

October 3, 2011

## Queens Quay Working Group: Issue and Comment Matrix

Items requiring follow-up:

- Integration with TTC repair works
- Mitigation strategies to address microclimate
- Alternative power generation
- Timing of the Bremner Boulevard extension

Queens Quay Working Group: Issue/Comment Tracking Matrix

<b>Topic: Accessibility</b>					
	<b>Question/Comment</b>	<b>Meeting Date</b>	<b>Notes</b>	<b>Follow Up Required</b>	<b>Status</b>
1	Concern that spacing and texture of the granite pavers (re: proposed granite for the south sidewalk-promenade).	July 20, 2010		<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at the Working Group meeting #2 and #11</li> </ul>
2	Waiting area for those that cannot cross the street within the allocated time	July 20, 2010	<ul style="list-style-type: none"> <li>There will be timed traffic lights</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at the Working Group meeting #3 and #11</li> </ul>
3	Concern for how the TTC platform and the Queens Quay TTC tracks will be separated.	August 17, 2010	<ul style="list-style-type: none"> <li>Final design will introduce several materials to encourage people to cross at the designated crosswalks.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at the Working Group meeting #3</li> </ul>
4	Concern that not everyone will be able to cross the street within the allocated time available	<ul style="list-style-type: none"> <li>September 21, 2010</li> <li>October 19, 2010</li> <li>November 4, 2010</li> </ul>	<ul style="list-style-type: none"> <li>Suggested to provide detailed methodology and examples at two or three intersections.</li> <li>Initially addressed at Working Group Meeting #4; follow up at Working Group Meeting #5.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at the Working Group meeting #5 and #11</li> </ul>

<b>Topic: Cycling</b>					
	<b>Question/Comment</b>	<b>Meeting Date</b>	<b>Notes</b>	<b>Follow Up Required</b>	<b>Status</b>
1	Can bicycle parking be located along the transition zone?	<ul style="list-style-type: none"> <li>July 20, 2010</li> <li>August 17, 2010</li> </ul>	<ul style="list-style-type: none"> <li>The detailed design show that this is an appropriate location for bicycle parking</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at the Working Group meeting #3</li> </ul>
2	Ensure sufficient transition areas re: between Martin Goodman Trail (MGT) and the TTC platform and	July 20, 2010	<ul style="list-style-type: none"> <li>Final design will be introducing several visual cues to differentiate between the pathways.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at the Working Group meeting #3</li> </ul>

	between MGT and pedestrian pathway.				
3	Concern how will cyclists make left and right hand turns at the intersection	<ul style="list-style-type: none"> <li>July 20 2010</li> <li>August 17, 2010</li> </ul>	<ul style="list-style-type: none"> <li>In cases where north-south cycling lanes exist street markings (chevrons or similar) will be included within the intersection to aid cyclists making turns to or from Queens Quay.</li> <li>A waiting area is proposed for cyclists at key intersections. The area is 6mX 2m in size.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at the Working Group meeting #3</li> </ul>
4	Would it be possible to continue the Martin Goodman Trail past Yo Yo Ma?	<ul style="list-style-type: none"> <li>September 21, 2010</li> </ul>	<ul style="list-style-type: none"> <li>This is outside the scope of the project. However, when that portion of Queens Quay is scheduled for rebuild we are designing that transition so that the extension west to Bathurst Street is feasible.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at the Working Group meeting #4</li> </ul>
5	Explore opportunities to better integrate cyclists into traffic, especially at busy intersections	<ul style="list-style-type: none"> <li>November 4, 2010</li> <li>November 16, 2010</li> </ul>		<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at the Working Group meeting #6</li> </ul>

<b>Topic: Tree Planting/Landscape Treatment</b>					
	<b>Question/Comment</b>	<b>Meeting Date</b>	<b>Notes</b>	<b>Follow Up Required</b>	<b>Status</b>
1	Are trees adequately spaced?	July 20, 2010	<ul style="list-style-type: none"> <li>Design team has consulted a landscape architect and urban arborist to confirm that there will be adequate space to support healthy and mature trees.</li> <li>Trees will be spaced for optimal growth and will also have ideal planting soil volume.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting #2.</li> </ul>

2	What tree species are being considered?	<ul style="list-style-type: none"> <li>July 20, 2010</li> <li>October 19, 2010</li> </ul>	<ul style="list-style-type: none"> <li>A landscape architect and urban arborist will help determine the tree selection.</li> <li>Have determined that both Plane tree or American Elm tree are potential choices for southside promenade.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting #6.</li> </ul>
3	Why are trees located on either side of the MGT and not along the promenade?	July 20, 2010	<ul style="list-style-type: none"> <li>It is mostly to do with the spacing of the trees. Large trees occupy a lot of space and would not fit as an allee on the southside sidewalk/promenade.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting #1</li> </ul>
4	How will water get to the tree roots?	August 17, 2010	<ul style="list-style-type: none"> <li>There will be slots by the tree rings which will collect rain water. In the interim a watering system will be introduced.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting #6.</li> </ul>
5	Please explore additional planting along Queens Quay i.e. raised planters. This important to bring green in the winter months.	<ul style="list-style-type: none"> <li>November 16, 2010</li> <li>April 26, 2011</li> </ul>		<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting #13</li> </ul>

<b>Topic: Materials</b>					
	<b>Question/Comment</b>	<b>Meeting Date</b>	<b>Notes</b>	<b>Follow Up Required</b>	<b>Status</b>
1	Is there an alternate ground cover other than grass for the TTC ROW?	July 20, 2010	<ul style="list-style-type: none"> <li>Grass is no longer proposed along the TTC Right-of-Way in order to provide an emergency access route. The TTC ROW will be concrete but WT is considering an enhanced concrete finish.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting #10</li> </ul>
2	Will the proposed paving treatment be impacted by snow plows in the winter months?	<ul style="list-style-type: none"> <li>July 20, 2010</li> <li>August 17, 2010</li> </ul>	<ul style="list-style-type: none"> <li>Design team researched many materials and granite was selected because it is more durable and sustainable.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meetings #1 and 2</li> </ul>

3	What is the maintenance cycle of the promenade?	August 17, 2010	<ul style="list-style-type: none"> <li>• Anticipate that some maintenance required on an as needed basis. Repairs can be done locally reusing existing pavers.</li> <li>• Granite pavers last 100 years.</li> <li>• The materials were selected in part because they will be quite durable and will last a long time.</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Addressed at Working Group Meeting # 2</li> </ul>
4	What is the maintenance cycle of the MGT?	August 17, 2010	<ul style="list-style-type: none"> <li>• asphalt path requiring standard maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Addressed at Working Group Meeting # 2</li> </ul>
5	What is the honeycomb system and how will it help with the longevity of the paving treatment?	August 17, 2010	<ul style="list-style-type: none"> <li>• Under the promenade there is approximately 2 metres of soil within milk crate looking objects called Silva Cells, which will support the growth of larger trees and will support minimal settlement over time.</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Addressed at Working Group Meeting # 2</li> </ul>
6	Have you explored multi tasking of poles in order to reduce clutter on the street?	<ul style="list-style-type: none"> <li>• September 21, 2010</li> <li>• November 16, 2010</li> </ul>	<ul style="list-style-type: none"> <li>• Wayfinding/signage was initially discussed at Working Group Meeting #6.</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Addressed at Working Group Meeting #13</li> </ul>
7	Please provide more details around the Martin Goodman Trail when available	November 4, 2010		<ul style="list-style-type: none"> <li>• No</li> </ul>	
8	Please explore including a 'sharo' concept for westbound bike path at Spadina Avenue and the chevrons be located in the middle of the lane	November 4, 2010		<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Addressed at Working Group Meeting #6.</li> </ul>
9	Please explore the interim extension of the Martin Goodman Trail, east of Bay Street	<ul style="list-style-type: none"> <li>• November 4, 2010</li> <li>• March 22, 2011</li> </ul>	<ul style="list-style-type: none"> <li>• Waterfront Toronto will report back as information becomes available</li> <li>• Update provided at Working Group Meeting #8</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Addressed at Working Group Meeting #10.</li> </ul>

10	Has Waterfront Toronto explored strategies for preventing posters being placed on the new light fixtures?	November 16, 2010	<ul style="list-style-type: none"> <li>Waterfront Toronto will share the research that they conducted</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group #7.</li> </ul>
11	Please explore mitigation strategies to address microclimate	November 16, 2010		<ul style="list-style-type: none"> <li>Yes</li> </ul>	<ul style="list-style-type: none"> <li>Will be discussed with the working group in the coming months.</li> </ul>
12	Has Waterfront Toronto explored teflon paint as a reduction strategy for postering on light posts?	December 14, 2010	<ul style="list-style-type: none"> <li>Teflon paint is not appropriate for use on wood poles. The coating must be factory applied, then heated to provide any hardness. In addition, it would not provide any protection from stapling.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Documentation is available upon request.</li> </ul>
13	Has Waterfront Toronto explored green power/alternative power generation to light the trees along Queens Quay?	December 14, 2010		<ul style="list-style-type: none"> <li>Yes</li> </ul>	<ul style="list-style-type: none"> <li>Will be discussed with the working group in the coming months.</li> </ul>

Topic: Intersection Design					
	Question/Comment	Meeting Date	Notes	Follow Up Required	Status
1	Concern that cars could temporarily stop in the third lane.	July 20, 2010	<ul style="list-style-type: none"> <li>The third lane used for turning movements at intersections and will be clearly marked as such.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting # 2</li> </ul>
2	How can you promote a strong pedestrian and cycling environment while accommodating wide curb radii for buses and large trucks?	<ul style="list-style-type: none"> <li>July 20, 2010</li> <li>Email correspondence Sept. 26, 2010</li> </ul>	<ul style="list-style-type: none"> <li>Need to accommodate trucks and buses, so need large radii but not at every intersection along Queens Quay.</li> <li>Need to still identify the key areas.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting # 5</li> </ul>
3	Where will storm drains be located? Storm drains should be located near pedestrian crossings	July 20, 2010	<ul style="list-style-type: none"> <li>Locations still to be determined but agree with rationale.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting # 5</li> </ul>

	in order to reduce large puddles right at the intersection crossing.				
4	Concern that layby will be used for temporary stops	August 17, 2010	<ul style="list-style-type: none"> <li>The laybys are intended to be used for loading and possibly short-term parking.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting # 3</li> </ul>
5	Concern that the mixed user group zones would not work effectively and would be confusing for the various users	August 17, 2010	<ul style="list-style-type: none"> <li>Design team to explore strategies, including texture and signage, and report back to the Working Group</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting # 3</li> </ul>
6	Would like to receive more information about the Bay Street and Queens Quay intersection	April 26, 2011		<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed on June 16, 2011</li> </ul>

<b>Topic: Phasing</b>					
	<b>Question/Comment</b>	<b>Meeting Date</b>	<b>Notes</b>	<b>Follow Up Required</b>	<b>Status</b>
1	How will the Phase 1 project be phased with TTC's rebuild of the tracks?	July 20, 2010	<ul style="list-style-type: none"> <li>TTC confirmed that they have a rebuild schedule and enough money to complete their scope of work.</li> <li>WT has planned to fund some of the design finishes.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting # 2</li> </ul>
2	If WT is unable to build the area between Bay Street and Spadina Avenue, what will happen to the bike lanes?	July 20, 2010	<ul style="list-style-type: none"> <li>WT has committed to revitalizing the entire length of Queens Quay between Spadina and Bay Streets, which includes a continuous Martin Goodman Trail. A phased approach is no longer being considered</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	

3	What is the proposed timing of the Bremner Boulevard extension?	April 26, 2011	<ul style="list-style-type: none"> <li>WT to confirm with City</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>	<ul style="list-style-type: none"> <li>Will be discussed with the working group in the coming months.</li> </ul>
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Topic: Wayfinding/Signage					
	Question/Comment	Meeting Date	Notes	Follow Up Required	Status
1	It is very important that signs are introduced and clearly visible in the mixed use zone	August 17, 2010		<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting #6.</li> </ul>
2	Where would signs for right hand turns be located?	August 17, 2010	<ul style="list-style-type: none"> <li>Regulatory signage must be placed at prescribed locations in relation to the intersection.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	
3	Will the signs along Queens Quay be overly prescribed?	<ul style="list-style-type: none"> <li>Email correspondence September 26, 2010</li> <li>November 16, 2010</li> </ul>	<ul style="list-style-type: none"> <li>The number and location of signs will be explored as part of the signage strategy</li> <li>Initially discussed at Working Group Meeting #6</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting #13</li> </ul>
4	Future signage must be coordinated with other existing signage such as the Waterfront Trail (bird, fish and leaf) markings	<ul style="list-style-type: none"> <li>Email correspondence September 28, 2010</li> <li>November 16, 2010</li> </ul>		<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting #13</li> </ul>

Topic: Streetscape Design					
	Question/Comment	Meeting Date	Notes	Follow Up Required	Status
1	Would it be possible to lower the sidewalk on the northside of Peter Slip	September 21, 2010	<ul style="list-style-type: none"> <li>To be explored by design team</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	



	bridge in order to mimic the wavedecks and animate space at Maple Leaf Quay?				
2	Concern that the lay-bys are not located in the appropriate locations and/or that there are not enough along Queens Quay	<ul style="list-style-type: none"> <li>September 21, 2010</li> <li>October 19, 2010</li> <li>November 4, 2010</li> <li>March 22, 2011</li> </ul>	<ul style="list-style-type: none"> <li>To be explored by design team</li> <li>Initially reviewed at Working Group Meeting #8</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting #11.</li> </ul>
3	What is planned west of Bathurst Street; specifically the intersection of Spadina Avenue and Queens Quay	September 21, 2010	<ul style="list-style-type: none"> <li>Discussed by design team at Working Group Meeting #4. Specifically, discussion focused on intersection crossing for pedestrians and cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting #4.</li> </ul>
4	It is integral to maintain vehicle access (servicing and drop-off) to York slip/pier for the variety of marine user groups, including businesses on the island, users of yacht club, pleasure and charter boats.	<ul style="list-style-type: none"> <li>September 21, 2010</li> <li>Email correspondence September 23, 2010</li> <li>October 19, 2010</li> </ul>	<ul style="list-style-type: none"> <li>In consultation with key stakeholders, the design team confirmed that the existing informal access to York Slip and the ferry terminal will not be precluded by the reconfigured street. Access to York Quay will be improved by the relocation of the kiosk and transformer at York Street.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	
5	Can we explore Pier 27 as a potential alternative to York Quay for drop-offs for pleasure boats and yacht club users?	<ul style="list-style-type: none"> <li>Email correspondence October 23, 2010</li> </ul>	<ul style="list-style-type: none"> <li>The relocation of the ferry terminal is not within the scope of this project. Improved access to the water will continue to be explored through future endeavors.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	
6	Will the taxi stand in front of Queens Quay Terminal remain?	September 21, 2010	<ul style="list-style-type: none"> <li>There will no longer be a taxi stand in front of Queens Quay Terminal.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	

			The locations of taxi stands will be confirmed during the bus/curbside management plan.		
7	What is the ground floor animation strategy for the north side sidewalk? Are there incentives in place to support spill-out onto the street?	October 19, 2010	<ul style="list-style-type: none"> <li>Under the Zoning Bylaw, there is a requirement for 5 metre deep colonnade to support spill out and animation along the street.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting #13</li> </ul>
8	Is it possible to introduce wider pedestrian crosswalk areas at busy intersections such as Bay Street?	<ul style="list-style-type: none"> <li>October 19, 2010</li> <li>November 4, 2010</li> </ul>	<ul style="list-style-type: none"> <li>Initially discussed at the November 4<sup>th</sup> working group meeting.</li> </ul>	<ul style="list-style-type: none"> <li>Yes</li> </ul>	<ul style="list-style-type: none"> <li>Yes, this will be integrated into the design. Exact dimensions to be determined.</li> </ul>
9	How is the Queens Quay streetscape design process being integrated with the TTC's scope of work?	<ul style="list-style-type: none"> <li>October 19, 2010</li> <li>Email correspondence December 04, 2010</li> <li>December 14, 2010</li> <li>April 26, 2011</li> </ul>		<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Waterfront Toronto will continue to provide updates to the Working Group.</li> </ul>
10	Is it possible to connect the Parliament Street bus with the future LRT line re: ability to transform the area into a transit hub?	October 19, 2010		<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Waterfront Toronto will discuss with TTC</li> </ul>
11	Coordination with BIXI bike program. Information session on how the program works.	<ul style="list-style-type: none"> <li>October 19, 2010</li> <li>Email correspondence November 19, 2010</li> </ul>	<ul style="list-style-type: none"> <li>Initially discussed at the November 16<sup>th</sup> working group meeting.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting #10</li> </ul>
12	Explore limiting the amount of laybys along Queens Quay and promote other modes of transportation (other than cars), such as walking, cycling and public transit	Email correspondence October 23, 2010		<ul style="list-style-type: none"> <li>No</li> </ul>	<ul style="list-style-type: none"> <li>Addressed at Working Group Meeting #8</li> </ul>

13	Would it be possible to map out all the underground and other public parking facilities along or near Queens Quay	Email correspondence October 23, 2010		• No	• Research completed as part of the curbside management plan
14	Explore idea of dedicated layby for the ferry terminal to accommodate drop-offs	October 19, 2010	• Waterfront Toronto to explore	• No	
15	Would Harbour Square be willing to remove one turning movement eastbound at Bay Street (shared right northbound or removal of eastbound left turn)?	• October 19, 2010 • December 14, 2010	• The removal of a turning lane would require an amendment to the EA, which would delay the construction of the project. This option is no longer being considered.	• No	
16	Please include Robertson Crescent on the schematic design for Queens Quay	November 4, 2010		• No	• This is not currently is the scope of the project.
17	Please provide details on the outcome of the Yonge Street, York Street and Bay Street ramp EA	November 4, 2010	• Waterfront Toronto to consult with City	• No	• Addressed at Working Group Meeting #8.
18	Please discuss the parking strategy being proposed	November 16, 2010		• No	• Addressed at Working Group Meeting #11. WT will continue to provide updates.
19	Please provide sufficient waiting areas for bus pick-up and drop-off	February 17, 2011		• No	• Addressed at Working Group Meeting #8
20	While the transit portal is being constructed, could there be an interim bus route provided?	April 26, 2011	• An interim bus service will be provided during the construction period.	• No	
21	Is there enough space for deliveries at the rear of Harbor Square	April 26, 2011	• WT to confirm	• No	• Addressed at Working Group Meeting #11.

22	Has WT explored potential noise issues/impacts by placing a taxi stand in front of 55 Harbour Square?	July 19, 2011 August 23, 2011	<ul style="list-style-type: none"> <li>Waterfront Toronto plans to set up smaller meetings to discuss matter with 55 Harbour Square. Jennifer Chan, constituency assistant to Councillor Vaughan, also volunteered to explore if there has been any noise complaints regarding the existing taxi stands and will report back to the design team.</li> </ul>	<ul style="list-style-type: none"> <li>No</li> </ul>	
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