestrian space
- Design for four seasons -- think of summer, winter, spring and fall in your design
- Keep our public spaces public
- Traffic issues will have to be addressed before this design can be implemented
- Better signage and enforcement will be necessary, and should apply to cyclist as well as drivers of cars, trucks, and buses
- Plant large mature trees that will survive - not saplings
- Add more public washrooms to Queens Quay area
- Provide additional bike racks throughout the area
- Make the street level more retail friendly
- Provide better access to the waters edge
- Societal and attitudinal changes need to occur to accept sustainable modes of transportation
- Consider underground bus parking
- Do any of the proposed solutions address the current difficulties while balancing the many varied and conflicting priorities?

## 7.0 NEXT STEPS



Facilitator David Dilks reminded participants to hand in their workbooks or return them by the January 24, 2008 deadline. Mr. Dilks informed participants that the presentation is available on Waterfront Toronto's website (<http://www.waterfronttoronto.ca>) and that a report on tonight's meeting would be prepared.

Mr. Chris Glaisek assured participants that the input gathered will be fed directly into the Queens Quay Revitalization EA process. He thanked participants for coming and encouraged them to send additional comments to Andrea Kelemen at Waterfront Toronto. Mr. Glaisek reminded participants that the next Public Forum will be held once the design solutions are prepared, and indicated that it would be helpful to the

project team if participants could send in specific comments about what they want to see included in the design plans.

Mr. Glaisek concluded by thanking Pina Mallozzi (Waterfront Toronto), Steve Willis (Marshall Macklin Monaghan), and Waterfront Toronto staff for their hard work in preparing for the public forum.

## APPENDIX A: Meeting Attendance

The following is a list of participants who signed in at the Public Forum:

Organization, Participant	Organization, Participant	Organization, Participant
33 Harbour Square, Michael St. Laurent	Braz Haueh	Laura Jophcott
33 Harbour Square, Shelley Beechie	C.H. Khoo	Lin Grist
Arcadia Co-op, Laurie Stevenson	Candy Johnson	Linda Leung
BA Group, Dave Pramav	Carole Holyk	Lisa Pell
Brookfield Properties Queen's Quay Terminal, Robert Zeidler	Catherine Kenny	Lita-Rose Betcherman
Capgemini, Marco Distler	Cassiano R.	Liz Mc Groarty
CB Richard Ellis, Erkki Pukonen	Cevola Koitz	Lynne Zendel
Chocolates & Creams, Steven Perry	Chris Madill	M. Goutard
DTAH, Ayako Kitta	Clara Leedale	M. Harjee
DTAH, Peter Smith	Clay MacFayden	M. Heller
DTAH, Robert Allsopp	Colin Leedale	M. Howe
DTAH, Yvonne Lam	David Peacock	M. McNally
Dufferin-Peel Catholic District School Board, Josh Tzventarny	Dean Geggli	M. Mohsin
Feet on the Street, Stephanie Tencer	Diane Burt	Madalin Emerson
FVB, John Stephenson	Diana Cockburn	Malcolm King
George Brown College, Kav Vingeswaran	Diane D. Steffer	Marcia Boyd
Harbour Operator, Stefan Seles	Don Belbow	Marco Disipo
Habourfront Canoe and Kayak Centre, Dave Corrigan	Dora Khajenoori	Mark Earley
Healthy Transport Consulting, Marty Collier	Dorothy Knetti	Marlena Singh
ibiketo.ca/cyclistunion.to, Anthony Humphreys	Doug Lee	Martin Borowski
Impact Products, Mark Nelson	Doug Louroug	Martin Lennet
Jubilee Queen Cruises, Michael Gerech	Dylan Passmore	Mary Roehou
GWNA, Bob Traver	Elena Kelyurhyaya	Mary Vitale
GWNA, Stephanie Andrew		

Organization, Participant	Organization, Participant	Organization, Participant
Major's Office, John Piper	Edward Chin	Mary Wentz
Mariposa Cruises, Cindi Vanden Heuvel	Edward Lee	Melissa Goldstein
NBLC, Barry Lyon	Euso Ferguson	Michael Brown
NBLC, Scott Walker	Elsie Peru	Michael Morra
Park Summit, Ruben Calalang	Firas Hashimi	Michael Street
Pier & Storehouse Restaurant, Bruna Gasparten	Frank Lappano	Michael White
Portlands Action Committee, Dennis Findlay	Fred and Eva Breeze	Monica Hu
Premier Conference & Events, Ann Corbitt	Fred Taylor	N. Mohsin
Radisson Admiral Hotel, Dermot McKeown	Friedel Hatje	N. Paterson
Redpath Sugar, Andrew Judge	G and J. Egan	Nancy Stajb
Redpath Sugar, Sean Galbraith	G. Kettel	Norman Pancic
RE/MAX, Matt Emerson	George Nadakavykaran	Omar Aboya
Rocket Riders, David Fisher	George Hume	P. Wood
Royal Indevco Properties Inc., Orvin Zendel	George Telidy	Patrick Gidlow
RV Anderson, Zeina Eeali	Gill Stephenson	Paul Kovac
St. Lawrence Market, Lucia Cheng	Gordon Brard	Petrici Jeneha
St. Lawrence Neighbourhood Association, R. Sherrin	Guy V. Pare	Pictor Jugaric
St. Lawrence Neighbourhood Association, Ronny Yaron	Hal Beck	R. Cochrane
St. Lawrence Neighbourhood Association, Sylvia Pellman	Helga Palm	R. Dorion
St. Mary's Cement, Nat Morlando	I. Lim	Randy C.
TEC, Ian Richardson	Irving Betcherman	Regina Kovac
Toronto and Region Conservation Authority, Cassandra Bach	Isabella Briggs	Richard Hu
Toronto Fire, Terry Bruining	J. Mc Donalds	Richard C. Mose
Toronto Island, Anna Prodanou	J.L. Young	Richard Mackie
Toronto Port Authority, Michael Riehl	Jack Brannigan	Richard Mirka
TPVA, Jill Hicks	Jaegap Chung	Rick Upton
University of Pennsylvania, Brandon G. Donnelly	Jamaica Hewston	Rik Kristjanson

Organization, Participant	Organization, Participant	Organization, Participant
Waterfront Action, David White	James Greenhalgh	Rita Lecours
York Quay Neighborhood Association, Bob Rasmussen	James Henryotski	Robert Steffer
York Quay Neighborhood Association, James Russell	Jamie Blackpot	Romano Sequeira
York Quay Neighborhood Association, Fran Pileggi	Jane Forbes	Ron Schwars
York Quay Neighborhood Association, Leah Lambert	Jean Conn	Ruth and Michael Hood
York Quay Neighborhood Association, Coronia Corivett	Jeannie Heller	Sally Davidson
York Quay Neighborhood Association, Braz Menenes	Jenn Lewis	Santos Lee
York Quay Neighborhood Association, Karen Honsinger	Jesse Rudy	Shan Dhingza
York Quay Neighborhood Association, Claire Sparks	Joe Roch	Sharon Wright
York Quay Neighborhood Association, Ulla Colgrass	John Greene	Shawn Petlichkov
...	John Razhariassen	Stephen Gleason
Vicky Gilhooley	Julia Chung	Stephen Petlichkov
Adam Zendel	Julie Beddoes	Steve Derey
Aileen and Maurice Anderson	Julie Scrivener	Susan Davies
Alex Santo	K. Curnock	Susan Friest
Anna Brunemeyer	K. Lansel	Susan LoMay
Annick Aubert	K.J. Yagi	Susan Nakamichi
Barry Lipton	Keith Inong	T. O' Connor
Beatriz Pnol	Keith Rotten	Tory Byers
Ben Matthews	Kevin Barry	Tricia Lee
Benoit Cardnal	Kevin Currie	Vera Lappano
Bill Sheffield	Klaus Hatje	Vicki Walters
Bob Kortright	Kris Crowe	Zenon Godzyk
	Kristin Douma	

## APPENDIX B: Detailed Participant Feedback

### Question #1: As you think about the study area (Queens Quay between Lower Spadina Avenue and Lower Jarvis Street) ...

<i>What works well now?</i>	<i>What opportunities do you see for improvement?</i>
<ul style="list-style-type: none"> <li>- Music Garden</li> <li>- Wetlands</li> <li>- Bike lanes (but not continuous)</li> <li>- Skating (Queens Quay)</li> <li>- Reading</li> <li>- Theatre</li> <li>- Art</li> </ul>	<ul style="list-style-type: none"> <li>- Airport noise</li> <li>- Tour boat pollution and noise</li> </ul>
<ul style="list-style-type: none"> <li>- Public Transit(west of Bathurst)</li> <li>- Music Garden</li> <li>- Harbourfront activities</li> <li>- Parkettes</li> <li>- Access to Buildings (vehicular and emergency) works well</li> </ul>	<ul style="list-style-type: none"> <li>- Extend public transit to east</li> <li>- Remove noise from airport</li> <li>- Year round activities</li> <li>- Ensure access to buildings does not get worse</li> <li>- Move buses elsewhere</li> <li>- Bike access</li> <li>- Improved enforcement re: bike lanes, bus parking, illegal parking</li> <li>- Widen sidewalk</li> </ul>
<ul style="list-style-type: none"> <li>- Nice view of water</li> <li>- Preserves clear views of water from Queens Quay</li> <li>- Streetcar provides good transportation but frequency needs to be improved</li> </ul>	<ul style="list-style-type: none"> <li>- Needs staging area for tour buses away from Queens Quay</li> <li>- Potential for Queens Quay extension further east</li> <li>- Do not compromise key values; focus on “predestrianization” of Queens Quay, access for residents, transportation.</li> <li>- Reduce exhaust pollution</li> <li>- Integrate appearance of Tate &amp; Lyle facility and silos along waterfront</li> <li>- West 8 design is preferred</li> <li>- Provide taxi bays along street</li> </ul>
<ul style="list-style-type: none"> <li>- TTC dedicated lanes but still low enough for people and cars to get over</li> <li>- vibrant community i.e. skating etc.</li> </ul>	<ul style="list-style-type: none"> <li>- Green space (trees, grass etc.)</li> <li>- bus parking on Queens Quay should be eliminated (look into bus parking north of Lakeshore)</li> <li>- Reduce traffic and make Queens Quay more appealing to biker’s, walkers etc.</li> <li>- “bike lane” adjacent to Lakeshore is not useful. This could be</li> </ul>

	<ul style="list-style-type: none"> <li>used for bus parking perhaps.</li> <li>- Unacceptable to see the bike lanes on Lake Shore - pollution from highway is awful and path is too secluded and loud</li> </ul>
<ul style="list-style-type: none"> <li>- streetcar access and frequency</li> <li>- the newer, broader walkways</li> <li>- marinas and boating</li> <li>- H2O HTO</li> <li>- Yo Yo Ma Park/Music Garden</li> <li>- wild life (ducks, swans, beavers)</li> <li>- access to islands</li> <li>- the waterfront views</li> <li>- cyclist lanes</li> </ul>	<ul style="list-style-type: none"> <li>- parking</li> <li>- tour buses parking and idling</li> <li>- access to properties</li> <li>- floating debris on shore</li> <li>- adequate public access and space - away from private interest</li> <li>- walkathons, religious walks</li> <li>- TTC traffic light coordination (timing of traffic)</li> <li>- pedestrians not obeying lights</li> <li>- new condo densities (i.e. foot of historic Yonge, Concorde developments)</li> <li>- economic activity</li> <li>- airport, noise pollution</li> <li>- traffic</li> </ul>
Weekday traffic	<ul style="list-style-type: none"> <li>- park tour buses elsewhere</li> <li>- examine existing route between Spadina and York for bicycle route</li> <li>- separate bikes from people</li> </ul>
<ul style="list-style-type: none"> <li>- street car right of way</li> <li>- concerts and festivals at Harbourfront</li> <li>- current activities</li> </ul>	<ul style="list-style-type: none"> <li>- TTC streetcar service during rush hours</li> <li>- illegally parked vehicles</li> <li>- bicycle lanes needed (i.e. should not be on sidewalks)</li> <li>- well grounded and tended trees needed</li> <li>- free shuttle from parking lots (where tourists busses can park)</li> <li>- also free shuttle from Union Station to ease traffic on Queens Quay</li> <li>- airport needs to be eliminated</li> </ul>
<ul style="list-style-type: none"> <li>- Harbourfront</li> <li>- Music Garden</li> <li>- streetcars</li> <li>- Queens Quay Terminal (not enough customers in winter)</li> <li>- Loblaw's</li> </ul>	<ul style="list-style-type: none"> <li>- Most activity focuses on summer</li> <li>- encourage people to come in the winter too (shops in QQ Terminal. Restaurants, Ballet Theatre, fashion shops, Loblaw's)</li> <li>- improvement in retail opportunities and business</li> </ul>
<ul style="list-style-type: none"> <li>- focus of many activities</li> <li>- street basically works for most users</li> <li>- meets needs of residents, business</li> </ul>	<ul style="list-style-type: none"> <li>- continue MG Trail - mend, expand width for cyclists (interrupted)</li> <li>- accommodate new citizens in new development (give 5 minute walk)</li> </ul>

	<ul style="list-style-type: none"> <li>- traffic condition improved</li> <li>- need drop off area for private vehicles/buses</li> <li>- does not work for cyclist</li> <li>- streetcar tracks scheduled to be ripped up - opportunity to totally reconstruct</li> </ul>
<ul style="list-style-type: none"> <li>- nothing</li> <li>- “Rabbas” - open 24 hours</li> <li>- LRT for non car persons, but platforms are too small</li> <li>- HTO</li> <li>- Music Gardens</li> <li>- activities at Harbourfront Centre (central to life, cultural, skating)</li> <li>- Cruise boats</li> </ul>	<ul style="list-style-type: none"> <li>- airport noise and pollution (close the airport)</li> <li>- retail (not working now)</li> <li>- pedestrian realm - improve busy street, too narrow, walkways need to be wider</li> <li>- drag, ugly, desolate, needs to be made beautiful</li> <li>- portal for LRT</li> <li>- traffic is presently arterial</li> <li>- cyclists are real - trail would improve access, traffic control at bike level, keep bikes off the sidewalk.</li> <li>- landscaping - “big” trees, plants, sculptures, flowers, improved streetscape, local art</li> <li>- not only a retail building, but rather a mixed residential-retail building with store fronts on the sidewalk</li> </ul>
	<ul style="list-style-type: none"> <li>- Fire hall - no access on one way streets</li> <li>- Guest parking/underground parking</li> <li>- Bus parking lots</li> <li>- electric buses</li> <li>- no wires</li> <li>- traffic flow better</li> <li>- better TTC</li> <li>- parking for stores to encourage more retail business.</li> <li>- community</li> </ul>
<ul style="list-style-type: none"> <li>- dedicated transit right-of-way</li> <li>- we like the public space that is showing up (promenade, HTO park)</li> <li>- access to business and residents</li> </ul>	<ul style="list-style-type: none"> <li>- space under the Gardiner available</li> <li>- design other areas for bus and car parking</li> <li>- recreational user flow and aesthetics</li> <li>- design how to get to waterfront from Union Station (aesthetically nice)</li> <li>- more green</li> <li>- what to do with Canada Malting Silos</li> <li>- if we improve area more people and businesses will come year round by giving people something to look at aesthetically</li> </ul>
- streetcar ROW an improvement over in traffic operation and	- better bike connections with Martin Goodman Trail

<p>its quite attractive</p>	<ul style="list-style-type: none"> <li>- there are already several major destinations in the study area, but they are islands. This project can represent an important effort to enable the public space between and “glue” them together</li> <li>- Lots of surface parking (which has no place in such an important corridor) Great opportunities for more development to provide the currently absent services to serve a dynamic and vibrant pedestrian realm.</li> <li>- Lots of possibilities for this corridor to link some major upcoming developments e.g. Pier 27, West Don lands, Corus Entertainment)</li> </ul>
<ul style="list-style-type: none"> <li>- we can get around now</li> <li>- car and pedestrian use generally not a problem</li> </ul>	<ul style="list-style-type: none"> <li>- leave QQ the way it is now</li> <li>- create great cycling experience on the bridges by the water, not on QQ</li> <li>- bikes route exists Spadina to York, provides additional variety</li> <li>- charity runs close more arterial routes, effectively choke all capacity in this area</li> <li>- volume of people gone through the roof in the last 5 years, due to excessive condo development, need better balance between condos and public space &amp; recreational use</li> </ul>
<ul style="list-style-type: none"> <li>- Music Garden</li> <li>- HTO park</li> <li>- 2 bike lanes east of Yonge street</li> <li>- free entertainment materials at Harbourfront</li> <li>- side walks along water</li> </ul>	<ul style="list-style-type: none"> <li>- safe improved pedestrian connection to Union station</li> <li>- bikes off south side walk</li> <li>- bike lane</li> <li>- make it more year round friendly</li> <li>- improve signage for ferry docks</li> <li>- provision for residents to drive</li> <li>- prevent visitors from driving on QQ</li> <li>- provide adequate parking</li> </ul>
<p>Nothing works</p>	<ul style="list-style-type: none"> <li>- Remove the street cars and replace with an underground subway tunnel linked to Union Station “as it is now” by doing so, you free-up above ground space, eliminate car/streetcar traffic conflict, encourage the “sit-down-in-street-car” tourists to let off the TTC and walk the street, enjoy the surrounding, shop , eat , play etc.</li> <li>- Check out the Ramblas in Barcelona, Spain.</li> </ul>
<ul style="list-style-type: none"> <li>- streetcar service works well, but better signage is needed at Union Station</li> </ul>	<ul style="list-style-type: none"> <li>- Harbourfront Centre is not managed very well, does not take proper care of waterfront</li> </ul>

<ul style="list-style-type: none"> <li>- Music Garden, HTO, wetland</li> </ul>	<ul style="list-style-type: none"> <li>- seawall stained by garbage from cruise ships</li> <li>- Harbourfront needs to start organic (green bin) recycling at festivals, since they create tons of food waste that is thrown out</li> <li>- Harbourfront needs better waste disposal services. Large compound on Queens Quay east at hot dog stands.</li> <li>- The small enclosed area between the Beer Store and Shoppers Drug Mart on QQ should be turned into a wetland like at foot of Spadina (wasted opportunity)</li> <li>- more parking needed to support businesses i.e. condo west at Spadina, empty retail 18 years.</li> <li>- parking lot at Harbourfront “Canada Square” needs to proceed ASAP</li> <li>- more parking enforcement on QQ</li> </ul>
<p>As a waterfront street, not much.</p>	<p>I see an opportunity to set the tone for a new Toronto waterfront starting from the core out. This should have an overriding vision or else the end will be disjointed and unsatisfactory, much like it is now. In concrete terms, I see opportunities to add more large greenspace as well as foliage.</p>
<p>Trams in centre of ROW</p>	<ul style="list-style-type: none"> <li>- Lack of outdoor community open space. Nearest thing to this is Starbucks!</li> <li>- more greenery (sidewalk planters, flowers etc.)</li> <li>- don't allow on street parking between York and Rees</li> <li>- need an underground path network connection to Union Station/ACC</li> <li>- significant improvements to public realm as it is so unattractive/outdated right now.</li> </ul>
	<p>Need to educate bike riders that a red light means stop - especially at Yonge street. Bikes never stop (on south side) and interfere with pedestrians and parking lot traffic. Perhaps put a bike light there.</p> <p>Bus parking - a place for chartered buses to go after dropping off groups instead of parking along Queens Quay.</p>
<ul style="list-style-type: none"> <li>- Not much!</li> <li>- Streetcar transit from Union Station works reasonably well</li> <li>- Streetcar ROW is good</li> </ul>	<p>The piers and connecting bridges are a nice idea. Need some seating in HTO park.</p> <p>Agree to the planning principles per planning policy context - focus on pedestrians.</p> <ul style="list-style-type: none"> <li>- tour bus pollution</li> </ul>

<ul style="list-style-type: none"> <li>- stores to walk to</li> <li>- parking lots offered</li> <li>- ferry and tenders to Island are available</li> <li>- composters and natural habitat, children's garden, Music Garden</li> <li>- Stores that require parking (Beer Store) have it (Shoppers Drug Mart) but can only turn right to exit and cannot turn back on QQ</li> <li>- Harbourfront skating rink</li> <li>- I've not had a problem driving anywhere</li> <li>- activities to attend in the summer</li> </ul>	<ul style="list-style-type: none"> <li>- traffic/speed</li> <li>- safety of pedestrians from cyclist</li> <li>- clean up the TTC stations so that residents and visitors will be impressed, not disgusted</li> <li>- Sobey's no parking</li> <li>- Bus parking solution needed</li> <li>- better signage for the existing bike lane on the Lake Shore to encourage its use</li> <li>- ferry access improved</li> </ul>
<ul style="list-style-type: none"> <li>- Streetcar schedules great</li> <li>- Addition of Sobey's to QQ Terminal is fantastic!</li> <li>- Buses not needed.</li> <li>- Waterfront improvements from Harbourfront Centre to band shell are great.</li> </ul>	<ul style="list-style-type: none"> <li>- Create a green area in the current parking facility next to the Harbourfront Centre. Parking can be directed to the parking facility on Lower Simcoe, which is underutilized.</li> <li>- A park here with benches would add to the tranquility of the area. It would provide a needed rest area outside of shops and restaurants.</li> <li>- Public events should not occur in this area.</li> <li>- Improve appearance of Gardiner structure. Explore adding fiberglass composite sheeting on metal trusses. Chicago did this to revitalize its downtown. It is low maintenance and retains a clean fresh appearance. This is the gateway to the waterfront and needs to provide a good aesthetic impression.</li> <li>- Use of Japanese elms for trees on QQ would provide a wonderful canopy along sidewalks. This was done along Santa Monica Blvd in West Hollywood, CA, with great results. These trees grow quickly and have branches that look very eloquent.</li> <li>- Improve façade appearance of Redpath and grain silos to soften concrete effect and age.</li> <li>- Please include some pine trees in the mix so the area does not look so bleak in the winter.</li> </ul>
<ul style="list-style-type: none"> <li>- Music Garden</li> <li>- Activities</li> <li>- Streetcar ROW</li> </ul>	<ul style="list-style-type: none"> <li>- improve pedestrian walkway</li> <li>- improve retail space</li> <li>- make the street more beautiful</li> <li>- signal light (left turn lights)</li> <li>- glue destinations together</li> </ul>

<ul style="list-style-type: none"> <li>- Music Garden</li> <li>- wetlands</li> <li>- bike lanes</li> <li>- runners</li> <li>- skating rink</li> <li>- Harbourfront Reading/Art</li> <li>- streetcar ROW</li> <li>- festivals</li> <li>- cultural activities</li> <li>- can get around car and access no problem</li> <li>- Waterfront view</li> <li>- Wild life</li> </ul>	<ul style="list-style-type: none"> <li>- winter wonderland</li> <li>- noise from airport</li> <li>- pollution - car, air etc.</li> <li>- bus parking</li> <li>- tour boats</li> <li>- non-motorized watercraft access</li> <li>- illegal parking</li> <li>- bikes vs. pedestrians on sidewalks</li> <li>- bike access (Bathurst under Gardiner)</li> <li>- emergency vehicle access</li> <li>- charity runs?</li> <li>- car traffic - limited to residents</li> <li>- volume of population growth</li> </ul>
<ul style="list-style-type: none"> <li>- For residents</li> <li>- Music Garden</li> <li>- wetlands</li> <li>- bike and jogging lanes</li> <li>- winter wonderland - waterfront skating</li> </ul>	
<ol style="list-style-type: none"> <li>1. Special areas - Harbourfront, Distillery District, natural areas etc.</li> <li>2. Residents and commercial</li> <li>3. local villages?</li> <li>4. existing urban centers</li> <li>5. special City seasons and events</li> </ol>	<ul style="list-style-type: none"> <li>- 2 different competing groups of valid needs, need to be addresses and solved</li> </ul>
	<ul style="list-style-type: none"> <li>- Make 2000 car underground parking able to fit buses (gets the buses off the roads).</li> <li>- Improve North/South connections to make them pedestrian friendly.</li> </ul>
	<ul style="list-style-type: none"> <li>- Better bike lanes and jogging &amp; rollerblade lanes</li> <li>- noise reduction (streetcars, big trucks)</li> <li>- If Queen's Quay becomes reduced in traffic lanes, the circulation will choose other options (Lakeshore, Bremmer) so it won't be too clogged up.</li> </ul>
<p>Not so familiar with the area, but ...</p> <ul style="list-style-type: none"> <li>- The ROW is the most attractive in the City</li> <li>- E/W vehicle through traffic (to the detriment of pedestrians)</li> </ul>	<ul style="list-style-type: none"> <li>- permeability (N/S connections) more of an issue with Gardiner &amp; Lakeshore, which must be addressed</li> <li>- densification, lots of surface parking to take advantage of</li> <li>- Also an interesting possibility for integration (connection) with</li> </ul>

	<p>other big developments such as West Don lands, and Railway Lands (requires significant improvements to N/S connections across Lakeshore).</p> <ul style="list-style-type: none"> <li>- There are already some major destinations (Rogers, CN Tower, Harbourfront Centre etc.) but they are islands. This project can represent an important effort to enable the public space between and “glue” them together.</li> </ul>
<ul style="list-style-type: none"> <li>- Music Garden</li> <li>- Wetlands</li> <li>- Bike lanes are much used for jogging</li> </ul>	<ul style="list-style-type: none"> <li>- more attractive boulevards</li> <li>- more cycling and running/walking.</li> </ul>
<ul style="list-style-type: none"> <li>- The Lake and the view across the bay.</li> <li>- Transit is good.</li> </ul>	<ol style="list-style-type: none"> <li>1. Reduce traffic</li> <li>2. Improve aesthetics</li> <li>3. make more pedestrian and bike space</li> <li>4. Implement West 8 design</li> <li>5. Put parking underground</li> <li>6. resident’s cars only on Queen’s Quay</li> <li>7. Improve connections into City</li> <li>8. Take down York Street ramps from Gardiner</li> </ol>
<p>Streetcars work well because they have a presence, considering the spotty service they provide.</p>	<ul style="list-style-type: none"> <li>- As a daily cyclist, the lack of enforcement of a ROW for the trail past the Harbour Castle is a constant problem.</li> <li>- Noise - airport, tour boat, tour bus, auto noise and pollution</li> <li>- illegal parking</li> <li>- bicycles on pedestrian ROW</li> <li>- winter activities</li> <li>- remove streetcar from QQ and put on Bay so the trams can turn both ways (or go straight through)</li> <li>- access from downtown needs to be reinforced</li> </ul>
<ul style="list-style-type: none"> <li>- Waterfront promenade</li> <li>- piers</li> </ul>	<ul style="list-style-type: none"> <li>- more sidewalk room along Queen’s Quay</li> <li>- more trees</li> <li>- more shops</li> <li>- move public parking underground or above grade 6 on individual buildings.</li> <li>- soften the concrete canyon around Bay Street and QQ</li> <li>- more detailed urban design</li> <li>- better materials in buildings</li> </ul>
<ul style="list-style-type: none"> <li>- traffic works well other than during key events</li> </ul>	<ul style="list-style-type: none"> <li>- on street parking</li> <li>- pedestrian ROW</li> </ul>

	<ul style="list-style-type: none"> <li>- transit - better service</li> <li>- make it weather friendly</li> <li>- parking</li> <li>- tour bus parking</li> <li>- landscaping (all year)</li> <li>- improving winter usability (evergreens, wind)</li> </ul>
<p>Not much. Grass on road surface was insane during Quay to the City. Harbourfront works well at times.</p>	<ul style="list-style-type: none"> <li>- Put TTC in a tunnel from Bay to Spadina - noise abatement.</li> <li>- Complete the bridge concept ASAP on the water side.</li> <li>- 4 lanes and parking alcoves are essential (i.e. Spadina)</li> </ul>
	<ul style="list-style-type: none"> <li>- transit extended through QQ East to connect to: portlands East end via Commissioners Distillery West Don lands Corktown Broadview Ave./Broadview Station (northwest) Parliament St. Potential for North/South connection via streetcar line on Parliament St serving (in addition to above north connects) Moss Park, Regent Park, Cabbagetown, St. Jamestown &amp; Southern tip of Rosedale at Castle Frank Station. Allows access to waterfront.</li> </ul>
<p>What works well now is the streetcar ROW and I like the proposal to expand the sidewalks by reducing the number of vehicular lanes.</p>	<p>In order to accommodate access by residents and businesses on both sides of Queens Quay it would be best to have one lane of vehicular traffic on both sides of the streetcar ROW instead of both lanes together on one side of the ROW.</p> <p>The main pedestrian boulevard should be on the south side and all bike lanes should be together on the north side. This way by separating the main pedestrian boulevard from the cyclists it would minimize pedestrian/cyclist conflicts.</p> <p>It was also suggested by someone at the meeting that a bike trail could be located on the north side of Lake Shore Blvd. If this is possible then it would be good to develop both trails. The northern trail could be the bypass "express lanes". The trail along Queens Quay would be for those who are not in a hurry "the collector lanes", and should it be necessary on certain occasions to divert bike traffic to the bypass route then this option would</p>

	<p>be available, for example on a long weekend street festival. Tour buses should have designated drop off and pick up areas a "kiss and ride" like they have in front of the ROM on Avenue Road. The buses would use this area temporarily and then the buses should have an offsite area where they could park.</p>
<p>The streetcar isn't held up by congestion on the street. There are a number of points where you get a good view of the water from Queens Quay and the streetcar.</p>	<p>The current streetcar portal (where it goes into the Bay Street tunnel) is an ugly concrete barrier in the middle of the road. If this stays on Queens Quay, could it be beautified and tied into the overall theme? Perhaps it could be more sculptural, such as a trellis or a curved wooden form similar to the ones planned for the slip-ends.</p>
<p>The 511 streetcar going to Union station, making for easier access to the hospital, and to the West end, and most probably easing the congestion at Union and Yonge &amp; Bloor. Downtown (uptown for us) - Cork Town, St. Lawrence market, the Canadian Opera Company (COC), are all within a comfortable walking distance - no car is needed for downtown living!</p>	<p>Adding public washrooms and benches to the park; removing the concrete paths; the green and yellow lights discourage flow through traffic; and prevent London England old polluting clunkers from discharging passengers into traffic (bylaw). Converting the slip between 350 and 390 to an outdoor swimming pool in summer, another skating rink in winter, or cover the pool up and heat it. While outdoor patios are a delightful sight in the summer, not only are they an eyesore in winter, they deprive pedestrians from the protective overhangs which were mandated by the City in the old days.</p>
<p>Summertime popularity. Festivals.</p>	<ul style="list-style-type: none"> <li>- Condo development</li> <li>- Need services in pods - doctors, banks, cleaners.</li> <li>- Need to rip up road and streetcar tracks - it would be good planning to do it all at once.</li> <li>- We were told the utilities work</li> <li>- Far too congested</li> </ul>
<p>Traffic and vehicle access.</p>	<p>Pedestrian access, physical beauty, a destination waterfront, and consideration of how to make businesses more viable.</p>
<p>Access to residential buildings for most of the year, but becomes problematic during summer months.</p>	<ul style="list-style-type: none"> <li>- Attract businesses that will add life to the street throughout the year and not just summer.</li> <li>- Add library, more theatres.</li> <li>- Consider using tunnels or overhead bridges in order to minimize conflict between residents trying to enter their residences and tourists.</li> <li>- Move Martin Goodman Trail next to Lake, and not next to</li> </ul>

	Queens Quay. This will allow cyclists to ride with having to worry less about traffic lights and intersections.
Dedicated streetcar lanes.	A chance to encourage commuters to cycle to work - there are few east-west cycle paths. A chance for Toronto to project a pro-active stance with regard to health and the environment. A chance to get rid of the buses parked on the south side of Queens Quay.
Parking lots in Harbourfront area accommodate visitors. Bike lanes on both sides of Queens Quay east of Yonge. Vehicle traffic lanes both eastbound and westbound.	Difficult to push wheelchair or walk along sidewalk on south side east of bay street due to conflict with bikes, rollerbladers, and skateboarders. Streetcar tracks reduce access to parking lots on south side of Queens Quay; and restrict pedestrian access as well. Bus parking along Queens Quay causes traffic congestion.
The view The parks (new ones) The boardwalk Nautical themes Music - many free events	Pinch points - ferry docks. Where do you park or unload? In the presentation there was emphasis on special event, why not suggest weekends are crowded, lets live with it design for maximum efficiency or maximum sized events. If lots of people come driving the weekends, good as long as emergency services can cope let them come.
- Vehicular and emergency vehicle access - HTO Park access and use - TTC streetcar service is excellent - Empire sandy location with Music Garden/access and pedestrian enjoyment	- Prohibit parking on street by RCYC launch - Prohibit bus parking near Harbourfront - Control taxi queue at QQ's terminal - shutdown airport to reduce noise, risk of aviation accident, and traffic congestion. - cyclists currently a hazard to pedestrians and themselves - we need underground parking or shuttle from CNE parking sp people can easily drive to the waterfront and parks. Currently they have to drive which adds to the congestion.
- Streetcar ROW is not snagged in traffic - Harbourfront - Music Garden - Spadina Wetland	- The TTC ferry terminal stop is leaky and cold, and the number of steps and stairs prevent people from taking the TTC to the ferries. - Tour buses and private cars could park north of QQ and a free shuttle could bring people to QQ from parking lots, Union Station and other points including condos and ferry terminal. There should be more activities in the businesses on QQ. There is no charm to the street. All businesses are chains.

	<p>The north/south pedestrian and transit connections to Union, Front St. must be improved or else we will continue to see excess car traffic.</p>
	<p>Public Transit  - It appears to me that the Right-of-way (ROW) for the streetcar is taking two (2) full lanes. In an area where space is the most precious commodity, I think we say reduce the space requirements.  A. Single track loops - one way loop along QQ and back under Gardiner to subway  B. Passing lanes - single track with side tracks for passing  The reduced ROW can be used for more walking traffic.</p>
<p>It's a great area to live in - in summer it's like a tourist resort - in fall/winter/spring it's a deserted tourist resort. Visitor/tourist usage of the area is basically late spring through summer to early fall - and that has dropped considerably over the past couple of years.</p>	<p>Public transit - my "Achilles heel" about living in the area is the street cars. I'm on the 11<sup>th</sup> floor facing QQ - during summer I prefer to turn the AC off and open the doors to the balcony - this cannot be done if I want to listen to music or watch TV. As the noise from the street cars rumbling down the tracks and their constant sounding of horns and bells to clear the tracks of vehicles and pedestrians is really excessive. (a part of this EA should be the taking of sound levels as street and higher levels). The dedicated street car tracks present a barrier between the North and South sides of QQ. The noise will only increase if either the N or S vehicle lanes are closed - more vehicles will need to cross the tracks and pedestrians will walk across as well.</p>
<p>For the most part, the flow of pedestrian traffic and vehicular traffic moves very well, even in the summer. Naturally there is vehicular congestion on some special event days and long weekends, but that will always be a concern. As a retail merchant on the harbourfront, I see the traffic practically every day.</p>	<p>The construction of the Spadina bridge, widening the sidewalk where able, and better pedestrian crossings at intersections would all be very helpful. More flowers either hanging from light poles or in planter boxes similar to Niagara-on-the-Lake or University Avenue would beautify the harbourfront. I do feel that large trees are not the way to go. In winter they look very barren whereas plants can be changed to winter varieties and poinsettias for Christmas.  As for vehicular traffic, improved intersections with left turn lights, making U-turns illegal and not allowing any on street parking (or stopping to run into Starbucks for example) would keep traffic flowing. Also a designated parking area for tourist and school buses would eliminate the need for them to park on</p>

<p>It is a great area for things to do:</p> <ul style="list-style-type: none"> <li>- theatres</li> <li>- galleries</li> <li>- Music Garden</li> <li>- skating rink</li> <li>- Festivals at Harbourfront</li> </ul> <p>Shopping has improved over the past few years as wider variety of shops have opened in the area (comment at our table from an area resident).</p> <p>Public transit works reasonably well.</p>	<p>the street for hours at a time. Let them drop off and pick up.</p> <ol style="list-style-type: none"> <li>1. Changes to make the neighbourhood more sustainable for local residents (by that we mean it needs to be a neighbourhood in which residents feel they can access various facilities in the area in the city by walking, biking or public transit) i.e. by less reliant cars.</li> <li>2. Automobile traffic excluding tour buses should be restricted primarily to local residents. Non local traffic should be diverted to Lakeshore Blvd.</li> <li>3. Need for pedestrians to cross public transit lanes should be minimized.</li> <li>4. Public transit to the area needs to be improved by increasing capacity of streetcars and increasing the frequency of service. One of the table participants suggested that the public transit service to the area should be better publicized to city residents. She said she had several friends living in other parts of the city who were not aware that they could take public transit to the waterfront.</li> <li>5. Changes need to be made that will minimize conflicts between pedestrians and cyclist.</li> </ol>
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<b>Question #2: Thinking about your answer to Question 1, as well as the preferred planning solution ...</b>	
<b>What do you like about the preferred planning solution?</b>	<b>What concerns do you have?</b>
<ul style="list-style-type: none"> <li>- pedestrian emphasis</li> <li>- More pedestrian space</li> <li>- Like bike lane</li> <li>- Quieter during Quay to the City</li> <li>- Prettier</li> <li>- More square type space</li> <li>- Bike lane with median between pedestrians and cars</li> </ul>	<ul style="list-style-type: none"> <li>- access getting in and out of driveways</li> <li>- Snow removal (resident density compounds problem)</li> <li>- Some buildings do not have off street delivery</li> <li>- We have little faith that City will ticket illegal parking</li> <li>- Toronto has no “great street”</li> </ul>
<ul style="list-style-type: none"> <li>- more green space</li> <li>- mature trees</li> <li>- bike path continuity</li> <li>- pedestrian friendliness</li> </ul>	<ul style="list-style-type: none"> <li>- traffic blockage with 2 single lanes when residents need to cross traffic to enter their residences</li> </ul>

<ul style="list-style-type: none"> <li>- creation of a neighbourhood street and not a main thoroughfare</li> </ul>	
<ul style="list-style-type: none"> <li>- we like that it reduces traffic on one side of QQ</li> <li>- it increases green space</li> <li>- it keeps TTC</li> <li>- beautifies the waterfront</li> </ul>	<ul style="list-style-type: none"> <li>- how will cars and buses “standing” on QQ be eliminated</li> <li>- traffic</li> <li>- south side of QQ should not be for cars</li> <li>- bike lanes shared with existing roads (not changing ROW) will not work as taxis will always stop in the bike lane.</li> <li>- There are suggestions to use a bike lane near the Gardiner instead of a dedicated lane in QQ. There are dozens of roads that can be used for cars. It doesn’t make sense to further restrict the environmentally friendly transportation in favour of more SUVs on Toronto streets.</li> </ul>
<ul style="list-style-type: none"> <li>- ships</li> <li>- more access for pedestrians</li> <li>- less cars</li> <li>- addition of trees - greening</li> <li>- narrowing of Queens Quay</li> </ul>	<ul style="list-style-type: none"> <li>- economic activity during colder or off-season periods</li> <li>- inter-working of pedestrians, cars and transit</li> <li>- access to properties for owners</li> <li>- how do you handle increased volumes when this is a popular destination?</li> <li>- traffic - foot and vehicular</li> </ul>
<ul style="list-style-type: none"> <li>- landscaping!</li> </ul>	<ul style="list-style-type: none"> <li>- access to resident buildings</li> <li>- connect the MGT somewhere</li> <li>- limiting access to Harbourfront</li> </ul>
<ul style="list-style-type: none"> <li>- trees, bikes and pedestrians are all accommodated</li> <li>- it’s attractive</li> </ul>	<ul style="list-style-type: none"> <li>- access to homes and businesses</li> <li>- traffic congestion</li> </ul>
<ul style="list-style-type: none"> <li>- accommodate cyclists</li> <li>- accommodate pedestrians</li> <li>- better transit service</li> <li>- meets City policy goals (climate, reduce car dependencies, energy dependency [gas prices going up esp. by 2050], bike plan, pedestrian charter, and health)</li> <li>- Sets a precedent for balancing all modes of transportation</li> </ul>	<ul style="list-style-type: none"> <li>- must accommodate/meet needs of special areas vs. local residents needs</li> <li>- must better address needs of residents and visitors to access special areas</li> <li>- need drop-off areas for buses and private vehicles on edge of areas</li> </ul>
<ul style="list-style-type: none"> <li>- Fewer lanes - arterial changes to local street</li> <li>- Shorter pedestrian crossings</li> <li>- LRT - easier access to the TTC (from South side) meets objective of improved transit</li> <li>- Wider platforms for transit</li> <li>- Real estate values will go up!</li> <li>- Martin Goodman Trail</li> </ul>	<ul style="list-style-type: none"> <li>- Access to residents and business for services!</li> <li>- Visitor parking</li> <li>- business parking</li> <li>- Bikes on transit need to be controlled</li> <li>- North-South connections must be incorporated!</li> <li>- Needs lots of good signage (as well as on the paving) for directing tourists</li> </ul>

<ul style="list-style-type: none"> <li>- Beautification of streetscape, opportunities for locals to express themselves!</li> <li>- More space for visitors and tourists</li> <li>- Opportunity for ticket offices</li> <li>- Waterfront entrance to Union Station could be looked at</li> <li>- More seating areas - other improved activities (chess, sandboxes etc.)</li> <li>- Retail will experience improvement - wine bars, shopping, window shopping!</li> </ul>	<ul style="list-style-type: none"> <li>- High quality design - beauty in a high quality format!</li> <li>- Retail - Rees Street parking underground</li> <li>- New building on north side - facing HTO park</li> <li>- Seasonal - outdoor swimming pool (270 or 370 QQ)</li> <li>- Idea of recreational events</li> <li>- activities, art</li> </ul>
<ul style="list-style-type: none"> <li>- in keeping with giving the public back space</li> <li>- environmentally better/greener</li> <li>- allows recreational users to access waterfront</li> <li>- discourages car thoroughfare</li> <li>- mature trees</li> <li>- improved pedestrian connectivity/permeability</li> </ul>	<ul style="list-style-type: none"> <li>- public consultation</li> <li>- looking at surrounding area thoroughly to help resolve problems affecting Queens Quay (i.e. parking, driving)</li> <li>- one lane each way - nightmare (one way 2 lanes) i.e. turning cars/breakdowns</li> <li>- that the design will be watered down by accommodating vehicle interests, which ultimately ought to have a reduced role than the vibrant main street</li> </ul>
<ul style="list-style-type: none"> <li>- the bridges providing continuous waterfront</li> <li>- opportunity for cycling</li> <li>- path on waters edge not on QQ</li> </ul>	<ul style="list-style-type: none"> <li>- closure of Queens Quay</li> <li>- charity events close main arterial routes. If you close south side of QQ then you will create far worse congestion!</li> <li>- excessive condo development, lack of balance between condo development &amp; public/recreational space</li> <li>- don't plant trees in concrete, they don't survive</li> </ul>
<ul style="list-style-type: none"> <li>- solves bikes on side walk</li> <li>- beautifies street</li> </ul>	<ul style="list-style-type: none"> <li>- access to business and residences</li> <li>- keep public spaces public, such as waterfront</li> <li>- plan for the future not the past</li> <li>- promenade blocked for tour boats and paid concerts</li> </ul>
<ul style="list-style-type: none"> <li>- I like the idea of expanding ROW - if buildings want to benefit from changes to waterfront they should be proactive.</li> </ul>	<p>Not a single mention about burying the street car below grade to free up space.</p> <ul style="list-style-type: none"> <li>- No mention of urban design.</li> <li>- Major issue along waterfront, how can existing buildings be fit in?</li> <li>- Little "innovation" shown, why not look at limiting traffic? Congestion tolls - few NEED to drive to QQ.</li> </ul>
<p>It takes the focus away from traffic and back to the residents of the area. What they want, and what they need. [I assume the preferred planning solution is physical modifications</p>	<ul style="list-style-type: none"> <li>- That what will be done is not what should be done.</li> <li>- I would much rather see a vision be carried through and do what is best for the residents in the area and Toronto in general. If</li> </ul>

through ROW, example 1]	they follow this visions, businesses will thrive, maybe not the ones currently there, but there will be opportunities.
I think it's the right option.	If lanes are removed, significant traffic diversion/alternative access arrangements for cars into buildings would have to occur. If this can happen, then 2 lanes for cars (1 each way) would be excellent for pedestrians, cyclists, vegetation and general public realm.
1. Consistency in look - walkways, materials used etc.	<ol style="list-style-type: none"> <li>1. Access to docks for boat owners</li> <li>2. How will this help bring people besides residents down to waterfront in months other than the summer?</li> <li>3. Some businesses might lose business due to lack of access (tourist groups etc.)</li> <li>4. Not enough parking for businesses in the area, not everyone can come by transit or bike.</li> <li>5. Don't make it a one way street!</li> <li>6. If problem on a single lane, there will be major traffic problems.</li> <li>7. We're giving lots of space</li> </ol>
Nothing.	What will happen in the event of a high rise fire in the busy summer season?
<ul style="list-style-type: none"> <li>- Agree with it</li> <li>- Reasonable analysis</li> <li>- Criteria fair</li> </ul>	<p>Staff keep saying that all users/criteria etc. will be satisfied/accommodated. I feel that may be unrealistic - there will be winners and losers (hopefully cars will be losers not pedestrians).</p> <p>Want to envelope the stated objectives per planning policy context i.e. ensure pedestrian focus is achieved.</p>
<ul style="list-style-type: none"> <li>- Getting more green</li> <li>- Might improve the cycle path</li> </ul>	<ul style="list-style-type: none"> <li>- Safety</li> <li>- Cycle path should not be at the expense of vehicles or pedestrians</li> <li>- Access will always be challenging ... especially to existing residences and businesses</li> <li>- Please look at a "one way street" option</li> </ul>
<ul style="list-style-type: none"> <li>- More green space</li> <li>- Bike path continuity</li> <li>- Large mature trees on both sides of the street</li> <li>- Lessen air pollution</li> </ul>	<ul style="list-style-type: none"> <li>- Would not allow for any vehicle stopping on street</li> <li>- provide staging area for tour buses off of QQ</li> <li>- possible homeless attraction to park areas</li> <li>- need more areas to park bikes i.e. stands</li> <li>- skateboarders on sidewalks jumping on curbs and low walls</li> </ul>

	<p>along sidewalk, these are destructive.</p> <ul style="list-style-type: none"> <li>- City to have a consistent program to maintain park area and green space.</li> <li>- Events such as soccer on park spaces that destroy the grass and leave the park areas as muddy spaces i.e. what occurs during summers at the Harbourfront Centre.</li> <li>- Suggest QQ be made one-way with two lanes in Option 3. Requires traffic flow modifications on Lakeshore to allow turns at every cross street.</li> <li>- Bike path should accommodate joggers as well</li> </ul>
<ul style="list-style-type: none"> <li>- Beautiful waterfront with trees on walkways</li> <li>- Wider sidewalks</li> <li>- Continuous boardwalk along lake</li> </ul>	<ul style="list-style-type: none"> <li>- vehicular traffic congestion</li> <li>- delivery vehicular problems</li> <li>- buses - parking</li> <li>- access to homes</li> <li>- park for visitors</li> <li>- need good signage</li> </ul>
<ul style="list-style-type: none"> <li>- Pedestrian thoroughfare</li> <li>- Mature trees</li> <li>- Swimming pool</li> <li>- Maple Leaf Quay</li> </ul>	<ul style="list-style-type: none"> <li>- 2 single lanes - residents would stop traffic to turn into access.</li> <li>- bikes controlled</li> <li>- fewer lanes - neighbourhood street</li> <li>- access to residents and businesses</li> <li>- signage</li> <li>- North/South continuity</li> </ul>
<ul style="list-style-type: none"> <li>- Deals with biking and improves pedestrian environment</li> <li>- water</li> <li>- planning</li> </ul>	<ul style="list-style-type: none"> <li>- not represented in the study</li> </ul>
<ul style="list-style-type: none"> <li>- Increased green space</li> <li>- one-way traffic (if it went Eastbound only, would you get less “commuter” traffic, so a nicer environment?)</li> <li>- mend the Martin Goodman Trail</li> </ul>	<ul style="list-style-type: none"> <li>- pedestrians and cyclists obeying traffic signals.</li> </ul>
<p>I like the fact that the traffic will be switched to the North side of the street as a 2 way street and south side will be dedicated to biking, jogging, and walking. I love the extension of the piers where they meet the street. I choose “Physical Change - Existing ROW”.</p>	<ul style="list-style-type: none"> <li>- I just hope that this project will come true.</li> </ul>
<p>Closing the South side roadway.</p>	<p>That the design will be watered down.</p> <ul style="list-style-type: none"> <li>- Island airport pollution and noise</li> </ul>

	<ul style="list-style-type: none"> <li>- Tour boats - noise and water pollution</li> </ul>
It allows for needed improvements - the best choice.	Airport traffic and noise.
<ul style="list-style-type: none"> <li>- reduce car use</li> <li>- more area for recreation</li> <li>- pedestrian friendly</li> </ul>	<ul style="list-style-type: none"> <li>- need service to businesses that do not block the street traffic</li> </ul>
If traffic can be made to work, huge aesthetic improvement and increased usability.	<ul style="list-style-type: none"> <li>- Not enough room to squeeze it all in.</li> <li>- Too summer focused</li> </ul>
	Private interests should not interfere with PUBLIC interest - his project is made for the WHOLE GTA and not only for a few residents living in this area.
	<ul style="list-style-type: none"> <li>- fumes from Lakeshore if you put bike path there</li> <li>- street cars being as loud as they are now as they clank between the joining tracks (it's the only thing you hear in the condos)</li> <li>- adequate car parking and bus drop off areas</li> <li>- bridge or Spadina "undulations" on sidewalk extension icing up in winter</li> <li>- one way Queen's Quay is a must due to possible vehicle breakdowns or turning vehicles stopping traffic</li> <li>- bikes and pedestrians colliding</li> </ul>
You said we have a problem. Offer no solutions? Do nothing is not an option.	<ul style="list-style-type: none"> <li>- TTC noise</li> <li>- TTC not improving (more people, less service)</li> <li>- The problem of who is in charge <ul style="list-style-type: none"> <li>- The City</li> <li>- The Province</li> <li>- The Federal Government (Port Authority)</li> </ul> </li> <li>- Where is the money coming from?</li> </ul>
<ul style="list-style-type: none"> <li>- pro transit</li> <li>- pro pedestrian</li> <li>- QQ = local street</li> <li>- brings access and appeal to waterfront</li> </ul>	<ul style="list-style-type: none"> <li>- that the West 8 design is realized as much as feasible</li> </ul>
	Want to ensure that the Redpath rail spur is depicted correctly and protected. It is planned by the company to continue to be utilized for the foreseeable future.
	<p>Issues of concern:</p> <ul style="list-style-type: none"> <li>- 10 years of no retail activity at King's Landing</li> <li>- Mr. Softee truck parking illegally</li> <li>- dog feces</li> </ul>

	<ul style="list-style-type: none"> <li>- party boats</li> <li>- airport</li> </ul>
	By reducing the total number of vehicular lanes from four to two this will cause trouble for emergency vehicles trying to get access because cars would not have anywhere to pull over. During peak times emergency vehicles could use the streetcar ROW for fast access.
Removing lanes of traffic to make room for pedestrians and bikes makes a lot of sense.	It would be a shame to be totally constrained by the current position of the streetcar tracks, especially since there are bends in them to accommodate the current turn lanes. Since the TTC needs to completely rebuild the tracks anyway, the solution should consider straightening them out or moving them slightly if needed to provide wider platforms, etc.
I would prefer a combination of example 2 and 3, again to discourage traffic through the area. No stopping, parking for other than emergency vehicles, city services, postal deliveries, and moving trucks (tourist buses??).	None if we all realized that a little bit of walking is healthy.
	<p>North-South access. Terrible access from Union Station going South to Queens Quay (unsafe).</p> <p>We need to accommodate the Martin Goodman Trail - who are going through the area non-stop, cyclists. Cyclists are part of the Queens Quay community.</p> <p>Need drop off for groups and families who arrive by car and run to disembark safely.</p> <p>Move empty waiting buses to designated parking areas and have them turn off their engines.</p>
Consideration of all needs and balance solution. Consideration for large trees. Simplified presentation and ranking.	<p>Concerned that that vehicular traffic considerations will override pedestrian needs and beauty.</p> <p>Concern over length of process, will lands be available for this?</p> <p>Lack of marine focus.</p> <p>Lack of festival focus and consideration of venues to draw people.</p>
<ul style="list-style-type: none"> <li>- Emphasizes non-vehicular use of street.</li> <li>- Beautifies street</li> </ul>	<ul style="list-style-type: none"> <li>- It will worsen access to residential buildings, especially on South side throughout the year.</li> <li>- It still seems to crowd vehicles, pedestrians and cyclists next to each other. This will increase conflicts and danger. You should</li> </ul>

<p>It will look much better!!  We will be able to cycle without fear of being run over by a vehicle. We will be able to walk without fear of being run into by a rollerblader. There will be fewer vehicles, less pollution, and it will be quieter. There will be more visitors encouraging more businesses to move in and improving quality of life for residents. We might actually fee proud of where we live.</p>	<p>provide some separation by moving bikes next to lake.  It may take longer to drive along Queens Quay.  Access to buildings on the south side e.g. Sobey’s for vehicles.  Transition from East of Spadina to West of Spadina for cyclists going west.  Parking in front of Rabba &amp; businesses west of York.</p>
<p>Physical changes within existing right-of-way is great. Within category, the preferred scheme is “example 1” being expand sidewalk and add bike lane on both sides.  Bike lane both sides will get bikes off sidewalk which eliminates conflict with pedestrians.</p>	<p>Only concern is surface streetcar. Should keep streetcar subterranean to avoid vehicular congestion now suffered west of Bay street.</p>
<p>Tries to create a balance, doing nothing is not an option.</p>	<p>The phrase “adequate landscaping” - should be better!  If bike lanes are great can landscaping try to be in the same expression.  I am not positive if Queens Quay can ever be grand and beautiful. It can be improved, because these are no great structures on the lake. The road does not go anywhere. The lake is the emphasis, not the buildings. i.e. University Ave, Union Station, Queens park, with large institutional users.</p>
<p>The boulevard idea will enhance the neighbourhood for visitors, local businesses and residents.</p>	<p>Emergency vehicle access.  Vehicular access to condo parking, cyclists will ignore red lights as they did during Quay to the City.  Privacy and security of residents.</p>
<p>I do like it! It treats all users equally.  Please plant trees correctly and maintain them. Most trees around QQ and the condos die!</p>	<p>As an islander I am concerned about unloading car contents and passengers if there is only one lane of traffic each way. Although we usually use bikes. Many people bring shopping, suitcases, building materials, kids, hockey equipment etc. We unload on the South side of QQ at the foot of Bay street. There should be a driveway leading to the ferries ticket office where people can unload. Presently the lane on the east side of the Westin is closed to unloading due to new Maritime security reasons. There may have to be some acquisition to facilitate this.</p>
<p>?</p>	<p>Planning by Committee does not work. I would suggest a strong activist as a lead planner with vision.</p>
<p>A competition worth \$20 million is called for - reviewed and</p>	<p>As long as we have a dedicated street - car line running down the</p>

awarded to West 8. A \$1 million “full scale mock up” is built (2006) and Adrian Genze of West 8 was quoted that “waterfront transformation will be well underway by September (2006)”.

Here we are - January 2008 - and we are just doing an EA and it seems that the way West 8 solution is down the drain and we are starting from scratch - or are we still going ahead as the preferred solution and the current EA is just an exercise we have to go through?

If we don't know what the final solution is - why are we starting construction on the Spadina Quay? How is that going to fit in with the final solution if there is one - do nothing or modify operations may be what the EA dictates!!

I feel that this is the wrong solution. It is far too expensive and disruptive for what it hopes to achieve. There are plenty of ways of making improvements with option 2, operational changes within existing conditions that would serve the overall objective and be far less train on an already overburdened city budget. Granted it provides more challenges than the preferred solution, but then life is full of challenges. While I am not quite sure what you mean by the E.W. Connections not meeting criteria, traffic seems to flow quite well from east to west and I do not see eliminating two lanes of traffic as the solution. Also, I do not know which policies you are referring to, but sometimes policies need to change for the practicality of a solution.

1. Of all the alternative planning solution, it satisfies the largest amount of “problem statement objectives”.
2. Excluding the expanded option which is not feasible to implement, it alone satisfies the following objectives:
  - allows QQ to be developed into the waterfront's main street
  - allows for the improvement in North-South connections
  - allows for the improvement in East-West connections
  - it permits the opportunity to make the street aesthetically vital
  - it permits the opportunity to convert the street into a grand

centre of QQ you will never achieve any “Grand Scheme” along QQ.

Should a version of the West 8 solution be selected - I would want to know how the following would be accommodated -

- the very popular taxi stand at the terminal
- where do tour buses drop/pick up passengers
- school buses using the docks as arts/graffs
- summer camp school buses all along QQ in summer
- how will vehicles (emergency and other) access the hotels and condos, businesses. How will they cross the tracks to prevent accidents between vehicles/streetcars - vehicles and pedestrians/cyclist - how can this be accomplished and keep street car noise down.

- All other ‘key issues’ shown on your page 16.

My biggest concern is eliminating two lanes of traffic. We are a society of car users, and no amount of improvements to the TTC is going to change that. For people who are not near the main subway line, or live outside of Toronto, the automobile will still be the preferred method of travel. Eliminating two lanes will only cause more congestion, not less. We need to make it easier to gain access and park along the harbourfront, not more difficult. I am also concerned about the disruption to local businesses if this plan proceeds. We depend upon the summer business to carry us through the winter when business is almost non-existent and we lose money. Any disruption to that summer income will put people out of business. For all your improvements, the harbourfront could die.

1. The cost of moving the public transit tracks further south
2. resident access to their buildings on the south side of QQ
3. where do we park the numerous tour buses?
4. delivery of supplies to stores and restaurants on North side
5. how to provide safe access for passengers disembarking from streetcars across the cycle lanes
6. would there be room on sidewalk running along North side to accommodate outdoor cafes?

and beautiful boulevard

- it fits in with the City's policies for the waterfront
  - it allows for the leverage of other infrastructure renewal programs
3. It allows for the relocation of the streetcar tracks to the south side of Queens Quay adjacent to the cycle paths
4. It allows for the following:
- car traffic can be located on the North side of QQ and restricted to one lane each way
  - cycle lanes can be located on the South side of QQ between the public transit tracks and the pedestrian promenade
  - it allows for an extra lane on the north side which can be used for 'short-term' parking (30 minute) in front of stores

**Question #3: Do you have any additional feedback on any aspect of the Queens Quay Revitalization EA (planning policy context; problem statement; etc.)?**

- Airport in our Champ Elysee is ridiculous.
- Make the Queens Quay a winter wonderland, so retailers can survive.
- Make Lake Shore bike path an "express way" for bikes
- Put bus parking underground - under Canada Square
- How could coach terminal not impact on QQ area - it will
- Waterpark phase 3 - what will be the impact?
- Park buses out of QQ neighbourhood and call them with a pager system
- We need public washrooms
- Plant large trees that will survive - not saplings
- Need bicycle parking
- Make street level retail friendly
- Put streetcar tracks underground and place car lanes over in order to create wider pedestrian space

There is much resistance to reducing the number of lanes of traffic. The number of vehicles that are constantly parked illegally make this concern disappear. We currently only have 1 lane in each direction, and the bottlenecks that result from buses etc. probably make the current situation worse than the proposed situation.

It's regrettable that all the businesses on QQ are big brand names rather than smaller Mom & Pop operations that would add more diversity and colour to the street.

If we have only 2 lanes of vehicular traffic, it should be one-way only as two-way will cause problems with trucks loading/unloading and cars stopping.

\* There are 650 residents on Toronto Island who stop their cars and unload mostly in front of the Westin. There should be space for

people to make connections to the Toronto Island ferries otherwise cars and taxis dropping people off to go to the islands will block QQ if there is only one lane each way.

Martin Goodman Trail (MGT) - on waterfront itself?

Concern that overall planning is too haphazard on Harbourfront

What is the budget?

You asked “can it provide sufficient access”, but you are assuming vehicular access in your responses (on the matrix). Several of us walked here. It was not pleasant. This project would improve access for us, and the thousands of others who would visit.

Those concerned with vehicle access should consider whether they would actually need to drive in the first place if the project actually proceeds and manages to provide mixed land uses.

Very impressed by the process, I am interested in helping in anyway possible. I am an urban planner, would be willing to volunteer or do anything asked. Lived at Bathurst and Lakeshore for 18 years.

The study area should have extended down to the water’s edge. The connections to the water from QQ are poor, visually and from a pedestrian connectivity perspective: the access points are all property access points and pedestrians are secondary.

What about a central parking area for cars and shuttles to drop people along the street (i.e. portlands area)?

In an area that has several thousand residents, there needs to be 2 lanes of traffic in each direction to take into consideration the cars that do need to stop to load, unload people, etc. if only for a few minutes and also allow for any traffic stoppage due to accidents, mechanical breakdowns, taxis etc. or emergency vehicles.

Whenever there is a Maple Leaf or Raptors game, QQ, Lakeshore and Stadium Road are blocked for an hour. It will be much worse if you close a lane.

Moving the bicycle lane to the southern side of Lakeshore blvd is a good idea. Many of those cyclists are out for exercise, not a tour. It is a real hazard behind and beside the Tip Top building, keep the bike lane on Lakeshore blvd!!!

Add bicycle racks so those bikers can walk to enjoy the waterfront.

Wonder about the suggestion that there is a bike route North of Queens Quay. I think it will be better to relocate onto QQ - cyclists are not 3<sup>rd</sup> class citizens!

Try and make things more sustainable for the QQ residents (i.e. less car more bicycle).

Bus parking needs to be off street. Look at option of 1. small vans rather than regular huge buses, 2. drop off areas at edge of area (encourage tourist to walk!), or 3. streets only open to buses and taxis on weekends??

- will reasonable taxation during construction phase in exchange for the disruptions be considered?

- Make QQ a one-way street? What would be the other one-way street? Can both sides of the street be accessed? (already is one way street when accessing Beer Store or Shoppers Drug Mart)

- Stop lights offer option for all way stopping (vehicular) so pedestrians can cross diagonally. Then put up a barrier so they can’t cross when cars can.

- Most important considerations:

1. Make sure street is “greener” and encourages more gardens/composters

2. Make safety a prime concern re. access a) for pedestrians, b) for cyclist, c) for emergency vehicles, and d) for vehicular traffic.

- This is a City and downtown! Quit trying to get rid of tour boats, planes, trains etc.

- I want to see what the TTC will look like near 10 QQ and 10 Yonge street, in the next phase.

Ban buses from QQ altogether. Have a place for them to load and unload, and park - north of Lakeshore. Niagara on the Lake banned buses on their Main street, they set up parking lots for buses a block or two away and it all works very well.

- Horses and San Francisco trams!
- The view!
- Water transportation - design
- think of summer, winter, spring and fall
- increase the bicycle speed limits (traffic controls)
- seasonal, daily, weekend traffic uses
- water = beach - water quality, human interaction
- Harbourfront skating
- the suburban auto attitude - businesses, commerce
- disaster considerations
- Night lighting needs to be improved
- Will they bury the ugly electrical lines near Rees street?
- Thank you so much for making an effort to revitalize Queen's Quay. It is much needed and I think the option West 8 presented is the most intelligent and would respond to the objectives of the City and waterfront.
- A lot of people attending the meeting are from an older demographic that have a car. A young generation is seeking alternate transportation.
- loved the idea of changing the water area that is on the north side of the fire station and Queen's Quay Blvd
  - into filtered pool
  - beach volleyball
  - ?
- by the way - the area beside the marine police station to the west is a small public park - not privately owned as your data suggests
- use marshlands to filter Don River - there's a lot of research done in Europe on this

Why are you using a 10 year old aerial photo? It makes your data and solutions untrustworthy.

... the ultimate question is do any of the proposed solutions address the current difficulties while balancing the many varied and conflicting priorities? And is this process the right way to go about it? These difficult questions give rise to more questions, and ultimately to an answer that I feel can be more fair than what is there now.

I really like going to meetings like this. They propose a vision of the city of the future; they show me what might be. And generally, the vision that they propose is better than what I currently see on the street.

What I see, and what I find to be most agreeable to me, is a city with a de-emphasis on the personal motorcar in public spaces. It shows a corresponding emphasis on public transit, walking and cycling. Considering that I hang out here, at iBikeTO, it should come as no surprise that I like this change. But there are some in this city who don't share this view.

Roadways are very valuable spaces, and not just for the thoroughfare of the private motorcar and its occupants, and not just for the storage of these motorcars. Emergency vehicle access is vital on these roadways. And other service and delivery vehicles, i.e. Trucks, are vital to maintain a vibrant and viable community.

In an ideal world, the premise of reducing the use of the private car, and the lessened ability to use public space in which to store these cars, would be universal. It's not. Many people see the unlimited, and unfettered, use of their car not as privilege, which it is, but as an assumed right of living in a "free" society. In order to peacefully live within a society means that there has to be limits on personal freedoms. We accept this, except when it comes to the use (more like overuse and abuse) of my car. These people will not let you take them out of their car except to bury them; and even some would like to be buried in their car. And it just so happens that these people also happen to the residents of these areas which these proposals are for.

The residents are also paralyzed by ignorance, a lack of imagination, and by fear. Fear, as we all know, is extremely motivating. But ignorance, and a lack of imagination, can be just as paralyzing as the traffic jams that need to be fixed in the community.

I dread going to these meetings because it means listening to these residents, to the hostility against anyone who threatens their motorcar use. They all put up the same weak arguments; they all say the same things:

- The changes will make traffic congestion worse
- It will cause more pollution, not less
- It will make their own life too difficult
- It makes for a less accessible community, not more accessible
- It will slow them down
- It's not workable
- People only walk/cycle for three months of the year
- It's a waste of money,
- It's not warranted, needed, or wanted
- It's not a problem, or,
- The problem does not demand a solution (change) so drastic as what is proposed

It is curious that one only has to go to one of these meetings to hear the same arguments that you'll hear at any of them. Or to get a sense of the hostility. And yet, the very reason that change is being proposed is because the status quo is not right and is not working - now. And also, what is there does not fit in with the vision that the city has for itself for the year, and years, ahead.

It is not possible to un-bake a cake; history cannot be undone. I learned this truth studying thermodynamics and physics. We cannot go back in time to undo some, or any, of the things that we did. However, we must learn from the past as we plan for our future, we must change those things which we find are not working for us, and try to find solutions that will best fit the current circumstances, which we think will work now and for the foreseeable future.

This is no easy task, and I am usually glad that it's not my job. On the other hand, I do like to solve problems (It must come with my engineering and computer programming background) and these kinds of problems offer an opportunity in which to find creative solutions. The solution has to address the current problem while also addressing other priorities, some of which conflict with each other. And any solution has to be ultimately practical, possible, and affordable, and within scope of those whose authority will implement it.

Usually at meetings like this, potential solutions are proposed, and sometimes the pros and cons of each solution is listed against the criteria that the solution has to meet. Usually the ideal solution is not one of the ones offered, so one of the offered solutions is modified to come close to ideal. Personally, I enjoy the challenge to see if the solution that I come up with is close to one of the solutions offered, or close to the one that is accepted. Balancing the competing interests is harder than being on a high wire in gusty winds.

Every change has its pros and cons. It is very difficult to balance the many competing needs within a limited public space, and within the existing right of way. Its difficult to balance the perceived needs of residents with the needs of the rest of the city. And it most difficult to convince residents that their own personal priorities for their neighbourhood does not fit the communal needs for their neighbourhood, nor fit the future vision of the city.

Too often the attitude is: "yes, reducing the use of cars to reduce congestion is a good idea, so remove someone else's car" while not realizing that the whole community in which they live shares this attitude, and they have collectively created this problem with their own car use. They think that the problem comes from someone else, they refuse to look in the mirror and see themselves reflected back, and they instead blame the person they see in the mirror, not recognizing their own reflection. Perhaps they are too accustomed to looking into a rear-view mirror, as in a car, and think that what they see is the car or person behind them.

What does this all mean, what is it that the city wants from us, what is it that we want from each other? These changes and discussions are also happening in my own neighbourhood, and in your neighbourhood, and in almost all of the neighbourhoods throughout the city. We have to reduce our car use: you, me, us. We have to use transit more, use our bicycles more, and we have to walk more. We have to do it for the health of our city, our children, and for our own health. We have to do it also for the wealth of our city, and for many more reasons.

And why is it that we must use our cars less, or better yet, give up our cars altogether? Because the private motorcar has many disadvantages in an urban landscape that we now find we must address, namely:

- SOV (Single occupancy vehicles) use a disproportionate amount of land and public space that we are simply running out of, and cannot continue to afford to support
- All cars, even hybrids, pollute our air with noise, dust, and noxious fumes
- Because cars pollute our streets even by being parked at the side of the streets
- Because just a few private cars can block and delay an entire transit line
- Because cars make our streets, and our public spaces, unsafe

- Because cars kill and injure people
- Because cars separate drivers from other people, and decrease a driver's tolerance towards others, because of Road Rage
- Because drivers have become uncivil in our civil society
- Because driving is not sustainable
- Because driving is, ultimately, selfish

If not cars, then what? As mentioned before, the answer is walking, cycling, and public transit.

And then come the arguments that walking distances are too far, that public transit is too infrequent and also too unreliable and unpredictable. And the argument that cycling is a summer only activity, and that cycling on these roads with its heavy traffic is too dangerous, and that the nature/volumes of materials to be carried are too much for a bike to take, or to take securely.

There are some good rebuttals, answers, and counter arguments to these. To appreciate any of them takes some imagination.

First off, many people who don't walk very much overestimate walking distances or walking time, and underestimate how far they can comfortably walk. Also businesses and other services respond by moving operations closer to customers.

Public transit responds to increased demand by increasing supply. And fewer cars on the road will mean fewer delays and less unpredictability on a transit line. And a surge in transit usage should mean a corresponding increase in investment, increasing its reliability.

As for the cycling arguments, they are already addressed at iBikeTO. People can, and do cycle year round, and do so comfortably. With fewer cars and a dedicated cycling space, more people will cycle. But also, it means that cycling is much safer than before. And lastly, more goods are hauled and moved by bike (measured by tonnage or by \$ value) in this world than by ship, or by air, or by truck. People haul and move all sorts of things by bike quite successfully. It takes only a bit of imagination, or else to look to the Toronto Islands for some great examples of how and what people can move by bike.

And these three modes of transport can be mixed; bicycles can be taken on public transit, walking and public transit go hand in hand, and cyclists become pedestrians the moment they dismount the bicycle. I don't foresee a proliferation of "cycle through" shops, but I do see business owners adding bike racks for their clients.

And I'm not talking about the difference when one person or one family changes their habits in this way; I'm talking about what happens when a whole community changes its behaviour. Businesses or other services are not likely to move for one person or family. But when a whole community changes, then business and other services will be scrambling to respond. And when one community changes, it puts pressure on neighbouring communities to change. Change a few neighbourhoods and then the whole city has changed. And the whole city responds.

Traffic volumes and patterns of personal motorcars are not a constant, nor is traffic bound only to grow. Cars present a barrier to other modes of transport, and other modes of transport can, in turn, become a barrier to car use. People respond to changes by reducing the number trips taken by car, usually with the reduction or elimination of frivolous trips, often trips are consolidated.

Or people find other ways of getting the same stuff done. Some will find moving closer to work is better for them. Others may be able to work from home, or else work much closer to home. Some people will start to use other means of transport. Additionally, traffic from outside the area can be diverted or discouraged.

I must admit that I left the meeting early, not only to take care of personal things that I needed to take care of, but also out of frustration with listening to the “long-time residents” of the community who have been there long enough to see the traffic changes go from good to bad, and from bad to worse.

Twenty-five years ago, Harbourfront was a place that most Torontonians avoided. Queen’s Quay was even uglier than it is now. Abandoned grain elevators still towered over the landscape. The lakefront, where accessible, was not the pretty place it is now. There were no marinas. No tour boats operated, save from the foot of Yonge Street, and it was only an Island tour, not a harbour tour, because there was nothing to see in our harbour but unused mooring berths from an era of shipping commerce lost before my time. The place stank from the malting operation. It was difficult to get to. There were no sidewalks, public transit was inadequate but underutilized, and there were no shops or restaurants. There were very few public spaces, and no parks, but the one park beside the Ferry Dock.

The Queen’s Quay and York Quay developments were really the start of what we now know as Harbourfront. I used to go down there during the winter on the weekends with my friends to dance in the only bar when I was a pre-teen; it was so empty then that they used to welcome us under-agers in for the revenues from the sodas we bought. And we bought many, and we brought more of our friends, and they brought their friends.

Slowly other developments followed, but the removal of the old concrete elevators was slow and more expensive than anticipated. Competing interests – or perhaps some would say conflicting interests – eventually got us what we have today. Skydome was also added to the area, and the TTC responded by adding the Queens Quay LRT, and they eventually tied that in with the redevelopment of the Spadina Bridge over the Railway lines and the Spadina LRT. I still remember the Spadina busses, and the painfully slow trek from Harbourfront to the Spadina station on that Bus, and I don’t miss it. But Harbourfront became a destination in the process. While primarily a summer destination (and some would say only on the weekends), my own involvement and experiences with Harbourfront continued through my life. Although I never lived at Harbourfront, I have worked there, and I still go there. I skate there at Harbourfront in the winter. I ride my bicycle to, and through, there the rest of the year. I attend events there year round. I shop there, hang out there, I bring out-of-town visitors there. I meet friends at Harbourfront, and we eat and drink there. In other words, I am like most Torontonians: I enjoy Harbourfront. And because I use the area so frequently, I didn't find it at all surprising to see a picture of myself and my family on our bikes in the handouts last night (p11, with the caption "Accommodate Vehicular traffic with fewer conflicts") and also in the presentation.

But I do feel that we can make things even better at Harbourfront.

Several options were tabled for discussion and feedback:

1. Do nothing
2. Modify Operations
3. Reduce through lanes, add bike lanes

4. Through lanes on North or South side only, Martin-Goodman trail on opposite side (We got a taste of this option last year!)
5. Expand ROW

Because of the existing buildings, it is not a viable option to continuously expand the right of way, which really leaves the first four options. Doing either of the first two does not really solve the current problems as identified. This only leaves options 3 and 4. Bike lanes simply don't work well; as for why I say this you can see <http://toronto.mybikelane.com/>. So it's really about how to implement Option 4.

In all honestly, I must say that it seemed like the unstated purpose of the meeting was to get community to buy-in to this option. The problem definition, the questions posed, and solution criteria seemed to point to one solution. And so I can appreciate some of the hostility from residents who may feel like the authorities have preordained the outcome, regardless of the feedback that being asked for. And it's not the first time that an EA has been accused of being usurped to sell a staff member's pet idea, or to push for a specific idea by those who have their own motive. To all our concerns, we have to ask more questions, like

- Is there really a problem?
- What are the problems, have they correctly been identified?
- Who are the people most affected by each of the problems?
- Is the area truly in need of improvements to address the problem?
- What are the current and future priorities for the area?
  - What are the priorities of the residents?
  - What are the priorities of the businesses?
  - What are the priorities of the users and visitors of the area?
  - What are the priorities of the services in the area, such as transit, Emergency, deliveries, etc?
  - What are the priorities of the city, province and federal governments?
  - Is more than one priority being identified, how can these differing priorities be rectified?
- Have the correct priorities been identified?
- Are the proposed options reflective of a solution to remedy the problem?
- How are conflicting priorities handled in the proposed solution?
  - Does the balance between the conflicts seem fair?

Upon reflection, it does seem that the proposed solution mostly fits. That is, it does a better job of balancing the many competing needs than what is there today, and still holds true to the city's vision of itself for the future.

The future will bring in to the area still more development, more residents and visitors, more attractions, and more public spaces to enjoy. This could mean even more traffic on already clogged roads, which ultimately means more conflicts of space between cars, transit, pedestrians, and cyclists.

Now the next phase for this area is in front of us. We must choose what is best for our city, for our Harbourfront, and for the adjacent communities. Do we want Harbourfront to stay the same, with its almost continual traffic tie-ups through the summer? Or do we want the Martin-Goodman trail to continue through this beautiful part of the city? Do we want to have tour busses just

sitting on Queens Quay, or do we want to have dedicated tour bus parking just a short walk away? Do we want a beautiful waterfront, or yet another blight in our city? Do we want truly accessible transit, or will the narrow streetcar islands that cannot be used by those in wheelchairs become another embarrassment to us? Do we want to allocate our public spaces to reflect the current usage by cars, transit, cyclists and pedestrians? Do we want to allocate the usage we want, or expect, to see? Or do we continue to over-allocate for motor vehicles and under allocate for everyone else? What will become the new social justice of our city?

The future is now. We must decide. Even though most of us don't live there, and are not "long term residences" of the immediate neighbourhood, it's still our waterfront, our Harbourfront, and our city too.

To summarize the post, I think that the EA is (a painful process for all those involved, however I think that it is) on the right track, but the devil is in the details.

I would also like to suggest the following in order to minimize non-local motor vehicle traffic on Queens Quay.

Queens Quay should become one way with one lane for loading (NOT for Parking, but for bus/truck pick up and drop off), and one lane for through traffic. The through lane should be adjacent to the current streetcar ROW so that emergency vehicle can use the streetcar ROW if traffic is too heavy on Queens Quay to go through. Every other block (or so) the street should be alternating the direction of one way thereby making a maze and preventing Queens Quay from being used for through traffic.

A specific area reserved for bus parking can and should be added somewhere. The buses should be able to drop-off and pick up passengers on Queens Quay, but should not be parking on Queens Quay for any length of time. Same for all other motor vehicles.

Lastly, my thoughts about the Martin Goodman Trail (MGT):

The MGT lane should have one retractable bollard at each intersection, perhaps not unlike these [http://www.youtube.com/watch?v=Fjgq2BgbC\\_0](http://www.youtube.com/watch?v=Fjgq2BgbC_0) (or at least removable) that would prevent unauthorized motor vehicle use and still allow emergency and service vehicles to use the MGT Lane for those rare cases when they are truly needed to be there. The lane should be wide enough to accommodate these vehicles, as well as street cleaner and snow removal vehicles. I add this because even if we don't clear snow from the MGT today, we may be doing this next year, or perhaps the year after. The roadbed of the MGT must be built to be strong enough to support these service and emergency vehicles.

As a cyclist, I would prefer there to be no curb along the MGT as much as practical, the curb should only be on the at the intersections. The ground should be at just a slightly lower level than the lane so no curb is required, rain water drains off into the surrounding ground. The MGT should be separated from the streetcar ROW and sidewalks as much as possible with a garden, again to discourage unauthorized motor vehicle and also to beautify the area.

I would like to see the sidewalks come out at the intersections to make it safer for pedestrians crossing the street by having a shorter distance to cross, these would delimit the stopping areas. Following this design would the removal of all dedicated

left/right hand turn lanes on Queens Quay as everybody would (mostly) be going in the same direction anyway.

Thank you for your consideration, and I look forward to participating in future meetings.

Please pass on to all the EA team my congratulations on a superb presentation on the Central Waterfront EA. You took a lot of dry detail and made it fascinating. There were three newcomers to the process at my table and they were totally engaged. It was also wonderful to hear the overwhelming support for doing something bold and beautiful. It won't be possible for minority naysayers to disrupt the design process after this. The evening was a huge success for Waterfront Toronto and its consultants.

Thank you for the public meeting regarding the Queens Quay EA. The turnout was certainly significant and the meeting well organized. I was pleased that so many issues were identified by those in attendance, including the things that are positive in our neighbourhood as well as the concerns. I am very supportive of the general plans for redesigning Queens Quay and am reassured that your team is aware that traffic issues will have to be addressed before this promising design can be implemented. Better signage and enforcement will be necessary, and should apply to bike riders as well as drivers of cars, trucks, buses.

Not only do residents need access to their condominium homes, but consideration must be given to access by emergency vehicles and deliveries to residents and businesses. If it is possible to widen the sidewalks for pedestrians and somehow still maintain extra space (a third lane?) for traffic to make turns or brief stops where necessary, I believe this would be the most practical solution.

I urge you to try to develop a different plan for bus parking (take it off Queens Quay) and ensure that enforcement takes place when buses and cars park illegally. Underground bus parking should be provided.

I also urge you to look at future plans and developments that could impact the traffic situation. If the bus terminal is moved to 90 Harbour Street, as one proposal suggests, the traffic could spill over to Queens Quay and will definitely add more congestion to the surrounding streets. I don't think the potential negative impact of this proposal should be dismissed.

Thank you for the opportunity for input.

Additional comments for your "Ideas File" following Jan. 10 public meeting on Queens Quay EA:

I asked about a permanent solution to bus parking on the Waterfront, and John Hillier said it was on WT's agenda.

Here are my suggestions: Harbourfront Centre (HfC) must include bus parking in their new 3-storey parking lot under Canada Square, because they generate practically all the tourist bus traffic. HfC will say no, that it's not technically possible. But that is incorrect, as Maple Leaf Square told us about their high-ceiling parking for delivery trucks that are as tall as buses.

HfC will reject bus parking as much as possible, because buses may not generate as much revenue for them as cars, but then they will have to increase the bus fee. HfC will say that parking costs will deter tourist buses from coming (as they say currently to defend the illegally parked buses) but that's nonsense. Parking is a natural part of the tourist business and should not become a

burden on nearby neighbourhoods.

In addition to bus parking at HfC, buses can use the Roger Centre lot (fee \$40) when it's not full. They can let people off on Bremner Ave. and have them walk down to the Waterfront -- a short walk on Simcoe or York Streets. Another suggestion is to create a drop-off zone on Bremner and have buses park further away and return at the time agreed upon with the passengers (a successful model for that is Niagara on the Lake.) For that you'll need to secure a permanent bus lot elsewhere near the Waterfront.

It is clear to us that bus loading, unloading and parking cannot take place on the future QQ -- thanks to WT's fabulous design! So we look forward to WT's solution to this essential issue.

Great public meeting.

The following comment and proposed solutions are based on the observations of a six year resident/owner's observations.

**Comments:**

Accommodation for high volume summer weekend and event pedestrian traffic is essential. This situation is limited to less than 20 days per year. It is equally important to provide access 365 days of the year for tour groups, school tours and 'off season' visitors to the Harbourfront Centre for ice skating, theatres, shops and restaurants and for full time residents.

Business operators have the right to reasonable access for their customers. Their success is essential to the vitality of the Queens Quay as a destination for visitors.

Toronto's 'off season' waterfront weather dictates that it is not realistic to expect a dramatic increase in the 'off season' visitor traffic with anything less than the Queens Quay becoming an enclosed mall.

The width of the street is established and the width required for the rail system is established. The allocation of this space is further limited by the need to have the pedestrian walkways separated from the rails. Therefore the tracks are in the centre of the roadway for safety reasons.

The experiment of 2006 provided 2 lanes of traffic and a cycle lane; this did not work.. It created the need for traffic to cross the rails. The combination of fewer lanes but equally important forcing left turns over the rails caused serious traffic problems without benefit to pedestrians, tour groups or residents. The beneficiaries were singularly the cyclists.

**PROPOSED SOLUTIONS**

**For Pedestrians**

- Construct docks (of 3 -6 metres) parallel to the sidewalks at the harbour inlets- similar to the Spadina project, to broaden walkways at Rees Street, at Pier Four, at York St and beside the fire hall.

- Remove 3 to 6 metres of the front of the Harbourfront Centre building.

- The lost footage could be replaced by a new addition to west side of the building. Then widen the walkway at the front of the building.

- The additional space created by the extension at the inlets and the removal of the front section of the Harbourfront building would create a broad walkway from near Spadina to York St with the only exception being the Radisson Hotel building.

### **For vehicles**

To accommodate vehicular traffic, continue to have 4- lane 2- way traffic. Any other solution creates the necessity to cross the rails and this has been proven impractical.

Build the proposed parking garage underground - east of the Harbourfront Building.

### **For tour groups**

1. Create a “Reception Centre” for tour groups, occupying a limited portion of the surface area at street level, above the new parking garage. This would provide off-street unloading of buses and coaches (engines off). Time would be controlled and vehicles would be moved to a holding area until required for departures. This “Reception Centre” could have a landscaped roof, providing a viewing and sitting area. The bus loading area would occupy only enough angled parking for a few vehicles.

### **For Martin Goodman Trail traffic**

The Martin Goodman Trail would have two routes through this high traffic area:

- A. The walking route would be blended with the Queens Quay walking options (waterfront or widened walks) through this area.
- B. Cyclists or roller bladers would use the Martin Goodman Queens Quay Bypass.

This would be along the walkway/cycle path which currently runs from west of Spadina to York St south of the Lakeshore Blvd.

Cyclists who wish to enjoy the Queens Quay would be provided with bicycle storage along the Bypass at Lower Simcoe St.

Given the volume of pedestrian traffic in this area and the expectations of the cyclists created by the relatively unobstructed trail in most areas of the Martin Goodman Trail, it is simply too dangerous to have cyclists and visitors to Queens Quay strolling in the same areas. The two are not compatible.

You most probably did your observations during week days. You did not notice the horrible mess we have to endure weekends with the International Market and Food tent. Some jalopies are parked just North of the pond, near the washrooms, and the traffic along the pier on Friday nights when they bring the goods and food and cooking utensils, and Sunday nights when they haul everything off, is a disaster. The smells and the smoke are sometimes not very pleasant. In the same area, the few trees are laced with light wires which have penetrated the bark.

All bicycles should have bells (mandatory).

If you really want to make Queens Quay our Champs Elysess, do what they did on the Champs = no level parking, no idling, all underground parking.

Ferry access is congested.

The interrupted/narrowing of roads/streets/sidewalks/ is an issue for cyclists and pedestrians (e.g. going West on bike on Yonge → Spadina).

I would suggest that the public tend to bring out the complainers and not those in favor. My condo association and the residents at Queens Quay are generally very supportive - keep up the great work.

I would like to command all those included including the City to create a City destination which will not only benefit residents but also visitors. We have an opportunity to have a world class site, please make it happen.

Moving too slow.

Must promote a MIX of commercial establishments. The area has a tourist feel to it, that must be better balanced with non-touristy life.

The emphasis seems to be on providing better access for the rest of Toronto and not for the thousands of residents that live there throughout the year.

We have lived just west of Spadina overlooking Queens Quay for the past 8 years. We have never had a problem with the fact that there are only 2 lanes for traffic. Emergency vehicles use the TTC right-of-way. I have seen traffic back-ups once or twice but this would not be a problem under the proposed plan because vehicles would be able to get around any obstruction by using the opposite lane.

We would not be able to make a u-turn to go east on Queens' Quay but it is just as easy to us Lakeshore. I am concerned that the participants at the public forum were not representative of the area's residents. I would hate to see a small minority spoil a chance to implement this exciting plan. There are all kinds of ways to alleviate current problems. For example, instead of having buses park along Queens Quay, there could be one spot for passengers to embark/disembark. Buses could wait in a staging area, be summoned by radio, much as planes queue to take off.

Other cities have managed to develop spectacular waterfronts. I don't see any reason why we can't too.

In terms of connecting areas adjacent to the EA specific zone, it is critical that the Island Airport be preserved as a vital transportation link and that access to the mainland parking and pickup areas be maintained. Also - maintain the airport as an island with no fixed link.

There was a suggestion to move the TTC tracks so there would be space for 3 lanes, since that is neither feasible nor do residents wish to live in a construction zone for 5 years.

What about doing something to add colour - can TTC's raised concrete be painted or coloured? Ever section a different colour? There's a "B" movie called "Fools Rush In" starring Selma Hayek and Matthew Perry. Selma's family (Mexican) come paint a non-descriptive suburban house many colours which change the house. Could colour be done to the Queens Quay traffic island? Can bike lanes be painted, even if the officially do not fit the criteria?

I. We are concerned that the next phase of revitalization including bridges on the lake and of each slip, the extended boardwalks and trees along the lake will: turn the slips into unused garbage collectors, and closet the residents by installing a barrier between us and the lake.

II. The airport diminishes any value you add along the waterfront. Turn it into a park or a public golf course.

III. The consultation with residents on HTO Park was first class, as is the result. Please repeat this approach for every phase of redevelopment.

As a policy advisor with the province of Ontario, I recognize the challenges you face and congratulate you on your ongoing consultation process!

I have been on some of your stakeholder committees and enjoyed the process.

I would be pleased to participate in any discussion.

Recent plans/maps of the Harbourfront Area (at trailer parked at south end of the terminal building last summer and at your Public Forum #1) indicates a series of buildings in the parking lot immediately west of the Terminal building. No one can tell me what these buildings represent - yet they seem to keep appearing. Surely someone must know what they are! Are they Olivia Chows Global Village - if so why are we being kept in the dark - what is the "global village"?

When Harbourfront built the boardwalk and surrounding walkways - the parking lot was to go underground with a park at ground level - what ever happens in this area will certainly need to be co-ordinated with this EA. Please consider doing a study of street car noise levels along QQ. They are quite objectionable to people walking along QQ as well as the residents of the area.

- Would like to see a separation blvd either between the car lanes and public transit lanes or between the public transit lanes and cycle lanes
- would like to see lots of plants, trees on separation blvd along with water fountains (not drinking fountains). These fountains could be illuminated at night.
- would like to see lots of outdoor cafes on the North side of QQ (this area gets the most sun)
- would like to see lots of large trees on North and South side of street
- would like to see a public swimming pool somewhere in the area designed so that it could be still used in winter
- at each of the slips, could an arched narrow pedestrian bridge be built across the street to join the North and South sides of the street (I had in mind aesthetically pleasing bridges in the Calatrava mode somewhat like the bridge at the Humber). To avoid too steep a climb on the north side, the ends of the bridge could start on the north south street landing to the slip. On the south side, the bridge could start along one side of the slip as long as these bridges were not massive and had an aesthetic appearance, they could serve as marker points for each major slip. They could be illuminated as night to give a pleasing effect. They would facilitate pedestrian traffic between the two sides of QQ. If these pedestrian bridges are not feasible, then have some sort of very tall marker column identifying the location of each slip. These columns could be of different designs and illuminated at night.
- at various locations along QQ, locate permanent chess tables
- at key locations, create small piazzas bordered by benches. In the centre, you could have a small fountain. In the winter time, these small piazzas could be used as focal points for ice sculptures during a winter carnival event.

Proposed Bus Station at 90 Harbour St (Metrolinx):

- This is perhaps the most important new development that will affect the plans for the Revitalization of Queens Quay and the Central Waterfront. We have consistently been requesting WT to expand its vision to address the transformation of the interface between the Financial District and the waterfront, ever since WT financed the planning of the Union Station Precinct.
- The present 'footprint' of Union Station is too small to accommodate the multiple needs of a major metropolitan transportation hub.
- The proposal for a bus terminal creates new opportunities to resolve a number of planning issues and create the transformation that will reverberate positively for WT.
- The EA of the East Bayfront Transit should consider the implications of integrating the East and West-bound street cars and Union Station interchange at this site.

Accessibility:

- Priority vehicle access must be given for servicing businesses, condominium residencies, and for emergency service vehicles.
- Queens Quay is to be designed primarily as a local neighborhood street. In time its character will be transformed. It is

NOT foreseen to be used as an arterial corridor for commuter traffic.

- To this end, traffic evaluation criteria should focus on the traffic CALMING effects of proposed changes as a positive effect, and slower speeds not be viewed as ‘negative’. We want to see commuter traffic at much reduced levels and speeds and eventually eliminated altogether.

Access to public parking:

- There must be improved access to existing parking garages preferably with direct access to and from Lake Shore East.
- The provision of shuttle services to nearby parking garages in the financial district during under-utilized periods of peak tourist-season weekends should be explored.

Tourist buses:

- A permanent solution has to be part of the planning of Queens Quay:
- There is currently vacant land with access to Lake Shore between Cooper St and Jarvis that can be acquired for the public realm, or can be developed through joint venturing with the private sector for the provision of satellite parking dedicated to buses.
- The down ramp from the Gardiner can be re-engineered to create an additional ramp into Cooper St for buses.

Pick-up and drop-off for groups:

- Plan all pick up and drop off passengers on the north side of Queens Quay. The proliferation of residential condos along Queens Quay has generated basic services such as cleaners and franchised ‘carry-outs’. A couple of medical and dental practices and pharmacies have also located along Queens Quay. All these services occupy prime storefront space, but are closed on weekends and holidays, especially during summer months, when the area is ‘buzzing’ with visitors to the waterfront. Relatively few visitors make the effort to cross to the commercial strip to north side of Queens Quay.
- Furthermore, attracting visitors to even walk along the north side of Queens Quay corridor is a difficult task, as business use continuity is interrupted. Many condo buildings have utilised ground floor street frontage for their common recreational rooms, swimming pools and gyms. Others have elaborate residential entrances that break up the continuity of commercial shop fronts.
- Creating pick-up and drop-off zones in these ‘dead-frontage’ areas will bring a people buzz to empty commercial stretches and remove the visual barrier for pedestrians.
- Add pedestrian crossovers to the south side at key locations from north to south (eg: between Simcoe and Rees St).

Related Planning issues

- There has to be a concerted effort to create new ‘attractive people-gathering destinations’ for new enterprises (retail, food services, entertainment and recreation, as well as other employment opportunities) to locate in Queens Quay and its environs, and these have to be planned as all-season venues to make them economically efficient, and at the same time animate the neighbourhood.
- The development of remaining vacant sites is possibly our last chance to do it right.

