



# Fall 2023 Engagement Summary

Quayside Infrastructure and Public Realm

## **Land Acknowledgment**

Waterfront Toronto acknowledges that the land upon which we are undertaking our revitalization efforts is part of the traditional territory of the Mississaugas of the Credit First Nation and that Toronto is covered by Treaty 13 with the Mississaugas of the Credit First Nation (MCFN).

In addition, Waterfront Toronto acknowledges that Toronto has historically been a gathering place for many Indigenous people, including the Mississaugas of the Credit, the Anishnaabe, the Chippewa, the Haudenosaunee and the Wendat peoples, and is home to many First Nations, Inuit and Métis peoples today.

## Executive Summary

Quayside is a 4.9-hectare (12-acre) area of land at the foot of Parliament Street, comprising about 3.2 hectares (8 acres) of developable land across five development blocks, as well as parkland, open space and future roads. Waterfront Toronto is delivering the area's infrastructure and public realm, and local developers Dream Unlimited and Great Gulf Group (together known as Quayside Impact Limited Partnership) are developing the mixed-use community.

This engagement focuses on the streets and public realm designed around the new Quayside community. Waterfront Toronto is exploring ways that ecology, mobility and movement, and activation and amenities can be embedded in the public realm designs, helping to make Quayside a dynamic, inclusive and resilient community.

This summary documents feedback from the public consultation that took place between November 20 and December 8, 2023. The public consultation included a virtual public meeting on November 20, 2023, which was attended by 115 individuals, and an online survey, which was open from November 20, 2023 to December 8, 2023, and was completed by 123 individuals. All consultation materials, including presentation slides and a recording of the virtual public meeting, were published by Waterfront Toronto on their website on November 21, 2023. At the time of writing this summary report, the meeting recording had 398 views.

Public feedback from this consultation will help Waterfront Toronto refine the public realm designs, ensuring that this work activates the waterfront, meets the needs of residents, celebrates the area's ecology, and establishes Quayside as a destination.

## Key Feedback We Heard

### *Ecology*

Participants were highly supportive of the ecological initiatives proposed in the design of the public realm, with at least 75% of respondents to each question sharing positive sentiments about the design's approaches.

### *Mobility and Movement*

There are many ways participants imagined moving through Quayside. Overall, they envision using sustainable modes of transportation, are satisfied with the connectivity of the cycling network, and value proper spacing and delineation between pedestrian and cyclist paths.

### *Activation and Amenities*

Participants identified natural elements and art initiatives as highly desirable special features in activating the public realm. The Water's Edge Promenade design was well-received and noted as likely to immerse visitors in nature and create a sense of belonging.

**More detail is provided on the following pages.**

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*The following summary was prepared by LURA Consulting, Waterfront Toronto’s independent public consultation and engagement consultant for Quayside Infrastructure and Public Realm.*



## Introduction

Quayside is a 4.9-hectare (12-acre) area of land at the foot of Parliament Street, comprising about 3.2 hectares (8 acres) of developable land across five development blocks, as well as parkland, open space and future roads. Waterfront Toronto is delivering the area's infrastructure and public realm, and local developers Dream Unlimited and Great Gulf Group (together known as Quayside Impact Limited Partnership) – are developing the mixed-use community.

This engagement focuses on the streets and public realm (including new streets, public spaces, active transportation infrastructure and other amenities) designed around the new Quayside community. Waterfront Toronto is exploring ways to embed ecology, mobility and movement, and activation and amenities in the public realm designs, helping to make Quayside a dynamic, resilient, and inclusive community.



*Figure 1: Footprint of the future Quayside development*

- **Ecology** – The planting strategy, and Indigenous approaches in the public realm.
- **Mobility and Movement** – The pedestrian, cyclist, transit rider, and driver experience.
- **Activation and Amenities** – Features that make Quayside interesting and inclusive.

The following summary report documents the feedback from public consultation activities in Fall 2023.

## What We Heard

Waterfront Toronto gathered feedback from November 20 to December 8, 2023, through a virtual public meeting and an online survey. The following subsections summarize feedback heard throughout the community engagement process. We received feedback from 238 individuals, including 115 participants at the public meeting and 123 individuals who completed the online survey.

Responses to the survey on each component (ecology, mobility and movement, and activation and amenities) were quantitative—being either a single choice or a selection of all that apply. Respondents could provide additional qualitative feedback at the end of each component's section. Where applicable, additional feedback will provide a more thematic summary and context to participant's thoughts on each question. Comments made by attendees during the public meeting have also been included in the additional feedback for each component. All other additional feedback has been summarized into a descriptive text to extract key themes. Comments received were wide-ranging, however, and the appendices to this report include a record of all comments received.

Appendices include:

- Appendix A – Public Meeting Questions of Clarification
- Appendix B – Qualitative Survey Responses

### Ecology

The project team posed several questions on the potential ecological aspects that visitors and residents can expect in the future Quayside public realm. The project team was interested in how individuals feel about immersive nature, design strategy, and Indigenous approaches in the design.

#### *A Continuous Green Edge*

The survey began with an outline of the central concept for Quayside's parks and public realm: A Continuous Green Edge, visualized in Figure 2 below. The concept is meant to guide the design to prioritize access to immersive nature by creating green corridors that take people from the city to the water and, ultimately, across the Keating Channel to new parks and the naturalized mouth of the Don River on Villiers Island.

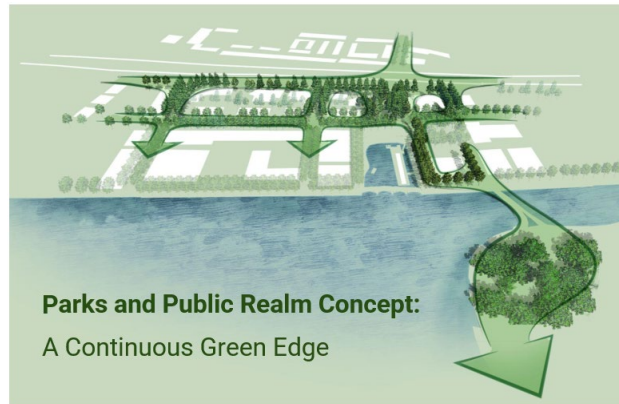


Figure 2: A Continuous Green Edge

Respondents were asked to what extent they agreed that the concept of *A Continuous Green Edge* would create an immersive and welcoming space.

- 75% of the 122 respondents to this question strongly agreed with this statement, and a further 19% agreed, suggesting that the overarching conceptual design of the Quayside public realm highly resonated with respondents.

In the additional feedback, respondents noted that an abundance of greenspace was appreciated, and it was important to break up the concrete environment of Toronto's urban landscape.

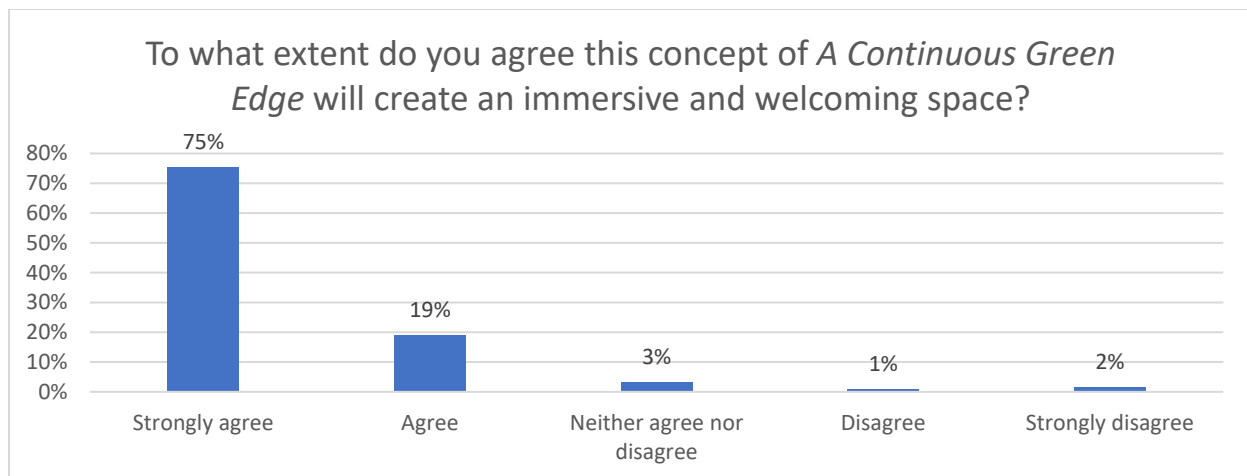


Figure 3: Extent participants agree that the central concept creates an immersive and welcoming space [122 respondents]

### Street Character Aspirations

Precedent images were provided demonstrating the character aspirations for the design of the water's edge promenade, local streets, and major streets, shown in Figure 4 below.



Figure 4: Character aspirations of the WEP, local streets, and major streets

Respondents were asked to what extent they agreed that these character aspirations contribute to the central concept of *A Continuous Green Edge*.

- 58% of the 121 respondents to this question strongly agreed, and 31% agreed with this statement.

Respondents noted that these aspirations promote ecology and highlight the importance of vegetation and plantings along pedestrian paths and vehicular roads. They indicated that the layered design and presence of shade trees provides residents and visitors a feeling of being immersed in nature even if they are in the downtown of a major city.

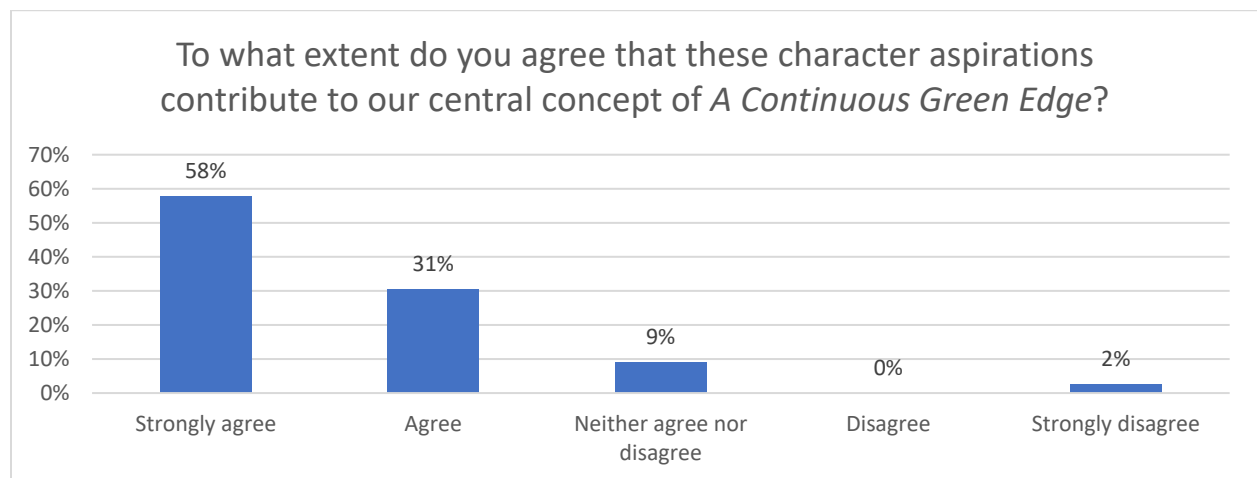


Figure 5: Extent participants agree that street character aspirations contribute to the central concept [121 respondents]



### *Indigenous Approaches in the Design*

The plan to integrate Indigenous approaches into the design includes strategies like:

- Planting species and material selection,
- Creating places for people of all ages,
- Prioritizing restoration, healing, and connecting with the urban forest,
- Using the savanna as inspiration for landscape structure and resilience,
- Connecting urban populations to their natural landscapes,
- Natural habitats for indigenous plants and urban forest groves,
- Community spaces for social gatherings (i.e., firepits, picnic tables, etc.), and
- Arts, language, and cultural heritage (i.e. signage, landscape elements, programming, etc.).

Respondents were asked to what extent they are satisfied with these Indigenous representations in the design.

- 76% of the 122 respondents to this question expressed a degree of satisfaction (43% very satisfied and 33% satisfied) with this approach, whereas 5% were unsatisfied.

Respondents noted that they would appreciate space for Indigenous ceremonies, education, and totems to help represent the efforts by the design team to include Indigenous approaches in the design.

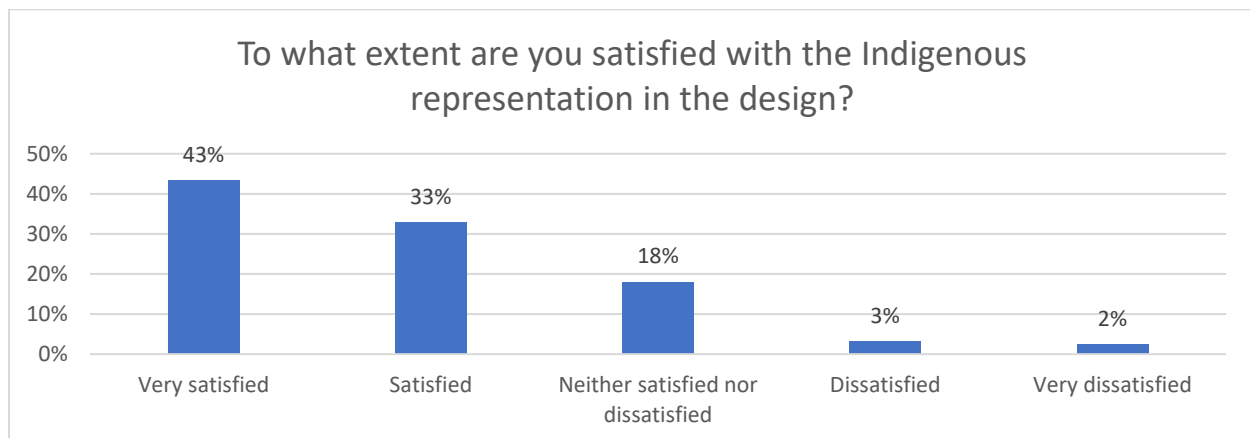


Figure 6: Extent participants are satisfied with the Indigenous representation in the design [122 respondents]

### *Resilient Planting Systems*

On Lake Shore Boulevard East, streetscape plantings face challenges such as salt run-off and exhaust from the high vehicle traffic in the area. Using lessons learned from a pilot project, the design team proposes planting hardier shrubs and trees that are fast-establishing and street-resilient.

Respondents were asked how important it is that planting systems in the public realm are resilient.

- 76% of the 123 respondents to this question felt resilient was very important, with 17% thinking it was important and 1% not.

In the additional feedback, respondents identified a need to protect vegetation and planting systems from the increased vehicle congestion in the area, the presence of both pets and wildlife, and the impacts of winter (notably salting) throughout the life cycle of the plant species. Though respondents note that hardy and resilient plants are important, finding species that are both resilient and aesthetic are important as well—some respondents noted flowering and fruiting plants would be nice to have in the public realm.

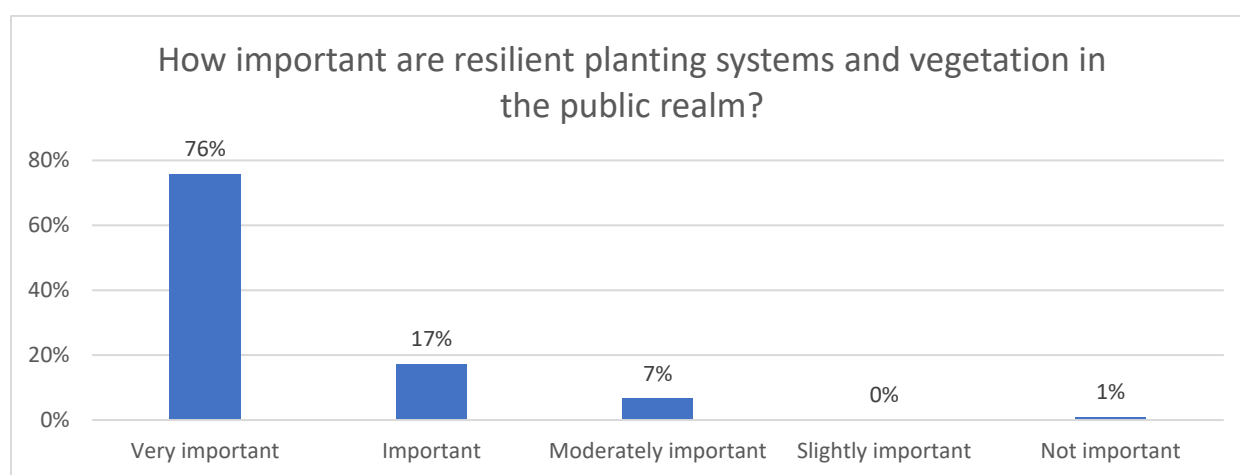


Figure 7: How important participants feel resilient planting systems and vegetation are in the public realm [123 respondents]

#### *Additional Comments*

Respondents were provided an opportunity to make additional comments regarding ecology within the public realm of Quayside.

An emerging theme was an appreciation of and call for more native plantings. Respondents emphasized the importance of native plants and green space, as well as the need to protect and properly maintain them.

Suggestions by respondents to have an attractive public realm year-round included planting drought-resilient trees and shrubs, protecting ground-level plantings from vehicular and pet damage, and having a plan for snow removal and salting.

During the public meeting, attendees raised concerns about the number of residential buildings being developed close to the water's edge and said they would like to see more parks and public spaces. Attendees also indicated they would like to continue to see inviting and functional streets in the design.

Overall, the community was keen on a sustainable, green, and accessible public space that meets the diverse needs of residents while considering ecological and maintenance aspects.

## Mobility and Movement

The project team posed several questions on the potential mobility and movement features that visitors and residents can expect in the future Quayside public realm. The project team was interested in understanding how individuals would use transportation systems throughout Quayside and what aspects of a streetscape would make the pedestrian and cyclist experience feel more connected, safe, and comfortable.

### *Envisioning Moving through Quayside*

Respondents were asked how they envision moving throughout Quayside and could select all options that applied.

- 95% of the 117 respondents envisioned walking as their primary transportation method, with biking and public transit following behind as the most popular options. 21% of respondents envisioned driving through Quayside.

Pedestrian mobility was highly desired by respondents. Additional feedback on this section identified the need to prioritize pedestrians and a call to reduce the impact of vehicular traffic in the community.

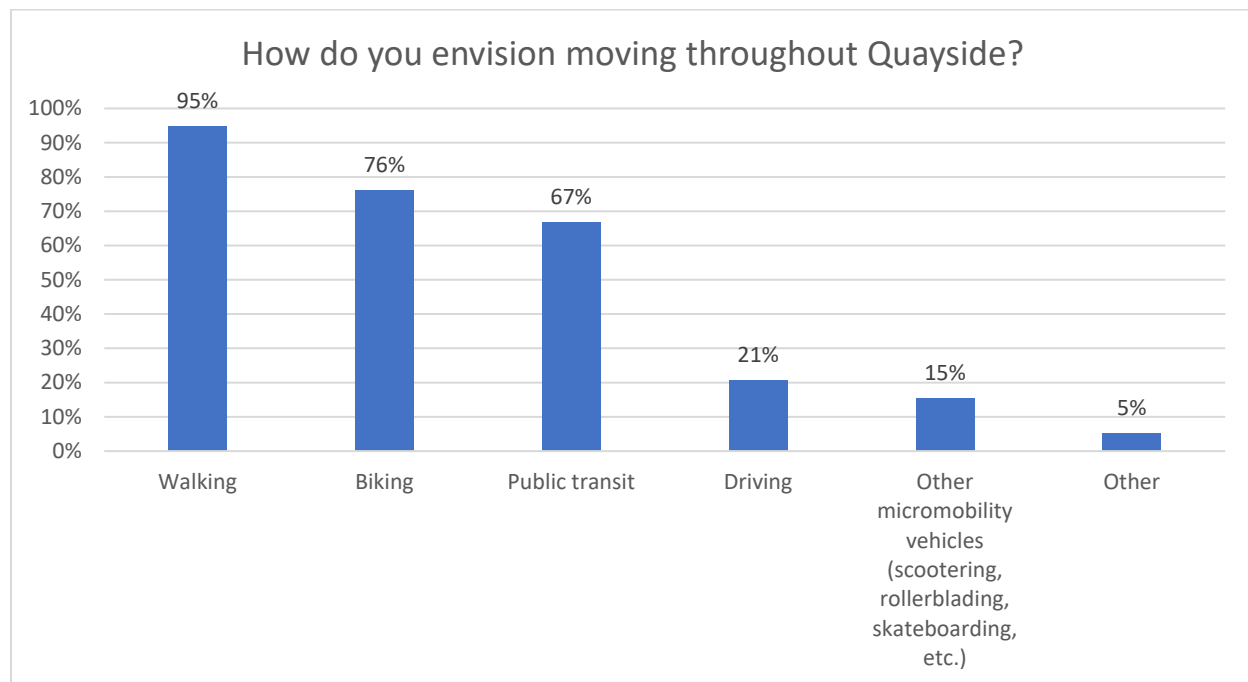


Figure 8: How participants envision moving through Quayside [117 respondents]

Respondents were given the opportunity to offer other mobility options they envision using to move through Quayside; respondents mentioned mobility assistive devices such as wheelchairs, canes, and scooters.

*Cyclist Connectivity*

The figure below was shown to participants to explain how the project team is future-proofing the Quayside cycling network, including an adaptive design for Parliament Street that can be adjusted when adjacent projects are completed.

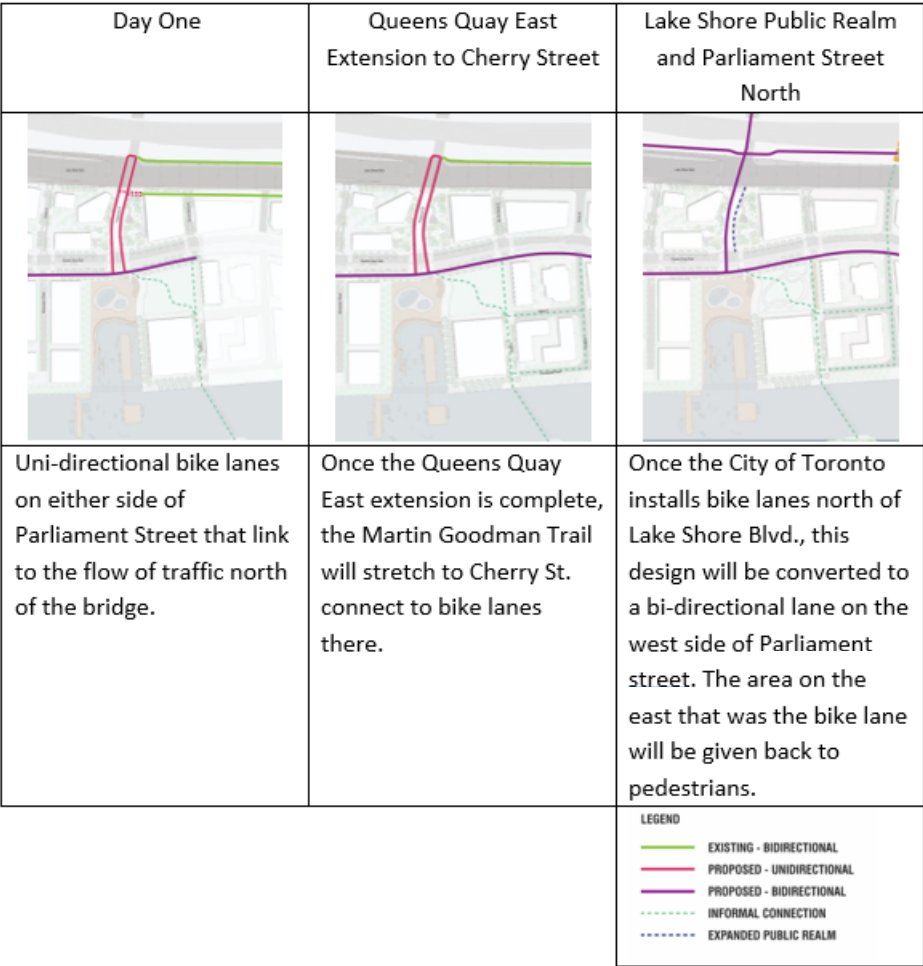


Figure 9: Stages of futureproofing the cycling infrastructure.

Respondents were asked to think about the space as a potential cyclist and to indicate their satisfaction levels with the connectivity of the design.

- 45% of the 112 respondents to this question were satisfied with the connectivity, 26% were very satisfied.
- 25% were neither satisfied nor dissatisfied.
- 5% expressed some level of dissatisfaction.



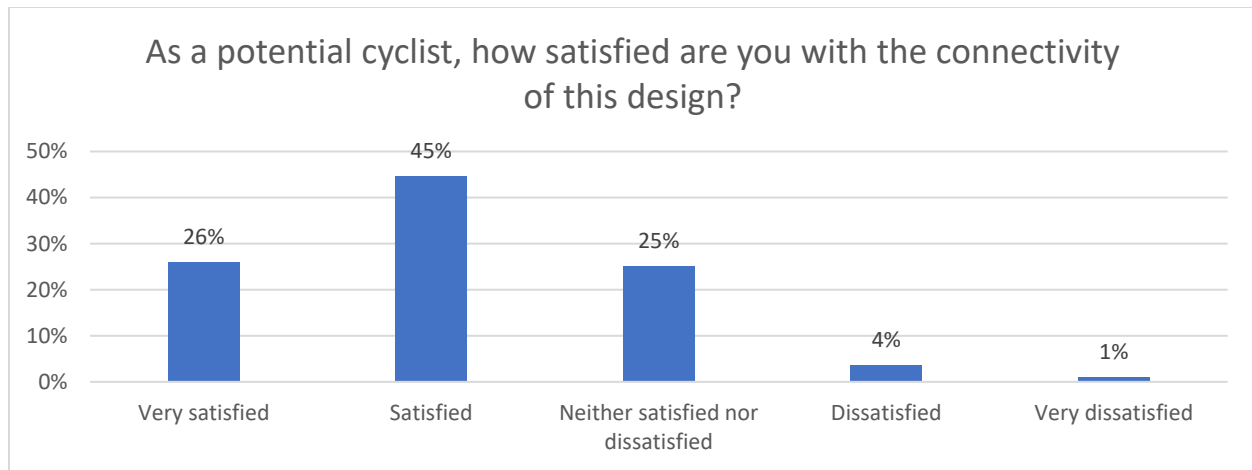


Figure 10: Participant satisfaction with the connectivity of cycling infrastructure [112 respondents]

### *Pedestrian Safety and Comfort*

Approaches were outlined for making the streetscape and public realm safer and more comfortable for pedestrians, such as:

- Traffic calming measures (curb bump-outs, speed bumps, traffic islands, etc.),
- Delineated areas for different means of mobility (pedestrians, cyclists, transit, vehicles),
- Planting buffers between sidewalks and roadways,
- Wide sidewalks,
- Signalized intersections and crosswalks,
- Well-lit sidewalks/streets,
- Sidewalk cleanliness and maintenance,
- Presence of pedestrian-friendly infrastructure (benches, pedestrian zones, etc.), and
- Adequate signage for pedestrians.

Respondents were asked to select all the factors that contribute to a sense of safety and comfort when walking.

- 87% of the 116 respondents to this question identified delineated areas for different means of mobility as the primary factor.
- The other significant factors were planting buffers between sidewalks and roadways (82% of respondents) and wide sidewalks (80%).
- The least contributing factor respondents identified was adequate pedestrian signage, at 42%.

This feedback indicates that adequate and clear space delineation is the most important factor in pedestrian safety and comfort. Additional feedback provided by respondents highlights the

desire for physical separation between motorists and cyclists/pedestrians, as well as limiting conflicts between pedestrians and cyclists.

Respondents noted that as pedestrians they feel unsafe around bike paths due to the high speed of cyclists, and as cyclists they feel unsafe due to pedestrians walking into the bike path. Thus, there is a call to ensure the separation between pedestrians and cyclists, as well as vehicular traffic.

Respondents who have or know someone who has difficulties traversing cobblestone surfaces (i.e., wheelchair and other mobility device users) expressed concern for the presence of uneven materials in crossings and other pedestrian paths.

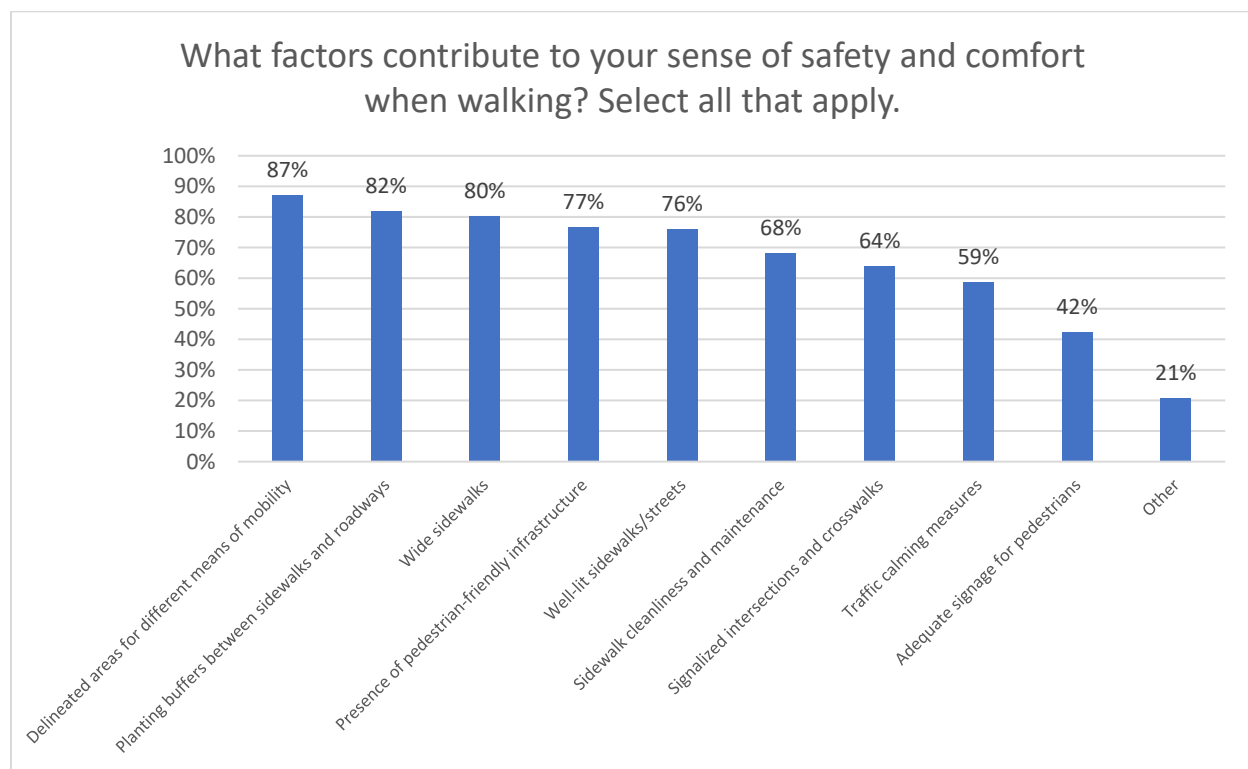


Figure 11: Participants identified factors that contribute to their sense of safety and comfort as pedestrians [116 respondents]

Respondents had the opportunity to identify other factors that contribute to their safety and comfort as pedestrians. Some responses include no right turns on red lights, reducing vehicle speeds, accessibility features for those using wheelchairs and strollers, raised crossings, public washrooms, water refill stations, and adequate signage and enforcement regarding bicyclists and motorized vehicles on bike paths.

#### *Additional Comments*

Respondents were provided with the opportunity to make additional comments regarding the mobility and movement within the public realm of Quayside. This feedback underscored the

importance of prioritizing pedestrian safety, accessibility, and a well-integrated and well-maintained cycling infrastructure along the waterfront and emphasized:

- Slowing down traffic, ensuring physical separation between cyclists and pedestrians, and maintaining a consistent typology for cycling lanes along the waterfront to limit conflicts between pedestrians and cyclists.
- Ensuring Quayside is a navigable, efficient, and safe destination during the winter months as well. This includes factoring in the weather and terrain's impact on cyclists and pedestrians into the design to maximize the use of the public realm year-round.
- Accessibility features, such as wheelchair-friendly designs and well-defined spaces for different modes of transportation, ensuring the space is inclusive for all users. This includes concerns about cobblestone surfaces for people using canes and walkers and physical/textured markings for people with low vision navigating the public realm.
- Ensuring that with the increasing density, the pedestrian experience remains a priority. Suggestions for maintaining a safe pedestrian and cyclist experience include clearly signalized intersections, traffic islands, and no turning right on red.

### *Activation and Amenities*

The project team posed several questions on the potential activations and amenities that visitors and residents can expect in the future Quayside public realm. The project team was interested in learning about special features individuals would like to see in the future design, how the proposed design can contribute to a feeling of immersion in nature, and how it creates feelings of belonging in a community.

### *Interesting Special Features*

Special elements and features that complement the design goals of the Quayside public realm include natural elements such as dead wood and stones, ecological art, interpretive signage, public art, Indigenous representation, moveable furniture, and birdhouses, among other possibilities.

Respondents were asked what special elements and features would be interesting to see on the local streets and Water's Edge Promenade, listing the above examples and allowing an opportunity for respondents to suggest other special features to activate the space.

Respondents were able to select all that apply.

- 73% of the 113 respondents to this question identified natural elements such as dead wood and stones as the special features they would like to see in the public realm.
- Public art and Indigenous representation were the following two most popular special features, with 65% and 58% selections, respectively.

- 28% of respondents chose 'Other' and were able to identify other special elements they would like to see, which included performance space for outdoor entertainment, non-formal street lighting and hanging lights, public washrooms, water fountains, cafes, and spaces and opportunities for children to play.

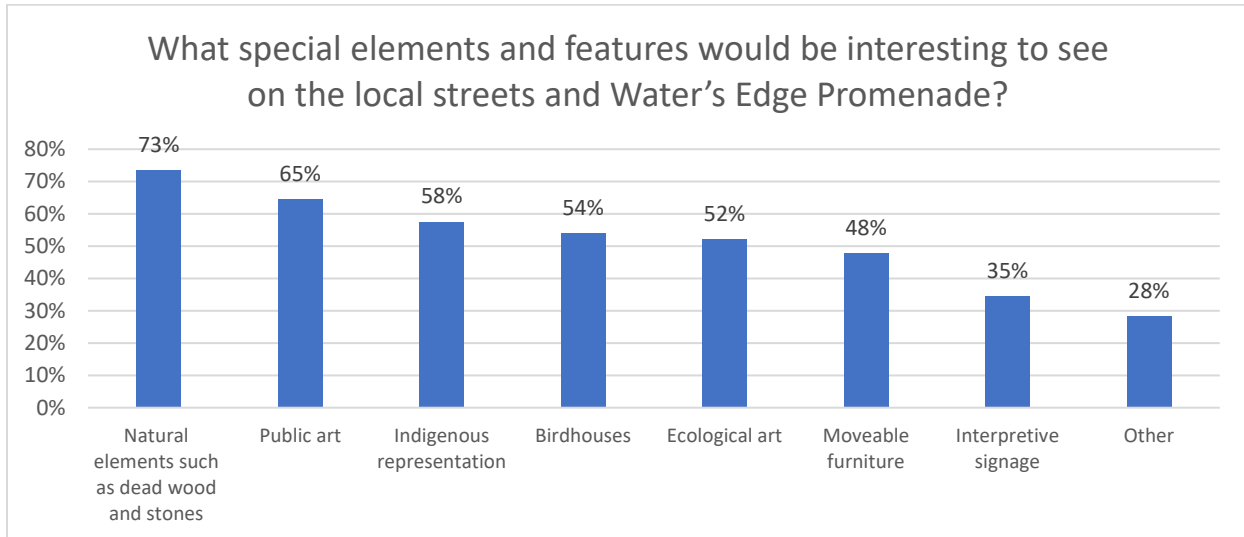


Figure 12: Interest levels of special features participants would like to see in the public realm [113 respondents]

### *Immersion in Nature*

In collaboration with Indigenous consultants, the design team is exploring more natural and informal elements to be added to the public realm. It was highlighted in the survey that incorporating rocks and boulders creates areas of visual interest as well as places for people to sit, gather, or climb.



Figure 13: Artist rendering of the Water's Edge Promenade



Respondents were asked to what extent they agreed that this design for the Water's Edge Promenade would immerse them in nature.

- 35% of the 114 respondents to this question strongly agreed, and 42% agreed that this design would immerse them in nature.
- 5% of respondents disagreed, and 3% strongly disagreed that this design would immerse them in nature.

In the additional feedback, respondents noted that they appreciate the greenspace and informal and formal seating, but some would like to see pockets of highly dense greenspace to further contribute to immersion in nature.

Access to the water was also important for respondents, with some noting that the ability to dip their feet in the water or launch a personal kayak would help them feel more connected to the water.

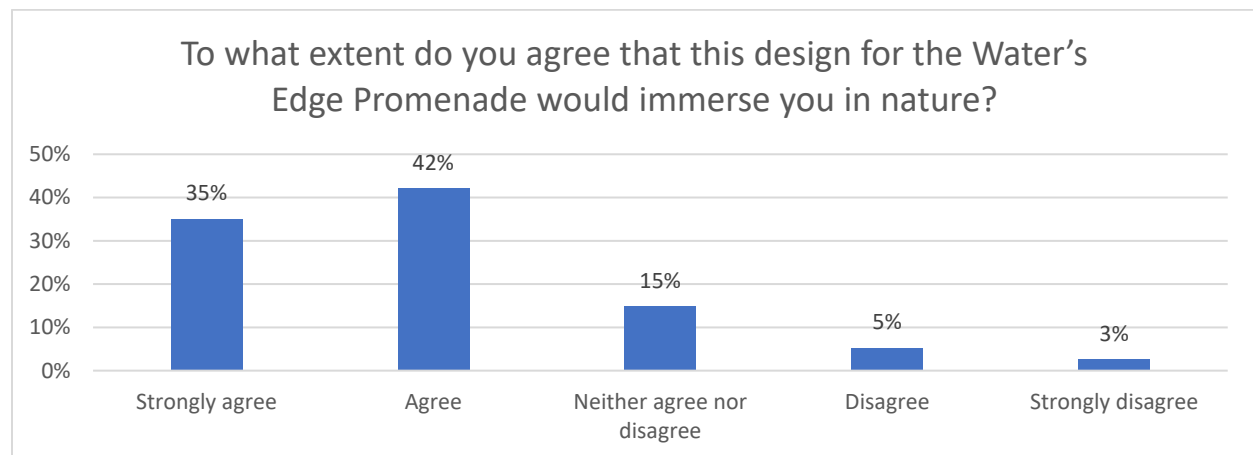


Figure 14: Extent participants agree that the design for the WEP would immerse them in nature [114 respondents]

### *Feeling of Belonging*

As a follow-up question regarding the same image of the Water's Edge Promenade above (Figure 13), respondents were asked how likely this design is to promote a sense of belonging and encourage them to not only stay and wander but revisit the space.

- 45% of the 115 respondents to this question were very likely to stay and wander and revisit the space, with 37% identifying they are likely to do the same.
- 10% were neither likely nor unlikely.
- 4% were unlikely, and 3% were very unlikely to feel this space promoted a feeling of belonging that encouraged them to wander throughout and revisit the space.

Respondents identified that the dynamic seating options were good aspects of the design but noted that more seating, including regular benches, boulders, and child-sized seats, were also desired.

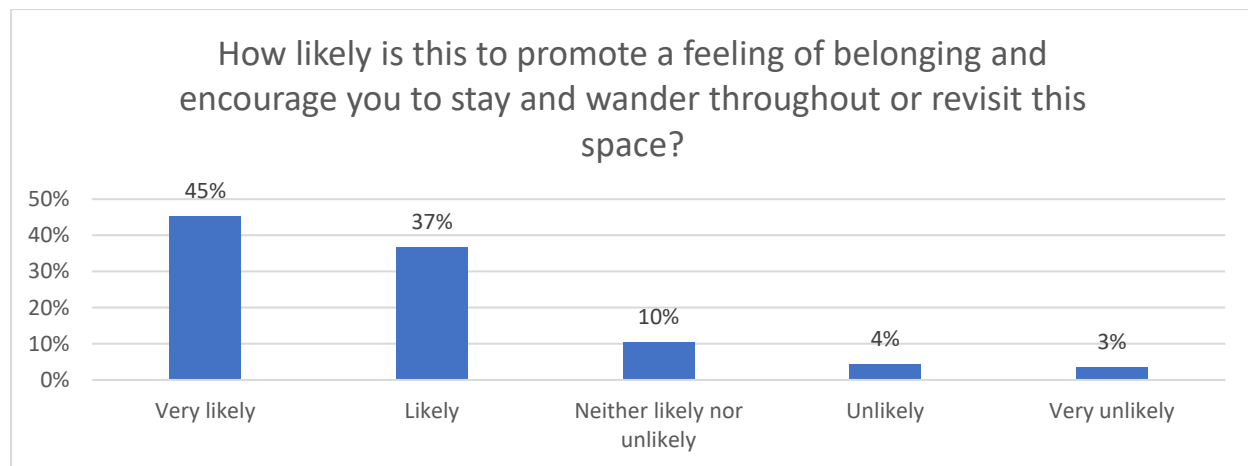


Figure 15: How likely the WEP design will promote a sense of belonging and encourage participants to wander and revisit Quayside [115 respondents]

#### *Additional Comments*

Respondents were provided an opportunity to make additional comments regarding the activation and amenities within the public realm at Quayside.

This feedback highlighted appreciation for the design's incorporation of natural seating arrangements and prioritization of diverse planting that contribute to feelings of connectivity to nature. Respondents desire more naturalized areas beyond the proposed tree plantings and would like to see connectivity to the water increase as well.

For the Quayside public realm to be interesting for all ages, respondents noted increasing opportunities for play while having more quiet spaces for social gathering and lingering.

Winter use is important for respondents as well, as they hope to see opportunities for the space to transform and remain a destination during the colder months by potentially having a skating rink or firepits.

Some respondents are concerned about the resilience and uniformity of the design and noted that the water's edge should be like areas further west along the waterfront. The proximity to commercial development and the highly dense urban future of the downtown core had a few respondents questioning the feasibility of a natural-feeling public realm.

The feedback underlines the importance of creating a vibrant, inclusive, and adaptable urban space along the waterfront.

## Engagement Process and Communication Methods

Several accessible and inclusive engagement and communication tactics were used to support the Fall 2023 public consultation, making participation in the project possible for the public. The engagement process and the project team's methods of communicating with the public are highlighted in this section.

### Engagement Process

The project team engaged with members of the public through two primary tactics to provide information about Quayside Infrastructure and Public Realm, answer questions, and gather feedback on the materials presented. An overview of the engagement methods and their reach is included below in Table 1.

**Table 1: Engagement Methods Summarized**

Engagement Method	Engagement Activities	Engagement Reach
Virtual Public Meeting	A public meeting was hosted online on November 20, 2023, to provide an update on the Quayside public realm development, answer questions from the public, and gather feedback on the design for the streetscape and public realm.	<b>Engaged 115</b>  <b>Meeting Recording Views 398</b> (as of Dec. 18, 2023)
Online Survey	An online survey was created to gather quantitative and qualitative feedback on the proposed design for the public realm.	<b>Engaged 123</b>
	<b>Total Engaged</b>	<b>636</b>

#### *Virtual Public Meeting*

A virtual public meeting was held using a Zoom webinar on Monday, November 20, 2023, from 6 p.m. to 8 p.m. The public meeting included a 45-minute presentation that provided a project overview and update on the context of Quayside and where the project is in its development. Following this initial presentation, the design team shared more information on each component of the public realm and followed up each section with a break to answer questions and gather feedback. During this feedback period, participants could pose questions through Zoom's Question and Answer tool and respond to pop-up survey questions. Participants were also encouraged to use the Raise Hand function if they preferred to ask their questions orally. Members of the project team answered questions, available in Appendix A.

The meeting recording and presentation slides were made available for review online following the meeting on Waterfront Toronto's project webpage:

- [Link to public meeting recording.](#)
- [Link to presentation.](#)

### *Online Questionnaire*

An online survey was made available on Waterfront Toronto's project webpage from November 21, 2023, to December 8, 2023. The online survey asked for feedback on the ecology, mobility and movement, and activation and amenities of Quayside's public realm. The demographics of participants who replied to the survey can be found in the Who We Heard From section.

### *Communication Methods*

To inform individuals about the virtual public meeting and online survey, the project team utilized a variety of digital communication methods. An overview of the communication methods and their reach is included in **Table 2**.

**Table 2: Communication Methods Summarized**

Outreach Method	Outreach Activities	Recipients and Views
Project Webpage	A dedicated webpage was prepared as an integrated platform for all project and consultation-related information.	<b>Views: 590</b>
Waterfront Toronto Newsletter	The virtual public meeting and survey information was included in the Waterfront Toronto Newsletter in November and December 2023.	<b>Recipients:</b> approx. <b>7,420</b> <b>Clicks: 436</b>
Social Media	Waterfront Toronto's social media accounts promoted the virtual public meeting and survey.	<b>Engagements: 1,070</b> (including likes, comments, shares)
<b>Total Outreach</b>		<b>9,080</b>

### *Project Webpage*

Waterfront Toronto hosted a dedicated webpage on their website to act as an integrated platform for all project and consultation-related information. The webpage included all the information regarding the project, including general information and project updates, as well as presentation files and meeting recordings, the online survey, and the opportunity to subscribe to the Waterfront Toronto Newsletter.

### *Waterfront Toronto Newsletter*

The Waterfront Toronto Newsletter included a notice on November 9 promoting the virtual public meeting and a reminder on December 4 promoting the virtual public meeting recording and online survey.



Social Media

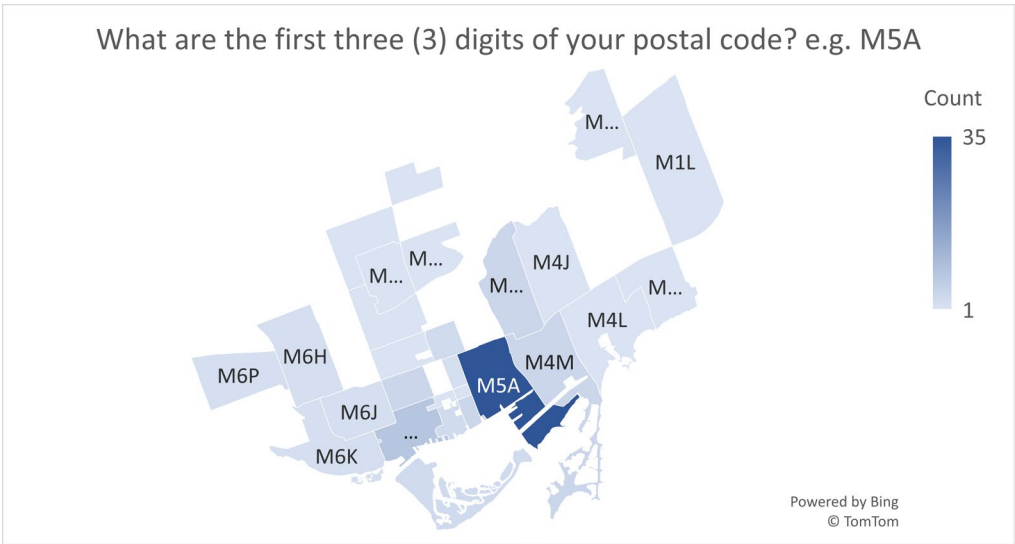
Waterfront Toronto used social media platforms (X, Instagram, Facebook, and LinkedIn) to promote the virtual public meeting and online survey from November 9, 2023, to December 8, 2023.

Who We Heard From

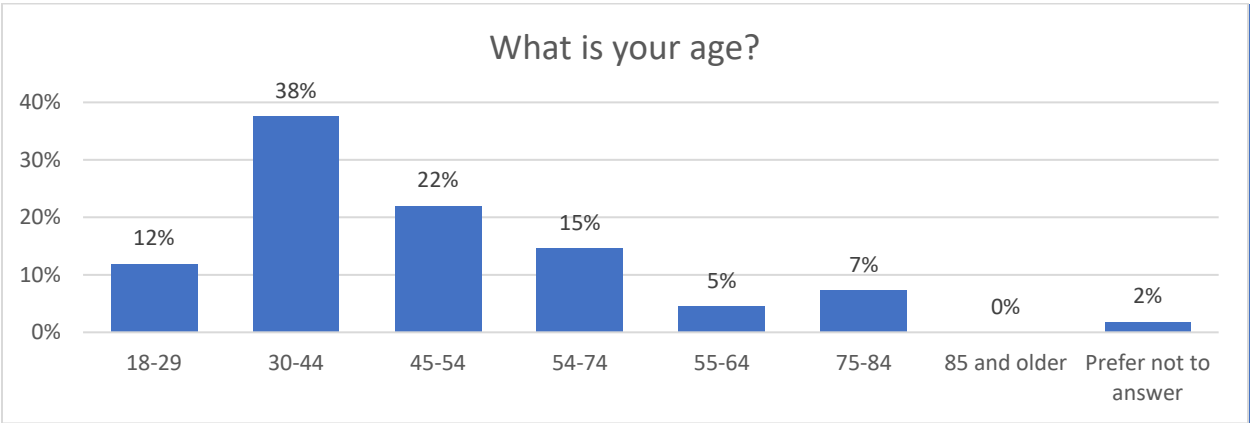
The following optional demographic questions were asked at the end of the survey to better understand who is participating in the engagement process and adjust consultation tactics where possible to reach a broader audience representative of Toronto.

Not all 123 respondents to the survey answered each question. The type of question and the sample size for the response received for each question have been included below.

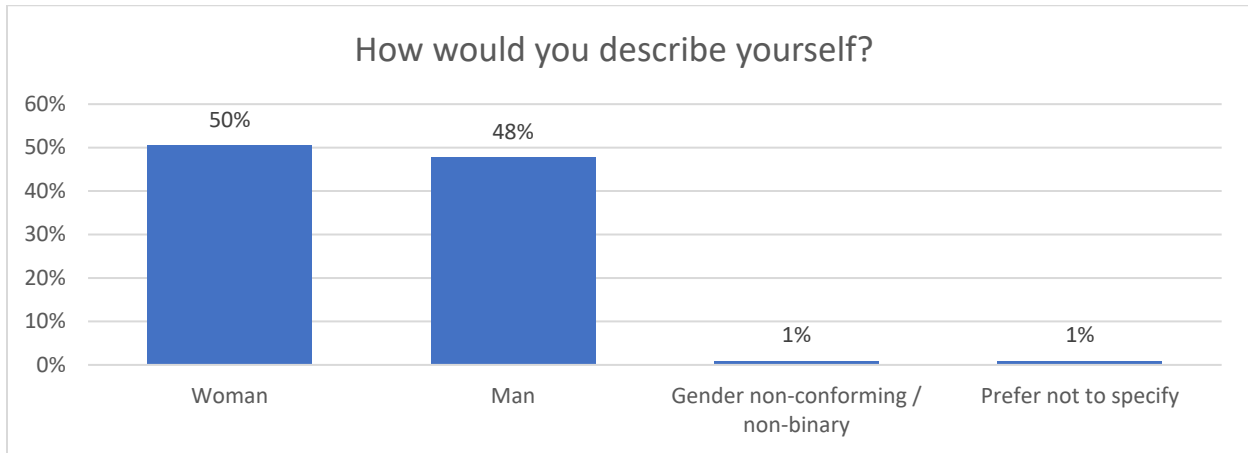
**What are the first three (3) digits of your postal code? E.g. M5A (Single Choice) [98 respondents]**



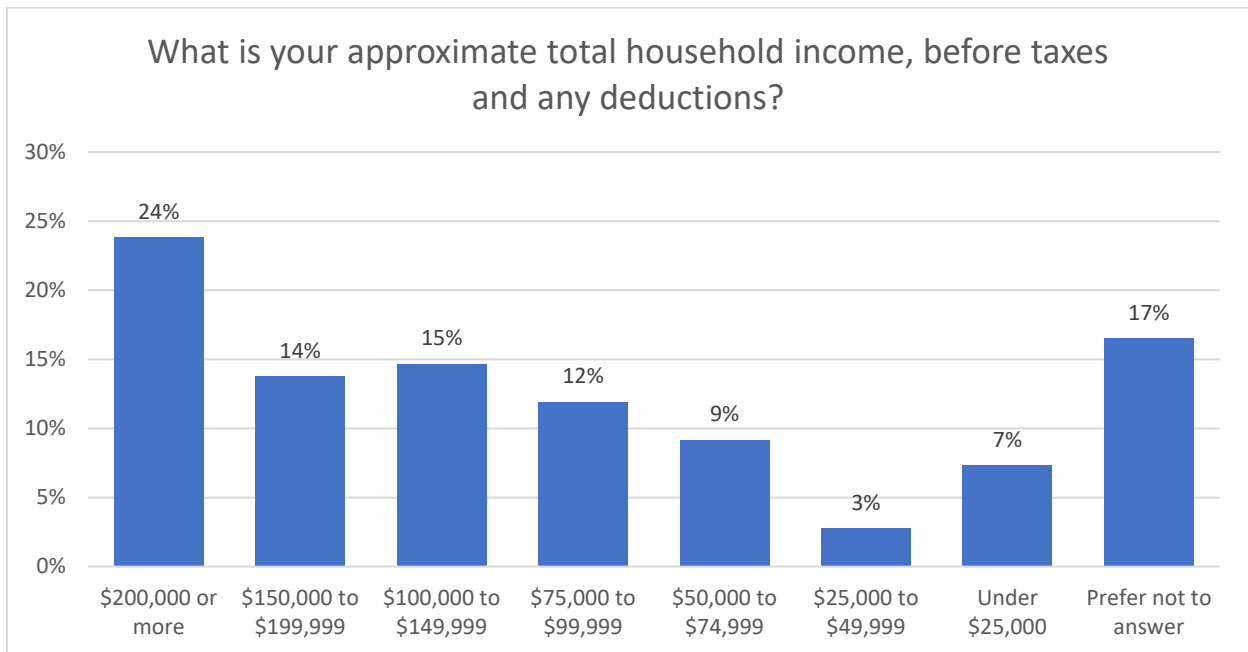
**What is your age? (Single Choice) [109 respondents]**



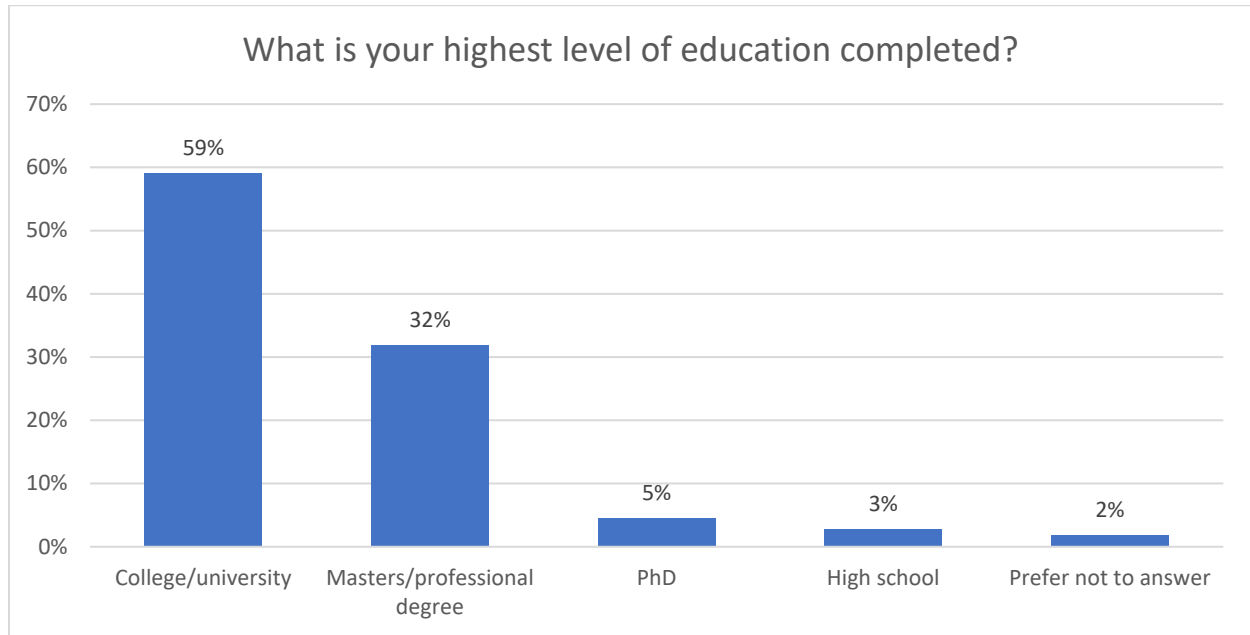
**How would you describe yourself? (Single Choice) [109 respondents]**



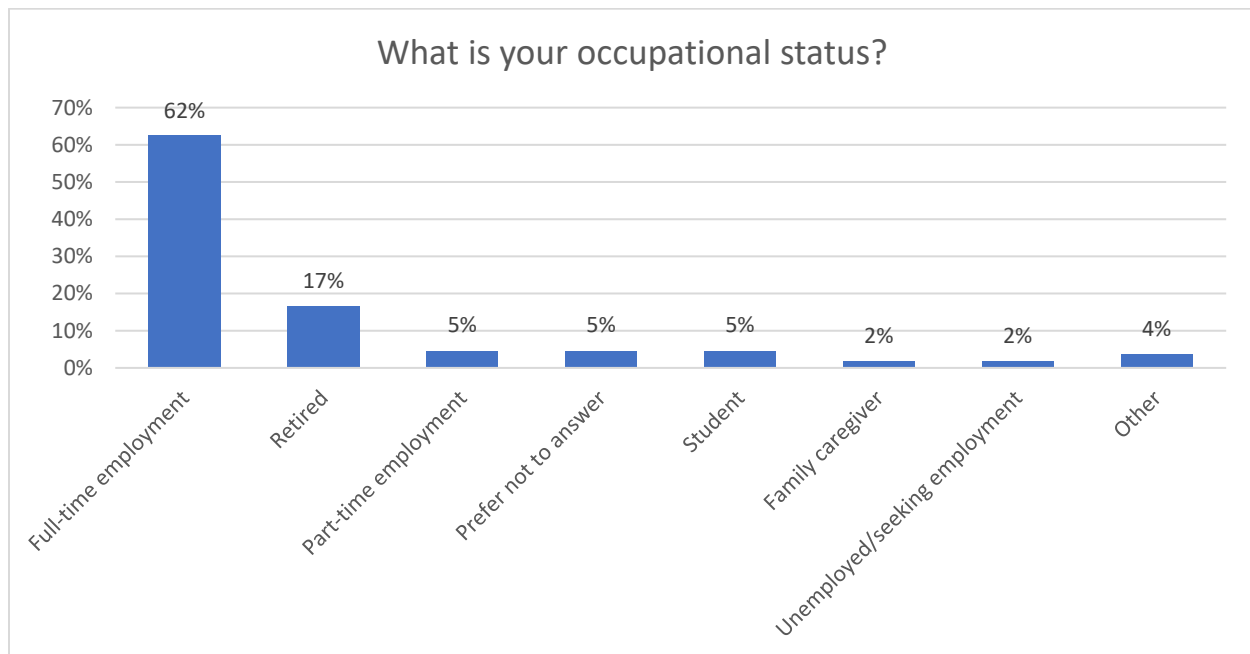
**What is your approximate total household income, before taxes and any deductions? (Single Choice) [109 respondent]**



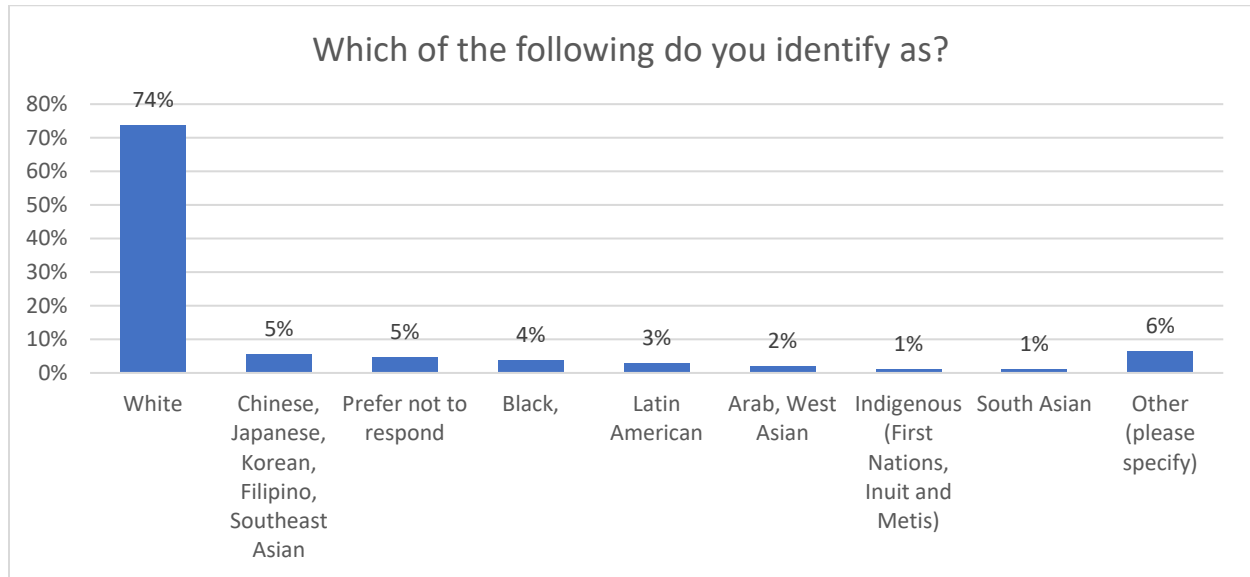
**What is your highest level of education completed? (Single Choice) [110 respondents]**



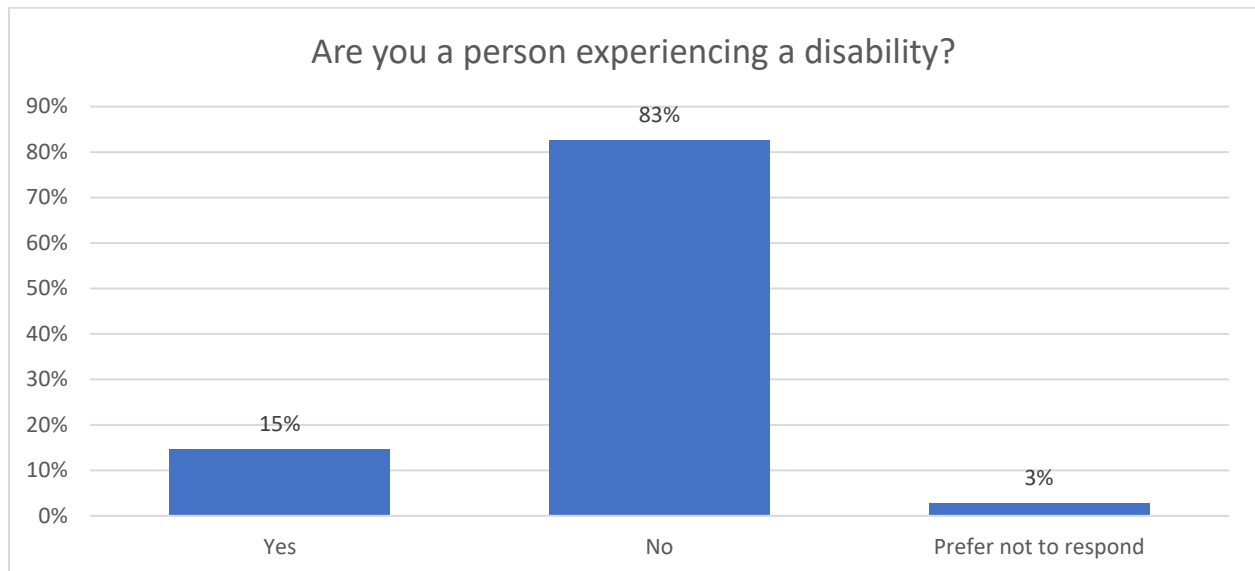
**What is your occupational status? (Single Choice) [109 respondents]**



**Which of the following do you identify as? (Multiple Choice) [110 respondents]**

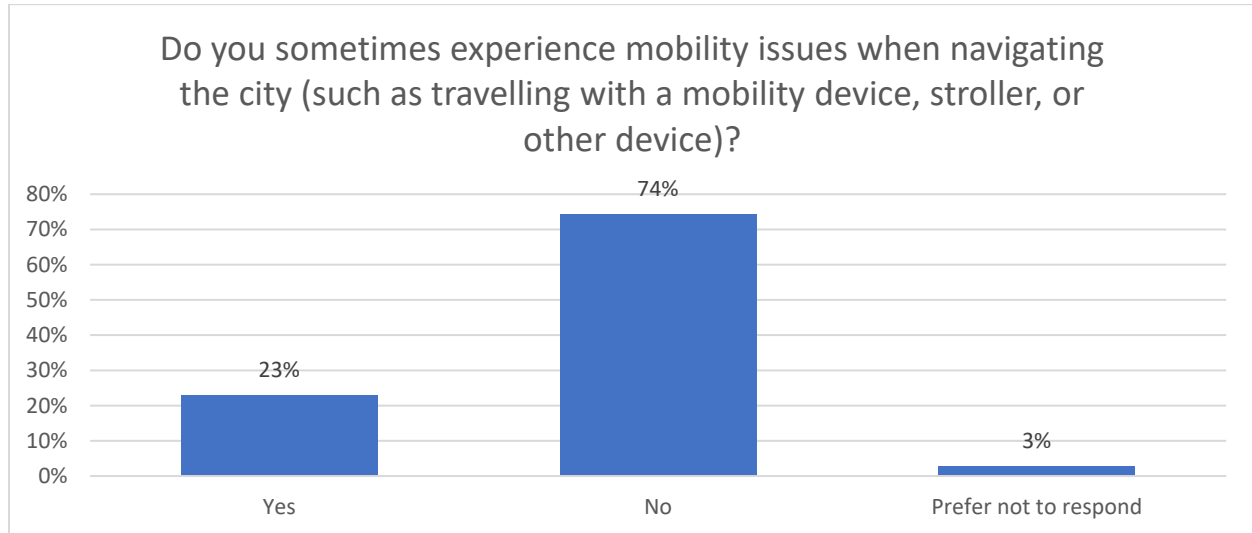


**Are you a person experiencing a disability? (Single Choice) [109 respondents]**

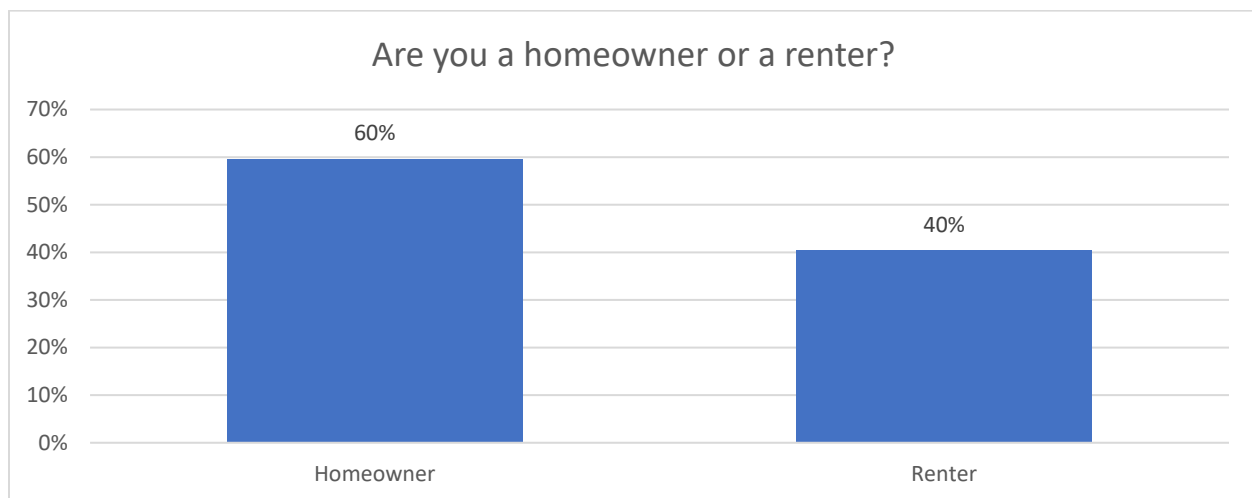




**Do you sometimes experience mobility issues when navigating the city (such as travelling with a mobility device, stroller, or other device)? (Single Choice) [109 respondents]**



**Are you a homeowner or a renter? (Single Choice) [109 respondents]**



## Next Steps

The design team will consider this feedback alongside technical considerations and continue to refine the design elements for Quayside’s public realm. Infrastructure and local streets construction is anticipated to begin in late 2024.

## Appendix A – Public Meeting Questions of Clarification

In the virtual public meeting, respondents used the Q&A feature to ask questions throughout the presentation that were answered live by members of the project team from Waterfront Toronto and DTAH or answered directly through text reply in the Q&A widget. A summary of these questions and answers follows below.

### Ecology

**Question:** Who is in charge of trees once Waterfront Toronto has left? Along the west waterfront, I noticed many trees were suffering but when I asked who was in charge of the particular plantings, the answer was given that many entities were in charge including businesses, BIAs, the city, etc. It was difficult to know who to report a tree needing water and dying. So, has this been corrected?

**Answer:** We will be working closely with the City, BIA, and developer to maintain this. There will be a substantial amount of green infrastructure that is very hardy. Before we build it, there will be a plan in place for long term operations and maintenance.

**Question:** Considering biodiversity, how many species are you contemplating planting?

**Answer:** We are looking at a variety of different species, taking from lessons learned and seeing what has been successful, and adapting that to the palette of plants we are using. There is a slightly different palette between the street types based on the location.

**Question:** Why are coniferous trees rarely ever included in modern day landscape design? Because they are not typically Indigenous to this area? Can you tell us more about the planting strategy and tree species selection?

**Answer:** We are considering conifers on some streets. There is a different strategy required in different locations. We will get into the exact species of trees and understory planning in the next phase of design.

**Question:** With considerations for a green edge and understory, on the north side of Bonneycastle Street there is an entrance from Lake Shore Blvd West. The plantings at the corner block people's view of oncoming traffic. The design team should consider keeping plantings low so people can make safe turns on Lakeshore.

**Answer:** This is something we are considering as we develop the palette and massing, so plantings do not obstruct views and sightlines. The strategy of a localized palette includes the resilience of the species and the context of the sightlines based on each streetscape character.

**Question:** On west waterfront which Waterfront Toronto has completed, who is in charge of the transit borderline plantings that have become weed beds that require care? Will the same thing happen on the east waterfront?

**Answer:** These plantings are part of our pilot Queens Quay Boulevard West Planting Pilot. Currently Waterfront Toronto is responsible for the maintenance of the pilot project, but it will be handed over to the City in November 2024. Part of the intention of the pilot is to observe and learn what happens in various situations (including what happens when there is minimal maintenance). So, while they might look like weed beds now, we are actually gathering really helpful information that we will apply to our permanent planting and maintenance strategies along Queens Quay East.

## Mobility and Movement

**Question:** With the new configuration of Queens Quay, will you still be able to turn left onto Parliament Street? This is a vital pathway to go north from Queens Quay.

**Answer:** Yes, with the new configuration you will be able to turn left and travel north up Parliament when traveling eastward.

**Question:** Why are we not planning to run buses in the transitway as soon as possible, rather than plant it with grass? The proposed Queens Quay car lanes will be reduced to one lane each way. Where does this start and where does this end? On a daily basis, there is massive congestion along Queens Quay connecting to Lower Jarvis where the Gardiner Expressway entrance is. How is Waterfront Toronto considering the additional congestion this will create prior to the LRT running?

**Answer:** Yes, the design will be closing lanes to enable the future LRT to fit in the 30m right of way. This would run from Yonge Street, where streetcars will come from an underground tunnel, all the way to Cherry Street. For the interim, Quayside is taking a lead to build a small portion, from Bonnycastle to the Silos, for the Waterfront East LRT. It will stay this way until funding is confirmed for the Waterfront East LRT. This seeded meadow aligns with our idea of green infrastructure and permeable surfaces. We are looking at other options as well but they would also only include two lanes of vehicular traffic. There is limited utility in terms of a dedicated bus area.

**Question:** Depends on funding and how fast we can build the LRT. Maybe include a bus looping from Ontario Line station and back. When thinking about the Ontario Line placement, it is a 850m walk from Quayside. This walk is possible for some but not for others. When thinking about transportation and access for visitors and future residents, it is nice we are building a destination. Is that potentiality on our minds as we think about transportation and access?

**Answer:** Another alternative we are studying, a best of both worlds, is that to the east end by Villiers Island, we are trying to green the TTC right of way. In order to validate this will work, we can use this as a potential pilot site for a green track further east. This will be a great attraction from Villiers Island. We have to offer lots of options for transportation, reinforcing the LRT over to Quayside and Villiers Island. We need to ensure we have access to the site. We are also

making great pedestrian spaces and one of the best bike infrastructure spaces in the city. We would also like to continue having space for vehicles.

**Question:** Will we be including electric vehicle charging stations?

**Answer:** Great suggestion.

**Question:** I'm concerned about the poor separation of bike lanes from sidewalks, particularly further west by the Redpath buildings. Will there be real barriers? They need not be higher than an inch or so to discourage bicycles, scooters, etc. from moving easily onto sidewalks at high speeds. What is separation like? What happens with sidewalk widening in the future?

**Answer:** On Queens Quay West, some of the changes to the streetscape will include open planters including trees and understory planting. This will be a buffer between trail users and cyclists on the Martin Goodman Trail. A slightly raised sidewalk helps with barriers and protects tree plantings as well. This is in direct response to Queens Quay West. Regarding the plans for the intersection, we will bring the Martin Goodman Trail into intersecting streets as part of a pilot on Lower Simcoe extending asphalt to the interconnecting north-south street. This change intends to delineate the trail zone and tell people where to stand when crossing the street. We have seen results from the pilot indicating this is helping reduce the conflict between trail users and pedestrians.

**Question:** As someone who rides their bike to the waterfront, an important consideration and detail would be the curbs and how they are built. Cycling infrastructure, once built, stays that way for 20 years. If it is completely smooth, then it is great for cyclists. But if it is designed like by the Redpath factory, it is inconvenient for cyclists. This bump is about two inches or an inch and a half.

**Answer:** These are details that we spend time looking into, scrutinizing these edge details and how they are implemented. On Queens Quay itself, there is planting on both sides that provides the delineation. The tree planting is in a hardscape in the west. In the east, there is also planting that delineates cyclists and trails. Looking at the bike path on Lake Shore, where the bike path is in the middle and gets converted to the public realm in the future, we have to think about limiting trip hazards. The particular condition by the Redpath factory is not part of Quayside, but we will take that feedback into consideration of this design.

**Question:** What is being done to accommodate people using wheelchairs and walkers?

**Answer:** We will design the public realm to meet AODA standards. We will also bring the project to Waterfront Toronto's newly created Waterfront Accessibility Advisory Committee for their input on accessibility at each design stage. AODA is a requirement set by the government for the public realm to be accessible to people using mobility devices.

**Question:** Regarding wayfinding sign elements, the intersection at Lower Spadina and Queens Quay West has a big sign saying “LOOK” with arrows. Is there something we can put on the ground or posts for people crossing the vehicles and cycling lanes?

**Answer:** We are going a step further at Queens Quay West where we have white granite stones that say LOOK. In Queens Quay East, we will be extending asphalt connecting the streets, as well as tactile monitoring plates for the hearing impaired. At some T-intersections, we have the same treatment extending Martin Goodman Trail, but also looking at signage components.

**Question:** Would we be able to have an audio signal for people trying to get across the street, like a “walk sign on” for blind or low-vision people?

**Answer:** The signal team will be working with the programming of buttons for audio cues.

### Activation and Amenities

**Question:** There are a lot of dogs in the area. What accommodations are there for dogs?

**Answer:** We have a dog off-leash area in place at parks. We had a mandatory requirement that the developer include a dog off-leash area. They have one proposed within the community area, within the north centre block of the development parcels. We are looking at strategic barriers for plantings for dogs to relieve themselves. We do not know much about Silo Park yet, and Block 5 is marked as a location for a TDSB school. We will perform consultation for that programming.

**Question:** Are the developer-created dog off-leash areas publicly accessible?

**Answer:** Yes, the entire area dubbed the community forest is intended to be publicly accessible.

**Question:** Will there be public washrooms open year-round?

**Answer:** We are unsure of Silo Park, but Block 5 can have washrooms associated. The floating dock will have washrooms included with concessions. The Aqualuna Community Centre will have washrooms in it as well.

**Question:** Could some of the open planters be combined and raised, to give trees more breathing room and protect from salt infiltration, perhaps with features like seating, bike racks, and waste bins integrated into the planter border?

**Answer:** We are trying to combine planters wherever we can while balancing space for pedestrians and allowing people to cross through, so it does not become a barrier. The space must be navigable. A larger shared space is better for trees. Lake Shore is a good place to have longer planting beds, as well as Martin Goodman Trail, with many opportunities for extensive planting and seating. The raised edges minimize the impact of salt on the plantings. We have different strategies for different areas. For example, on the Waterfront East Promenade, we do

not have salting so they will not have planned salting measures. Erratics also provide protection.

**Question:** Is the floating dock at Parliament Slip preliminary?

**Answer:** The design is preliminary to include a floating dock with concessions. Also included in the preliminary design is a transportation pier to be a mobility hub for water taxis and water shuttles. The centrepiece idea is to have two harbour swimming pools right next to Lake Ontario in water that is okay for swimming.

## Other

**Question:** The scope of project components includes Area 10 (Queens Quay East Lakefill) and resilience. How will Waterfront Toronto and the Quayside Limited Impact Partnership ensure the filling of the slip in this area will protect the surrounding area from water leaking and flooding?

**Answer:** The project consists of a dock wall, then we will backfill the area within Area 10 (Queens Quay East Lakefill). While doing this work, we will have silt curtains, so the rest of the harbour is not impacted. We will also add habitat along the dock wall and the east dock wall along the side. This is one of the slips that does not have a combined sewer downfall, so we benefit from that. Installing this fish habitat will help with flood safety of the slip.

**Question:** During construction, once everything is set up and road access and streetcar access resume, will we have issues with the lake rising?

**Answer:** The height of the dock wall will be above the Toronto Region Conservation Authority requirements for 100-year flood levels. There should be no dock breaching on that area of land post-construction.

**Question:** Are the scheduling dates aspirational or firm? Is the design, approvals, and budgeting approved?

**Answer:** These dates are preliminary but accurate. We have already completed the design, have funding, and have a contractor mobilizing in January 2024. After that, the dates are accurate targets. The construction managers are actively working.



## Appendix B – Qualitative Responses

Throughout the public consultation through the survey and virtual public meeting, there were opportunities to provide qualitative responses to various questions. Below is a full list of all qualitative responses from the survey and public meeting.

### Ecology

We asked respondents to provide any additional comments they would like to make regarding ecology within the public realm of Quayside. In the summary report, these comments were thematically summarized but are listed in full below:

- Ensure it is drought resilient so no additional watering required through hot summer weeks.
- Re: Indigenous representation, I think it's important to have spaces that are created for Indigenous ceremonies and education around those ceremonies. Also dedicated education spaces about the many indigenous groups within Toronto.
- Using as a barrier for pedestrians and bicycles from traffic or as curb extensions at intersections is a win for planting and traffic calming.
- Consult the appropriate experts to ensure the structure of plantings, etc. supports the life cycle needs of wildlife (nesting sites, food, protection from predators). It would also be nice if the landscape design allowed for safe viewing of wildlife (from a distance, avoiding human-wildlife conflicts, making it difficult or people to feed animals).
- Love the Music Garden and how it feels like you're in a lush, natural, green space on the water. The promenade along George Brown by Sugar Beach seems too paved and narrow and urban. I want to feel like I'm in nature when on a stroll along the waterfront not like I'm downtown. Love incorporating nature.
- The use of Flex mSE may be vital to the long-standing aesthetics on the site. You should reach out to the Flex mSE team as it is MTO approved and validated all across the province. It will provide you with a strong, retaining structure, whilst providing excellent vegetation for years to come.
- Pedestrian and accessible safety is paramount; there must be effective separation between walkways and anything that rolls (bicycles; e-bikes; scooters; e-scooters; e-wheels). Also, we are at the eastern edge of "Carolinian Canada" - why not use resilient natural species.
- We need more trees that can potentially produce shade.
- Wouldn't adding Fir trees give you additional feeling of being in a different environment.
- Reduce salt run-off in the city overall by using less salt.
- Some indigenous totems or art mural would be cool or labyrinth.
- The more green the better.

- More trees and shrubs and green space please.
- Boat mooring would be nice too.
- Please, let's have even more trees and native plants. We will need more green space to offset climate change in the coming years.
- It's important that what is planted is low maintenance and hardy. But it would be nice you could find something that is also interesting, something that flowers or changes colours. And is self propagating.
- Rather than focusing on aesthetics, provide residents with needed infrastructure such as accessible daycares and public schools for children, medical clinics and hospitals, better transportation and roads that will support traffic, more affordable grocery stores etc. so that the people living in this community will have access to their needs. Trees and design will not help residents who can't even fulfill their basic needs.
- In my opinion density and congestion can be a major downfall of this project and the Waterfront Toronto team should try implementing more efficient roadways, crosswalks, and ample parking areas.
- All native species should be planted.
- As a professional horticulturist and ecological landscape designer I do know that the overwhelming majority do not have any understanding of the above design principles. The progressive deterioration of an innovate public space like Corktown Common has been painful to witness. I assume that you are aware of the urgent need for public education on sustainable use of public spaces. However, unfortunately, only those willing to learn will adjust their behaviour. How to motivate them?
- Lots of plants and green space please! Right now there is a lot of hardscaping and cement in this area.
- The possibility of planting fruit trees?
- Emphasize presence of the lake and shoreline.
- prioritize native plants and providing habitat areas.
- Parks do not serve everyone unless they include accessible washrooms. Gender neutral private washrooms are a necessity for seniors, mothers with children, etc.
- Use only native trees and shrubs.
- Reduce the amount of vehicle traffic in the area to promote positive ecology.
- There needs to be a plan for maintenance and timing removal of dead trees plus consideration for snow removal - where will the snow go? In your diagrams there does not appear to be a logical place for sidewalk snow nor road (salt laden) snow.
- You're doing an excellent job. I share your vision and your focus on the ecological/social integrity of the space. Thank you!

- Quayside should include winterized washrooms available in parks throughout the year. If we want a welcoming inclusive space, we need washrooms. Every new washroom should be winterized.
- The "continuous green edge" is more like "continuous concrete edge with a few trees and plants." Toronto needs more greenspace. This is concrete space, not greenspace. And no, the fact that there will be parks across the channel isn't good enough.
- Love the trees all the way along the waters edge.
- Ground level plantings need to be better protected from dogs. Given the primarily residential character of the neighbourhood, it's going to be the biggest threat to maintaining an attractive streetscape.
- I generally think Waterfront Toronto has done a good job addressing these issues.
- I think it's critically important that budgets be made available to ensure any new plantings have time to mature and stabilize after planting. I'm shocked going around the city at the number of newly planted trees that are not taken care of and quickly die to never be replaced; leaving dirt and weed-filled planters along our sidewalks.
- We need more shade trees. Plans should be made to ensure that shade trees (even filtered shade trees) are planted consistently on the south and west side off all streets. The difference in temperature between being in the shade and out of it in our summers is quite astounding. Colour is also important - and it would be more attractive for plantings to include seasonal bursts of colour.
- Native and naturalized planting preferred.
- Dogs! Are there sufficient places for people's pets?
- There needs to be a winter plan. When all the trees and shrubs have died off and it's just branches and bare dirt, there needs to be beautification in the winter months to prevent the area from looking horrendous.
- There should be no motorized or electrical bike, scooters, etc. in bike pad!
- I am a resident of the neighbourhood and do not have a car. Green, quiet corridors are how I plan my walks, my shopping, and my travel every single day. This is an amazing and fresh perspective long overdue in Toronto planning. Bravo!
- Thank you for your efforts to improve this vital link to the eastern Toronto waterfront.
- Great use of native plants.
- So glad of your focus on green space.
- Consider creating the green edge in a way that reduces or automates the on-going maintenance of plantings.
- Maintenance after WT leaves the development phase must be clarified for residents so we know who is responsible for fixing dead trees, overgrown vegetation and plantings,

etc. The City could involve interested citizens for reporting and assistance with maintenance, just like the Botanical Gardens runs on volunteers.

## Mobility and Movement

We asked respondents to provide any additional comments they would like to make regarding mobility and movement within the public realm of Quayside. In the summary report, these comments were thematically summarized but are listed in full below:

- Most important is slowing traffic down to a max speed of 40kph.
- All good, but ensure physical separation, no right on red for motor vehicles, and ensure to avoid "dismount and walk" as this is inaccessible and ineffective. Also, above design implies some cycling infrastructure will be removed. Either this needs more clarity, or needs to be revisited - all streets should be cycling streets.
- Conflicts between pedestrians and cyclists is a challenge along much of the waterfront, especially with tourists who may not read English signs and/or are unfamiliar with the presence of the cycle path. A lot of focus should be placed on ensuring the design prevents pedestrians from unknowingly wandering onto the cycle path to prevent injuries and allow cyclists to move with some speed. With the other development in the east end of the city, we should anticipate high bicycle volumes through this area and design appropriately (wide lanes, space for passing, space for queueing at signals without blocking other access points, etc).
- Important to have consistent typology along the entire waterfront for cycling lanes. Accidents happen when switching from multiuse separate to on road, to shared roadway etc. Take the space needed in the ROW to ensure a fully connected waterfront for cyclists.
- Continuity, connection and pedestrian safety is paramount.
- Not permitting any commercial boulevard parking permits in the area. Enforcement of by-laws to not permit illegal parking within road rights-of-way.
- Make this area a walking destination, that is what most waterfronts in the world are all about. Sure you drive to get there but the overall area for the most part should be walkable and for bikes etc., all these areas need to be interconnected with a nice flow.
- Pedestrians should be the most important aspect of this design.
- Wheelchair accessible with correct widths and requirements.
- Please clearly define spaces where cycling paths and pedestrian sidewalks intersect.
- Again, find ways to improve traffic and congestion. Solve the problems first.
- I am dissatisfied with the cycle network proposal because the bidirectional cycleway should be kept on the south side of Lake Shore Blvd.
- Wide straight sidewalks seem to encourage speeding by cyclists.

- Bike share availability, separated lanes from vehicles.
- Washrooms!! This is essential for a day spent out in nature!
- My safety concern is building paths used by both pedestrians and cyclists.
- Having meandering pathways for slower traffic and pathways separated for faster moving bicycles.
- Formalize multi use crossing of the Keating to include cycling?
- Public washrooms, available year round.
- I don't currently feel safe as a pedestrian because of having to cross bike lanes with some bicycles moving very fast. As a cyclist in the past I didn't feel safe from pedestrians stepping into bike lanes unexpectedly. I see both sides. It needs fixing.
- I don't understand the future proofing plan for the cycling infrastructure around Parliament St (the diagrams aren't that clear), but I trust Waterfront Toronto to do an adequate job here. And anything will be better than what we have now.
- Make it safe for children, less cross walks.
- Having a family member in a manual wheelchair, it is concerning to see the appearance of cobblestone type finishes - they are extremely bumpy and uncomfortable if they are too high.
- Raised or structurally separated bike paths to accommodate blind or partially sighted people. This is an ongoing problem along Queen's Quay and now along Eglinton Ave E.
- All of above safety features are helpful. Some aren't as necessary if traffic is slower. How many/which solutions to add is dependent on actual travel speed (not the posted signs). More pedestrian space is definitely needed, especially as density grows.
- The designers ought to spend time walking the path, riding the path, driving to see how the design on Queen's Quay West does not work for any of these audiences.
- Build the streetcar line or build 24-hour small, automatic, 3-5 minutes interval public transit vehicles (On Demand late overnight).
- 24/7/365 washrooms and water bottle stations need to be provided along all cycling and walking routes. They need to be available at night and in the winter. Prioritizing only daytime users and only summer users is offensive. Benches and other rest areas must also be ample.
- Use more grit and try to minimize salt use.
- How are you providing for adult walkers, scooters and electric wheelchairs etc.
- No cobblestone surfaces. They're a hazard for people with who are visually impaired, or using mobility devices such as canes, walkers, wheelchairs, and crutches. I have fallen several times on Queens Quay West between York Street and Lower Simcoe Street, as well as in The Distillery District. Also need more lighting, especially at night.

- Some intersections may require pedestrian only traffic signals (The Ferry Docks at Bay/Queens Quay), or a police presence to deter ignoring the traffic signals.
- I am a senior, as I age I'm using walking poles to do walking exercise. It helps with balance and speed. I love to do this exercise with the lake view, and walk along the walkway at Sugar Beach and along the treed walkway towards Parliament Slip. The rough surface on the walkway make it impossible to use poles. I have to walk at the edge of the water where the cement blocks are flat. I wonder if elderly with canes or wheelchairs find this ground cover difficult to manage. Would be great if there was a walking trail along the waterfront friendly to poles but also to feet and to canes, wheelchairs and walkers.
- The biking conditions can vary in the city depending on the weather and terrain. We live close to the Queens Quay and in the winter we observe very few people that use the bike lanes. Consider the cost benefit analysis of the bike lanes, it may be greener initiative but at the sacrifice of the mobility of the already dense residents in the city I do not know it is worth it.
- Here are the Urban Walking Poles so you can see the boots they have. These are not hiking poles. They also have pics to walk in winter - which brings me to requesting winter walking trails. <https://urbanpoling.com/>
- I really don't think the planning team considered the current traffic congestion in this area.

### Activation and Amenities

We asked respondents to provide any additional comments they would like to make regarding activation and amenities within the public realm of Quayside. In the summary report, these comments were thematically summarized but are listed in full below:

- Lots of shade, both natural and built is important.
- Trees encased in cement is not nature.
- Clarify space to be used by pedestrians and bicycles clearly.
- Perhaps other play elements for kids could be incorporated into the boulders as well, so parents can hang out near where kids play.
- I like the natural feel. With limited city budget and reluctance of city to maintain plants and gardens I hope this is feasible.
- Exciting!
- Need for shade from trees to reduce the urban heat island and break high wind speeds.
- More furniture and some spaces for outdoor cafes.
- Rocks are a good idea but conventional nice benches are still needed.



- Just because the waterfront is on the water does not mean there is a connection there a beautiful pier needs to be made, like the one in Burlington, people want to get closer to the water and that feeling, it needs to jet out from the waterfront promenade. I do like the above design though.
- Coffee shops, food trucks/carts are essential.
- I like the idea of letting spaces be natural while also carefully attending to diverse needs of users.
- Seems a bit cold and unwelcoming.
- Bar curb on deck is concerning if rollerblades get stuck and fall in perhaps little plexiglass wall curb or wooden wall 10 cm up from ground railing perhaps like a ledge hopefully lots of ladders into water for safety if people fall in and cobblestone is uneven hard to rollerblade even walk on for a lot of people needs way more colour and flowers. Consider cement or Greencrete for ground.
- Gathering places for children. Child size furniture.
- Lush greenery, strategically planted trees, and thoughtfully designed urban spaces are crucial aspects of urban planning that not only enhance the aesthetic appeal of the environment but also contribute significantly to a sense of tranquility and calmness among the population, fostering a harmonious and sustainable community. Therefore, I'd encourage the incorporation of more plants and trees into urban landscapes to create a healthier and more peaceful living environment for all.
- Flowers please.
- I would like to see more trees and places where people could sit and feel surrounded by water and the natural world.
- I think its imperative that they stick to the same design as the rest of the waters edge promenade. From a design perspective, it will look silly having one section different from the rest. stick with one style.
- Make safe and welcoming playgrounds for children and families of all dynamics.
- It just feels a bit cookie-cutter.
- More communal fire pits for gathering (can be seen at Trillium Park), more grass for sitting.
- Letting people get close to or even in the water would be great - launch kayaks or paddleboards easily, put their feet in the water or even swim.
- Consider winter usage amenities, fire pits, wind breaker/ shelter, skating rinks, heaters, etc.
- Not sharp-edged rocks but rather smoothed and worn by the lake so the shore environment is more homogenous and natural.
- Would love this space to be as interactive as possible.

- Washrooms are necessary.
- The water's edge needs more active and liveliness - cafes and restaurants much close to the edge of the water.
- Have lots of seating or places to linger. Especially include some tables for eating. Include some activation for children such as a game area or play area.
- Add retail spaces.
- It needs to adapt to the seasons to get me to "stay and wander". As a local resident I am more likely to use the pathway as a walking space rather than a "sit and stay". A couple of street vendors / micro coffee shops or stores not housed in the lower level of condos may be of value to consider.
- Not sure the Water's Edge Promenade actually has potential natural and ecological function given its highly constructed nature, level of public use and proximity to development.
- Public washrooms, available year-round.
- I agree with all of the design decisions you're making and salute you for the design excellence.
- Winterized public washrooms is the most significant amenity that would make Quayside accessible to people of all ages, would enable people to visit, stay and wander, and would make the space inclusive and equitable. Rocks will do none of these things. Trees, especially evergreens, will help cut the cold & wind, places to sit are critical.
- Let's get even more seating here.
- The main thing I look forward to is having a quieter place to walk - I hope. With a few trees. I live in the area beside St Lawrence Market - north of Lakeshore. Getting to Sugar Beach is unpleasant and feels very unsafe crossing Lakeshore. Also, it's really dirty, the area around the train bridges. I love the Waterfront but I don't go there as much as I would for these reasons, even though it's a 5 minute walk away.
- As much shade as possible should be provided, especially around rest areas and walkways. This is especially important as summers get warmer.
- Washrooms. Eating spaces for families. Activities for children (please look up rock climbing walls and play spaces by the Seine River in Paris).
- Pockets where people can sit - and sitting on natural surfaces such as rocks at different levels.
- Public art can be a wonderful addition to public space. Choosing installations that resonate with the majority of people can be tricky.
- How do you expect community belonging on a strip that is dominated by large office towers, particularly on the south side of Queen's Quay?

- This is/will be a very dense urban area that also attracts people from outside the local area. Usability should be the top design objective.
- Washrooms and water bottle refill stations need to be available 24/7/365.
- Love the greenery - would love even more!
- Please make sure that surfaces on the amenities are specifically coated to allow for easy graffiti, sticker, and poster removal.
- A good example to follow is the waterfront walk east of Yonge at the Pier development: great trees, wide walk and interesting scenes.
- Placing a public park in Block 11 in a location that is not on the water's edge really sacrifices the desirability of the public space. If we look to the parks in East Bayfront, Sherbourne Commons North is almost never animated or used - it's not-on-the-water location making it a highly undesirable public space. Meanwhile, Sugar Beach's location makes it highly animated and occupied, and in fact in summer peak periods, it is already not too small to accommodate the existing populations in the area and adjacent neighbourhoods. I fear that Waterfront Toronto's prioritization of residential development on the water's edge has resulted in public spaces that are undersized and highly inadequate to accommodate the eventual population of the area.
- So when you're thinking of design of park spaces & public realm spaces in Quayside please remember children, older adults and yes, pets, because people have them.
- There are no public washrooms along this stretch of the waterfront. We really need washrooms that are winterized. A post-COVID learning. The new park being developed on Leslie Street has had the universal washrooms removed from the latest design. We need people friendly public policy that includes washrooms.