



Appendix A
List of Meetings
Central Waterfront Master Planning Process



Central Waterfront Outreach

City-Wide Public Forums

May 15, 2006 (Design Competition)
Jan. 23, 2007 (CWF)
Jan. 10, 2008 (CWF Update, QQEA)
Dec. 8, 2008 (CWF Update, QQEA)
March 25, 2009 (QQ EA)

City-Wide Public Exhibitions

Spring 2006 - 5 public exhibitions of designs
August 11-20, 2006 – Q2C Installation

Community Meetings

Sept. 14, 2006 (CWF, Q2C)
Sept. 20, 2008 (CWF, Q2C)
July 6, 2006 (pre-Q2C)
August 12, 2006 - Site Walk with design team

Stakeholder Group Meetings

May 14, 2007 (CWF)
July 24, 2007 (CWF)
Sept. 24, 2007 (QQEA)
Oct. 23, 2007 (Site-walk)
Nov. 15, 2007 (QQEA)
June 12, 2008 (CWF)
Nov. 27, 2008 (QQEA)
Jan. 8, 2009 (SB)
March 11, 2009 (QQEA)

Visioning Session

Jan. 23-24, 2007 (Included BIA, Stakeholders, Tourism, Parks/Planning)

Focused Consultation Meetings

on-going including:

Toronto Island Community Association (CWF)
Westin Harbour Castle (CWF, QQEA)
Radisson Hotel (CWF, QQEA, RSWD)
Queens Quay Terminal (QQEA, CWF)
Harbourfront Centre (QQEA, SHS, RSWD, SB, CWF)
401 Queens Quay (QQEA, SHS, SB)
Disabled Sailing Federation (CWF, SHS)

Queens Quay Harbourfront BIA (CWF, QQEA)
Oxford Properties (CWF, QQEA)
York Quay Neighbourhood Association (CWF, QQEA)
Canada Lands Corporation (CN Tower) (CWF)
Redpath Sugar (CWF, EBF, QQEA)

Design Review Panel Public Presentation

November 15, 2006 (CWF)
May 9, 2007 (
June 13, 2007
July 11, 2007
November 14, 2007
February 13, 2008 (CWF, RSWD)
July 9, 2008 (SB, RSWD)
October 8, 2008 (SB)

Waterfront Toronto Board of Directors Public Presentation

June 2006 (CWF)
July 2006 (CWF)
October 2006 (Q2C)
June 2008 (RSWD, SB)

Other Outreach

Heritage Toronto Site Walk
Waterfront Trail Keynote Address
University of Toronto Lecture
American Fisheries Conference
Waterfront Conference
City Summit Alliance
Urban Land Institute Conference

(SB) – Spadina Bridge
(QQEA) – Queens Quay Environmental Assessment
(CWF) – Central Waterfront Master Plan
(Q2C) – Quay to the City
(SHS) – Spadina Head of Slip
RSWD – Rees and Simcoe WaveDeck
EBF – East Bayfront

Landowner Meetings Queens Quay Environmental Assessment

Redpath Sugar

July 29, 2008
September 19, 2008
January 15, 2009
January 23, 2009
March 31, 2009
May 5, 2009

401 Queens Quay

October 22, 2008
January 15, 2009

Harbourfront Centre

January 16, 2009

Fire & EMS

June 25, 2008
January 22, 2009
May 6, 2009

Radisson Hotel

October 10, 2008
January 22, 2009
March 24, 2009

Queens Quay Terminal

September 30, 2008
January 27, 2009
March 9, 2009
March 10, 2009
March 31, 2009

Police Marine Unit

January 27, 2009

BIA

February 3, 2009
March 5, 2009
March 10, 2009
March 13, 2009
March 24, 2009
April 16, 2009
May 7, 2009

211 Queens Quay

February 11, 2009

251 Queens Quay

February 11, 2009
April 7, 2009
April 28, 2009

Pier 27/Cityzen

February 24, 2009

Harbour Square

January 25, 2008
September 23, 2008
January 22, 2009
March 10, 2009
March 24, 2009

Bus & Boat Company

February 17, 2009
March 31, 2009

Westin Harbour Castle Hotel

January 21, 2008
March 31, 2009

260 Queens Quay

March 31, 2009

Ossmington/1 Yonge St

June 19, 2008
April 1, 2009

Mariposa Boats

March 10, 2009

10 & 20 Bay Street

January 23, 2008

65 Harbour Street

February 21, 2008

Bathurst Quay Neighbourhood Association

April 15, 2009

York Quay Neighbourhood Association

April 15, 2009

Toronto Island Community Association

April 30, 2009



Appendix B
Notice of Commencement



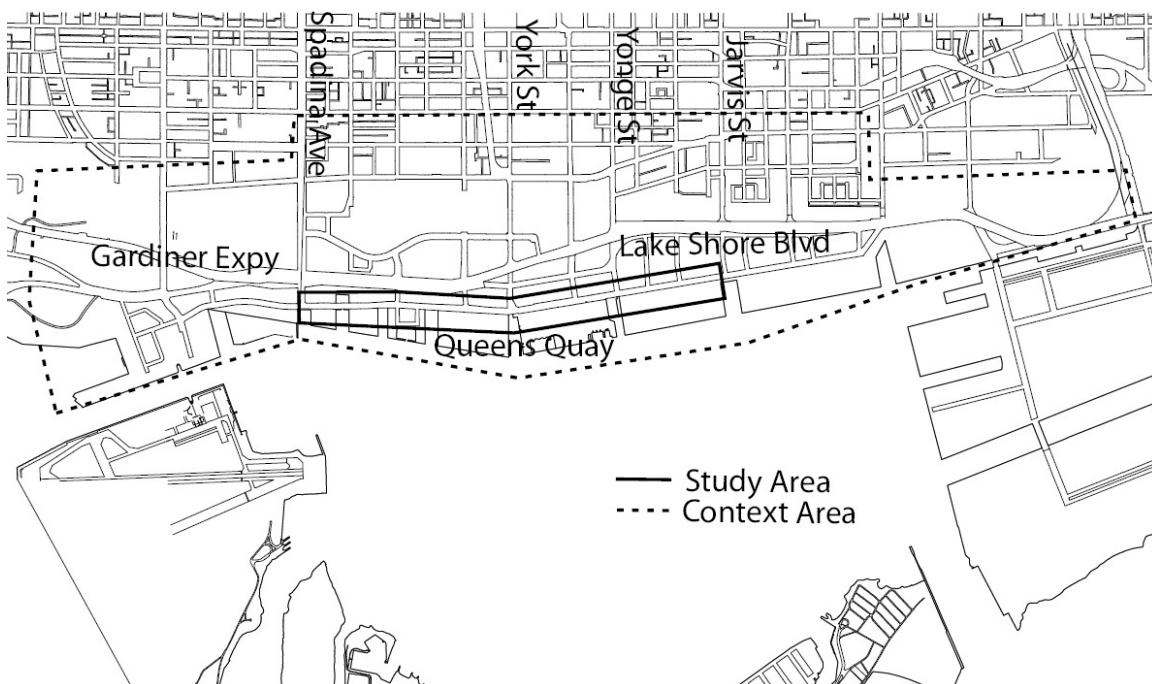
NOTICE OF STUDY COMMENCEMENT

Queens Quay Revitalization Lower Spadina Avenue to Lower Jarvis Street Municipal Class Environmental Assessment (Schedule “C”)

Waterfront Toronto and the City of Toronto, as co-proponents, are undertaking a Municipal Class Environmental Assessment (Class EA) Study for a revitalized Queens Quay that will extend from Lower Spadina Avenue to Lower Jarvis Street.

The purpose of the Queens Quay revitalization is to provide a facility that balances the needs of all users by successfully accommodating recreational, transit, bicycle, pedestrian and vehicular traffic while enhancing landscape features and the public realm within the Queens Quay corridor.

Study Area



The project is being planned under **Schedule C** of the Municipal Class EA process. Public consultation is a key component of this study. The proposed consultation plan provides for public consultation centres at multiple points in the study. Further advertisements will be posted once public forum dates are scheduled.

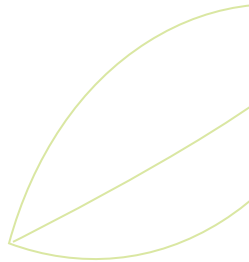
During the Class EA, Waterfront Toronto and the City of Toronto will be collecting comments and information regarding this project from the public in accordance with the requirements of the *Ontario Environmental Assessment Act*. If you wish to receive further information or to be added to the project mailing list, please contact:

Andrea Kelemen
Communications + Marketing
WATERFRONToronto
1310-20 Bay Street
Toronto ON M5J 2N8
Tel: (416) 214-1344 x248
central@waterfrontoronto.ca
www.waterfrontoronto.ca

This notice was issued on September 14th, 2007



Appendix C Household Postcard





WATERFRONToronto

come be a part of revitalizing queens quay

January 10, 2008; Open House 6:00pm; Presentation 6:30pm;
Westin Harbour Castle Hotel, One Harbour Square, Convention Level, Harbour B&C

Dear Resident,

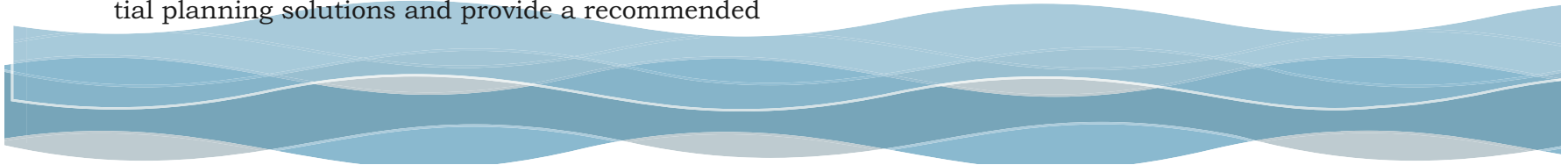
As part of the revitalization of Toronto's central waterfront, Waterfront Toronto in partnership with the City of Toronto, is undertaking an environmental assessment study of Queens Quay between Lower Spadina Avenue and Lower Jarvis Street. This study is exploring how to implement long standing City policy objectives including revitalizing Queens Quay into a scenic waterfront drive and completing the Martin Goodman Trail which today is absent through the central waterfront.

The first public forum will introduce existing site conditions, the problem statement, explore potential planning solutions and provide a recommended

planning solution which will be the basis of design alternatives to be studied in more detail in the next phase of the environmental assessment.

As a waterfront resident, we are interested in hearing your views and want to keep you informed about this project. To be added to our mailing list or to receive public forum notices please contact us at:

www.waterfronttoronto.ca
416-214-1344
central@waterfronttoronto.ca





Appendix D
Meeting Notices: Public Forums 2 & 3



Queens Quay Revitalization Environmental Assessment Public Meeting #2

Waterfront Toronto in partnership with the City of Toronto is currently undertaking an environmental assessment for the revitalization of Queens Quay Boulevard from Lower Spadina Avenue to Lower Jarvis Street. This study is exploring how to implement long standing City policy objectives including revitalizing Queens Quay into a scenic waterfront drive and completing the Martin Goodman Trail which today is absent through the central waterfront.

The project team, along with the City of Toronto and Toronto Transit Commission have been developing design alternatives for the cross-section of the street and collaboratively design alternatives have been developed.

Waterfront Toronto will be holding the second public meeting on Dec. 8 to present the design alternatives.

Date: Monday, December 8, 2008
Location: Harbourfront Community Centre
627 Queens Quay West (at Bathurst)
Time: 6:00 p.m. (Open House)
7:00 p.m. (Presentation & Discussion)

For more information or to be added to the project mailing list, please visit: www.waterfronttoronto.ca



WATERFRONTToronto



TORONTO



PUBLIC MEETING & DROP-IN CENTRE
Queens Quay Revitalization Environmental Assessment
& East Bayfront Transit Environmental Assessment

Waterfront Toronto, Toronto Transit Commission (TTC) and the City of Toronto have undertaken comprehensive Environmental Assessments to revitalize Queens Quay from Parliament Street to Lower Spadina Avenue and introduce new transit services to the East Bayfront. The studies have explored how to implement long standing City of Toronto policy objectives to transform Queens Quay into a scenic waterfront drive, provide transit priority and complete the Martin Goodman Trail through the central waterfront. Together, the Queens Quay Revitalization Environmental Assessment and the East Bayfront Transit Environmental Assessment have undertaken the development and analysis of alternatives related to the urban design and functional plan for the overall Queens Quay corridor, and the evaluation of alternative streetcar tunnel and portal locations.

On March 25th Waterfront Toronto will present the recommended preferred road alternative for Queens Quay and the selection of the preferred tunnel portal location for the new streetcar line. The public meeting will include detailed descriptions of the evaluation process and analysis which have led to the preferred alternatives. On March 28th we will be holding a Drop-In Centre where plans of the recommended preferred designs will be on display and team members will be available for one-on-one discussions.

PUBLIC MEETING: Wednesday, March 25, 2009, 6:30 p.m. (Open House), 7:00 p.m. – 9:00 p.m. (Public Presentation), Westin Harbour Castle Hotel, Metro West Ballroom, One Harbour Square

DROP-IN CENTRE: Saturday, March 28, 2009, 10:00 a.m. – 1:00 p.m., Harbourfront Centre, York Quay Centre, Lakeside Terrace, 235 Queens Quay West



WATERFRONTToronto


Building Toronto's New Blue Edge

For more information:

416-214-1344

central@waterfronttoronto.ca

www.waterfronttoronto.ca





Appendix E
SAC Terms of Reference





**TERMS OF REFERENCE
STAKEHOLDER ADVISORY COMMITTEE
QUEENS QUAY REVITALIZATION
LOWER SPADINA AVENUE TO LOWER JARVIS STREET
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
[REVISION #1 – NOVEMBER 2007]**

1. INTRODUCTION

Waterfront Toronto and the City of Toronto, as co-proponents, are undertaking a Municipal Class Environmental Assessment (Class EA) Study for a revitalized Queens Quay that will extend from Lower Spadina Avenue to Lower Jarvis Street. The purpose of the Queens Quay revitalization study is to provide a facility that balances the needs of all users by successfully accommodating recreational, transit, bicycle, pedestrian and vehicular traffic while enhancing landscape features and the public realm within the Queens Quay corridor.

Specifically, the study is intended to address the issues and opportunities summarized in the following Revised Problem Statement, which forms the basis for the Class EA:

Revised Problem Statement*

- Queens Quay is Toronto's main waterfront street, yet in its current configuration acts as a barrier rather than a gateway to the waterfront.
- North-south connections to the water's edge are limited, unwelcoming, and difficult for pedestrians to negotiate.
- East-west connections between individual destinations, including the Waterfront Trail, are constrained or absent, creating an unpleasant experience for commuter and recreational cyclists, in-line skaters, joggers, and tourists moving along the lake front.
- Aesthetically it fails to provide the kind of atmosphere conducive to economic vitality, ground floor retail activity, and urban vibrancy.
- Operationally it suffers from sub-standard streetcar platforms, illegal parking activities, and major points of conflict at intersections.
- Civically it fails to provide a grand public realm befitting its role as the primary address for Toronto's waterfront.
- A revitalized Queens Quay presents the opportunity to implement long-standing City of Toronto policy objectives while more effectively balancing the needs of its residential, business, recreational and tourist users.
- Strategically there is an opportunity to coordinate Queens Quay revitalization with other planned waterfront projects and infrastructure renewal by the TTC.

** Revised November, 2007 based on feedback from the Stakeholder Advisory Committee at its first meeting on September 24/07.*

The project is being planned under Schedule C of the Municipal Class EA process. The study outcome will be a preferred configuration and preliminary design that can proceed to detailed design for the revitalization of Queens Quay between Lower Spadina Avenue and Lower Jarvis Street.

An essential element of the study process will be effective communication and consultation with members of the public and stakeholders. One of the planned activities in meeting this goal is to establish a Stakeholder Advisory Committee (SAC). This document sets out the Terms of Reference for the SAC and its role in the Queens Quay Revitalization Class EA.

2. MANDATE

The SAC is a non-political advisory committee. Committee members are guided by these Terms of Reference and participate on the SAC at the pleasure of Waterfront Toronto and the City of Toronto.

The mandate of the SAC is to provide an ongoing mechanism for feedback and advice to the Queens Quay Revitalization EA Project Team on key aspects of the Class EA process, including:

- The problem statement;
- Issues and opportunities to be addressed in the planning process;
- Alternative solutions and design considerations;
- Evaluation method and criteria; and
- Preferred alternative strategies and design concepts.

It is also envisioned that the SAC will provide feedback on the Project Team's proposed presentations for public forums and any other relevant matters that the Project Team refers to the SAC for comment.

The Queens Quay Revitalization Class EA Project Team consists of representatives from Waterfront Toronto, the City of Toronto and the Consultant Team (West 8+DTAH and Arup).

3. DECISION MAKING

As an advisory body, the SAC should operate by consensus to the extent possible. Consensus is where participants openly discuss views and opinions, and seek to develop common ground and narrow areas of disagreement to the best of their ability. Where differing viewpoints and opinions exist, these will be noted in the SAC meeting records.

4. SAC MEMBERSHIP AND COMPOSITION

The SAC is being established as a sub-committee of the Central Waterfront Stakeholder Advisory Committee.

Membership in the SAC will consist of representatives from organizations in various "sectors" that may have an interest in the Queens Quay Revitalization Class EA process and outcome. It is envisioned that the SAC will be comprised of a maximum of 25 participants, including but not limited to:

“Sector”	# of Members
Neighbourhood Associations	5
West Don Lands Committee	1
Residents-at-large	2
Condominium Board	1
Queens Quay Harbourfront BIA	1
Local Business	2
Pedestrians	1
Cycling	1
Sailing/Boating	1
Transit/Transportation	1
Heritage	1
Tourism/Special Events	1
Waterfront-wide	2
Toronto Island	1
Youth	1
People with Disabilities	1
Councillor Adam Vaughan’s Office	1
Councillor Pam McConnell’s Office	1

5. SAC MEETING PROCEDURES

The following procedures will be used in convening meetings of the SAC:

- i) SAC meetings will be facilitated by a third-party facilitator, Lura Consulting, to enable all members to participate fully in the discussions.
- ii) Members of the Project Team will attend SAC meetings to present project-related materials and receive feedback from SAC members. Other technical advisors identified by the Project Team will attend SAC meetings as required.
- iii) Meeting agendas will be prepared by the Project Team and distributed to SAC members in advance of each meeting. SAC members will be consulted on agenda items for future meetings at the conclusion of each SAC meeting.
- iv) Meeting notes will be taken by a representative of Lura Consulting. Notes will be circulated to the SAC following each meeting for review and comment by members. Notes will be approved by the SAC at the following meeting.

6. ROLES AND RESPONSIBILITIES

6.1 SAC MEMBERS

As a SAC member, each participant will:

- Liaise with the organization they represent (if applicable) and bring forward advice, issues or comments from their organization to the SAC;
- Strive to operate in a consensus mode, where participants openly discuss views and opinions, and seek to develop common ground and narrow areas of disagreement to the best of their ability;
- Review all relevant project materials and provide feedback as appropriate;

- Attend and participate in a minimum of four (4) SAC meetings during the Class EA process; and
- Ensure that the results of SAC discussions are accurately recorded in the meeting records, or in additional reports that members may determine are needed.

SAC members will receive project information for review at each SAC meeting and will be provided an opportunity to comment on such material both at and following each meeting. If available, project information will be sent via email prior to SAC meetings. SAC members will also receive project information made available to the public and be invited to attend public forums.

While the SAC will provide input to the Project Team as part of the Class EA process, final decisions about the EA will rest with the Project Team.

6.2 PROJECT TEAM MEMBERS

Project Team members will:

- Strive to provide accurate, understandable information to SAC members, such that they can contribute informed advice and recommendations;
- Ensure that appropriate Project Team representatives (or other resource people) are present at discussions on specific issues or components of the planning process;
- Be open, receptive, and give careful consideration to advice and ideas received from SAC members; and
- Ensure that advice, recommendations, and consensus positions from the SAC are considered at each stage of the Class EA process.

6.3 FACILITATION AND SECRETARIAT

Facilitation services for the SAC will be provided by a third-party facilitator, Lura Consulting. These services will include facilitation at SAC meetings and preparation of SAC meeting records.

Secretariat services will be provided by Waterfront Toronto. These services will include organizing SAC meetings, distributing meeting notices and materials, and SAC contact list management. The point of contact for all SAC correspondence is:

Andrea Kelemen
 Communications + Marketing Assistant
 Waterfront Toronto
 1310-20 Bay Street
 Toronto, ON M5J 2N8
 Tel. (416) 214-1344 x 248
 E-mail: akelemen@waterfronttoronto.ca
 Website: www.waterfronttoronto.ca

7. TERM OF THE SAC

The SAC will be in effect throughout the Class EA process, which is anticipated to last approximately 9-12 months and conclude in 2008. Each member of the SAC will be expected to sit on the Committee for the full length of the Class EA process. SAC members are strongly encouraged to attend each meeting to ensure consistency, but may send alternates to meetings in the event of unavoidable schedule conflicts.

8. SAC MEETINGS

Waterfront Toronto will host SAC meetings at Waterfront Toronto – 20 Bay Street, Suite 1310.

The first meeting is September 24 at 5:00 p.m. The schedule of subsequent meetings will be discussed with the SAC at this first meeting.

Other interested parties may observe the SAC meetings; however, these parties will not be permitted to participate in the formal meeting.

9. PUBLIC FORUMS

In addition to the committee meetings, members of the SAC are encouraged to attend the public forums that will be convened as part of the Class EA process. The exact dates, topics and format for the public forums will be discussed with the committee at SAC meetings.



Appendix F
SAC Meeting #1 Report





**Queens Quay Revitalization Environmental Assessment
Stakeholder Advisory Committee
Meeting #1**

Monday, September 24, 2007
5:00 p.m. – 7:00 p.m.
Waterfront Toronto, Main Boardroom

MEETING SUMMARY

1. Welcome and Introductions

Chris Glaisek (Waterfront Toronto) welcomed participants to the meeting, and a round of introductions followed. Mr. Glaisek indicated that the purpose of this first meeting was to review the Stakeholder Advisory Committee's (SAC) terms of reference, provide the SAC with an update on the data collection and preliminary analysis, and to discuss the draft Problem and Opportunity Statement.

2. Agenda Review and Meeting Purpose

David Dilks (Lura Consulting) reviewed the meeting materials and the agenda. He indicated that key agenda items included: discussion of the proposed Terms of Reference (TOR) for the Stakeholder Advisory Committee; a status report presentation by Arup on their work on the Class EA to date; and discussion of the draft Problem and Opportunity Statement.

3. Role of EA Stakeholder Subcommittee

David Dilks began the discussion of the proposed Terms of Reference (TOR) for the SAC, and invited stakeholders to comment on the TOR at this meeting or following the meeting using the Feedback Form. He suggested that the Committee approve its TOR at Meeting #2. Mr. Dilks then proceeded to walk the committee through the document at a high level:

- The advisory committee is to provide advice and feedback on key aspects of the Class EA process;
- The intention is for the SAC to work towards a consensus where possible. Any differences of opinion or varying perspectives will be noted in the SAC meeting records; and
- A proposed membership list has been prepared for the SAC based on feedback received at the Central Waterfront Stakeholder Advisory Committee meeting on July 24th, 2007. The SAC has been established as a sub-committee of the overall Central Waterfront Stakeholder Advisory Committee. A few positions on the SAC remain open, and the project team is currently working on filling the remaining seats.

Mr. Dilks noted that members of the project team will be present at meetings as a resource to the committee.

Mr. Dilks outlined the suggested procedures for SAC meetings:

- Committee members will receive the meeting agenda in advance of each meeting, as well as other meeting materials where possible;
- Meeting notes will be taken by Patricia Prokop of Lura Consulting;
- Committee members will have an opportunity to provide their feedback on the accuracy of meeting records at the start of each subsequent meeting;
- The primary contact for the committee, as indicated by the TOR, is Andrea Kelemen, Communications and Marketing Assistant for Waterfront Toronto;
- The EA process will last approximately 9-12 months; and
- All SAC meetings will be held at the Waterfront Toronto office at 20 Bay Street, Suite 1310.

Mr. Dilks then asked the committee if they had any questions or top of mind feedback on the TOR.

No feedback was provided at this point, and Mr. Dilks encouraged members to review the TOR in more detail prior to the next meeting. Members can contact Andrea Kelemen (Waterfront Toronto) with any questions or comments that may arise between meetings.

4. Queens Quay Revitalization EA – Status Report

David Pratt (Arup) provided a presentation on the status of the Queens Quay Revitalization EA. Mr. Pratt made the following key points during the presentation:

- The purpose of the Queens Quay Revitalization is to provide a facility that combines the needs of all users;
- The proposed solution for the waterfront must meet the City of Toronto's long term objectives of sustainable transportation, reduced automobile dependency and pedestrian priority;
- We are currently in Phase I of the EA process;
- The Notice of Commencement has been released;
- Arup will be looking at the transportation impacts outside the primary study area in adjacent "impact areas";
- Data collection consisted of on-the-ground observations, aerial photos, and traditional vehicular volume data;
- Other data to be collected includes topographic mapping, utilities mapping, transit loading information, tour buses data, collision data, and parking data;
- Arup will do more data collection in the Fall;
- The current Queens Quay does not serve its intended function as a scenic water view corridor;
- Conflicts exist between local and regional interests for the use of Queens Quay, as well as between different road users;
- Illegal on-street parking is a major issue in the area;
- 350 km of the waterfront trail is interrupted in the central section; and
- There is currently no direct public realm connectivity between waterfront attractions.

Mr. Pratt concluded with a brief outline of the proposed Problem and Opportunity Statement, developed by the project team for SAC and general public feedback.

5. Questions of Clarification

David Dilks asked the Committee if they had any questions or comments regarding the presentation.

One committee member asked why the presentation did not mention the City's bike plan in the list of policy initiatives, and inquired about how the transit plans being looked at for East Bayfront will affect the Queens Quay revitalization. Mr. Pratt explained that Arup is working closely with the East Bayfront Class EA project team to ensure consistency down the entire length of Queens Quay. He added that the City's cycling plan provides important guidance from a policy perspective for revitalizing the Queens Quay streetscape.

Another committee member asked whether the current study included data collection about pedestrians. Mr. Pratt indicated that pedestrian data was gathered and is part of the overall analysis.

A committee member inquired about a traffic study on Lake Shore Boulevard. Mr. Pratt explained that a study of that area has been done, and added that traffic impacts in areas adjacent to the primary study area will also be examined as part of the analysis for the Queens Quay EA.

Another committee member asked whether any of the studies are going to take a look at the impacts large conferences have on the traffic in the study area, especially since it is at these times that large numbers of shuttle buses are running in the downtown core. Mr. Pratt indicated that he would consider the potential impacts associated with large conferences and invited the member to provide any available information on upcoming conferences.

One committee member suggested that Arup present data such as time lapses in the right context, to ensure the observations are not over-exaggerated. Mr. Pratt explained that Arup will run a clock on the screen during the time lapse to illustrate actual time passed.

Another committee member suggested that removal of barriers should be one of the bullet points in the Committee's TOR in the mandate section. Mr. Glaisek suggested that this can be incorporated but suggested it should be worded in positive terms.

One committee member asked how the south and the north, and the east and the west will be connected as an outcome of the EA process. Pina Mallozzi of Waterfront Toronto explained that the purpose is to make the waterfront a destination that is easily accessible from all directions.

Another committee member suggested that "beauty" should be seriously considered as an objective of the Queens Quay Revitalization, as it has a value in itself.

A committee member suggested that the "quality of the experience" should be emphasized when considering revitalization plans for the waterfront.

6. Problem and Opportunity Statement Discussion

David Dilks asked the committee to briefly read through the Problem and Opportunity Statement, and to think about what people liked about the draft statement, what might be added, or what might be changed.

One committee member suggested that the context of the EA needs to be presented, with respect to location, and should include a reference to the City of Toronto, its population, and its location on the Great Lakes. The context should be more rooted in a "sense of place".

Another committee member observed that the City of Toronto is located on a lake yet Torontonians seldom use it. It was observed that Torontonians often leave the City to go to a lakefront property. The committee member suggested that the statement needs to recognize that Toronto has a lakefront and encourage the connection to it. There was overall agreement among committee members that Queens Quay itself acts as a barrier to the waterfront.

One committee member observed that the waterfront is being used as a parking area, rather than a destination.

Another committee member suggested synchronizing the TOR and the Problem and Opportunity Statement. Mr. Dilks and John Kelly of the City of Toronto explained that the TOR is intended to guide how the committee works whereas the Problem and Opportunity Statement is intended to provide a basis for examining the proposed solutions against the project goals. The committee member indicated that a list of common principles would be helpful to the SAC in dealing with potential disagreements.

One committee member indicated that any changes to Queens Quay will affect the ability of residents to move through the area. The committee member noted that the area is very densely populated, and there has to be a stronger recognition of the residential presence in the statement.

Another committee member suggested that cycling is not just a recreational activity but a mechanism for commuting and exercising, as well as a key part of a greener, cleaner transportation system. This should be recognized in the statement.

Two committee members suggested that the statement needs to address the economic viability of Queens Quay, and the problems facing the area in this regard.

A committee member observed that the pedestrian flow on the north side of the street is minimal, and pedestrian facilities on the south side are problematic. There needs to be more restaurants and shops along Queens Quay to cater to the needs of pedestrians and tourists, and to create a destination for pedestrians.

A committee member inquired whether Arup will be doing a study of the parking facilities outside of Queens Quay, and suggested that the City may be able to use some of the empty corporate parking lots north of Queens Quay and use shuttle buses to transport people down to the waterfront. Mr. Pratt explained that Arup will be looking at parking data in the overall impact area.

Another committee member suggested that Arup create some definitive headings in the statement so that future discussions can be clear and focused. The following examples of headings were provided: transportation, recreation, and neighbourhood. Mr. Pratt explained that categories such as these can also be considered as part of the evaluation criteria.

One committee member suggested that Arup consider the historical background of Toronto's waterfront, as well as the concept of sustainability, in the statement.

Another committee member recommended that traffic problems in the Bathurst Quay area be considered as part of Arup's research.

One committee member suggested that efficiency of public transit needs to be considered as part of the statement, since parking lots will slowly disappear from the downtown core as more condominiums are built.

Another committee member was concerned that tourism is not being considered and suggested that this concept be reflected in the statement.

A number of committee members raised the issue of public washrooms, suggesting that more need to be constructed along the waterfront, and existing facilities need to be properly maintained.

Steve Willis, a member of the project team, explained that the Problem and Opportunity Statement should be viewed in the context of other written materials that will provide background for what is in the statement. He suggested that the project team and Committee should think about what should be included in the statement versus what would be covered in accompanying contextual descriptions.

David Dilks concluded the discussion with a brief synopsis of the suggestions raised by committee members, and encouraged stakeholders to use the feedback form for additional comments.

7: Central Waterfront Update

John Hillier (DTAH) updated the committee on the progress of the central waterfront design. Mr. Hillier made the following key points:

- DTAH completed the design for the first slip, at Spadina Avenue;
- Construction at the Spadina slip will begin in the middle of October this year, and will finish in late spring or early summer; and
- The overall waterfront design recently won two urban design awards, one for long range vision and one for Quay to the City.

Mr. Hillier then asked the committee members if they had any comments or questions.

One committee member asked about Canada Square. Ms. Mallozzi explained that Waterfront Toronto is midway through a feasibility study for Canada Square, and would like to meet with the local community soon. Currently Canada Square is the parking lot west of the Queens Quay Terminal and Waterfront Toronto is looking at opportunities for putting this parking lot underground, creating a large public space component, and cultural retail uses.

Another committee member inquired about a retail study as part of the Canada Square project, and noted that retail or shops at Canada Square would be in direct competition with a retail centre that is already present in the area and is currently struggling. Ms. Mallozzi explained that a retail study is being conducted for Canada Square including the broader York Quay, and Waterfront Toronto is hoping to find synergies with existing retailers.

A committee member also asked about the Rees Street Parking Lot north of HtO Park. It was noted that there is a city initiative to transform it into a park.

David Dilks thanked the committee for their feedback.

8: Next Steps and Wrap-Up

Mr. Dilks indicated that the next SAC meeting is to be held the week of November 18th, and a public forum is tentatively scheduled for the week of December 8th. Mr. Dilks asked that additional comments be sent to Andrea Kelemen of Waterfront Toronto. Mr. Dilks thanked the committee and adjourned the meeting.

Appendix A: Attendance List

Name	Organization
Committee Members	
Jeff Orlans	Brookfield Properties
Jennifer Chan	Councillor Adam Vaughan's Office
Julie Beddoes	West Don Lands Committee
Patrick Harrington	Loblaw Properties Ltd.
Dennis Findlay	Portlands Action Committee/Waterfront Action
Ann Corbitt	Premier Conference & Events
Kevin Currie	Queens Quay and Harbourfront BIA
Karen Honsinger	Queens Quay and Harbourfront BIA
David Dunphy	Resident
Helder Melo	Harbourfront Centre
David Fisher	Rocket Riders
Clay McFayden	Cycling Advocate
Kelly Gorman	York Quay Neighbourhood Association
Braz Menezes	York Quay Neighbourhood Association and QQHBIA
Vicki Barron	Waterfront Regeneration Trust
Waterfront Toronto and City of Toronto Staff	
Pina Mallozzi	Waterfront Toronto
Chris Glaisek	Waterfront Toronto
John Kelly	City of Toronto
Bill Lashbrook	City of Toronto – City Planning Division
Jayne Naiman	City of Toronto – Waterfront Secretariat
Jim Sinikas	Toronto Transit Commission (TTC)
Consultants	
David Pratt	Arup
Marc-Paul Gauthier	Arup
Ayako Kitta	DTAH
Brent Raymond	DTAH
John Hillier	DTAH
Steve Willis	MMM
Facilitators	
David Dilks	Lura Consulting
Patricia Prokop	Lura Consulting



Appendix G

SAC Meeting #2 Report





**Queens Quay Revitalization Environmental Assessment
Stakeholder Advisory Committee
Meeting #2**

***Thursday, November 15, 2007 – 5:00 p.m. – 7:00 p.m.
Waterfront Toronto, Main Boardroom***

Meeting Summary

1. Welcome and Introductions

Chris Glaisek (Waterfront Toronto) welcomed the meeting participants and a round of introductions followed. Mr. Glaisek commented that the purpose of the meeting was twofold. First, he indicated that further feedback would be sought on the revised problem statement, which had been substantially revised to reflect the specific comments provided by the SAC at the last meeting. Second, the alternative planning solutions and the preferred alternative would be presented to the SAC for comment.

2. Agenda Review and Meeting Purpose

Meeting facilitator David Dilks (Lura Consulting) reviewed the meeting agenda. He indicated that the agenda items for the meeting included:

- obtaining feedback on the revised problem statement
- presentation of the alternative and preferred planning solutions
- update on the public consultation process
- revised SAC Terms of Reference

3. Approval of SAC Meeting #1 Summary

The Committee reviewed the summary from SAC Meeting #1. The minutes were approved with the following change:

- Section 4, second last bullet should read – “600 km of the waterfront trail...”

4. Consultation Update

A representative from Waterfront Toronto provided an update on the EA process and consultation program. They reported that 35 people participated in the walking tour and observed what works well and what does not about Queens Quay. She indicated that the project team intends to prepare presentation boards about the walk for the upcoming public meeting.

It was noted that a presentation was made by the project team to a recent meeting of the Business Improvement Area (BIA). It was also noted that many businesses on Queens Quay are interested in the process and want to be involved in the consultation process.

The representative also informed that the Technical Advisory Committee held its first meeting on November 5th.

There were no questions from SAC members following the update.

5. Approval of SAC Terms of Reference

Mr. Dilks reviewed the revised Terms of Reference with the committee and noted that there was a substantive change to the introduction. He said that the revised problem statement was included in the introduction of the TOR in response to suggestions to include a common element that both SAC and project team members would work towards. He indicated that there were several other editorial changes to the draft discussed at the last meeting.

Mr. Dilks then asked the committee for any final feedback before a decision to approve the TOR.

One committee member suggested that, if there is a need to relocate the TTC tracks, then there should be a reference to accessibility in the TOR. Mr. Dilks noted that the TOR is intended to establish the process the committee will follow and that "content-related" discussions will follow.

It was suggested that the problem statement include a reference to residents in addition to tourists moving along the lakefront and the edge of Queens Quay.

Another committee member commented that it is a good idea to include the problem statement in the TOR and that it solved her previous concern. She felt that it would provide a good checklist against which to measure the project outcomes.

The TOR was endorsed unanimously by the committee, with the understanding that the revised problem statement will be inserted into the introduction, once finalized.

6. Project Team Presentation

Roger DuToit (DTAH) and David Pratt (Arup) delivered a presentation on the status of the EA process, focusing on the revised problem statement and the alternative and preferred planning solutions. Mr. Dilks noted that the presentation deck will be e-mailed to the committee members shortly after the meeting.

Mr. Dilks asked for any questions of clarification from the committee.

- One committee member asked if it was anticipated that pedestrian traffic would increase, would there be a corresponding decrease in car traffic? Mr. DuToit responded that there will be a more in-depth traffic analysis during the next stage of work. He noted that Queens Quay acts as both a local access road and as a through-fare. He explained that the congestion on Queens Quay is caused by bottle necks, and that the street has more capacity than its current volume. The current rate of 700-800 cars per hour is approximately half its potential capacity. Mr. Glaisek noted that the goal is not necessarily to reduce the amount of cars, but to slow the growth of auto use compared to other modes.
- Another committee member said that he disagreed that the Quay to the City pilot was a success. He said that the commute home was a mess because of the number of events, and

that there were many traffic conflicts. Mr. DuToit noted that it had been a success for pedestrians and cyclists, but that there were access and vehicular traffic issues.

- The committee member commented that the check marks indicating pass-fail were very subjective and it appeared that the planning solution was pre-determined.
- A committee member asked if water routes were considered in the planning scenarios as an option and if this could help address the higher summer time transportation numbers. Mr. DuToit replied that this may be possible, but that there is currently no data.
- A committee member asked if the planned 2009 TTC track replacements were still going proceeding. Jim Sinikas (TTC) responded that the tracks are still scheduled to be replaced in 2009, but the design of the tracks will depend on what revitalization scheme is recommended for Queens Quay.
- A committee member asked about the timing of the East Bayfront transit EA studies in relation to the Queens Quay EA. Mr. Sinikas noted that East Bayfront has been delayed so that it can be planned in conjunction with other adjacent transit studies.
- A committee member asked if more detailed projections of pedestrian and transit traffic were planned, and Mr. DuToit indicated that they were.

7. Roundtable Discussion

Discussion on Problem Statement

Mr. Dilks led the committee in discussion about the revised problem statement. The purpose of the discussion was to identify any refinements to the problem statement before it is presented to the public at the upcoming public forum.

A summary of the suggestions and comments follows:

- The third bullet should include residents and tourists.
- Both the north and south sides of Queens Quay should be reflected in the problem statement. The north sidewalk needs to be widened in order to attract retail customers.
- The word “waterfront” does not reflect Queens Quay, as very little of the street is on the actual waterfront.
- It should be noted that Queens Quay should be a public realm that lifts peoples’ spirits – a place of aesthetic beauty.
- The traffic design for Queens Quay should reflect the intent of the street – is it to be a busy through-fare or a quiet street for local traffic?
- The planning of condo sites needs to be improved so that they do not locate passenger pick-up areas in no-stopping zones.

Committee members were invited to send in any additional comments they have on the problem statement following the meeting.

Alternative Planning Solutions

Mr. Dilks asked the committee members to think about the four planning solutions and their evaluation and to provide their comments.

Mr. DuToit noted that he saw the planning options as being on a sliding scale, where some would drop off and some might be combined. He suggested that the options provide a spectrum of solutions, and that the final preferred solution could be a hybrid of the options.

One committee member noted that the various committee members would have their own bias, and that she supported the design selected in the competition. She felt that the presentation provided a graphical way to explain why the preferred solution was chosen.

Another committee member agreed but noted that she was surprised by the access issue. She noted that there may be developments that could ease some of the problems, such as a TTC expressway or turning Queens Quay into a local street. She asked the status of the underground parking lot proposal at Harbourfront Centre. Ms. Mallozzi noted that it was still in the midst of a feasibility study. She noted that they were looking at parking linkages with other areas, such as a Simcoe Street entrance. She also noted that there may be some synergies with currently underutilized land.

Another committee member noted that there was an effort to get the feasibility study of Canada Square to address underground bus parking. He noted that there are too many developments taking place for the City planners on staff to keep pace. He suggested that Waterfront Toronto should use its ability to access three levels of government to talk with Mayor Miller to stop some developments so that they can be handled correctly. He also noted that there is a need to look at the land behind the LCBO to see if it can be better utilized.

One committee member said that the presentation needs a more balanced approach to show what works and what does not work. He said he wants to see Queens Quay improved, but cautioned that selecting one solution while not dealing with the other issues will result in a solution that does not work. Steve Willis (MMM) noted that there will be a more detailed level of analysis in the next phase of the EA.

The committee member suggested that the presentation left the audience with the impression that the preferred solution was already selected without detailed analysis and without input from the public. He said that the presentation appeared to funnel down towards a single solution. Mr. Willis and Mr. DuToit noted that the presentation will need to be clarified to show the preferred solution more clearly and to better present the purpose of Phase 2 and 3 of the EA.

One committee member suggested that the public should be provided with information describing why alternative solutions passed or failed the criteria. Another committee member noted that too much information in the presentation would also be confusing.

At the conclusion of the discussion, Chris Glaisek suggested that feedback on the presentation was helpful and would be instrumental in helping the project team to refine the presentation prior to the public forum.

8. Upcoming Public Forum

Mr. Dilks noted that the upcoming public forum would be early to mid December, and asked the committee members for their comments.

One committee member asked if Toronto Waterfront could be accused of not providing enough lead time or enough notice. Another suggested that December might not be the optimal time for the meeting in view of the upcoming holidays. Ms. Mallozzi replied that Waterfront Toronto usually gives about three weeks notice. She said that they plan on doing a mail drop and sending notices to everyone in their database prior to the meeting.

One committee member questioned if it is right to take out car lanes to put in bike lanes. He said that it needs to be made clear how the lanes are being used – for through traffic, stop-start traffic, or illegal parking. Another committee member noted that the question is not about car lanes versus bike lanes, but rather is about finding a balance of traffic flow. He noted that it would be divisive to think about who has to give up what.

Another committee member commented that the EA process is trying to come up with a solution that will make the waterfront more livable. He added that while it will be difficult to find a balance between pedestrians and vehicles, everyone will ultimately benefit.

One committee member commented that she liked the graphics showing how the streets are being used, and that she would also like to see a graphic showing the percentage of roadway use per user.

Mr. Dilks noted that any additional comments can be provided to Waterfront Toronto by November 23rd.

9. Central Waterfront Update

Ms. Mallozzi provided an update on the Master plan. She said that the project team has come up with options and that they will show them at the public meeting.


She also noted that construction is about to start on the Spadina Slip. All of the committee members will be invited to the upcoming groundbreaking ceremony.

10. Next Steps and Wrap-Up




In summing up the meeting, Mr. Dilks noted that the committee members can provide any additional feedback in writing by November 23rd, that the public forum is tentatively scheduled for December 11, and that the next SAC meeting will take place in early March 2008.

Appendix A: Attendance List

Name	Organization
Committee Members	
Clay McFayden	Cycling Advocate
Patrick Harrington	Loblaw Properties Ltd.
Jill Hicks	Cruise Toronto
David Dunphy	Resident-at-large
Julie Beddoes	West Don Lands Committee
Sylvia Pellman	St. Lawrence Neighbourhood Association
Dennis Findlay	Port Lands Action Committee/Waterfront Action
Tom Davidson	Councillor Pam McConnell's Office
Dave Fisher	Rocket Riders
Vicki Barron	Waterfront Regeneration Trust
Braz Menezes	York Quay Neighbourhood Association and QQHBIA
Pam Mazza	Toronto Island
Stephanie Tencer	Feet on the Street
Karen Honsinger	QQHBIA
Malcolm King	Central Waterfront Neighbourhood Association
Ange Kinnear	Councillor Adam Vaughan's Office
Waterfront Toronto and City of Toronto Staff	
Pina Mallozzi	Waterfront Toronto
Chris Glaisek	Waterfront Toronto
John Kelly	City of Toronto
Bill Lashbrook	City of Toronto – City Planning Division
Andrea Kelemen	Waterfront Toronto
Jim Sinikas	Toronto Transit Commission
Jayne Naiman	City of Toronto – Waterfront Secretariat
Consultants	
David Pratt	ARUP
Colin Wong	ARUP
Roger DuToit	DTAH
John Hillier	DTAH
Ayako Kitta	DTAH
Steve Willis	MMM
Marc Ryan	West 8
Facilitators	
David Dilks	Lura Consulting
Jean-Louis Gaudet	Lura Consulting



Appendix H
SAC Meeting #2B Report





Queens Quay Revitalization Environmental Assessment Stakeholder Advisory Committee Meeting

***Tuesday, December 11, 2007 - 5:00 p.m. – 6:30 p.m.
Waterfront Toronto, Main Boardroom***

Meeting Summary

1. Welcome and Introductions

Chris Glaisek (Waterfront Toronto) welcomed the participants to this special meeting and explained that the purpose of the meeting was to review the revised presentation before presenting it to the public in January. Mr. Glaisek indicated that the presentation was revised in light of the concerns and comments raised at the last Stakeholder Advisory Committee (SAC) meeting. A round of introductions followed.

2. Agenda Review and Meeting Purpose

Meeting facilitator David Dilks (Lura Consulting) reviewed the meeting agenda. He indicated that the agenda items for the meeting included:

- Walkthrough of the revised presentation;
- Discussion of the upcoming public forum.

3. Approval of SAC Meeting #2 Summary

The Committee reviewed the summary from SAC Meeting #2. The summary was approved with no changes.

4. Walkthrough of Revised Presentation

Roger DuToit (DTAH) and David Pratt (Arup) delivered the revised presentation to the committee. Committee members were able to ask questions and make comments throughout the presentation.

- One committee member asked whether it was taken into account that vehicles take up more physical space than people. Mr. Pratt responded that such a level of detail has not yet been explored.
- Another committee member made the comment that there are two Queens Quays: the summer Queens Quay that is busy and full of tourists; and the winter Queens Quay for residents and local employees. The committee member noted that local retailers make all their money in the summer, which enables them to survive the winter, and it is unfortunate that everything we see in the presentation is a summer view, with a tendency to plan the

future of Queens Quay to match the summer reality. The committee member stated that Queens Quay should be made into a place where people want to go all year round. Mr. DuToit thanked the committee member for his comments, noting that this was valuable feedback, and certainly a shared goal.

- A committee questioned whether Queens Quay is or can be a waterfront street, noting a concern that people want to walk along the water but many sections of Queens Quay are blocked off by concrete buildings or removed from the water in some way.
- Another committee member stated that there is likely room for a bike lane along the waterfront, but that the Martin Goodman Trail is not a bike lane and should not be considered as such.
- One committee member indicated that assigning a “yes” under city policies as part of the evaluation for physical changes, and expansion of right-of-ways, is very questionable.
- Another committee member stated that planting trees and other plants alone will not transform Queens Quay into a scenic street, since there are still so many buildings. Mr. DuToit indicated that it will make for a scenic drive, and people on the street will be able to access the water at the heads of slips.
- A number of committee members indicated that they do not like the use of the words “scenic waterfront drive” when describing Queens Quay, since it leaves out walking, cycling and roller blading. Mr. DuToit explained that the use of the word “drive” comes from exiting City policies.
- One committee member said that it is not up to the committee to say they don’t like the way the City worded their policies, but the project team should not refer to the Queens Quay as a “drive”.
- Another committee member stated that the focus of redesigning Queens Quay should be focussed on bringing more pedestrians to the area.
- A number of committee members indicated that assigning a “yes” for options 3 and 4 with respect to providing sufficient access to properties is too optimistic, noting that access will be difficult, and should be assessed as such in the evaluation.
- Another committee member suggested it might be appropriate to do a study to test how feasible each option is for providing sufficient access to properties. Mr. DuToit suggested access will be looked at much more closely during Phase 3 of the Environmental Assessment: Design Alternatives.
- One committee member said that the presented solutions seem to be coming at the problem from a strictly Queens Quay perspective, and asked if there are any solutions that can integrate other streets in the area to reroute traffic and enhance access. Mr. DuToit explained that this is a study specific to Queens Quay and as such, concentrates on making Queens Quay look and function better.
- Another committee member indicated concern about the problem of coach buses on Queens Quay, and indicated that this issue was not addressed explicitly in the revised problem statement as he suggested earlier. The committee member explained that buses

are coming into the area with tourists and students, thus the City needs to have appropriate parking and access, and buses cannot be allowed to park on the street.

- One committee member commented that there is too much information in the presentation, and suggested that the matrix be shown at the end as a summary slide. There is no need to show the specific evaluation results for every item. The committee member also suggested that it would be better to insert slides that show visual examples.
- A committee member asked whether budget is one of the criteria. Mr. DuToit explained that it is not a criterion at this point but it will be during Phase 3 of the Environmental Assessment: Design Alternatives.
- One committee member stated that the revised presentation was excellent and it was evident that previous feedback has been taken into account. Other committee members generally agreed that the presentation was much improved.

5. Upcoming Public Forum – Early January 08

Pina Mallozzi (Waterfront Toronto) provided an update on the Public Forum tentatively planned for January 10, 2008. Ms. Mallozzi indicated that Waterfront Toronto is in the process of securing a venue for the event, and postcards will be sent out to area residents and contacts from the database to inform them of the meeting. Ms. Mallozzi explained that the Public Forum will include an open house, a two-part presentation, and roundtable breakout sessions to provide feedback.

Ms. Mallozzi asked committee members to email her suggestions for an appropriate venue.

Committee members asked the following questions about the Public Forum:

- One committee member asked what type of feedback the project team looking for at the public meeting. Mr. Dilks explained that the project team is looking for general comments on the presentation, the problem statement and the planning solutions. Steve Willis added that everything the Committee has seen is open for public feedback, and it is an important part of the process to document the comments and views received.

Before concluding the meeting Mr. DuToit asked the committee what word they would suggest to replace “difficult” in the matrix. Several committee members suggested the word “challenging”.

Committee members then offered a number of general comments and questions, including:

- A committee member wasn't clear about the planning options presented, and wanted to know whether examples could be provided. Mr. DuToit answered yes they were examples, and that this will be properly explained at the public meeting.
- A committee member noted that the project team is not prescribing one solution, but rather are looking at a mix of all the options.
- Another committee member asked whether option 4 is realistic. Mr. DuToit explained that it is something the project team has heard from other stakeholders, but expanding the right-of-way may work in some places along the waterfront.
- A couple of committee members noted they have a very hard time visualizing the options, thus visual examples would be very helpful.

- One committee member noted that the use of the matrix with the coloured dots makes the process look very black and white in that only one option can be chosen. The committee members suggested the project team explain that this is not an “either or situation” and a blend is possible.

Mr. Dilks thanked committee members for their comments and reminded them the Public Forum has been scheduled for January 10, 2008.

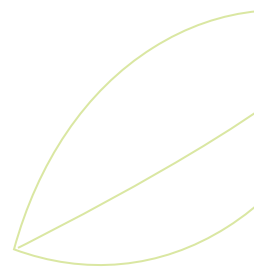
6. Adjourn

Appendix A: Attendance List

Name	Organization
Committee Members	
Kelly Gorman	York Quay Neighbourhood Association
David Dunphy	Resident
Julie Beddoes	West Don Lands Committee
Sylvia Pellman	St. Lawrence Neighbourhood Association
Dennis Findlay	Port Lands Action Committee/Waterfront Action
Tom Davidson	Councillor Pam McConnell's Office
David Fisher	Rocket Riders
Vicki Barron	Waterfront Regeneration Trust
Braz Menezes	York Quay Neighbourhood Association and QQHBIA
Pam Mazza	Toronto Island Community Association
Stephanie Tencer	Feet on the Street
Karen Honsinger	QQHBIA
Michael Brown	Bathurst Quay Neighbourhood Association
Jennifer Chan	Councillor Adam Vaughan's Office
Heather Macnaghton	Resident
Robert Zeidler	Queens Quay Terminal
Helder Melo	Harbourfront Centre
Waterfront Toronto and City of Toronto Staff	
Pina Mallozzi	Waterfront Toronto
Chris Glaisek	Waterfront Toronto
John Kelly	City of Toronto
Bill Lashbrook	City of Toronto – City Planning Division
Andrea Kelemen	Waterfront Toronto
Jayne Naiman	City of Toronto – Waterfront Secretariat
Jim Sinikas	Toronto Transit Commission (TTC)
Consultants	
David Pratt	ARUP
Roger DuToit	DTAH
John Hillier	DTAH
Steve Willis	MMM
Brent Raymond	DTAH
Facilitators	
David Dilks	Lura Consulting
Patricia Prokop	Lura Consulting



Appendix I
SAC Meeting #3 Report





Queens Quay Revitalization Environmental Assessment Stakeholder Advisory Committee Meeting #3

***Thursday November 27, 2008 – 6:00 p.m. – 8:00 p.m.
Waterfront Toronto, Main Boardroom***

Meeting Summary

1. Welcome and Introductions

Chris Glaisek, Waterfront Toronto, welcomed participants to the third Stakeholder Advisory Committee (SAC) meeting convened as part the Queens Quay Revitalization Environmental Assessment (EA) process. Mr. Glaisek assured the committee that Waterfront Toronto and the Project Team are committed to this project and have been working diligently over the last 11 months. The Project Team has been collaborating closely with the Toronto Transit Commission (TTC) and the City of Toronto, and is at a point where the alternatives that are being presented at this meeting are thought to be technically feasible. Mr. Glaisek explained that the Project Team does not yet have a preferred alternative and that the purpose of this meeting is to hear committee feedback on the presentation before it is presented to the public in a couple of weeks. Mr. Glaisek noted that in the next few months, the Project Team will do more detailed analysis of the alternatives and will meet with each of the affected landowners along Queens Quay.

A committee member expressed his disappointment with respect to how long it has taken to get to this point and meet as a full committee again. The committee member voiced the concern that the committee and the public are being left out of the process, and noted that this was not acceptable. Mr. Glaisek explained that the long wait time between committee meetings was a product of the many technical concerns that came up in relation to the various alternatives and needed to be studied. Mr. Glaisek indicated that the Project Team wanted to take the time to reach agreement internally before meeting with the committee.

David Dilks (Lura Consulting) re-introduced himself as the Neutral Facilitator for the SAC, and noted that this was the fourth meeting of the committee although it is actually referred to as meeting #3. The previous meeting was meeting #2B, which was an additional meeting prior to the first public meeting . He indicated that the Project Team is now commencing consultations as part of Phase 3 of the EA process, which involves consideration of shortlisted alternatives.

2. Agenda Review and Meeting Purpose

Mr. Dilks reviewed the meeting agenda, and indicated that committee members should have the following materials:

- Meeting #3 agenda;

- A copy of the PowerPoint presentation slides; and
- A two-page summary handout of the current status of the EA.

Mr. Dilks indicated that the purpose of the meeting was to get feedback on the work done by the Project Team over the last eleven months as well as have the committee preview and focus test the PowerPoint presentation for the upcoming public forum on December 8, 2008.

3. Walkthrough of Draft Public Forum Presentation

John Hillier (DTAH) delivered the presentation to the committee on behalf of the Project Team. Committee members were provided with a handout of the presentation and asked to hold questions and comments until after the presentation in order to get a sense of its approximate length.

4. Discussion and Feedback

Mr. Dilks indicated that the Project Team was looking for committee feedback on both the content of the presentation and on its appropriateness (length, level of detail, etc.) for the upcoming public forum. The following is a summary of committee comments.

- One committee member asked why the Project Team is considering leaving the streetcar tracks in the centre of the road given that there is an opportunity to move away with the problems typically associated with centre transit right-of-ways (ROW). The same committee members noted the issue of car traffic crossing in front of streetcars, referencing the current problems on Spadina Avenue, and indicated that these issues can be avoided on Queens Quay. Strong support for the south side option was expressed.
- A committee member stated that there is a lot of detail in the presentation, but that this is necessary and there is a need to go through the presentation thoroughly, as this will save time since fewer questions will be asked by the public at the end. The committee member noted that the content and quality of the presentation was very good overall.
- Another committee member commented that the ideas discussed as part of the presentation need to be presented together with background information (such as relevant traffic data) and context (such as the relationship between the revitalization of Queens Quay and the overall Central Waterfront Master Plan).
- A committee member echoed support for transit on the south side of Queens Quay. The committee member noted that the one-way street proposal was a good idea, in contrast to having only one lane in each direction. The committee member also suggested that the Project Team look at removing the centre poles in the transit ROW.
- One committee member endorsed alternatives 4 and 5 (south side transit), and indicated that the Project Team and the committee should concentrate on those two alternatives. The committee member went on to comment that the presentation is fine but more detailed explanation is required at the public forum, specifically with respect to the difference between alternative 4 and alternative 5. The same committee member indicated that members of the public may ask the Project Team about overall Central Waterfront Master Plan, as well as question what Waterfront Toronto is doing to improve general access to the area. The public may also want to know how long this EA is going

to take and what is the timetable and budget if the Project Team receives full approval to go ahead with the preferred alternative. The committee member also noted that the turning circle on slide 39 seems too small. A member of the Project Team replied that the TTC is still doing more work and can provide additional details on the turning radius in the next phase of analysis. The Project Team member noted that aspects of this study need to be aligned with other EAs being undertaken for transit to the east, and more time is needed to resolve the placement of the portal. The Project Team member noted that specific meetings will be held with stakeholders about the portal placement early in 2009.

- Another committee member asked about the budget and timeframe for the Queens Quay Revitalization EA. A member of the Project Team replied that it will have taken between 18 months to 2 years to complete the EA. The Project Team would like to go to City Council with the EA results in 2009, and from that point onward it will take about one year to do design work, and the construction likely probably begin in early 2010. The Project Team member noted that Waterfront Toronto's long-term plan was approved in September and it includes a budget for Queens Quay.
- One committee member noted that vehicular traffic should be on the north side of Queens Quay so tourists can cruise the boulevard in the summer and watch people having fun along the water, however the transit ROW in the center of the roadway will block the view.
- A committee member commented that the presentation was excellent, and represents an incredible step forward for the Project Team and the public. The committee member noted that the Project Team should consider the full experience of a pedestrian or cyclist, and provide space for all users rather than create a commuter route. The committee member praised the idea of a one-way street.
- Another committee member stated that adding the section west of Bathurst Street to the study area was a great idea, and the revitalization concept should be implemented all the way along Queens Quay to Bathurst Street.
- One committee member noted that the car parking illustrated in the PowerPoint presentation is illegal and the Project Team should make that clear in the presentation. If the Project Team wants cyclists to listen, then they need to show they are serious about keeping tour buses off Queens Quay and stopping illegal parking. The Project Team needs to establish and implement serious repercussions for bus drivers who park illegally. The committee member asked if there is a plan in place to deal with coach buses. A member of the Project Team stated that plans are still being considered, and the answer lies in street management and enforcement. The Project Team noted that this is a challenge since local hotels and businesses need to be served, and these issues will be more fully addressed in the next round of analysis and consultation.
- A committee member commented that some businesses have issues with respect to accessing south side driveways, and tour buses exiting hotels is a major issue in the area. The committee member suggested that the Project Team should show a slide or two in the presentation illustrating these complications. The Project Team agreed to show existing conditions in the presentation to illustrate the point.

- One committee member stated that bus parking should be possible in the large parking lot by HTO Park, and if this were the case, then no tour buses would ever reach Queens Quay, solving the illegal parking issue.
- Another committee member was concerned that the presentation is full of great ideas but lacks factual data about what effects and impacts will result on the local landowners. The committee member noted that in order for a landowner to make a stance or a decision about the alternatives, they require more quantitative data, traffic impact studies, levels of service studies and so forth. The committee member stated that hard data is needed to help differentiate between each alternative presented by the Project Team. A member of the Project Team indicated that the requested information will be available in the next round of analysis, and the Project Team will be meeting with all landowners individually.
- A committee member commented that the presentation was short, concise and to the point. The same committee member noted that he has requested a traffic study and is still seeking more detailed information. A member of the Project Team indicated that the request has been noted and the Project Team will provide traffic data. The Project Team member noted that a study about existing traffic conditions has already been completed. The committee member expressed concern that the Project Team was getting too far along on the design before properly integrating the traffic studies. The Project Team member stated that the Project Team was using computer models to simulate the alternatives to help visualize the impacts. The Project Team will ensure that all three options will be supported by traffic analysis, and this will be made available to the committee in the new year.
- Another committee member commented that the photos on slide 37 show the streetcar area without fencing, which would be a more attractive option in Toronto as well. The committee member also asked about the situation with respect to the underground parking garage for buses. A Project Team member indicated that underground bus parking is part of the long-term plan, and discussions are underway with respect to implementation and cost.
- A committee member was concerned that the presentation was prepared without the input of the committee, including identification of the short-listed alternatives. The committee member felt that the “do nothing” approach was misrepresented since that option does allow for some things to change as part of the regular city planning process. The committee member expressed his disappointment with the lack of a fair, open and fruitful discussion on all five alternatives. The committee member requested to know what details the committee had not seen. The committee member suggested a Central Waterfront Master Plan meeting be held with discussion about all local projects and EAs. A member of the Project Team acknowledged the comments, and stated that this project is one piece of the Waterfront Master Plan, there will be future consultations on the overall Master Plan. The Project Team member also noted that the “do nothing” alternative can be revisited if there are significant comments from the public or if Council does not support the other alternatives. The Project Team member specified that the alternatives were evaluated against the Problem and Opportunity Statement, which was developed in collaboration with the SAC.
- Another committee member stated that none of the alternatives will solve all of the problems encountered on Queens Quay. The committee member noted that bus and

servicing issues are very important. The committee member suggested that the Project Team stop looking at Queens Quay in a very linear way but rather consider the various north-south connections and how each alternative deals with these connections. The same committee member commented that the presentation was effective but it should include more examples and avoid the use of acronyms such as ROW.

- Another committee member also requested up-to-date traffic data, and suggested considering legal bus parking to drop passengers on the north side of Queens Quay to bring more people to local businesses. The committee member noted that the local Business Improvement Area (BIA) representatives wrote a letter about the issue of bus parking and made a request for a traffic study to Waterfront Toronto and are still waiting for a response. The committee member concluded by stating the “do nothing” option is not a viable option and there has been progress with respect to this EA.
- A committee member noted that there have been many discussions and too much emphasis on bike lanes and pedestrians. Toronto is a city that experiences winter and there is a need to look at Queens Quay as accessible year round destination. The committee member commented that poorly planned recreational property will only collect snow and debris in the winter and Toronto is a car based society and that nothing we do here will change this. The committee member commented that Toronto is a tourist destination and thus needs to be accessible by car, public transit and coach buses. The committee member suggested that the Project Team make access to Queens Quay easy so as to avoid any negative impacts on the businesses owners in the community. The committee member noted that buses bring people who spend money on area businesses and services.
- Another committee member commented on the bus parking issue on Queens Quay. The committee member suggested that there needs to be a commitment for underground parking facilities for buses.
- A committee member suggested that the Project Team illustrate the EA process more thoroughly as part of the presentation. The committee member also requested studies on pedestrian traffic and other sustainable modes of transportation in the area in a seasonal context. The same committee member stated that slide 12 in the presentation can be removed since it adds no real information.

Mr. Dilks thanked the committee members for their feedback.

5. Next Steps and Wrap-Up

Mr. Dilks indicated that the public forum will be held on Monday December 8th at Harbourfront Community Centre, and the next SAC meeting will be held in early 2009.

A committee member requested that touching base with SAC members on a regular basis should be a key part of the consultation process, in the form of a newsletter or update email. Mr. Glaisek noted that the Project Team waited too long to hold a SAC meeting and such long periods of inactivity will not occur in the future. Mr. Glaisek then reminded the committee to provide any additional comments on the presentation and the overall process by December 6th in order to include the changes in time for the upcoming public forum.

One committee member questioned when a public forum to discuss marine-related issues will occur. A member of the Project Team stated that this particular EA is focused on Queens Quay, but there will be an opportunity to deal with the marine issues in the near future, and committed to provide an update on this at the next SAC meeting.

Mr. Dilks thanked committee members for their comments and adjourned the meeting at 8:10 pm.

Appendix A: Attendance List

Name	Organization
Committee Members	
Damian Ivers	Great Lakes Schooner
Shey Clarke	Great Lakes Schooner
Malcolm King	55 Harbour Street
Patrick Harrington	Loblaw Properties
Anna Prodanou	Toronto Island Community Association (TICA)
Pam Mazza	Toronto Island Community Association (TICA)
Julie Beddoes	West Don Lands Committee
Sylvia Pellman	St. Lawrence Neighbourhood Association
Dennis Findlay	Port Lands Action Committee and WaterfrontAction
Tom Davidson	Councillor Pam McConnell's Office
David Fisher	Transit Advocate
Dermot McKeon	Radisson Admiral
Vicki Barron	Waterfront Regeneration Trust
Braz Menezes	York Quay Neighbourhood Association (YQNA) and QQHBIA
Stephanie Tencer	Feet on the Street
Helder Melo	Harbourfront Centre
Jen Chan	Councillor Adam Vaughan's Office
Michael Gerecht	Toronto Passenger Vessel Association (TPVA)
Kevin Currie	QQHBIA
Clay McFayden	Cycling Advocate
Kelly Gorman	York Quay Neighbourhood Association (YQNA)
Ulla Colgrass	York Quay Neighbourhood Association (YQNA)
Waterfront Toronto	
Pina Mallozzi	Waterfront Toronto
Chris Glaisek	Waterfront Toronto
Michelle Noble	Waterfront Toronto
Andrea Kelemen	Waterfront Toronto
City of Toronto and TTC Staff	
Jayne Naiman	Waterfront Secretariat
John Kelly	City of Toronto, Transportation
Tim Laspa	City of Toronto, Transportation
Kathy Thom	City of Toronto, Planning

Bill Dawson	Toronto Transit Commission
Consultants	
David Pratt	ARUP
John Hillier	DTAH
Brent Raymond	DTAH
Adam Nicklin	DTAH
Steve Willis	MMM
Facilitators	
David Dilks	Lura Consulting
Patricia Halajski	Lura Consulting



Appendix J
SAC Meeting #4 Report





Queens Quay Revitalization Environmental Assessment Stakeholder Advisory Committee Meeting #4

***Wednesday March 11, 2009 – 6:00 p.m. – 8:00 p.m.
Waterfront Toronto, Main Boardroom***

Meeting Summary

1. Welcome and Introductions

Chris Glaisek, Waterfront Toronto, introduced himself and welcomed participants to the fourth Stakeholder Advisory Committee (SAC) meeting convened as part of the Queens Quay Revitalization Environmental Assessment (EA) process. Mr. Glaisek indicated that the purpose of this SAC meeting was to share with the committee detailed information developed by the Queens Quay EA Project Team that will provide the basis for the presentation at Public Forum #3 in late March. He added that public input will be sought in two different ways at the upcoming Public Forum: 1.) a public information centre will be held on Wednesday March 25th, which will include a formal presentation and a general question and answer period, and 2.) a drop-in centre on Saturday March 28th, which will provide an opportunity for more detailed feedback from the public through one-on-one discussions with the Project Team.

Mr. Glaisek noted that the preferred alternative for the East Bayfront Transit EA will also be presented at Public Forum #3, and added that members of the Community Liaison Committee for that EA had been invited to tonight's meeting.

David Dilks (Lura Consulting) re-introduced himself as the Neutral Facilitator for the SAC.

2. Walkthrough of Project Team's Preferred Alternative Presentation for Upcoming Public Forum

Chris Glaisek walked through the major elements of the preferred alternative for Queens Quay that will be presented at Public Forum #3. These elements included the:

- Bus Plan;
- Servicing Plan;
- Parking Plan;
- Transit Plan;
- Site Access Plan, including site specific drawings of property access plans for:
 - 401 Queens Quay
 - Fire/EMS
 - Radisson Hotel
 - Harbourfront Centre
 - Queens Quay Terminal
 - Harbour Square

- Westin Harbour Castle
- Pier 27
- Redpath Sugar

David Pratt, ARUP, provided background on the traffic analysis and transportation planning work for Queens Quay.

Pina Mallozzi, Waterfront Toronto, briefly reviewed the evaluation criteria and related measures that the Project Team had used to identify the preferred alternative for Queens Quay.

Bill Dawson, Toronto Transit Commission, presented a brief overview of the East Bayfront Transit EA and the preferred alternative.

3. Discussion and Feedback

The following is a summary of committee comments on the various presentations. Mr. Dilks requested that committee members provide feedback both on the content and on how the information should be presented as part of the upcoming Public Forum.

SAC members provided comments throughout the presentations. This feedback has been organized by topic below:

Bus Plan

- A committee member commented about the Portland Pier, noting that the driveway to that pier enables access to a number of private and commercial vessels on the east side of the slip. The committee member stated that there will be four commercial vessels using that pier in the near future, and that it is only accessible from eastbound Queens Quay, not westbound due to the streetcar right-of-way. The mouth of the driveway is not wide enough and there is a TTC shelter that is an obstacle. The committee member suggested that the area about 100m east might be a better access point for buses. A member of the Project Team indicated that this is the kind of feedback they are looking for, and the Project Team will consider the suggestion.
- A committee member commented on the proposed closure and bus turn around at Robertson Square. The committee member stated that space can be created but the management of that site with respect to getting vehicles in and out at a busy time of year will be difficult. The committee member noted that the police boat needs to access the site and cannot be blocked. A member of the Project Team stated that this will be considered as part of the Access Plan.
- A committee member asked how many bus lay-bys were being proposed. The committee member noted that coach buses need to be able to access the east end of Queens Quay in order to provide door-to-door service for clients. A member of the Project Team replied that seventeen drop off and pick up areas were being proposed for the Queens Quay study area, based on bus demand.
- One committee member asked who will enforce the bus plan, since the aim is to discourage illegal bus parking on Queens Quay. The committee member asked where the Project Team intends to put vehicles, and if there will be a plan for shuttles. The committee member noted that the Harbour Castle is one of the biggest hotels in the area, and a call back system such

as the one used in Niagara Falls is a great tool that could be implemented here. It was noted that the Harbourfront Centre was looking at the call back option. The committee member also explained that there is a significant difference between school buses versus coach buses and leisure travel. The committee member commented that taxi drivers are the biggest problem on Queens Quay since they park and wait. A Project Team member explained that a bus management plan for the waterfront will be developed, and Waterfront Toronto has committed to do this with the City of Toronto but it will be outside the scope of the Queens Quay Revitalization EA.

- Another committee member asked if the bus plan will extend over to the east. A member of the Project Team replied that it currently ends at Jarvis Street.
- A committee member asked if there is anything in place that might prevent people from exiting the buses on the north side and walking across the street to the south side. A Project Team member noted that this would be discussed as part of the site-specific analysis.
- One committee member suggested that when the Project Team presents this to the public, the public might have a hard time understanding how the bus plan will work if Queens Quay becomes a one-way street. The committee member suggested that the Project Team first explain how the street will function before showing this detail. A member of the Project Team indicated that the team will have a preamble for the public to explain the context.

Servicing Plan

- A committee member commented that delivery trucks cannot enter the driveway at the location of the Chinese restaurant. A member of the Project Team noted that most buildings have servicing off the street, such as Rabba Fine Foods.

Transit Plan

- A committee member asked if streetcar shelters on the platforms will have walls. A Project Team member replied that the plan is to use the standard three-sided style shelters used by the City, a design that is better than what is present today but not fully enclosed. Another committee member commented that bus shelters are currently being designed for Cherry Street, and suggested that the Queens Quay Revitalization EA Project Team consider those designs.
- A committee member noted that the Simcoe slip is a high intensity use area, and it would be beneficial to add a transit stop in that area since the walk from Simcoe to Rees is very long. A member of the Project Team noted that additional stops and the distance between stops was discussed, and that the Project Team wanted to avoid stops in places that are not signalized to avoid jaywalking.
- One committee member noted that the Project Team should be looking at the site from a seasonal perspective, including consideration of busy summer days when people will be running across the street. The committee member noted that priority should be given to pedestrians.
- A committee member asked if additional transit stops are not possible at Lower Simcoe because the buildings in the area are very close to the street and there isn't enough space to

add in a streetcar stop. A member of the Project Team explained that a high level of consideration has gone into the plan, and Simcoe and York are both problem areas.

- Another committee member asked if the platforms and shelters will be accessible to people with disabilities. A Project Team member replied that they will be accessible since this is will be a requirement under the *Accessibility for Ontarians with Disabilities Act*.

Site Specific Drawings of Property Access

John Quay (Radisson Hotel)

- A committee member asked how much of the sidewalk will be taken away in the area of the Radisson Hotel. The committee member noted that after a Jays' baseball game or any event at the Rogers Centre, the Radisson parking lot is full and there is a lot of congestion. The committee member stated that there a lot of venues in the area that draw big crowds, and the solution being proposed by the Project Team for this area might not be the best answer. The committee member suggested possibly restricting buses from exiting on the east side.
- Another committee member noted that this is the area where the EMS and police pick up people who are injured on the water.
- One committee member commented that the fumes that are released from the buses will be excessive, which would not be pleasant for those using a sidewalk café. A member of the Project Team noted that the Radisson feels that people need to get off a bus in view of the entrance to the hotel. Buses currently use the area, and the plan does not add more buses.
- Another committee member noted that people keep bringing up concerns about site access and parking, but it is possible there will be lower levels of private traffic due to the economic situation, and people will change their transportation habits. Thus, the Project Team should plan and build for the future rather than the last few years. The committee member noted that more people will be using public transit.
- A committee member stated that a new venue in the area will hold 500 people, and this venue will be serviced by buses. In order to transport 500 people the coach company will need to send ten buses to the site.
- One committee member stated that the goal should be to plan for greater visitation levels not lower visitation levels, given that Harbourfront will increase retail and activity in the area. The committee member also commented that if the design doesn't make it practical to do a u-turn or park, people will do it themselves, hence, there needs to be workable solutions.
- Another committee member asked if it is possible to cut into the police basin. A member of the Project Team noted that the issue still needs to be discussed with Toronto Police in order to establish how much space can be utilized.
- One committee member commented that the current car park has a limited capacity.

Harbour Square

- A committee member asked if bikes will be able to use the proposed laneway in front of Harbour Square. A member of the Project Team stated that legally a cyclist can use any paved roadway.
- Another committee member raised concern about cyclists racing through the area to get to the Martin Goodman Trail. The committee member indicated that any interaction between pedestrians and cyclists is a safety issue. A Project Team member replied that the team recognizes the need for a good signalling system for areas where the Martin Goodman Trail crosses the street and interfaces with pedestrian routes. The Project Team member noted that signalized lights for cyclists will likely be installed.
- One committee member asked if barricades will be constructed to stop cyclists from moving across the street. A member of the Project Team noted that the Martin Goodman Trail will be at the same level as the sidewalk in this area, and that along the remainder of Queens Quay, the Martin Goodman Trail will be removed more from the street.
- A committee member suggested measures should be looked at to reduce the conflict between turning cars and cyclists.
- Another committee member noted for the public meeting, cross-sections would help the public to understand the plans being presented.
- A committee member expressed his concern with cyclists, stating that cyclists ride very fast and can pose danger to pedestrians. A member of the Project Team indicated that the team is trying to create a beautiful and safe environment along the Queens Quay for all users.

Harbour Castle

- A committee member suggested that a crossing guard or a traffic attendant would be useful in front of the Harbour Castle during busy times, since this might ease conflicts.
- Another committee member suggested that the Project Team include the transit stops on site maps being presented at the public meeting.
- One committee member noted that every summer there is incredible congestion in front of the hotel because people crowd the area when trying to get to the island ferries.
- Another committee member stated that there is not enough space in front of the hotel for taxis and buses, and suggested that more spaces can be added to the area. A member of the Project Team replied that by law the area 30 metres from an intersection is a non-parking area, but it can be a pick-up or drop-off area.
- A committee member commented that some of the lay-by users that are servicing tourists actually sell tickets on site; hence these are not strictly drop and go. A Project Team member replied that there is sufficient curbside space available today, but a site management plan is needed.

Bathurst Street

- One committee member asked if the Project Team could speak about Bathurst Street to the west. A member of the Project Team stated that the study was extended further west to Bathurst, however additional funding will be required to implement major streetscape changes between Spadina and Bathurst.
- A committee member noted that currently there is a turn around for cars at the pier at Bathurst, which tightens up at the east side, but if the Project Team were to open it up it, this would allow coaches to get in, drop off and get out. A Project Team member indicated that the team will investigate the site some more, and the area that will change is from Yo-Yo Ma Lane to Spadina Avenue.
- Another committee member commented that many cars go straight across Queens Quay at Bathurst, and it is dangerous for cyclists.
- One committee member asked if the direction of traffic on Bathurst will be changing as a result of another project. A member of the Project Team replied that the team is not familiar with that proposal, but can look into it.

Traffic Feasibility Study

- A committee member asked for an explanation of the delay in deciding on one-way versus two-way operations along Queens Quay. A member of the Project Team explained that one-way traffic on Queens Quay going westbound would provide a very good level of service. The issue is that if eastbound traffic moves up to Lake Shore, traffic volumes there would be impacted. The team is still considering the pros and cons of one-way versus two-way.
- Another committee member asked what is meant by V/C. A Project Team member explained that it refers to volume ratio/capacity.
- One committee member suggested that it would be beneficial to explain these concepts and tables to the public in plain English, so they know what all these terms mean.
- A committee member asked if the Project Team feels that this study will have any lingering effects west of Bathurst Street on Queens Quay, since this area currently experiences bottlenecks. A Project Team member replied that the team has not looked at that since it is outside of the study area.
- Another committee member asked if the Project Team has a slide that shows the metrics based on the status quo. A member of the Project Team replied that an existing slide shows the existing baseline conditions.
- A committee member asked if the Project Team factored in the impact of island airport traffic. A Project Team member noted that the team factored in a modest growth factor of 5%, but can't be certain how much the traffic will increase if airport operations continue to grow beyond that.
- Another committee member questioned whether the reason the Project Team did not plan for a growth spike in terms of Porter operations at the airport was due to their use of studies with 2007 data; these studies were conducted prior to Porter opening, which is a concern.

- A committee member commented that Porter is trying to increase business, which in turn will increase traffic. The committee member also asked if the Project Team has considered marathons and other events that would occur in the area, which may shut down the street to vehicular traffic. A Project Team member stated that such events would fall under the City's jurisdiction, and an event-specific plan would be developed. The Project Team member noted that with the new design, the City will have the opportunity to use the public right-of-way rather than closing the whole street.
- One committee member asked what is meant by "typical busy urban conditions". A member of the Project Team explained that it referred to level of service D or better.
- One committee member was concerned that the traffic flow models did not include pedestrians. A member of the Project Team explained that the team is working on presentation materials that will include pedestrian and cyclist data for the public forum, and that pedestrians and cyclists have taken those into consideration when preparing the proposed plans. The Project Team member stated that counts were done for pedestrians and cyclists, and more details will be provided shortly.
- A committee member commented that the presentation seems to have no link with the EA plan. The committee member suggested that the Project Team show the larger context for the EA study.
- Another committee member suggested that it might be useful for people to know that the traffic levels being displayed are for peak times, and to indicate whether this is over an hour or a whole day. A member of the Project Team explained that the traffic models were based on the peak hour in the morning, and the afternoon peak hour. The committee member noted that it might be useful for the public to see that levels are significantly lower in the middle of the day.
- One committee member asked if the traffic study includes the Spadina bottleneck. A Project Team member explained that this is a problem spot the team is aware of, as it causes a delay in transit from Spadina onto Queens Quay.

Evaluation Criteria

- A committee member suggested that the Project Team may want to add the effect of future development based on a one-way or two-way street to the cost criteria.

East Bayfront Transit EA

- A committee member noted that although the presentation concludes that Solution #3 works best for the portal, it is important to let the public and stakeholders know that they can provide additional comments on the East Bayfront Transit EA process.
- One committee member noted that if the Project Team doesn't get it right on Queens Quay West, then this will cause people to give up on the west end and move east. The committee member suggested a balanced approach to planning.

Additional Comments

- One committee member commented that in the case of a two-way street with one lane in each direction, a tour bus parked in the eastbound or westbound lane will cause serious backups. A member of the Project Team noted that the decision has not yet been made with respect to making Queens Quay a one-way or a two-way street. Another Project Team member explained that an EA process is not required to decide whether to make an existing street one-way or two-way.
- Another committee member noted that not every coach that comes into Toronto is a tour bus. The committee member mentioned liability concerns with respect to dropping off tourists at the door to a hotel or venue. The committee member indicated that the coach industry specifically avoids dropping patrons off on the opposite side of the street, and from an industry perspective a two-way Queens Quay is preferred.
- A committee member questioned how the cycling lanes will work west of Spadina.
- A number of committee members commented that the maps displayed on the walls were missing details. The committee members suggested that the Project Team provide close up maps, as well as detailed plans of intersections and cross-sections.
- One committee member commented that not all cyclists travel at the same speed, and the only place a bike can pass another bike is at an intersection.
- Another committee member brought up the concept of ecotourism, noting that tourists come to do cycling tours of Toronto, which is another aspect of the tourism market to consider.
- A committee member noted that not everyone understands the EA process and the steps forward. A member of the Project Team explained that March 25th will be the final public forum, but the Project Team is still expected to respond to all public comments and resolve concerns before the project gets filed with the Ministry of the Environment (MOE). The Environmental Study Report (ESR) will need to be approved by City Council before it goes to the MOE at the end of August. There will be a 30-day period for comments once it gets filed. The MOE will then review the EA. The Project Team will continue to work with landowners throughout the process. Detailed design will not be done until the EA is approved. The Project Team will prepare the final designs with input from stakeholders and the technical advisory committee. There is still a lot to do before construction can begin.
- Another member of the Project Team noted that it is best to provide comments in writing. The final ESR goes to Council in June / July, after which point it will be hard to get comments considered before filing with MOE.

Mr. Dilks thanked the committee members for their feedback.

4. Review and Approval of November 27th 2008 SAC Meeting Summary

Mr. Dilks noted there was one change to the previous SAC Meeting Summary, based on a written correction by a committee member. Mr. Dilks suggested that should SAC members have any other comments on the minutes, they should send their comments to Andrea Kelemen at Waterfront Toronto.

5. Next Steps and Wrap-Up

Mr. Dilks indicated that the public forum will be held on Wednesday March 25th at the Westin Harbour Castle, and the open house on Saturday March 28th at Harbourfront Centre. Mr. Glaisek indicated that Waterfront Toronto can make the maps and diagrams available to SAC members before the public forum on request.

Mr. Dilks thanked committee members for their feedback and patience, and adjourned the meeting at 8:30 pm.

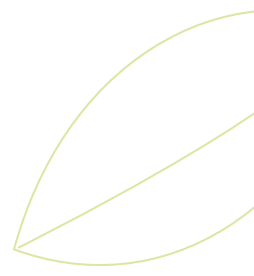
Appendix A: Attendance List

Name	Organization
Committee Members	
Malcolm King	55 Harbour Square
Julie Beddoes	West Don Lands Committee
Sylvia Pellman	St. Lawrence Neighbourhood Association
Tom Davidson	Councillor Pam McConnell's Office
David Fisher	Transit Advocate
Braz Menezes	York Quay Neighbourhood Association (YQNA)
Jennifer Chan	Councillor Adam Vaughan's Office
Michael Gerecht	Toronto Passenger Vessel Association (TPVA)
Jill Hicks	Toronto Passenger Vessel Association (TPVA)
Ian Goodwin	Bathurst Quay Neighbourhood Association
Corrie Galloway	Bathurst Quay Neighbourhood Association
Clay McFayden	Cycling Advocate
Kelly Gorman	York Quay Neighbourhood Association (YQNA)
Ulla Colgrass	York Quay Neighbourhood Association (YQNA)
Bob Rasmussen	York Quay Neighbourhood Association (YQNA)
Ann Corbitt	Premier Conference and Events
Bob Traver	Gooderham Worts Neighbourhood Association
Robert Sherrin	St. Lawrence Neighbourhood Association
Stefan Seles	Mariposa Cruise Lines
Carl Carter	QQHBIA
Robert Zeidler	Brookfield Properties
Jeff Orlans	Brookfield Properties
Steve Munro	Transit Advocate
David White	Waterfront Action
Waterfront Toronto	
Pina Mallozzi	Waterfront Toronto
Chris Glaisek	Waterfront Toronto
Michelle Noble	Waterfront Toronto
Amanda Flude	Waterfront Toronto
Samantha Gileno	Waterfront Toronto
City of Toronto and TTC Staff	
John Kelly	City of Toronto, Transportation

Eddy Lam	City of Toronto, Planning
Bill Dawson	Toronto Transit Commission
John Piper	Mayor's Office
Consultants	
David Pratt	ARUP
John Hillier	DTAH
Brent Raymond	DTAH
Adam Nicklin	DTAH
Facilitators	
David Dilks	Lura Consulting
Patricia Halajski	Lura Consulting



Appendix K Public Forum #1 Report



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



Westin Harbour Castle, January 10, 2008

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

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Fax (416) 536-3453

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Queens Quay Revitalization Environmental Assessment Public Forum #1

Thursday, January 10, 2007

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

1.0 ABOUT PUBLIC FORUM #1

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

This first public forum was designed to:

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

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

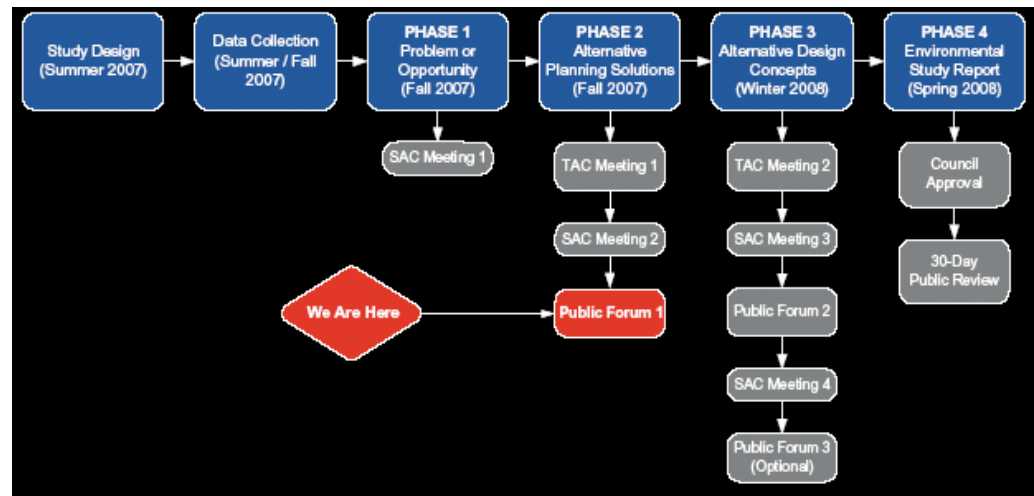
The format of the public forum consisted of an open house from 6:00-6:30 p.m., followed by a presentation by the project team, question and answer period, roundtable discussions, and a final facilitated plenary session. The meeting adjourned shortly after 9:00 p.m.



2.0 OPEN HOUSE

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

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



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

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

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

3.0 WELCOME AND INTRODUCTIONS

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

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

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

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

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

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

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

4.0 PRESENTATION

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

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



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

Part 2 of the presentation would discuss:

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

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

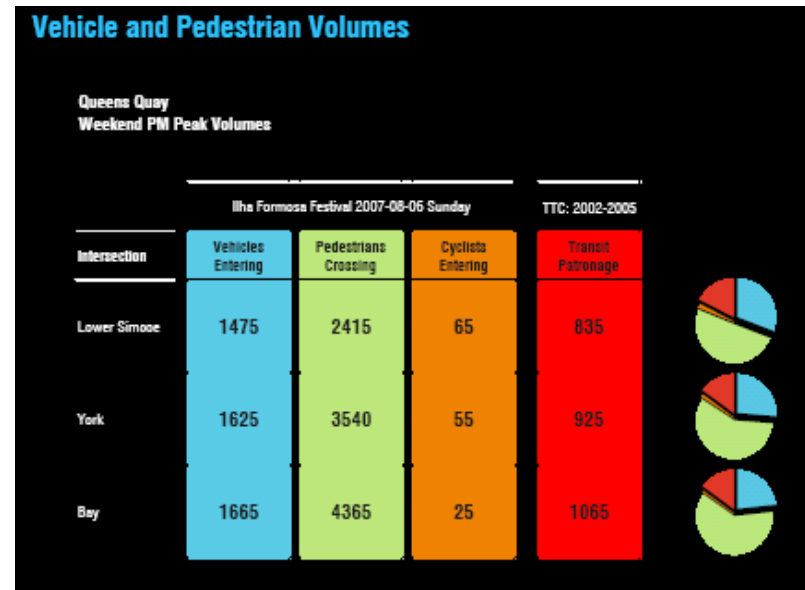
the public realm within the Queens Quay corridor. In order to achieve these goals the project team must develop, examine and evaluate a number of alternative solutions and design options for vehicular, transit and pedestrian routes along Queens Quay.

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

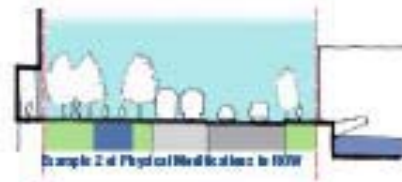
- Traffic volume is higher in the PM than the AM hours;
- More people use public transit in the autumn than the summer;
- Vehicle traffic, pedestrian traffic, and transit patronage is highest at Bay Street and Queens Quay whereas cyclist traffic is highest at Lower Simcoe and York Street; and
- Pedestrians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

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

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



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



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

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

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




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

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

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

Figure 1: Evaluation Matrix

Evaluation Matrix

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

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

5.0 QUESTIONS OF CLARIFICATION

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

Q1: Will this involve the expropriation of any buildings?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6.0 ROUNDTABLE DISCUSSIONS

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

1. As you think about the study area (Queens Quay between Lower Spadina Avenue and Lower Jarvis Street) ...
 - a. What works well now?
 - b. What opportunities do you see for improvement?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

What concerns do you have?	
<ul style="list-style-type: none"> ➤ Vehicular access to residences and local businesses ➤ Increased vehicular traffic congestion due to reduced lanes ➤ Parking accommodations for all vehicles ➤ Effects this solution will have on adjacent streets ➤ Lack of innovation in preferred planning solution design ➤ Consistent maintenance program for landscaping ➤ Not enough public consultation ➤ High budget 	<ul style="list-style-type: none"> ➤ Economic activity during colder or off season periods ➤ Interactions between pedestrians, cyclists, cars and transit ➤ Emergency routes and services ➤ Excessive condo development ➤ Safety ➤ Not enough physical space to accommodate all needs

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

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

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

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

7.0 NEXT STEPS



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

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

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

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

APPENDIX A: Meeting Attendance

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

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

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

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

APPENDIX B: Detailed Participant Feedback

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

and beautiful boulevard

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

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

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

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

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

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

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

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

Martin Goodman Trail (MGT) - on waterfront itself?

Concern that overall planning is too haphazard on Harbourfront

What is the budget?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Most important considerations:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Several options were tabled for discussion and feedback:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for the opportunity for input.

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

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

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

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

burden on nearby neighbourhoods.

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

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

Great public meeting.

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

Comments:

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

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

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

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

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

PROPOSED SOLUTIONS

For Pedestrians

- Construct docks (of 3 -6 metres) parallel to the sidewalks at the harbour inlets- similar to the Spadina project, to broaden walkways at Rees Street, at Pier Four, at York St and beside the fire hall.
- Remove 3 to 6 metres of the front of the Harbourfront Centre building.
- The lost footage could be replaced by a new addition to west side of the building. Then widen the walkway at the front of the building.
- The additional space created by the extension at the inlets and the removal of the front section of the Harbourfront building would create a broad walkway from near Spadina to York St with the only exception being the Radisson Hotel building.

For vehicles

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

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

For tour groups

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

For Martin Goodman Trail traffic

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

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

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

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

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

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

All bicycles should have bells (mandatory).

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

Ferry access is congested.

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

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

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

Moving too slow.

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

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

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

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

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

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

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

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

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

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

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

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

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

I would be pleased to participate in any discussion.

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

When Harbourfront built the boardwalk and surrounding walkways - the parking lot was to go underground with a park at ground level - what ever happens in this area will certainly need to be co-ordinated with this EA.

Please consider doing a study of street car noise levels along QQ. They are quite objectionable to people walking along QQ as well as the residents of the area.

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

Proposed Bus Station at 90 Harbour St (Metrolinx):

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

Accessibility:

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

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

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

Access to public parking:

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

Tourist buses:

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

Pick-up and drop-off for groups:

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

Related Planning issues

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



Appendix L Public Forum #2 Report



Queens Quay Revitalization Environmental Assessment Public Forum #2 - Meeting Summary



Harbourfront Community Centre, December 8, 2008

This report was prepared by Lura Consulting. It presents the key discussion points and outcomes from the December 8th, 2008 public forum convened as part of the Queens Quay Revitalization Environmental Assessment process, and is not intended to provide a verbatim transcript. If you have any questions or comments regarding the report, please contact:

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Queens Quay Revitalization Environmental Assessment Public Forum #2

Monday December 8, 2008

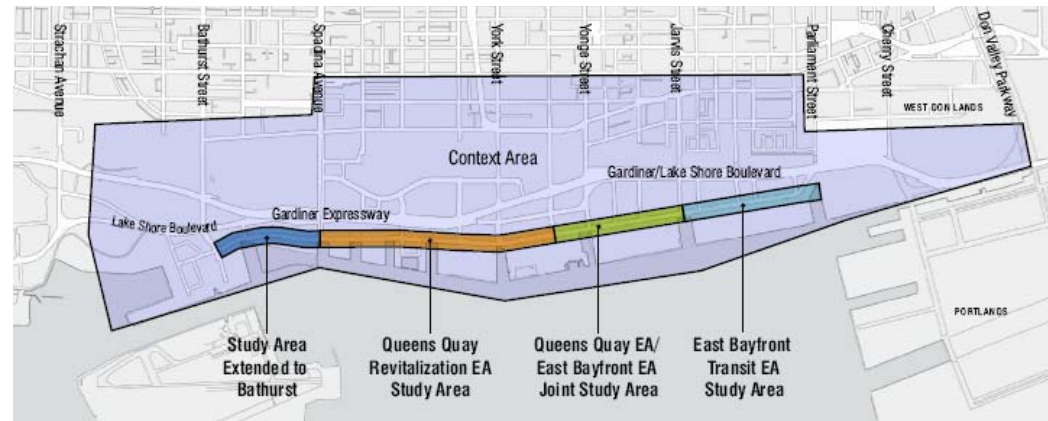
Open House: 6:00 p.m. Public Meeting: 7:00 p.m. - 9:00 p.m.
Harbourfront Community Centre

1.0 ABOUT PUBLIC FORUM #2

Public Forum #2 was the second public meeting hosted by Waterfront Toronto - in partnership with the City of Toronto - as part of the Queens Quay Revitalization Environmental Assessment (EA) process. The Queens Quay Revitalization EA project is focused on the stretch of Queens Quay bounded by Bathurst Street to the west and Lower Jarvis Street to the east, as shown on the map below. This study is exploring how to implement long standing City of Toronto policy objectives including revitalizing Queens Quay into a scenic waterfront drive and completing the Martin Goodman Trail, which is now absent through the central waterfront.

The purpose of Public Forum #2 was to:

- Provide a progress update on the Queens Quay Revitalization EA;
- Present and receive feedback on a “short list” of alternative design concepts for a revitalized Queens Quay corridor; and
- Discuss next steps in identifying a preferred design concept, including opportunities for public input.



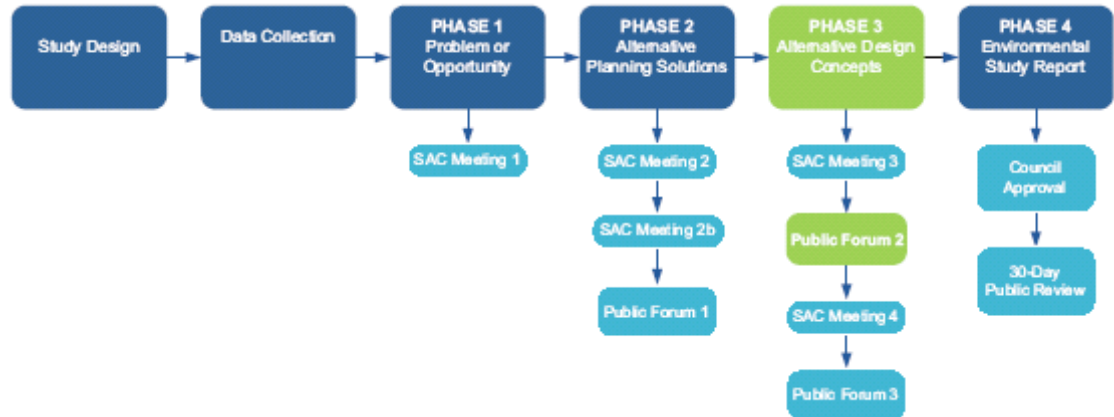
An estimated 200 people participated in the forum, and of those, 128 signed in at the door (Appendix A includes a list of those who signed in).

The format of the public forum consisted of an open house from 6:00-7:00 p.m., followed by a presentation by the Project Team, question and answer period, roundtable discussions, and a final facilitated plenary session. The meeting adjourned shortly after 9:00 p.m.

2.0 OPEN HOUSE

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

- The EA Process;
- Study Area Boundaries;
- The Problem Statement;
- Guiding Principles;
- Evaluation of Alternative Planning Solutions and Alternative Design Concepts;
- Shortlisted Design Concepts
- Proposed Criteria for Evaluating Shortlisted alternatives; and
- Next Steps and Tasks Underway.



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

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

3.0 WELCOME AND OPENING REMARKS

Mr. Chris Glaisek, Vice President Planning and Design, Waterfront Toronto, welcomed participants to the meeting and introduced Olivia Chow, MP for Trinity-Spadina, to provide opening remarks.

Ms. Chow thanked participants for taking the time to come out to the public forum, noting that there is much excitement about new initiatives along the waterfront. She stated that Waterfront Toronto has been working very hard on the Queens Quay Revitalization EA and to ensure there is funding to support this project. She added that no matter what party is in charge of the federal government, she believes that there is adequate budget for existing waterfront projects. She also introduced TTC Chair Adam Giambrone and John Piper from Mayor Miller's office, who were both in attendance.

Toronto City Councillor Pam McConnell, Ward 28 Toronto-Centre Rosedale, indicated that she was coming from another meeting regarding the revitalization of Regent Park, and that it was exciting to see how many people had taken the time to come to both public meetings. Councillor McConnell noted that many changes are occurring in the waterfront and that community and public feedback was a big part of this process of change. She added that while sometimes it feels like a long time before ideas get put into action, the Project Team for the Queens Quay Revitalization EA has been working very hard to simplify the complex technical work that has gone on behind the scenes. Councillor McConnell stated that it is time for the community to discuss how Queens Quay will become the lifeline of this part of Toronto, as well as a place to which people want to come from all over the City.

David Dilks, Project Facilitator, Lura Consulting, welcomed participants and described his role as the neutral facilitator. He reviewed the agenda and handouts for the meeting, which included a set of key diagrams and images prepared by the Project Team, as well as Discussion Worksheets containing several discussion questions for participant feedback. Mr. Dilks noted that three main design alternatives for the future of Queens Quay were being presented for discussion purposes at this meeting. He indicated that following the Project Team presentation, there would be small table discussions during which participants could discuss the three alternatives in detail, and added that written feedback could be submitted after the meeting before December 19th. Mr. Dilks noted that a report of the proceedings would be prepared by Lura. He then invited Chris Glaisek to provide an update on the Central Waterfront Master Plan.

Chris Glaisek of Waterfront Toronto provided a brief update on the Central Waterfront Master Plan and Waterfront Toronto's Long Term Plan. He indicated that the Spadina Wave Deck has been opened, and construction has begun on the decks at Rees and Simcoe. Waterfront Toronto is nearing completion of the design of the Spadina bridge, and hopes

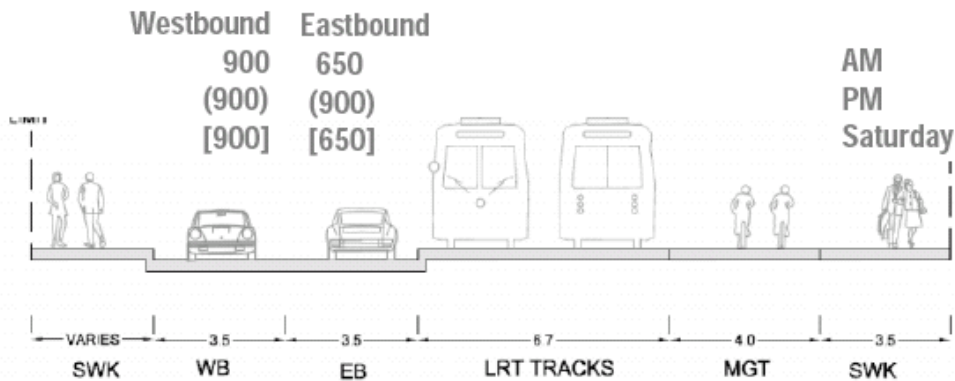
to have construction underway in Spring 2009. He added that Waterfront Toronto has been working actively to implement the precinct plans for West Don Lands and East Bayfront. Waterfront Toronto has also done very extensive long term planning for the waterfront public realm, and came up with \$219 million for this project. Mr. Glaisek noted that Waterfront Toronto is working from a prioritized list of projects and there is hope for more funding for additional initiatives, such as a new boardwalk to HTO Park.

Mr. Glaisek noted that the last public forum for the Queens Quay Revitalization EA was held in January 2008, and that despite the 11-month interval, Waterfront Toronto is committed to this project and revitalizing the public realm along Queens Quay. Mr. Glaisek acknowledged that Waterfront Toronto received a large number of comments from the public last January, and has held many meetings with various stakeholders since then. He stated that the alternatives being presented at this meeting have been prescreened to ensure that they are feasible, and that this has taken considerable time. Mr. Glaisek asked the public forum participants for their feedback on the shortlisted alternatives, and noted that the primary study area has been extended west to Bathurst Street. He concluded by stating that the Queens Quay Revitalization EA is being coordinated with the East Bayfront transit EA and other EAs in the area.

4.0 PRESENTATION

Mr. John Hillier, West8+dTAH Design Team, began the presentation with a brief recap of the January 2008 Public Forum #1 and a summary of work completed to date.

Mr. David Pratt, Arup, presented the traffic analysis portion of the presentation. Mr. Pratt indicated that the results of the data collection indicated:



- 10% to 20% of current vehicular traffic along Queens Quay is “cut through” traffic;
- Vehicular traffic through the area will increase by approximately 20% in the future;
- Currently 1400 vehicles drive through the intersection of Bay Street and Queens Quay per hour in each direction;
- Future projections indicated that 1000 vehicles will drive through the intersection of Bay Street and Queens Quay per hour in each direction; and
- The proposed changes to Queens Quay will allow for better transit, designated bus parking and a curb management plan, bike lanes and a dedicated pedestrian environment.

Mr. Hillier then presented the key project objectives which are embodied in the Problem Statement:

1. Accommodate a satisfactory landscape;
2. Accommodate a generous pedestrian realm;
3. Accommodate a great cycling environment;
4. Mend the Martin Goodman Trail;
5. Improve streetcar operation;
6. Accommodate vehicle travel with fewer conflicts;
7. Accommodate bus parking with fewer conflicts; and
8. Accommodate on-street parking with fewer conflicts.

Mr. Hillier then proceeded to outline principles that guided the evaluation of the Alternative Design Concepts. These principles include:

- Finding a better balance;
- Providing a world class transit service;
- Developing a context sensitive approach to street design;
- Using all of the transit right-of-way to Improve the public realm;
- Creating a value-added public space;
- Making a destination...not a corridor; and
- Supporting a great community/business district.



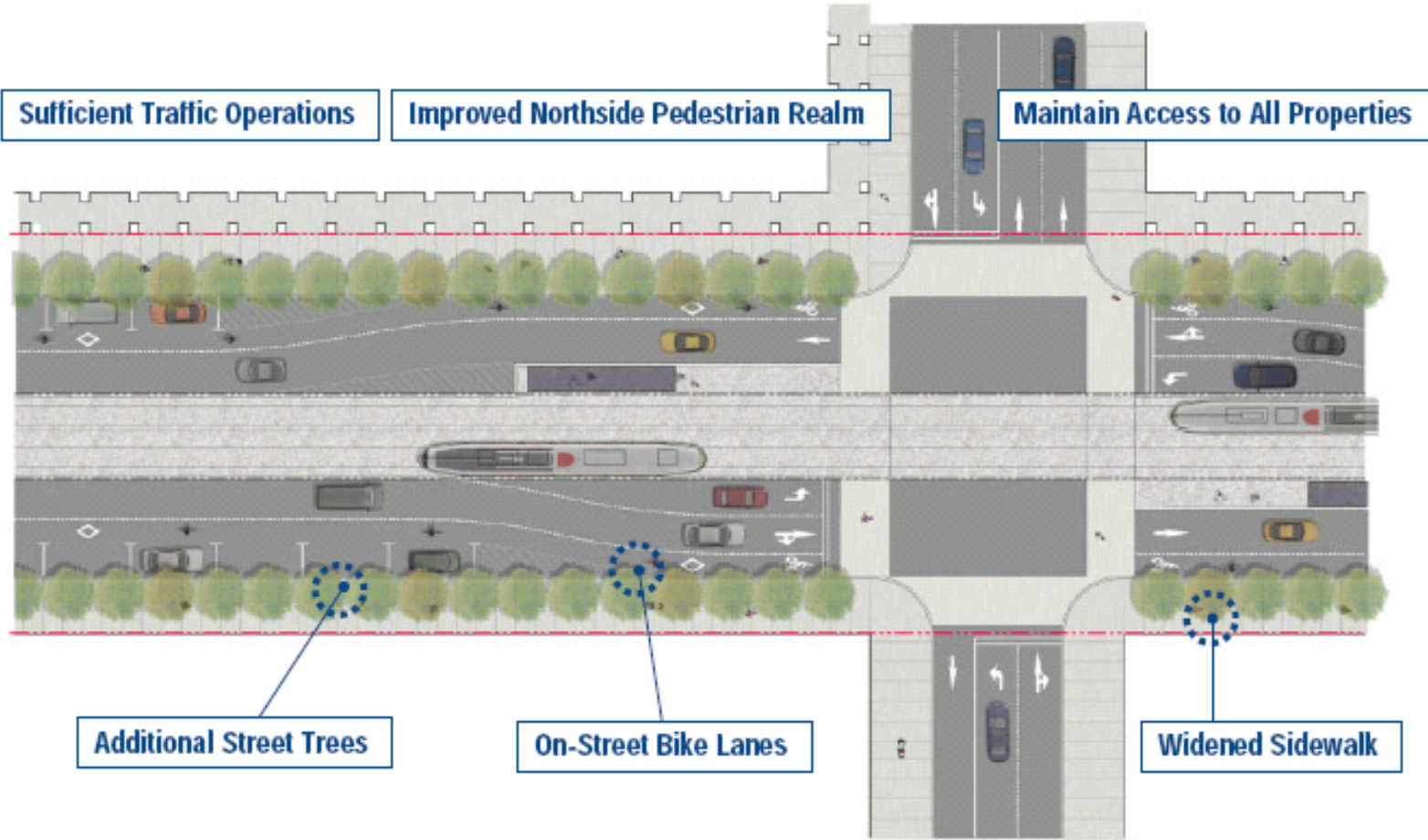
Mr. Hillier described the evaluation of the Alternative Design Concepts, and the Project Team’s conclusion that the following three alternatives should be shortlisted for further evaluation:

1. Alternative 2: Centre Transit with on-street bike lanes;
2. Alternative 4: Southside Transit with Martin Goodman Trail with two-way traffic;
3. Alternative 5: Southside Transit with Martin Goodman Trail with one-way traffic.

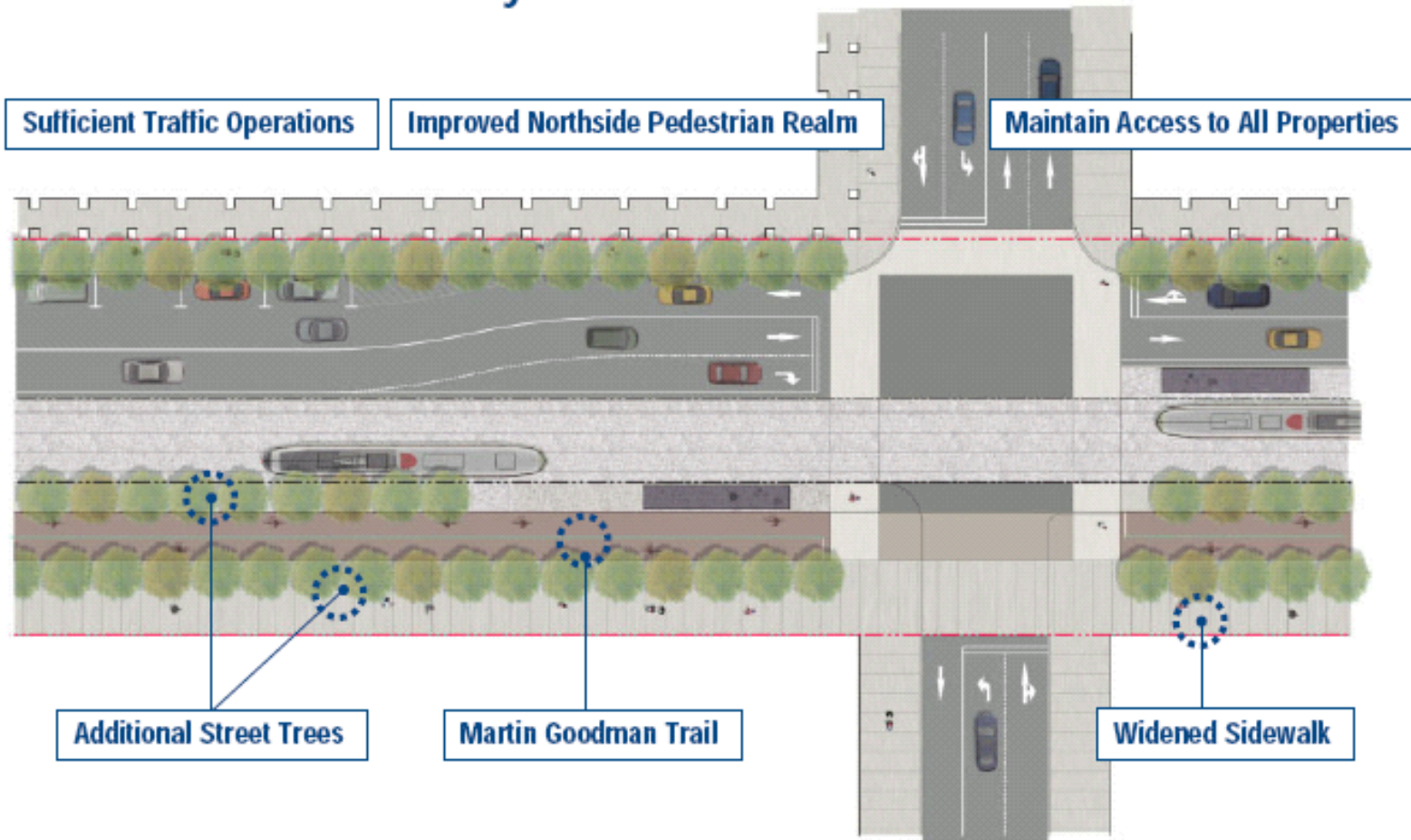
Evaluation of Long-List of Design Alternatives

Evaluation Criteria	Centre Transit			Southside Transit	
	1. Do Nothing	2. On-Street Bike Lanes	3. Martin Goodman Trail	4. MG Trail w/ Two-Way Operations	5. MG Trail w/ One-Way Operations
Waterfront Main Street	✗	○	○	✓	○
N.S Connections	✗	○	○	✓	✓
E.W. Connections	✗	○	✗	✓	✓
Aesthetically Vital	✗	✓	○	✓	✓
Operations+ Safety	✗	✓	○	✓	✓
Grand+ Beautiful Blvd.	✗	✓	○	✓	✓
Policies	✗	✓	✗	✓	✓
Leverage Renewal	✗	✓	✓	✓	✓
Access	✓	✓	✓	○	○
Fit	✓	✓	✗	✓	✓

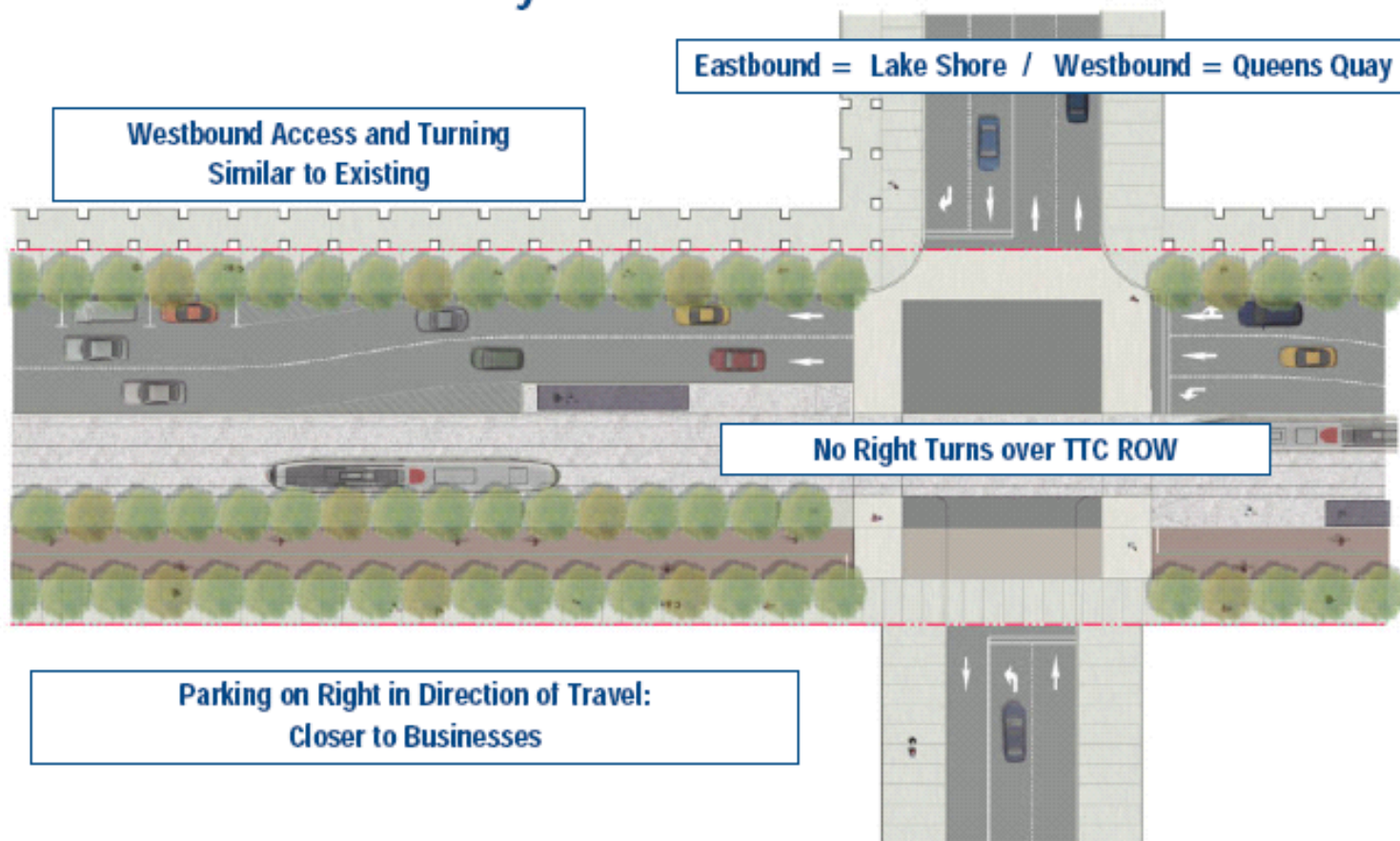
Alternative 2: Centre Transit with Bike Lanes



Alternative 4: Southside Transit with Martin Goodman Trail with Two-way Traffic



Alternative 5: Southside Transit with Martin Goodman Trail with One-Way Traffic



In conclusion, Mr. Hillier outlined the next steps, which will include:

- Conducting a detailed evaluation of the shortlisted Design Alternatives;
- Optimizing transit signal priority and traffic operations;
- Developing parking plan for Queens Quay
 - School and Tour Buses
 - Taxis
 - Loading Zones
 - On-Street Parking;
- Working with affected/impacted landowners/condo boards
 - Fire/Emergency Services
 - Residential and Commercial Properties
 - Planned Development
 - Harbourfront Centre/other cultural facilities;
- Ensuring coordination with the overall Central Waterfront Master Plan; and
- Undertaking Round 3 of Public Consultation in early 2009.

To view the complete presentation, please visit the Waterfront Toronto website at <http://www.waterfronttoronto.ca>.

5.0 QUESTIONS OF CLARIFICATION

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

C1. I was sold on the idea of more pedestrian space and the Martin Goodman Trail. I see only Alternative 4 and Alternative 5 as new, bold and visionary. You will see that cars cheat and park in the cycling lanes. If we want a beautiful waterfront we need to go with Alternative 4 or 5.

Q1. I am new to the area, and I noticed a park where people walk their dogs and there is excrement left behind by the dog owners. I was wondering if this is a health issue. Have there been any studies about space for animals, the associated health impacts?

A1. The Project Team has not examined this as part of the EA. We'll take a note of the question and pass it to the City Parks Department to consider.

Q2. Did you consider an alternative that would really improve access to the area? It seems the “do nothing” alternative with a few changes of aesthetics would help with access issues more than Alternative 2, 4 or 5.

A2. In January we said that physical changes within the existing right-of-way (ROW) would help rebalance the different users on the street. We moved forward from that position once we sensed consensus around that point. That is not to say there are no issues that need to be revisited, but the three alternatives presented tonight did meet the overall objectives and principles of the Problem Statement for this EA. The “do nothing” alternative did not meet the criteria, and we recognize that fundamental change is needed along Queens Quay.

Q3. Have you been coordinating with the Lower Don Lands EA? Also, when screening the alternatives, the Martin Goodman Trail was a prominent point, but the bike lane you show is not a true continuation of the Martin Goodman Trail. You should also add the Toronto Bike Plan as part of the policy context for this project.

A3. Thank you. Those comments will be considered going forward.

Q4. What would be the cost if we go with south-side transit? Has that been evaluated?

A4. The Project Team has not done detailed costing yet. The streetcar tracks will not move significantly, they will move about 1 meter. The section of streetcar tracks that currently exist needs to be replaced in the next 5 years so it is in the budget to move the transit right-of-way.

C2. Toronto is sleeping. The CN Tower, Rogers Center and City Hall are great and innovative designs, but these are the only great structures in the City, the City has done nothing since then. Go to Europe and India to see truly innovative examples of design. If you continue to plan this way you are disgracing Toronto.

Q5. Do you have population density information for this area? There are a lot of seniors here as well as young families. Current population demographics need to be taken into account. York Street was the most congested area last summer, it was full of people with baby carriages and seniors.

A5. The traffic modeling has taken into account the existing traffic and future growth in the area. Waterfront Toronto is looking at how this area will change over time and we should plan to accommodate people in different stages of life. We want to accomplish a balance so people in all stages of life can live here. We will do more detailed analysis of this in the next phase.

6.0 ROUNDTABLE DISCUSSIONS

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

1. Thinking about each of the “shortlisted” design concepts - What do you like? What concerns do you have? What changes or improvements would you suggest?
 - a. Centre Transit: On Street Bike Lanes.
 - b. Southside Transit: Martin Goodman Trail, 2-Way
 - c. Southside Transit: Martin Goodman Trail, 1-Way
2. What additional information would assist in identifying a preferred design concept?
3. Do you have any additional comments on any other aspect of the Queens Quay Revitalization EA (e.g. alternatives considered to date; proposed criteria to evaluate shortlisted alternatives; etc.)?

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

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

QUESTION #1: Thinking about each of the “shortlisted” design concepts - What do you like? What concerns do you have? What changes or improvements would you suggest?

Overall Feedback on the “Shortlisted” Alternatives

Based on the roundtable reports and written comments, most participants indicated an overall preference for either of the two Southside Transit options (Alternatives 4 and 5). Regarding the Southside alternatives, there was no clear preference among participants between whether the traffic flow along Queens Quay should be two-way (Alternative 4) or one-way (Alternative 5), with pros and cons being raised each way. There was considerably less support for the Centre Transit alternative (Alternative 2).

The following sections provide a summary of participant feedback on each of the three “shortlisted” alternatives.

#1a: Centre Transit: On Street Bike Lanes (Alternative 2)

Participants noted a number of things they liked about Alternative 2, as listed in the table below. Overall, participants were happy with access for emergency vehicles and local residents, the landscaping designs, the pedestrian and cycling realm, cost savings associated with keeping the transit right-of-way in the same location, available parking, and good traffic flow. However, a number of workshop participants noted that there is nothing to like about Alternative 2.

What do you like?	
➤ More space for landscaping/trees	➤ A cyclist can access both sides of the street
➤ Provides access to existing residents	➤ Better alternative for emergency vehicles
➤ More pedestrian and cycle space	➤ Bike lanes
➤ No need to spend money to move transit lines	➤ Workable for traffic
➤ Provides extra parking (legally)	➤ Nothing

Participants identified a number of concerns with Alternative 2, as listed in the table below. Overall, many participants felt that Alternative 2 is not pedestrian, cyclist and youth friendly, has no connection to the Martin Goodman Trail, does not improve Queens Quay beyond the status quo, and will cause traffic delays. It was also suggested that cars and taxis will park in bike lanes, and noise pollution and air pollution will both increase.

What concerns do you have?

- Not bike/pedestrian/kid friendly
- With one lane for cars each way, traffic will slow to a crawl
- Doesn't connect the Martin Goodman Trail
- Doesn't offer much aesthetic improvement to the street
- Lack of "destination" feel
- Lack of cyclist parking
- Too similar to status quo
- Cars will park in bike lanes
- Not enough trees
- Noise and exhaust fumes from vehicular traffic
- Cars turning left have to cross in front of streetcars
- Cyclists getting knocked off bikes by people opening car doors

Participants discussed a couple of elements that they would like to improve or change for Alternative 2; a summary of ideas can be found in the table below. Overall, most participants would prefer to abandon Alternative 2 in favour of the Southside alternatives (Alternative 4 or 5). Participants suggested that if Alternative 2 was to be modified it would need separated bike lanes, physically separated from vehicles and pedestrians.

What changes or improvements would you suggest?

- None - abandon this alternative
- Select Alternative 4 or 5 instead
- Separate bike lanes from pedestrians and cars
- Remove parking from Southside and go with Alternative 3

#1b: Southside Transit: Martin Goodman Trail, 2-Way (Alternative 4)

Participants noted a number of elements that would work well as part of Alternative 4, as listed in the table below. Overall, participants were happy with the expanded pedestrian zone, the bike lanes that incorporate the Martin Goodman Trail, the “destination feel” of the design, plentiful trees and excellent landscaping, easily accessible public transit, increased safety of cyclists and pedestrians, and the traffic calming effect of the design.

What do you like?	
➤ Bike lanes incorporate Martin Goodman Trail	➤ Expanded pedestrian zone
➤ Plentiful trees and excellent landscaping	➤ The next best alternative as compared to Alternative 5
➤ Easily accessible transit with larger streetcar platforms	➤ Makes the waterfront a destination
➤ Separate bike lanes are safe for cyclists	➤ Less conflicts between bikes/cars/pedestrians
➤ Encourages healthy lifestyles	➤ Slowing down and calming of traffic

Participants identified some concerns with Alternative 4, as listed in the table below. Some participants felt that Alternative 4 would be costly, create traffic congestion and increase noise pollution, restrict access to Southside residences and businesses, and restrict access for emergency vehicles.

What concerns do you have?	
➤ One lane each way for cars will create same traffic jam problems as Alternative 2 if a car breaks down or stalls	➤ Vehicles crossing the Martin Goodman Trail
➤ Cost to move transit line to the south	➤ Access to south side residences and businesses
➤ Noise pollution	➤ Head on collisions
➤ Proper lighting is needed	➤ Taxis stopping illegally
	➤ Access for emergency service vehicles

Participants discussed a number of elements that they would like to improve or change for Alternative 4; a summary of feedback can be found in the table below. Overall, participants would include public art as part of the design, extend the CN Tower skywalk down to Harbourfront Centre, bring the path south from Union Station, restrict access and parking for coach buses along Queens Quay, plant for seasonality, and make the street one-way for vehicular traffic.

What changes or improvements would you suggest?

- | | |
|--|---|
| <ul style="list-style-type: none"> ➤ Include public art, fountains, and creative lighting ➤ Get rid of the maple leaf design in the walkway and avoid “Canadiana” designs ➤ Extend the CN Tower skywalk down to Harbourfront Centre ➤ Connect the bike trail along Queens Quay with the bike trail at Stadium Road | <ul style="list-style-type: none"> ➤ Buses must be moved to alternate parking and drop-off locations ➤ Make the street one-way ➤ Bring the path south from Union Station ➤ Plant coniferous trees ➤ Install traffic signals at eye level for cyclists ➤ Reduce speed limits |
|--|---|

#1c: Southside Transit: Martin Goodman Trail, 1-Way (Alternative 5)

Participants noted a number of positive aspects of Alternative 5, as listed in the table below. Overall, many participants considered Alternative 5 to be the best design for Queens Quay. Participants were happy with the balance of pedestrian, cycling, transit and vehicular needs, enhanced traffic flow through the area, dedicated bike lanes, and increased pedestrian and cyclist safety.

What do you like?

- | | |
|---|---|
| <ul style="list-style-type: none"> ➤ This is the best alternative for bikes/cars/traffic/pedestrians and emergency vehicles ➤ Cars and taxis will be able to unload passengers without stopping traffic ➤ Extra row of trees ➤ Lakeshore Boulevard is available for eastbound traffic | <ul style="list-style-type: none"> ➤ Traffic will flow faster with the two lanes being one-way ➤ Vehicular traffic will be separated from bikes and pedestrians by public transit right-of-way ➤ Expanded, dedicated bike lanes ➤ Eliminates u-turns and left hand turns ➤ Safer for pedestrians |
|---|---|

Participants expressed some concerns with Alternative 5, as listed in the table below. Overall, participants felt that Alternative 5 would create challenges for eastbound traffic, encourage speeding by cars, confuse tourists, restrict access to buildings on Southside, and cause problems with respect to access for emergency service vehicles.

What concerns do you have?

- Cost to move transit line to the south
- Where will eastbound traffic go?
- Pedestrians need to cross the Martin Goodman Trail to get to transit stops
- One-way streets encourage speeding
- Tourists may be confused by the one-way street
- Access to buildings on Southside
- Capacity problems when road closures occur (e.g. Lakeshore Boulevard)
- Buses, taxis and private cars unloading waterfront visitors and blocking traffic
- Not enough pubs, restaurants, cafés and useful shops along Queens Quay
- Maintenance of trees and plants
- Eastbound traffic on Lakeshore Boulevard will increase
- Access for emergency service vehicles

Participants discussed a number of elements that they would like to improve or change for Alternative 5; a summary of feedback can be found in the table below. Overall, participants would like to continue the design as far west along Queens Quay as possible, create a pathway from Union Station, eliminate parking on the south side, add more bike racks to the area, install cycling signals at eye level, create pick-up and drop-off bays for coach buses, lower speed limits, and plant more trees.

What changes or improvements would you suggest?

- Provide enclosed wind shelters at streetcar stops
- Plant lots of trees (especially coniferous trees)
- Create a pathway from Union Station (maybe enclosed)
- Lower speed limits
- Water taxis to run the length of Queens Quay and stopping at major slip heads
- Passenger unloading bays near main intersections for coach buses
- Coach buses should be kept off of Queens Quay in large parking lots
- Tourists should walk to Queens Quay or be shuttled by small shuttle buses circulating for free between
- Continue the design as far west as possible
- Eliminate parking on south side
- Restrict traffic to local businesses and residents only
- During morning rush hour have 2 lanes eastbound and one lane westbound
- During late afternoon rush hour, have 2 lanes westbound and one lane eastbound
- More bike racks
- Make improvements to the Ferry Terminal
- Put the cycling signaling at eyelevel
- Add low shrubs next to the transit lane so as to soften the edge between the bike trail and

<p>parking lots and Union Station</p> <ul style="list-style-type: none"> ➤ Use turf or decorative cobblestone on transit right-of-way 	<p>pedestrian realm</p> <ul style="list-style-type: none"> ➤ Create artistic designs for TTC stops ➤ The design should allow the Queens Quay to be vibrant and alive all year round, including winter
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QUESTION #2: What additional information would assist in identifying a preferred design concept?

Participants identified various information and data that would assist in identifying the preferred design concept, as listed in the table below. Overall, participants requested more information regarding local area demographics, traffic statistics, TTC construction schedules, noise pollution, air pollution, access points for condominiums, and local parking areas.

What additional information would assist in identifying a preferred design concept?	
<ul style="list-style-type: none"> ➤ Up to date traffic statistics ➤ Parking information ➤ Locations of unloading areas for buses and taxis ➤ Entry points to condominiums and parking lots 	<ul style="list-style-type: none"> ➤ Demographics ➤ Construction schedules ➤ Noise pollution studies ➤ Air pollution studies

QUESTION #3: Do you have any additional comments on any other aspect of the Queens Quay Revitalization EA (e.g. alternatives considered to date; proposed criteria to evaluate shortlisted alternatives; etc.)?

Participants provided a wide range of additional feedback on the Queens Quay Revitalization EA, as listed in the table below. Overall, participants felt that the Project Team should consider the seasonality of the design, liability issues in winter, more frequent transit service along Queens Quay, prohibiting vehicular access to Queens Quay, accessibility for people with physical disabilities, increased signage, a pathway from Union Station, speed limits for cyclists, and additional public washrooms along the central waterfront.

Do you have any additional comments on any other aspect of the Queens Quay Revitalization EA (e.g. alternatives considered to date; proposed criteria to evaluate shortlisted alternatives; etc.)?

- Consider electric buses versus streetcars
- Extend underground streetcar tracks
- Use less concrete in the design and construction
- More frequent public transit needed along Queens Quay
- No more cars on Queens Quay, just pedestrians and bicycles
- Speed up the construction schedule for the Queens Quay Revitalization EA
- Review the backup in westbound traffic flow at the Spadina and Queens Quay intersection
- Additional public washrooms along the central waterfront
- Shutdown Island Airport
- Speed limit signs for cyclists
- Tour bus parking under the Gardiner Expressway (pick up/drop-off areas)
- Noise restriction by-law for vehicular traffic on Queens Quay
- The main criteria should be the greatest enjoyment by the most people of the central waterfront
- Consider seasonality of design and liability in winter
- Maximize greenery between trail/pedestrians and vehicles
- Consider accessibility for people with physical disabilities
- Increase signage
- Bring paths down to the waterfront from Union Station and the CN Tower
- Prohibit trucks and vehicles over a certain weight class from travelling on Queens Quay
- More gardens all along Queens Quay
- Turf on the streetcar track seems far-fetched, but it is great to look for something better than concrete such as interlocking brick, wood or coloured pavement
- TTC to consider quieter streetcars
- Beautify the underside of the Gardiner Expressway
- Slip head Wave Decks should join fully to the sidewalk

7.0 NEXT STEPS

Facilitator David Dilks reminded participants to hand in their completed Worksheets or return them by the December 19th, 2008 deadline. Mr. Dilks informed participants that the meeting presentation would be available on Waterfront Toronto's website (<http://www.waterfrontoronto.ca>) and that a report on tonight's meeting would be prepared.

Chris Glaisek of Waterfront Toronto thanked participants for coming to the meeting and assured them that the input gathered at the Public Forum will inform the final recommendations for the Queens Quay Revitalization EA.



APPENDIX A: Meeting Attendance

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

Organization, Participant	Participant	Participant
260 Queens Quay, Randy Craig	A. Chin	Michael St. Laurent
BQNA / Harbourfront Community Centre, Michael Brown	A. Linds	Nash Singh
BQNA / TDSB / Harbourfront Community Centre, Ana Silva	A. Petricic	Norman Pancic
Camex Inc., Jan Gawrylczyk	Anne Trebilcock	Pat Jones
Canamac, Mac Makarehlek	Annette VanLeeuwen	Peter Wood
Citizen Development Group, D. Fazari	B. Winn	R. Burnett
Citizen Development Group, Paulo Stellato	Bob Kennedy	Richard Jones
Olivia Chow, MP, Trinity-Spadina	Bob Korogyi	Richard Pereira
City of Toronto, Councillor Pam McConnell	Brian Booth	Robea Alkins
City of Toronto, Kathy Thom	Carolyn Johnson	Robert Vivacqu
City of Toronto, Tom Davidson	Channing Sze	Robert Wanu
City of Toronto, Parks, Forestry and Recreation, Marc Kramer	Chelsea Murray	Rod Taylor
City of Toronto, Toronto Public Health, Melanie Azeff	Chung Lee	Sandra Taylor
Councillor Adam Vaughan's Office, Jen Chan	Clay McFayden	Steve Munro
DTWT, Miroslav Glavic	D. Cooper	Susan Davis
Environment and Economy Coalition, Michael Rosenberg	Darwin O'Connor	Susan Schaffeitlin
FVB, John Stephenson	David Fisher	Victoria Stanca
Goodmans, Allan Leibel	David Sharma	Wayne Buden
GWNA / WDLC, Julie Beddoes	David Trebilcock	Wing Wo
Harbourfront Centre / Kayak Centre, Dave Corrigan	Diana Cockburn	Zenon Godzyk
Maripossa Cruises TPVA, Cindi Vanden Heuvel	Ellen Spears	
Mayor's Office, John Piper	Estelle Weynman	
NBLC, Scott Walker	Evan Roberts	
NFCICC, James Kowalewski	Ewa Pereira	
Nuko Investments, Murray Blankstein	Fred Taylor	

Organization, Participant	Participant	Participant
Port Lands Action Committee, Dennis Findlay	Geoff Hadrill	
Queens Quay Harbour BIA, Braz Menezes	George Grey	
R.C.Y.C., Magnus Clarke	Glenn Hoover	
R.E. Millward and Associates Ltd., Michael Loberto	Glenn Shyba	
St. Lawrence Neighbourhood Association, Robert Sherrin	Harold McMann	
St. Lawrence Neighbourhood Association, Ronny Yaron	J. Petricic	
St. Lawrence Neighbourhood Association, Sylvia Pellman	J. Robert	
Strada Survey, Craig Leslie	J. Winn	
TISC, Liz McGroarty	Jack Alkins	
Toronto Bicycling Network, Troy Fletcher	Jack Brannigan	
Toronto Island Community Association, Anna Prodanou	James McAshur	
Toronto Transit Commission, Bill Dawson	Janet Galizia	
Toronto Transit Commission, Ursula Gawrylczyk	Joe Callaghan	
UFA Inc., Alex Bartlett	John Jordan	
Victor Ford and Associates, Victor Ford	John MacMillan	
Walk and Bike for Life, Amanada O'Rourke	John Ricchinto	
Waterfront Regeneration Trust, Vicki Barron	John Spears	
YCC 510, Carl Bunnik	John Wallace	
YCC 510, Doug Dempry	John Winters	
YCC 510, Wanda Matuzkievrg	Joseph Cheung	
York Quay Neighborhood Association, Allan Rivers	Joyce Denger	
York Quay Neighborhood Association, Claire Sparks	Julie Lin	
York Quay Neighborhood Association, Friedel Hatje	Krystyna Szopruske	
York Quay Neighborhood Association, Gloria Cornell	Laurie Stevenson	
York Quay Neighborhood Association, Klause Hatje	Lori Look	
York Quay Neighborhood Association, Kleah Lambert	Mario Galizia	
York Quay Neighborhood Association, Marcia Boyd	Marlene Gris	
York Quay Neighborhood Association, Patrick Gidlow	Martin Koob	
York Quay Neighborhood Association, Ulla Colgrass	Matt Cabarge	

APPENDIX B: Detailed Participant Feedback

Breakout Group Workbooks

Thinking about each of the “shortlisted” design concepts - What do you like? What concerns do you have? What changes or improvements would you suggest?

#1a: Centre Transit: On Street Bike Lanes

What do you like?

Bike lanes will fill up with cars

- Provides access to existing residents.
- Provides ample space for other uses.
- Workable for traffic.

Provides extra parking (legally)

More space for landscaping because there is only one lane of traffic in each direction.

As a cyclist I can access both sides of the street.

Nothing.

Trees.

Better alternative for emergency vehicles.

Bike lanes.

Nothing.

What concerns do you have?

- Not bike/kid friendly
- Bikes hitting car lanes

Throw away - can't work.

Cyclist safety - doors opening.

Lack of destination feel.

No place for a 1-year-old following his parents.

If the whole point is coming down to the lake, don't want cars in your way.

Drives cyclists onto sidewalk - people park in bike lane.

Not safe for cycling. Parked car doors open = dangerous etc.

Cars tend to park in the bike lanes.

Doors open and injure cyclists.

Simply doesn't change much from what we have now. Too much conflict. Nothing we like.

Cars opening doors on cyclists.

Grass on street car a real concern (e.g. summer 2007).

Lack of cyclist parking.

Too much like status quo.

Waste of money - when there is so little change

Cars will be parking on bike lanes.

Safety for cyclists with parking and cyclists.

Street bike lanes less safe for cyclists than dedicated bikeway.

- Pedestrians are forced to walk through traffic to get to platform.

- Don't like grass.

- Don't like 2-way traffic.

- Cars turning over streetcar tracks.

What changes or improvements would you suggest?

Build Alternative 4 or 5 instead.

Suggestion - remove parking from south side and go with Alternative #3.

Separate bike lanes (from pedestrians and cars)

Drop this alternative.

Should not be considered.

Lack of pedestrian crossing - add pedestrian crossing (Rees/Spadina).

Landscaping blocking pedestrian access.

Realize quality of experience e.g. park benches, planting trees for winter)

Study plan for horticultural maintenance (grassy streetcar misguided).

We don't recommend anything because we don't agree with this alternative.

Best for emergency vehicle access.

#1b: Southside Transit: Martin Goodman Trail, 2-Way

What do you like?

Good cycle routes

- Martin Goodman Trail
- Amount of trees
- Two-way traffic

Best alternative.

More room for pedestrians and cyclists.

Makes waterfront a destination.

Separated bike lanes means that “all” people can bicycle - 80 year olds to 8 year olds.

Martin Goodman Trail excellent.

Safe for cyclist.

Excellent landscaping.

Good pedestrian space.

Aesthetics “the experience”.

Less conflicts between bikes/cars/pedestrians. “Rebalances” cars versus pedestrians and bikes.

More room to do roadwork beautification (i.e. lighting)

Access to the streetcar won’t be as dangerous.

Less fumes from vehicles.

Second choice but whichever would reduce auto traffic.

Bike lanes safe and separate from automobile traffic.

Opportunity for healthy beautifying area.

Encourages healthy lifestyles.

Encourages a boulevard feel.

Less vehicles and cleaner air.

Priority to the south side of Queens Quay.

Safety for pedestrians and cyclists.

Slowing down traffic and calming of traffic.

More beautiful.

Transit - pedestrians get off streetcar on the south side.

Trees.

Dedicated bikeway - excellent.

Like the 2-way car lanes because it will keep the speed down. 1-way would tend to increase traffic speed.

Like south side - pedestrian and bike friendly.

The best plan. Southside should be just for pedestrians.

What concerns do you have?

Access for south side driveways.

- Access to anything on south side
- Need for pm street parking is not needed
- Merchant parking are dominating the need to have parking on the street

Stopped vehicles (taxis, drop-offs, disabled, ambulances, fire trucks) will bring traffic to a stand-still with only 1 lane each way. Bus off load spots needed.

If one vehicle stops in the lane, it blocks it completely.

How to control taxis from stopping illegally?

Vehicular access to south side (deliveries) but are optimistic that “where there is a will there is a way”.

Not as good as Alternative #5.

- Is there enough room for drop offs, parking and vehicle traffic?
- Paving stones not good for roller-bladers, wheelchairs, buggies etc.
- Lighting
- Transferring streetcars unsafe with vehicular configuration. One platform to drop 510, 509 streetcars.

How are they going to achieve on street parking?

If a car stops it slows down traffic or stops traffic.

Moving trucks? Condos?

Pedestrians and bikes - safety issues.

What about emergency services?

Access for larger vehicles like coach vans and buses.

Noise.

Too much emphasis on traffic concerns. The rest of the world closes streets to traffic, yet we are concerned with it. The waterfront is for people not cars. No concerns with this alternative, but having the transit below ground is best.

What changes or improvements would you suggest?

Deal with double parking problem.

Move streetcar over to the south side.

Make it one-way.

Drop this alternative for one-way traffic alternative.

Have whole plan go through to Bathurst.

Be sure bike trail connects with the bike trail at Stadium Road.

If wasn't an alternative then tunnel north/south.

Weather - 1) pine trees, 2) bring the path south from Union, and 3) extend the CN Tower skywalk down to Harbourfront Centre.

Install traffic signals at eye level for bikes.

Underground parking that is a park on top. Restaurants and coffee shops along the street with minimal or reduced rents so they can survive.

We like Southside Transit: Martin Goodman Trail, 2-way.

#1c: Southside Transit: Martin Goodman Trail, 1-Way

What do you like?

- Best alternative
- Best car parking
- Buses can double park and cars can pass
- Our favourite alternative!
- Best traffic flow.
- Martin Goodman Trail / walking is excellent.
- Pedestrian and car flow.
- Increases beauty.
- Excellent landscaping.
- Safer for cyclists (no risk of being hurt by opening car doors).
- Good pedestrian space.
- One vehicle can stop without "plugging up" the traffic flow.
- Lakeshore is available for eastbound traffic.
- It reduces the number of left turns, so traffic flows better.
- Gives alternative to easily operate 3 lanes if needed (e.g. Gardiner closed).

Traffic still continues even when car is parallel parking or if there is a vehicle breakdown.
Less driver frustration.
Better turning alternatives.

Best alternative.
Safest for pedestrian street crossing with one way.
Simpler/safer design and less traffic infrastructure, signs, lights required.

We all liked this alternative the best because we thought traffic would be reduced.
Park/Waterfront area is shielded from traffic, but others feel that the 2 way would be better for reducing traffic.

Ease flow of traffic - it will not.
Overload Lakeshore on weekends.

Trees.

Dedicated bikeway trail.

Eliminates the left hand turning. Less accidents between streetcars and cars and pedestrians. More pedestrian friendly.

What concerns do you have?

South side driveway access.

I hate it - will become a freeway.
One-way attracts speeding.

Eastbound traffic on Lakeshore will increase.
Bus off-loading spots needed.
Tourists may be confused by the one-way.

The street loses a “neighbourhood feel”, i.e. don’t want an artery in which vehicles tend to race along.

That in-line skaters/cyclists are separate from joggers/pedestrians and that joggers/pedestrians are designated to separate lanes.
Make sure these lanes are wide enough for a cyclist to pass a runner or faster runners to pass joggers.
Access for emergency vehicles.

Access restricted.

Lots of looping (increased flow from Lakeshore)

Is the Gardiner coming down? Can there be more eastbound lanes on Lakeshore (4 east and 2 west)?

Concern about slip redesigns being completed before the EA has been completed.

Lighting.

By putting one-way in, you end up dumping Harbourfront’s problem on other people.

What about emergency services?

Access to buildings on south side.

We would like to see detailed traffic patterns as soon as possible.

Population numbers - what are the statistics?

Clearly worst alternative for emergency vehicles.

Capacity problems when get road closures e.g. Lakeshore.

Capacity problems in general.

1-way may become a racetrack and will increase traffic on Lakeshore.

Confusing to visitors.

One-way is not as good for traffic.

Access to some buildings on the south side.

Cyclists not obeying stops signs or lights.

Having parking would cause lots of congestion for cars to pass through.

How would emergency vehicles, taxis, delivery vans, and wheeltrans be accommodated on the north side?

Intersection cut sidewalk for turning lane.

What changes or improvements would you suggest?

Build it.

Grass under streetcars would be great, add green!

Add lots of trees.

Pathways from Union Station would be great (maybe enclosed).

Continue as far west as possible.

Plan to go to Bathurst.

More evergreens in planted areas.

Use a 407 scanner to restrict traffic to local businesses/residents.

No parking on south side.

Reduce 3 lanes to 2 lanes with very few parking areas.

Lower speed limits.

Different types of trees so there is green all year round.

Reduce right hand turning lane.

Sidewalk on north side of road.

#2: What additional information would assist in identifying a preferred design concept?

TTC alternatives for train/streetcar/bus alternatives.

Safe lane for runners/joggers. Identify the lane as runners/cyclists or pedestrians/runners in plan and future signs when complete.

Focus on practicality over aesthetics e.g. wave bridges are dangerous - tripping, no lights at foot level, and no rails on water edge.

More wave bridges?

Do not use wood from the rainforest e.g. Brazil.

Need demographic data and traffic statistics - up to date. Look at different times of day and days of the week.

#3: Do you have any additional comments on any other aspect of the Queens Quay Revitalization EA (e.g. alternatives considered to date; proposed criteria to evaluate shortlisted alternatives; etc.)?

Please do Alternative #4 - this is the best alternative for pedestrians. At the end of the day everyone is a pedestrian.

1. Electric buses versus streetcars - like in Vancouver. Reduces right-of-way wasted space.
2. Liability in winter. Let's have walk to protect from the wind, and lights to liven up the waterfront.
3. Can streetcar underground be extended to free up more pedestrian space?
4. Bicycles: the wave of the future.
5. Ugly streetcar tunnel.
6. How much of automobile traffic is local, and how much is flow-through?

TTC riders are pedestrians and cyclists.

Southside alternative is best for TTC.

Ensure greenery on TTC tracks - aesthetics, soft surface, more environmental, noise reduction.

Maximize greenery between trail/pedestrians and vehicles.

Less concrete - harsh on eyes in sunlight. More green.

Too much concrete also bad for environment re: water runoff.

More frequent public transit needed.

Remove one more car lane.

Wheelchair consideration.

- Create an overview, don't just piecemeal the development. Look at the Distillery, Kensington, and Liberty Village.
- No more cars on Queens Quay just pedestrians and bicycles.
- Evaluate traffic during multiple major events.
- Bring path down to waterfront from Union Station and CN Tower.
- Increased signage, also indicate where each type of transit and direction happens.

- Post bylaw forbidding bikes on sidewalk.

We want to be alive when this project is complete. Please speed up the manual labour portion of the project.

Consider using European metal off servicing buildings and businesses with trucks rolling through pedestrian areas before 10:00 am.

How will TTC traffic continue east? What are the plans?

Can you remove ugly portals for TTC on Queens Quay?

Get on with it!

Extend as far west as possible.

The wave decks should provide more safety as to install a glass rail across.

Bicycles should obey pedestrian as when the mock up ignored pedestrians.

Individual Workbooks

Thinking about each of the “shortlisted” design concepts - What do you like? What concerns do you have? What changes or improvements would you suggest?

#1a: Centre Transit: On Street Bike Lanes

What do you like?

Need not spend money to move transit lines.

More pedestrian and cycle space.

Nothing. Does nothing to seriously improve Queens Quay.

No! Forget it, drop it.

Nothing.

Nothing. Safety, bike/car/pedestrian conflicts.

Nothing.

Not much; basically the setup we have now, which is minimal.

Somewhat reduced space for motorized traffic, although this continues to endanger cyclists.

What concerns do you have?

With one lane for cars each way, traffic will slow to a crawl.

Will be worse than status quo - we experienced this during the trial period.

Too similar to status quo.

How do we discourage vehicular traffic which is sometimes unavoidable while on the way from home to somewhere else or shopping on Queens Quay?

Will emergency vehicles get through a traffic jam?

Cars parking in bike lanes.

Traffic too close.

Something not considered is breathing in vehicle fumes (motorcycles especially).

Noise issues (choppers getting louder) - surprised that they don't get tickets.

Lost of people in the summer (numbers from streetcars)- there should be dedicated cycling

Still too much concrete.

Not enough trees.

Not bike and pedestrian friendly.

Same old, same old and dangerous. Doesn't produce the waterfront street we want. Doesn't increase the pedestrian realm sufficiently.

This doesn't really connect the Martin Goodman Trail. It also doesn't offer much aesthetic improvement to the street.

Getting knocked off my bike by some bozo opening a car door.

Not a "waterfront experience".

Worst alternative - dangerous for cyclists and unhealthy to inhale exhaust from vehicles, and being exposed to excessive noise from vehicles (especially "chopper" motorcycles).

Reduces attractiveness of pedestrian area. Cars turning left have to cross in front of streetcars. Same old, same old. Unpopular with community.

For cyclists travelling west bound it is difficult for them to cross the south side to destination areas.

The bike lanes are not a good alternative in this area. If they were along side parking they will present a dooring hazard (drivers opening their doors into the path of cyclists).

In areas where the bike lanes are next to the curb there will likely be illegal parking on the bike lane, especially on the south side, so these issues will result in obstacles for cyclists.

Proximity of bikes to cars; frequent interruption of bike lane by stopped cars, idling taxis, delivery trucks, etc; sends many bicyclists onto the sidewalk.

This alternative is extremely dangerous for cyclists. Over the years tour buses, and visitors, persist in dropping off passengers and even parking along Queen's Quay. Despite this being illegal drivers feel there are few alternatives for them to access the many attractions along the waterfront so they risk the ticket. Cyclists trying to move around these vehicles are at extreme risk as they are forced out into traffic. Passenger cars opening doors lead to serious injury and death for cyclists, to the great shame of our city. People operating tons of metal with powerful engines do not mix with vulnerable bicyclists. This must be avoided at all costs.

What changes or improvements would you suggest?

Abandon this alternative in favour of the Martin Goodman Trail.

Ditch this alternative!

Drop it, can't be fixed enough!

Drop this alternative.

We would prefer Alternative 2 be changed to Alternative 3.

Choose a south-side alternative.

Reject this alternative as regressive and dangerous.

#1b: Southside Transit: Martin Goodman Trail, 2-Way

What do you like?

Bike lanes incorporated in/on Martin Goodman Trail.

At least the traffic lanes are together so that emergency vehicles can get around a traffic jam.

Trees and landscaping.

Reduced traffic

Cars isolated from cyclists (safer)

More room for people.

Bike lanes.

Trees.

Expanded pedestrian zone.

A real connection to waterfront.

One-way (this may not be possible without other streets also going one-way).

I would support King and Queens also going one-way, with the streetcar then becoming dedicated.

Love it a) good bike/Martin Goodman Trail/Roller bladders

b) great pedestrian realm

c) lots of trees

d) transit easily accessible

Tree lined bike trail, larger streetcar platforms etc. all good.

Next best to 1-way.

The bold vision and beauty.

Best pedestrian area.

Extra row of trees.

Separating bike traffic from motor vehicle traffic is safer for cyclists:

- it maintains the continuity of the Martin Goodman Trail (MGT)
- it allows all level of cyclists to traverse the central waterfront, from children to seniors
- the Quay to the City; where the temporary MGT was set up, was a huge success and saw a many fold increase in cycling

The preferred alternative for me is Southside Two-Way, because it isolates the cars from the bicycles and makes the Martin Goodman Trail unambiguous; broadens the distance between water and cars; continues to allow local business and residential traffic; and discourages commuter through-put, which I'm sure the one-way traffic alternative would.

Isolation of cars from bikes; 2-way cars better for businesses and homes while one-way traffic invites through traffic i.e.

commuter traffic; broadens distance from water to cars.

This alternative, keeping motorized traffic to the north side of the TTC tracks is best. It permits motorized vehicles total access to the waterfront, but its limited space will necessitate these vehicles to move slowly. Very slow speed signs and enforcement is essential, perhaps 20 Km/hr maximums. Dedicated lanes for cyclists and separate pedestrian trails provide maximum safety and hence use. This will provide the long-sought after east/ west link of the Martin Goodman Trail. The summer 2006 experiment that proved so successful would be realized.

The Bathurst Quay Neighbourhood Association (BQNA) met on December 19, 2008 and endorsed this proposal. Queens Quay West should be a 2-way, there should be 2-way transit and the trail should be 2-way in what is presently the south lane of Queens Quay. Please see www.BQNA.org for more information on our association and who it represents.

We love that automobiles are treated as the least desirable form of transportation along the waterfront. Granted stores and businesses need delivery vehicles to have access to buildings as do residents with cars. The crossing pedestrian and bike lanes must ensure the safety of the more vulnerable cyclists and pedestrians.

- The continuation of the Martin Goodman Trail from Stadium Road to where it picks up again just East of Jarvis Street.
- The solution statement giving green issues high priority (Landscape, Pedestrian, Cycle ways, Transit Ways, Vehicle Lanes and Bus and Vehicle Parking)
- Two-way traffic on Queens Quay and the proposed slowing of vehicular traffic to encourage Queens Quay and Harbourfront to be a destination rather than a vehicular throughway (as it is sometimes currently used as)

Offers cyclists a safe and scenic pathway into downtown Toronto. Keeping motorized traffic on the north side of the TTC tracks and reserving the south side of the tracks for cyclists can server to embolden non-cyclists (who normally dare not ride their bicycles in the City of Toronto) to climb onto their bicycles and try it out. This would be a great step forward for the City of Toronto and could encourage even more citizens to leave their cars at home and to participate in this healthy form of transportation.

What concerns do you have?

Cost to move transit line to the south.

One lane each way for cars will create same traffic jam problems as the “Centre Transit: On street bike lanes” alternative.

Cross traffic (e.g. vehicles crossing the Martin Goodman Trail).

I’m concerned that the expanded bike lanes and pedestrian zone can’t or won’t be accommodated along the entire length (Bathurst to Parliament).

Access to residences and businesses (will be attended to)

Possible traffic problems if someone stalls or parks illegally or there is an accident.

It looks like the north sidewalk has narrowed. This is probably ok in most places but there are some choke points (e.g. Swiss Chalet and coffee Time take over the colonnade space in front of their locations, forcing pedestrians out to the sidewalk).

Head on collisions.

That it won't happen due to shortsighted views and concerns, surely we can reach for the stars and come up with solutions to vehicular problems.

Alternative #5 is better. One way car traffic is better than two-way because less chance of accidents/ collisions, less need for two-way traffic signals - lights - delays etc.

Access to south side buildings.

With parking only on one side cars going eastbound will be doing u-turns to access parking.

I don't see how 2 lanes of traffic plus 1 lane of parking fits into the north side, and would support some trimming of the streetcar north border or even the sidewalk.

A problem remains that people will still try to drive as close to the waterfront as they can. Such areas in Europe post police officers in peak times, or close the street to vehicles other than emergency/and locals. Cross traffic (north/south) must be carefully controlled. This area will attract many cyclists of varying skill level, e.g. youth.

Everything should encourage visitors to Queens Quay and Harbourfront to come by TTC or bicycle. It defeats the purpose of coming here if you drive, so to speak. But for those who do drive here for a performance or other event, can parking be placed on the outer peripheries of Queens Quay? That is parking off north-south streets or east-west streets north of Queens Quay so as little traffic as possible reaches Queens Quay. Only "local" traffic - vehicles or residents or delivery vehicles should be allowed.

- Two BQNA members encountered one worker working on the Spadina Slip. This worker held out a piece of Brazilian hardwood for the members to hold. Although this wood may be ideal for its use in the building of the Slip, we would like to request that landscaping/architectural materials be indigenous where possible and that this be part of the criteria in the Request for Proposals. Are there Canadian hardwoods that could be considered instead of importing woods from overseas? This issue we feel fits well within the Best Environmental practices of the City of Toronto that the EA is being based upon.

- That the EA stops at Bathurst Street. We applaud the decision to extend the boundary of the study from Spadina to Bathurst but would request that you extend it 2 short blocks further West to Stadium Road.

The main concern we have is "do nothing".

What changes or improvements would you suggest?

Include public art, fountains, creative lighting.

Please get rid of the cheesy maple leaf design in the walkway. I much prefer the original amorphous, geometric designs.

Don't let Dutch designers fall in line with "Canadiana".

Act now. We were sold on this idea several years ago and nothing has progressed.

Pick this alternative.

I feel that the best solution for the continuation of the Martin Goodman Trail and beautifying the area, is Southside Transit #4. This having been said; the EMS and Fire Departments must be consulted and accommodated. As you well know, even when there is a false alarm at one of the condos more than four emergency vehicles are dispatched. This happens quite often per week

and would shut down traffic each time... heaven forbid during rush hour or an event. The parking and stopping bylaws must be strictly and aggressively enforced. All busses must be moved to alternate parking and drop-off locations. No longer, can line-ups be tolerated at entrances of parking lots on Queens Quay because this would shut down all traffic. It would be very helpful and I feel necessary to inform all people who live in this neighbourhood of the next meeting due to the immediate impact to all. It would be a shame to get this far and have the whole project shut down by a group opposed to the program. I have seen that happen.

Given the high number of cyclists the trail should be made wider, than the avenue path 4.0 m, it should be more like 5.0 m. There should be clear markings of places where the trail crosses the street. Use “elephants feet” as described in the TAC Bicycle Pavement marking guidelines(Transportation Association of Canada).

Trail designs should include areas for people to pull off to trail and stop.

Westward extension of plan to Stadium Road.

Lower speed limits dramatically (e.g. 20 km/hr). Limit and reduce the number of north/south cross streets as much as possible. Narrow such access points so that motorized vehicles will move as slowly as possible. Provide off-site bus parking areas and police violations determinedly and with large fines. Where bicycles and motorized vehicles intersect use the latest innovations to provide optimum safety with priority to cyclists. Make the bike trail wide enough for two-way cycling e.g. minimum 5 meters.

- Keep doing a great job...it was so nice to see the priority on slowing traffic and making Harbourfront a destination.
- Extend the EA westward 2 blocks to Stadium Road

#1c: Southside Transit: Martin Goodman Trail, 1-Way

What do you like?

Best alternative.

I think this is the best alternative for bikes/cars/traffic/people and emergency vehicles. Although I didn't quite understand what problems it presents at intersections. I come from Welland where we have had one way streets for many years.

I like this alternative best. Vehicular traffic will be separated from bikes and pedestrians by public transit ROW. Traffic will flow faster with the two lanes being one-way. Turns will be easier to make, also it will be much easier for cars and taxis to unload passengers without totally stopping traffic.

This is my preferred alternative, although I can live with Queens Quay staying 2-way.

For the same reasons as the 2-way alternative, I like this alternative:

- planted promenade
- expanded, dedicated bike lanes
- increased pedestrian zone
- connection to waterfront and piers

Initially not fond of one-way street but I'm beginning to be persuaded!

It addresses problems of “stalled” vehicles.

This may become my first choice as it really encourages people to use Lakeshore Blvd as their way past the waterfront, while the one-way street make sit a local street which will service the local needs be they residents or the visitor.

One-way could work well - it also eliminates u-turns, which are a bit of a problem on Spadina.

This is best - it avoids conflicts. I live on Stadium Road and this is the way I travel already. It's easy to make a right to go east on Lakeshore from Stadium, or Bathurst. Then coming west its good to travel on Queens Quay to pick up pizza etc. on way home and get home without making left turns from Lakeshore.

Best for bikes too - less chance of getting hit with a door opening from a car.

Best for pedestrians - far from cars.

Easier to turn at intersections.

Traffic still flows westbound when someone parallel parks or vehicle breaks down.

Best alternative.

Good pedestrian realm.

Extra row of trees.

Separating bikes from traffic is preferable:

- safer for cyclists
- maintains continuity of Martin Goodman Trail
- allows all level of cyclists, children to seniors., through the central waterfront.

Quay to the City was a huge success.

Parking will be easier to access for all vehicles. Cars don't have to u-turn to access parking.

Isolation of cars from bikes; broadens distance from water to cars.

This alternative would be almost as desirable as two way if traffic speed can be minimized.

I strongly prefer the Southside Transit alternative (although I'd call it the Southside bike trail alternative, instead of acting like bike don't count). I do not have a strong opinion about whether the road should be one-way or two-way, but I can see how one way would allow traffic to flow better because people wouldn't be stuck behind cars waiting to turn.

Besides dramatically improving the cycling experience the main benefit of this design is improved transit priority. It will dramatically reduce the number of motor vehicles that have to cross the transit ROW. Only vehicles that need to access one of the parking lots on the south side of Queens Quay need to cross the ROW. Streetcars should be able to travel without stopping for traffic at all.

Offers cyclists a safe and scenic pathway into downtown Toronto. Keeping motorized traffic on the north side of the TTC tracks and reserving the south side of the tracks for cyclists can server to embolden non-cyclists (who normally dare not ride their bicycles in the City of Toronto) to climb onto their bicycles and try it out. This would be a great step forward for the City of Toronto and could encourage even more citizens to leave their cars at home and to participate in this healthy form of transportation.

What concerns do you have?

Cost to move transit to the south.

I'm not sure that on-street parking should be allowed when 2 lanes of traffic are operational. What are the alternatives?

I am concerned about transit buses, taxis and private cars unloading waterfront visitors and blocking traffic while doing so. I am very concerned that a proper environment be created to grow large shade trees which will have a chance to survive to maturity.

Please provide wind shelters at streetcar stops (enclosed ones).

You have consulted widely - please just get on with it!

Signal lights for cyclists. That here should be clear ways to designate.

The fact that the pedestrians need to cross the Martin Goodman Trail / roller blade path to get to the transit stop.

Not enough pubs, restaurants, useful shops etc. along Queens Quay. All we've got is a couple of convenience stores and a Beer Store.

Where will eastbound traffic go?

Not so sanguine as planners on consequence of one-way traffic, certain that it will invite commuters (I drive to work half the time, 509 streetcar other half, prefer 509).

Two lanes going in the same direction could lead to speeding, the effect being of a wider road, with opportunities to pass and thus speed.

I'm surprise that so little seems to have been done on how the intersections would work, as that is key to the functionality of these new street layouts.

The other concern is pedestrians crossing the ROW. The busiest time for the streetcar ROW would be weekdays in the early morning and late afternoon, while the busiest time for pedestrians is on summer weekends.

Because these are different times, priority can be given to streetcars on weekdays and to pedestrians on weekends.

What changes or improvements would you suggest?

Would you consider:

1. Terminating on street parking so there will be 3 lanes
2. During morning rush hour have 2 lanes eastbound and one-lane westbound
3. During late afternoon rush hour, have 2 lanes westbound and one lane eastbound.

There should be passenger unloading bays near main intersections e.g. Westin Hotel, Harbourfront Centre etc. Buses should be kept north of Queens Quay in large parking lot and tourists should walk to Queens Quay or be shuttled by small shuttle buses circulating for free between parking lots and Union Station.

Also there should be water taxis running the length of Queens Quay and stopping at major slip heads. Better yet water buses i.e. public transit on water.

Need more bike racks.

When designing the public realm around the tracks, please do not just use concrete slabs. I like the idea of using turf on decorative cobblestone. TTC stops should also be artistic.

Improvements to Queens Quay should be concurrent with improvements to the Ferry Terminal (which is currently dreadful).

Put the cycling signaling at eyelevel for them.

Need to design a way of slowing the cyclists as they approach transit stops.

Add low shrubs next to the transit lane so as to soften the edge between the bike trail and pedestrian realm.

Get the condos along Queens Quay to lower rent to get more ground floor animation.

Allow more vendors along south side of Queens Quay including mobile beer carts.

Allowing for on street parking good - makes it easier to nip into a store on way home, especially if no bikes zooming along beside the car parking spots!

Shutdown the Island Airport.

Pick 2-way alternative.

Trail should be wider than 4.0 m as there is and will be a high volume of cyclists, it should be 5.0 m.

Use pavement markings for bicycles i.e. “elephant feet” markings for crossings and bike boxes for left turns.

Use bicycle signals at intersections.

Have areas along path where cyclist can pull of and stop so they don’t have to stop on trail.

Choose south side two-way alternative.

One thing that might work if this alternative were chosen is to stagger the road width, thus allowing vehicles to stop to discharge passengers, and slowing the speed. Certainly, the buffer zone must be significant and provide optimum safety.

To give streetcars priority over everyone crossing the ROW, inspiration should be taken from railway crossings. While the full system with barriers that lower would be excessive, flashing lights warning of a streetcars approach would prevent collisions.

#2: What additional information would assist in identifying a preferred design concept?

Parking info, unloading areas for buses and taxis, entry points to condos and parking lots.

How would south side access work with the two south side transit alternatives? Aren’t there driveways mid-block? It all falls apart if cars will be turning across the tracks and trail.

In order to lessen the impact on local businesses, TTC construction would be best done over the winter months - this could be a consideration for all major projects.

The wave decks - to connect them from end to end at the same level as the sidewalks on each side that way patrons could walk the waterfront using the wave decks.

Wave decks are designed from the land perspective; they look quite poor/unattractive from the water. This is especially true as the water level lowers as the summer goes on - could this be improved?

The south side transit ideas are the only 2 alternatives that will transform this part of the City. Don't be afraid to move in the progressive direction. When did we lose our way on the project? Think to the future.

Demographics (families, age etc.)

Inhaling vehicle exhaust is the greatest concern and discomfort for many cyclists (especially from motorcycles which are also too loud to ride next to). Therefore dedicated bike lanes are only acceptable alternative with cyclists buffered from vehicle traffic by TTC streetcars and greenspace and trees. Many of us do not want to ride bicycles next to vehicles because of obvious safety reasons, but also because of toxic fumes/health reasons and excessive noise from many vehicles (loud/broken mufflers etc.) - especially loud motorcycles that are too common and have the most toxic exhaust.

#5 is the best alternative. Southside transit - complete separation of Martin Goodman Trail from car/SUV/motorcycle traffic, noise and exhaust fumes with one-way vehicle traffic on north.

The goal of this project was primarily to create a continuous Martin Goodman Trail alternative. Centre Transit with on-street bike lanes does not realize this goal and so should be screened out.

The scope of the study has been expanded to Stadium Road. The continuous Martin Goodman Trail (MGT), provided by the south side transit alternative, should start right at Stadium Road. This will solve the problem of how cyclists will cross from the westbound lane of the MGT to the westbound bike lane from Bathurst to Stadium. It will also avoid the parking in the bike lanes that is a constant problem at the north west corner of Bathurst and Queens Quay.

Design of the intersection of Bathurst and QQ should bear in mind the coming Toronto Museum at the silos. Notice also that pedestrian traffic on QQ west of Bathurst has an additional large factor: the streetcar stops at the corner of Bathurst attract people on foot from the entire neighbourhood to the immediate southwest i.e. across to Stadium Road and Tip Top Tailors.

#3: Do you have any additional comments on any other aspect of the Queens Quay Revitalization EA (e.g. alternatives considered to date; proposed criteria to evaluate shortlisted alternatives; etc.)?

1. Should prohibit trucks and vehicles over a certain weight class to travel on Queens Quay for environmental reasons.
2. Review the backup in westbound traffic flow at the Spadina and Queens Quay intersection. From my experience of travelling this route every day, I believe this is caused by the traffic light at Spadina and the light just east (outside Shoppers Drug Mart). Both lights should be synchronized to be green at the same time. Present lights at Shoppers Drug Mart turns green but traffic problems cannot move because the light at Spadina is red. Or lights at Spadina is green but only 3 to 4 cars will move through because that's all the space between the 2 lights and the light at Shoppers is red.

I like the Children's Garden and Wetlands compost bins which I use regularly. We need more gardens all along Queens Quay. Thanks for your efforts to improve my neighbourhood.

The turf idea for the track seems a bit far-fetched, but it's great to look for something better looking than concrete. If grass doesn't work, how about interlocking brick, wood or coloured pavement?

There are no public washrooms along the central waterfront, not even at HTO Park. With all the additional walkers and cyclists these will be badly needed.

Great work overall - please keep going!

Any way to streamline the political speeches, policy framework recaps, and phony questions of clarification would be appreciated. It seems that the most important part of the meeting gets squeezed into a rushed few minutes.

Shutdown Island Airport.

Make Ireland Park accessible from Queens Quay along the west side of Bathurst and Quay, (e.g. get rid of the steel etc. attached to the Canada Malting Silos) open up pedestrian access along east side of silos.

- Please have the TTC do their work on tracks etc. not in the summer season June to end of September.
- If the Gardiner Expressway stays (which I think it should) you might consider artificial sheets of leaves (vines) to beautify the underside of the expressway (sheets should be removed when Expressway needs to be fixed).
- Tour bus parking under Gardiner (pick up/ drop-off areas).
- Speed limit signs for cyclists if pathway is on same side as TTC drop off.
- Could the TTC consider quieter streetcars as they are the loudest noises by far for residents in condos (and others)? It is the only thing you hear when the windows are closed in condos.
- Slip head wave decks should join fully to the cement walkways.
- I would still like to see some beautiful landmark constructions at the water edge, There were some designs that had some tall sail-type structures (huge beacons).
- Please put lots of research into tree planting so they thrive.
- More public washrooms (fire station!).
- Possibly look in future to animating the water (i.e. water fountain ballet outside with sponsors to pay some of it - the Belagio hotel in Las Vegas).
- Really make the walkway between Union Station to south side of Queens Quay, maybe CN Tower Skywalk, as “experience” of beauty.
- Kids need a splash pad to cool off.

Have as much greenery (shrubs, trees etc.) separating bike trail and pedestrians from vehicle traffic as possible. This is the healthiest, safest, quietest most pleasant/enjoyable for everyone and for visiting tourists.

Motorcycle noise is becoming worse and unbearable - start ticketing these vehicles for noise violations as is already done with loud vanity car mufflers,, excessive car stereo noise etc.

The noise is retelling even inside the condos many floors up and wakes me up most mornings in the summer, spring even in November at 6am and often at 2 or 3 in the morning in the middle of the night. This must stop to make the waterfront and City livable, family friendly and pedestrian/cycling friendly.

TTC riders are pedestrians.

People won't get out of cars and walk to transit steps unless the pedestrian experience is as pleasant and comfortable as possible. South side alternative is the best for the TTC.

Include the Toronto Bike Plan as part of the policy context.

Coordinate this with the West Don Lands Plan as well to ensure connections with Lakeshore East Path, Don Trail, and Martin Goodman Trail.

Continuous Martin Goodman Trail should be criteria used to evaluate alternatives, therefore alternative 2 should be screened out. Designs should include secure bike parking stations so people can park bikes and walk along the waterfront and visit destinations. Especially at intersections with bike lanes i.e. Simcoe, Yonge. Also bike parking on north side of street should be included.

It would be useful to explain to future meetings how the West 8 plan has been 'segmented,' for lack of a better term. Many of us thought that their scheme was it; and yet, several years later we're still debating where to put the bike trail. Other aspects, however (such as the wave decks) are going ahead. Which parts of the plan need to be further studied, and studied, and studied, and which parts only await their orderly construction?

Regarding the new consideration in the plan for the area of Queens Quay West between Spadina and Bathurst, the most important part of the pedestrian and visual experience in this section concerns the parking lot adjacent to Queens Quay and Bathurst (Omni TV building parking lot). The sidewalk becomes extremely narrow and uneven on Queens Quay at this point. Also, there is no protection from the elements making it a most unpleasant and cold, windy walk - it is the worst part to walk along Queens Quay West.

What is required is a flattening and widening (part of the sidewalk comprises an asphalt slope), and beautifying of the sidewalk first (possibly with some large, long nice stone planters full of greenery and flowers that could be part of a long barrier separating pedestrians from the parking lot and providing a partial barrier from the strong winds coming off the parking lot). Secondly, some head cover would be nice, preferably in the form of trees as there are no trees along the sidewalk at this point.

Lastly, for the entire Queens Quay Revitalization, I would like to see all advertising eliminated since we are talking about "public realm" (not commercial realm).

The main criteria should be the greatest enjoyment by the most people of this wonderful and scarce resource that is our central waterfront. Having dealt with dozens of serious cycling accidents as Past President of the Toronto Bicycling Network, I can say that the biggest deterrent to city cycling is the fear of interacting with motorized traffic. Cyclists need wide safe dedicated cycling lanes, as do pedestrians. This opportunity to provide safe access to our waterfront must not be squandered.

Although I do not currently live in the area, I do have a several connections to it. I use Queen Quay when I cycle to work, traveling from the Martin Goodman trail from the west, along Queen Quay and up Bay.

Also, I used to live in the Waterclub condos, where my view looked out over the street. I now live on the Queensway, on the route of the planned Waterfront West LRT which may travel along Queens Quay, and I've been participating in the environmental assessment for that line.

When Waterfront West LRT service starts after Phase I, Dufferin to Exhibition, is complete it would be worth considering having the streetcars coming from Long Branch travel express through Queens Quay during peak periods. Express routes have never been considered for streetcars because they cannot pass each other. There are solutions to that problem. Passing sidings or crossovers could be built at some non express stops to allow express streetcars to pass local streetcars.

The TTC has started an Environmental Assessment on a new streetcar route along Bremner. I believe with the changes proposed, it will speed up the Queens Quay route enough that the Bremner route is no longer required.

There are several advantages to focusing on the Queens Quay route instead of building both:

- Cost. Obviously not building the Bremner route is cheaper than building it, especially as it requires a new tunnel.
- Service. During off peak service it is better to have one route with relatively frequent service than two nearby routes with infrequent service. There is no need for service along Fort York Blvd, as the neighborhood is centered on Fleet St. There would be a loss of service to CityPlace, but most of the development is close to the Spadina and Bremner stop and is a short walk to the PATH.
- Speed. One of the main benefits of the Bremner route is to avoid crossing Lake Shore, but it still has to cross Spadina which is busy with traffic going to the Gardener and several other streets. As I mentioned, with the proposed redesign of Queens Quay, after Bathurst the streetcar very few vehicles would be crossing the ROW. The money that would be spent building a tunnel along Bremner east of York could be spent on a tunnel connecting Fleet to Queens Quay at Bathurst.

If implemented properly, Queens Quay can be a high speed express way for transit and cyclists, a friendly local road for the residents and a major destination for people looking for culture or experience by the lake.

1. Why is the waterfront so hydrophobic? I can only find one spot along the entire Central Waterfront where one can reach down and touch the water. This is perverse.
2. Can the condos surrounding the Peter Street water slip not be encouraged to partner with Waterfront Toronto to sponsor a design competition to fashion a more alluring feature there. This could be an attractive spot for pedestrians to stop to eat at sidewalk tables overlooking a beautiful lagoon. It is now a sterile eyesore.
3. The stretch of Queens Quay west from Spadina to Bathurst seems to be off the agenda. This ignores the disappearance of bike lanes at that intersection for about 10 meters. How can that remain as is if Queens Quay is supposed to be bike friendly?
4. The stretch of Queens Quay from Bathurst west to Stadium Road includes the construction of the Martin Goodman Trail. The BQNA strongly urges that for continuity sake, the Queens Quay revitalization feature continue west all the way to Stadium Road.

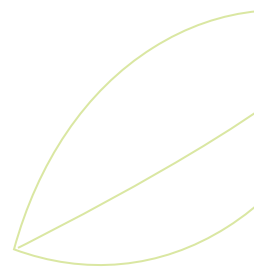
Why is the western boundary a concern for the Bathurst Quay Neighbourhood Association (BQNA)?

1. There are significant traffic concerns that have arisen out of the expansion of the Island Airport ferry service. We are concerned that by stopping the Environmental Assessment at Bathurst street, the impact that modifications East of Bathurst Street will have on the Bathurst Quay won't be given sufficient weight.
2. The EA proposes as one of its priorities a linking of the Martin Goodman Trail across the Harbourfront community. However, if the EA stops at Bathurst Street, our concern is that two blocks of the Martin Goodman Trail between Stadium Road and Bathurst Street will fall outside the EA and therefore potentially never be completed.



Appendix M

Public Forum #3 Report



Queens Quay Revitalization Environmental Assessment East Bayfront Transit Environmental Assessment **Public Forum #3 - Meeting Summary**



PART I: Presentation and Facilitated Discussion - Westin Harbour Castle, March 25, 2009

PART II: Drop-in Centre - Harbourfront Centre, March 28, 2009

This Summary Report was prepared by Lura Consulting. It presents the key discussion points and outcomes from the March 25th and March 28th, 2009 Public Forum convened as part of the Queens Quay Revitalization Environmental Assessment (EA) and the East Bayfront Transit EA process. This report is not intended to provide a verbatim transcript. If you have any questions or comments regarding the report, please contact:

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Queens Quay Revitalization Environmental Assessment East Bayfront Transit Environmental Assessment Public Forum #3

PART I: Presentation and Facilitated Discussion

Wednesday March 25, 2009

Open House: 6:30 p.m. Public Meeting: 7:00 p.m. - 9:00 p.m.
Westin Harbour Castle

PART II: Drop-in Centre

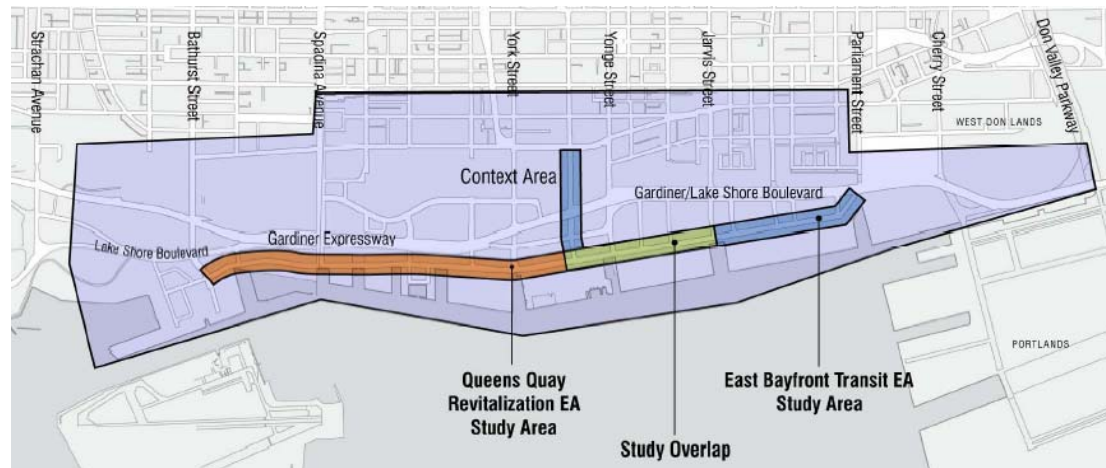
Saturday March 28, 2009

10:00 a.m. - 1:00 p.m.
Harbourfront Centre

1.0 ABOUT PUBLIC FORUM #3

Public Forum #3 was the third public meeting hosted by Waterfront Toronto - in partnership with the City of Toronto - as part of the Queens Quay Revitalization Environmental Assessment (EA) process. The Queens Quay Revitalization EA project is focused on the stretch of Queens Quay bounded by Bathurst Street to the west and Lower Jarvis Street to the east, as shown on the map below. This study is exploring how to implement long standing City of Toronto policy objectives including revitalizing Queens Quay into a scenic waterfront drive and completing the Martin Goodman Trail, which is now absent through the central waterfront.

Public Forum #3 also provided an opportunity for the Toronto Transit Commission (TTC) to present the preferred alternative for the East Bayfront Transit EA process, including the preferred tunnel portal location for a new streetcar line along Queens Quay. The adjacent map shows the study area for the East Bayfront Transit EA, as well



as the “overlap” between the two study areas.

The overall purpose of Public Forum #3 was to:

- Present and receive feedback on the preferred transit and design alternatives for a revitalized Queens Quay corridor.

The format of Public Forum #3 consisted of two parts:

Part I: Presentation and Facilitated Discussion - Part I was convened on Wednesday, March 25th from 6:30 - 9:00 pm at the Westin Harbour Castle. This session included an open house from 6:30 - 7:00 p.m., followed by a joint presentation by the Queens Quay and East Bayfront Transit EA Project Teams, and a facilitated question and feedback session. Participants were provided with a comment form, which could be handed in at the meeting or submitted afterwards by Friday, April 17th.

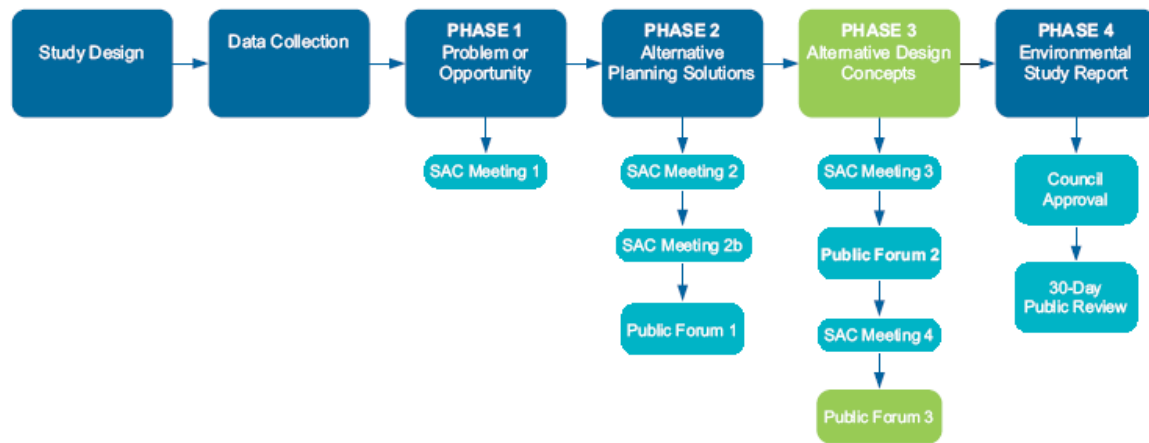
Part II: Drop-in Centre - An additional extended open house was held on Saturday March 28th from 10:00 am - 1:00 pm at Harbourfront Centre. During the drop-in centre, participants had an opportunity to view presentation panels and participate in one-on-one discussions with Project Team members, as well as provide written feedback using the comment form.

An estimated 350 people participated on March 25th, and of those, 286 signed in (Appendix A includes a list of those who signed in). Over 150 participants attended the drop-in centre on March 28th.

2.0 OPEN HOUSE

During the open houses on March 25th and 28th, participants were able to view a series of display boards that focused on several key aspects of the Queens Quay Revitalization EA and the East Bayfront Transit EA, including:

- The Purpose of the Projects;
- The Environmental Assessment (EA) Process (diagram opposite shows the Queens Quay EA process);
- Project Boundaries;
- The Problem Statement;
- Evaluation of Alternative Planning Solutions;
- Evaluation of Alternative Design Concepts;
- Guiding Principles;
- Evaluation Summary;
- Shortlisted Design Concepts;
- Recommended Preferred Alternative;
- Transit Portal Options;
- Transit Portal Evaluation Overall Summary; and
- Proposed Union Station Loop Expansion.



Copies of the display boards are available on the Waterfront Toronto website - www.waterfrontontario.ca.

Both EA Project Teams were available during the open houses to answer questions and receive feedback. The Project Teams include:

- Waterfront Toronto (both projects);
- City of Toronto (both projects);
- Toronto Transit Commission (both projects);
- West 8 Urban Design & Landscape Architecture (Queens Quay Revitalization EA);
- du Toit Allsopp Hillier (Queens Quay Revitalization EA);
- Arup (Queens Quay Revitalization EA); and
- McCormick Rankin Corporation (East Bayfront Transit EA).

3.0 PART I: PRESENTATION AND FACILITATED DISCUSSION

3.1 WELCOME AND OPENING REMARKS

At the March 25th public meeting, Mr. John Campbell, President and CEO, Waterfront Toronto, welcomed participants to the meeting and introduced the Queens Quay Revitalization EA project and Project Team members. Mr. Campbell noted that the revitalization of Queens Quay is much needed, as the current street does not have the attributes of a great waterfront boulevard. Mr. Campbell explained that Waterfront Toronto and the Project Team want to bring vibrancy and design excellence to Queens Quay for visitors and residents alike, and to transform the area into a world class waterfront. Mr. Campbell added that 38 teams from different countries had been invited to propose a new design for Queens Quay, and the winning design proposes to transform Queens Quay into a linear park, with a pedestrian promenade and completion of the Martin Goodman Trail. As part of a rigorous and comprehensive EA, the Project Team has reviewed planning and design alternatives for Queens Quay, evaluated these against evaluation criteria, and is ready to introduce a preferred alternative.

Mr. Campbell introduced Olivia Chow, MP for Trinity-Spadina, and Toronto City Councillor Pam McConnell, Ward 28 Toronto-Centre Rosedale, to provide opening remarks. Ms. Chow thanked participants for taking the time to come out to the Public Forum. She expressed the need for a revitalized Queens Quay, and noted that there is sufficient federal funding available to support the project. Ms. Chow stated that it is time for Waterfront Toronto, the City of Toronto and the community to come together on a revitalization plan for Queens Quay. Ms. Chow stated that she was looking forward to a magnificent final product.

Councillor McConnell expressed regards from Councillor Adam Vaughn who was in attendance at another meeting. Councillor McConnell noted that it was very encouraging to see the excitement and the large turn-out at the meeting. She encouraged participants to provide their input, and noted that she is pleased at how community input has shaped this project as well as revitalization of the Lower Don Lands. Councillor McConnell stated that at the end of the day it is the community's collective vision that should come to fruition. She thanked participants for their input and time, and noted that there is still time to express views as the Queens Quay project moves forward.

Chris Glaisek, Vice-President of Planning with Waterfront Toronto, also welcomed participants to the meeting. Mr. Glaisek expressed special thanks to Pina Mallozzi, Waterfront Toronto, and Jayne Naiman, City of Toronto, for their hard work on the project. Mr. Glaisek reviewed the agenda, and noted that the evening session was part one of Public Forum #3, and that part two would be held on Saturday March 28, 2009.

3.2 PRESENTATIONS

Chris Glaisek, Waterfront Toronto, began the presentation with a recap of the Queens Quay Revitalization EA and a summary of the process to date.

Mr. Glaisek stated that Queens Quay is the spine of the Toronto waterfront, and is key to linking all parts of the waterfront together, hence the combination of the Queens Quay Revitalization EA and the East Bayfront Transit EA as part of the third public forum. Mr. Glaisek explained that in September 2007, Waterfront Toronto and the City of Toronto launched the Environmental Assessment (EA) for Queens Quay, and this meeting would feature the Project Team’s preferred alternative and an opportunity for public feedback. Mr. Glaisek noted there are several next steps in the EA process: the Environmental Study Report (ESR) for the Queens Quay Revitalization EA will be considered by the City of Toronto’s Executive Committee in June and by City Council in July of this year. The ESR will be filed for public review in August, and will go out for a 30-day public comment and review period in September. Mr. Glaisek explained that the comments from this meeting would be summarized in a report and considered as part of developing the ESR.

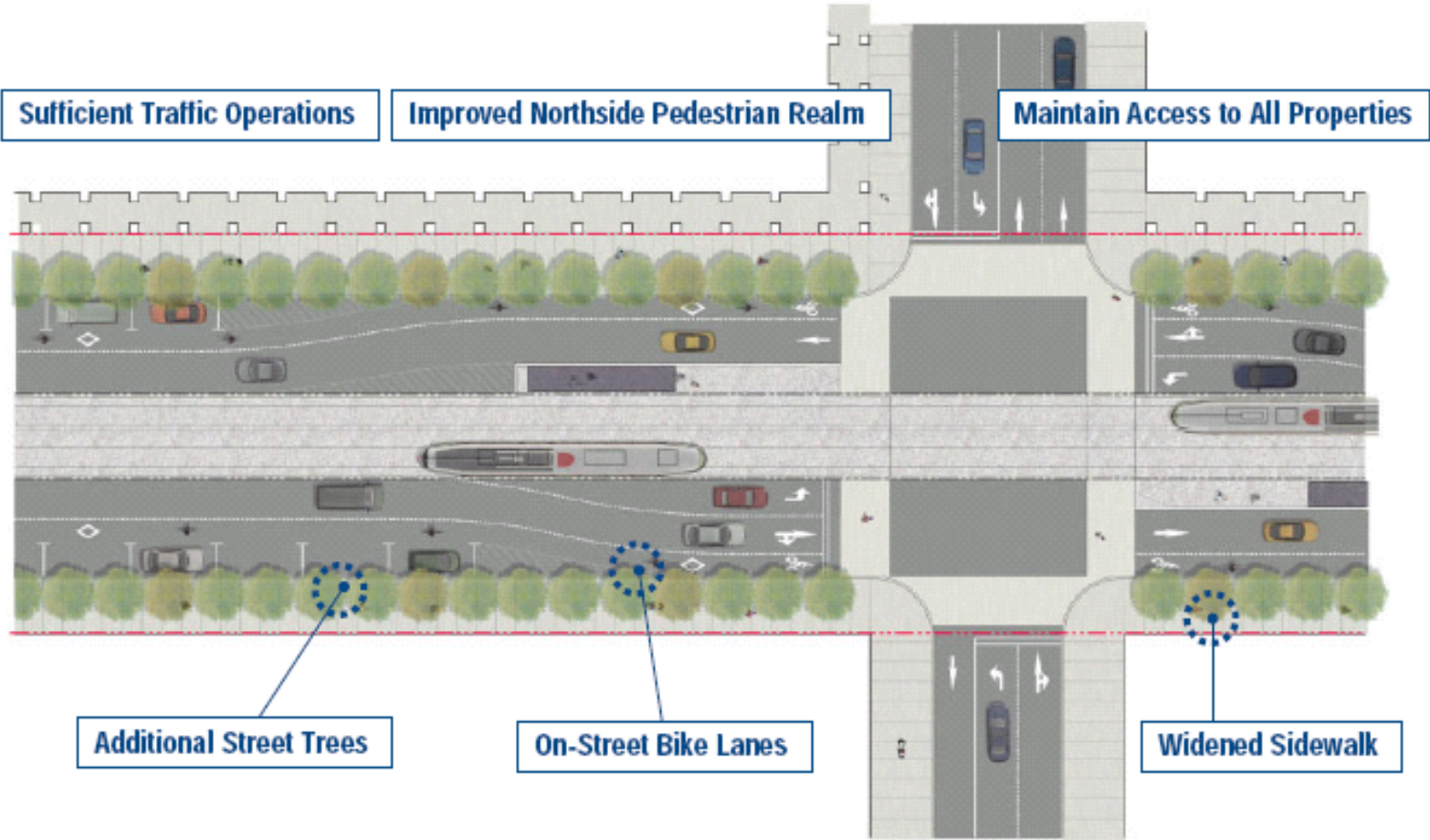
John Hillier, West 8+DTAH Design Team, then presented highlights of the evaluation of shortlisted alternatives and the recommended alternative for Queens Quay. The three shortlisted design options that were evaluated by the Project Team included:

1. Alternative 2: Centre Transit with on-street bike lanes;
2. Alternative 4: Southside Transit with Martin Goodman Trail with two-way traffic;
3. Alternative 5: Southside Transit with Martin Goodman Trail with one-way traffic.

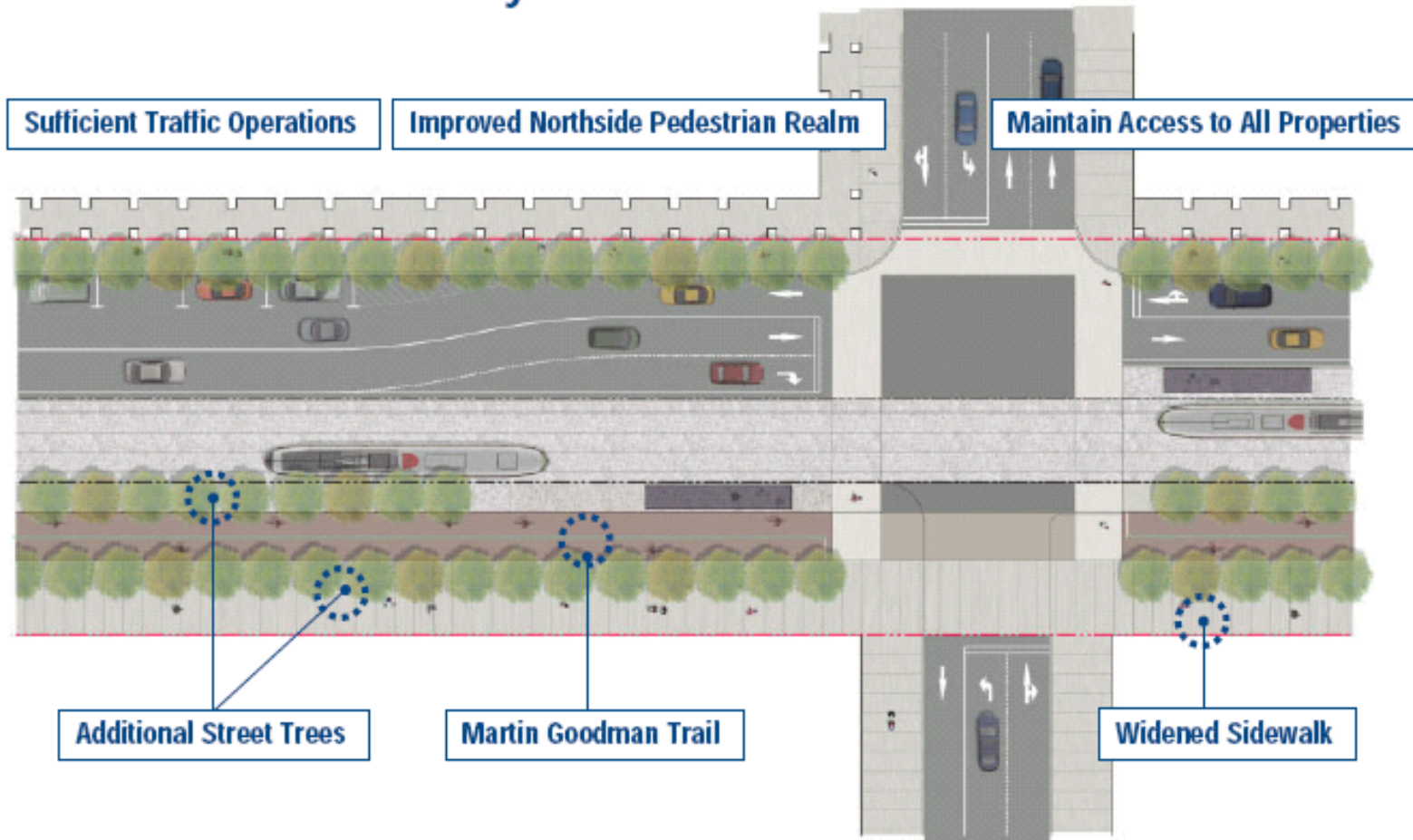
Evaluation of Design Alternatives

Problem Statement Objectives/ Evaluation Criteria	1. Do Nothing	2. Centre Transit On-Street Bike Lanes	3. Centre Transit Martin Goodman Trail	4. Southside Transit Expanded Public Realm; One-Way Operations	5. Southside Transit Expanded Public Realm Two-Way Operations
Waterfront Main Street	✗	●	●	●	✓
N.S Connections	✗	●	●	✓	✓
E.W. Connections	✗	●	●	✓	✓
Aesthetically Vital	✗	✓	●	✓	✓
Operations + Safety	✗	✓	●	✓	✓
Grand + Beautiful Blvd.	✗	✓	●	✓	✓
Policies	✗	✓	✗	✓	✓
Leverage Renewal	✗	✓	✓	✓	✓
Access	✓	✓	✓	●	●
Fit	✓	✓	✗	✓	✓

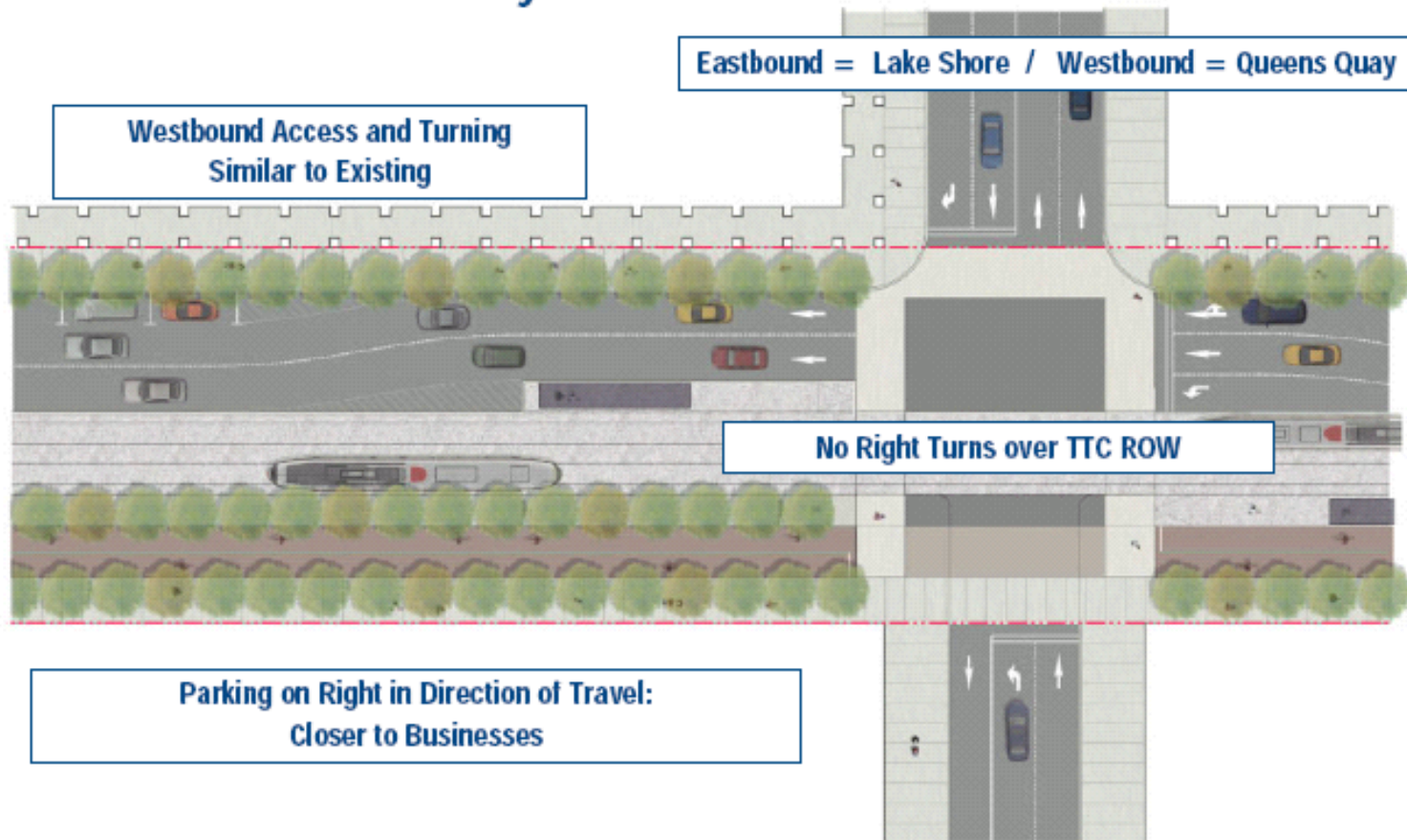
Alternative 2: Centre Transit with Bike Lanes



Alternative 4: Southside Transit with Martin Goodman Trail with Two-way Traffic



Alternative 5: Southside Transit with Martin Goodman Trail with One-Way Traffic





Mr. Hillier then went on to describe the goals that guided the evaluation of the Alternative Design Concepts, which include:

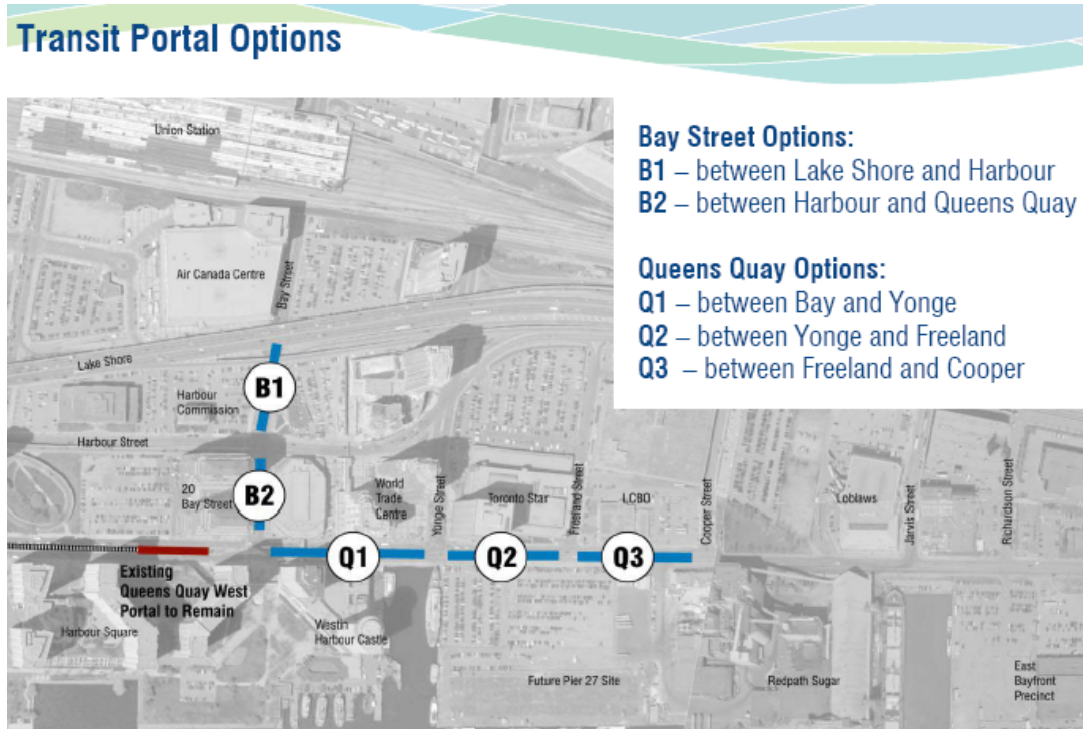
- Transform Queens Quay into a neighbourhood Main Street;
- Connect the Waterfront to the City;
- Find a better balance;
- Create a destination boulevard;
- Provide a world class transit experience;
- Create an easy and attractive point of arrival; and
- Create a grand and beautiful public realm.

Mr. Hillier indicated that based on detailed evaluation, the Project Team's recommended alternatives from a technical perspective were the Southside Options 4 and 5. He added that the Project Team is still examining whether traffic on Queens Quay should be two-way (Option 4) or one-way (Option 5) and would welcome feedback on this matter.

Dennis Callan, McCormick Rankin, then presented the preferred alternative for the East Bayfront Transit EA. Mr. Callan noted that the East Bayfront Transit EA involves the creation of a streetcar portal, the eastern terminus of the Queens Quay East streetcar line, and the expansion of the Union Station streetcar loop. The Project Team evaluated five transit portal options:

- Bay Street Options:
 - B1 - between Lake Shore and Harbour
 - B2 - between Harbour and Queens Quay
- Queens Quay Options:
 - Q1 - between Bay and Yonge
 - Q2 - between Yonge and Freeland
 - Q3 - between Freeland and Cooper

Mr. Callan noted that based on detailed evaluation, the Project Team’s recommendation was Portal Option Q2, located on Queens Quay, between Yonge Street and Freeland Street.



Mr. Glaisek concluded the presentation with a quick review of the next steps for the Queens Quay Revitalization EA.

To view the complete presentation, please visit the Waterfront Toronto website at www.torontowaterfront.ca.

3.3 FACILITATED DISCUSSION

Following the presentation, David Dilks, Facilitator, Lura Consulting, asked participants if they had any questions pertaining to the presentation or comments on what they had seen. Mr. Dilks indicated that the Project Team was looking for specific feedback on the three questions located on the comment form provided to participants:

1. What feedback do you have on the results of the evaluation to date - What do you like? What concerns do you have?
2. What would you like the Project Team to consider further as the project moves into the detailed design stage?
3. Do you have any additional comments on any other aspect of the Queens Quay Revitalization EA?

The following summarizes participants' questions (identified with 'Q') or comments (identified with 'C'), and responses from the Project Team in *italics* (identified with 'A') where provided.

- C1. I would like to congratulate the Project Team on the great work they have done on the project overall. I have been involved in the process, and I recognize the bus issue, and support moving bus parking underground, along with increased parking enforcement. The Queens Quay BIA would like to get a better handle on traffic data and has asked for this information. There has been a strong debate about the two-way versus one-way traffic. We want people to be able to get to the area, and we are pleased that we will have a meeting with transportation planners to go over the traffic data one more time.
- C2. I am a local resident and I have a concern about traffic congestion, especially in the summer. I feel that you will create more congestion with your plan. I do think the design for landscaping is great.
- C3. I'm pleased that we are trying to get people out of cars, but how will cyclists manage between Spadina and Bathurst? Overall, I think you've done a good job in listening to all stakeholders.
- C4. There was no mention of the island ferry at all in the presentation.
A. *The ferry terminal is outside the scope of the Queens Quay Revitalization EA. The Project Team has no proposal for the island ferry, it will remain at its current location and it will continue to operate as is.*
- C5. I agree with the two-way southside option. I think there is no connection with the water or ability for the public to actually get in to the water, such as with a swimming pool. A swimming pool would be a great addition to

Queens Quay. I think it is something the Project Team should consider. I remember the skating rink that was proposed for City Hall and it was a great addition.

- Q1. Where will the Freeland station exit? Will it be right in front of Red Path sugar? What would you see as you exit the portal?
- A. *The Freeland platforms will be located to the west of Red Path; they will be adjacent to the M27 development area.*
- C6. This is an incredible public process, and I am very excited about the proposal for Queens Quay. I do have concerns about water access. You need to consider water access, rather than forcing people onto roads. We need more connections to the island, and more options for people to use the water. I would like to see more bistros and cafés for people to sit and enjoy the waterfront.
- C7. I am concerned that trees being planted along the waterfront do not survive very well. I would also like to see a variety of tree species. Also, what will people do once they get here? What is the destination?
- A. *We are looking at a progressive system for planting trees. We will provide 300 cubic meters of soil. Our goal is full grown trees. The destination for Queens Quay is the Harbourfront Centre and all types of activities. We can discuss that further following the public forum.*
- Q2. To what extent has the planning and engineering been coordinated with what happens when the Gardiner comes down?
- A. *The ideal situation would be to know the outcome of all local area studies, but the Gardiner EA has just begun and we are 3 years away from having an outcome to that study. We will have the Queens Quay Revitalization EA approved before that. The Gardiner EA will then have to consider the Queens Quay revitalization plans. .*
- C8. I commend you on a good plan. My concern is washroom facilities. Look at the situation that currently exists in HTO Park. You need to incorporate washroom facilities into the plan.
- C9. Congratulations to the Project Team and thank you for your patience and courtesy. Thank you for taking the community's ideas and feedback seriously. When I walk along Adelaide or Richmond I think 2-way is better than one-way. I think a one-way street will damage retail and development opportunities. I understand that less traffic provides a better retail environment. A concern in our neighbourhood is having a route for people to bypass the area quickly. This would solve many congestion problems.

- C10. I want to congratulate the team. It was a fantastic presentation today. Toronto is famous for the 27 km PATH system. We should make a PATH connection from Union Station to the island ferry docks, since 57% of visitors to the waterfront are pedestrians. Currently, the PATH system is being developed in new buildings. We hope that the work on the off ramps for the Gardiner will result in them being moved or made at grade. We hope that the PATH system will have a south end entrance from Union Station. This will allow people from outside the area to use the transit system and travel through the area easily. We suggest that the bridges over slips be postponed and that the PATH system become a priority.
- C11. I encourage the Project Team to make the street beautiful. Please work with local businesses and industry to make the area beautiful, and make changes to how retail currently connects to the street.
- C12. I am a local resident from 55/56 Harbour Square. I support the pedestrian and environmentally friendly design. I was glad to hear that decisions are not final because we are concerned about driveway access to our building when traveling eastbound along Queens Quay. We are concerned that we would be forced to go all the way around the building to get in.
- C13. I am a resident from 99 Harbour Square, and I have a serious concern about public parking south of Queens Quay. I propose that a major part of public parking be removed and added on the east side and west side of the area, and that fees should be added for parking along Queens Quay. There are possibilities for parking on streets immediately north of Queens Quay. We need solutions for parking.
- Q3. I would like to thank the Project Team on behalf of the YQNA. I would like to know about the timeline for the EA. When will construction start and where? Some parts of the street are so dilapidated they are dangerous. We can't afford to wait.
- A. *We are looking to start construction in Fall 2010, which is about one and a half years from now. We would keep the two south lanes open to traffic while we do construction on the north side. We would never have to close Queens Quay to vehicular traffic at any point during construction. At this point, I don't know where along the route we will start construction.*
- Q4. I can see a benefit for removing the streetcar and having buses along Queens Quay. Was that ever considered?
- A. *Yes, it was considered as part of the East Bayfront Transit EA. We looked at it very specifically. The major reason we chose the light rail transit (LRT) is because it has higher capacity, and the environmental effect is less when using an electric light rail system.*

- C14. I work in the Queens Quay area, and I travel the corridor regularly. I am happy to see a lane for cyclists. Will there be signalized intersections or separation of cyclists and pedestrians?
- A. *There will be a 3 meter wide bike trail and the 3 meter wide tree zone that would separate pedestrians from cyclists. We will need signals for cyclists at intersections, and we will have to manage that effectively.*
- Q5. Studies have shown that a LRT system reflects a commitment to the neighbourhood and public transit. Has the TTC thought about the possibility of time based travel along Queen Quay, to encourage people to use transit? Time based travel allows a transit rider to pay a fare for transit and the fare stays valid for a long time period. It is currently being used on St. Clair.
- A. *There is discussion at the TTC about whether to implement time based travel, and St. Clair is our current test site. If it works well, we will implement it system wide.*
- Q6. Has the design of street lighting and traffic signals been considered? Will this design make the fixtures uniquely Queens Quay?
- A. *The Project Team is thinking about lighting as a possible component to tie the street together. We are interested in creating timber lighting masts to create a Canadian feel for the area.*
- C15. One idea is to have supplementary public parking under Lake Shore Blvd., within walking distance from the waterfront.
- C16. I represent the retail community, and I have two concerns. Has the Project Team considered the aspect of winter? Queens Quay needs to be a seasonal streetscape. Tourists need to be able to enjoy the Queens Quay all year round. I think anyone who lives here knows that Queens Quay is not covered in beautiful snow; we all know what HTO Park looks like in the middle of winter. Trees are bare and gray in the winter. The Project Team should plant evergreens and create windbreaks. Might I suggest adding winter colours, such as flags or street decorations? We all agree that we don't want Queens Quay to become a 4-lane throughway. We need to make it a lively and vibrant retail destination. We need to choose a solution that works. Retail hangs on by the skin of their teeth in the winter. The proposed solution for Queens Quay has to work for everybody. We have asked to see the Project Team's data and have this go through a peer review and we still have not seen the data we asked for.

- C17. I would like to talk about the tourism aspect. We operate a double-decker tour of the area. We bring people in and out of the area quickly. Please don't forget about tour companies. Queens Quay and the Harbourfront are huge destinations for tourism. We need more than one or two spaces for drop off and pick up.
- Q7. Was an overhead monorail considered?
A. *The Project Team did look at a number of transit technologies, and it was one of the things we considered.*
- Q8. Is there any connection between rapid transit from East to West and vice versa?
A. *We will create platforms and transit connections, however, you must remember that most people travel to and from Union station.*
- Q9. Has the team considered an underground escalator system such as the one in the airport?
A. *That proposal was brought forward by the community and we looked at a moving escalator sidewalk, but it was not feasible.*

4.0 PART II: DROP-IN CENTRE

The extended drop-in centre held at Harbourfront Centre on Saturday, March 28th provided participants with the opportunity to meet informally with Project Team members during a three-hour open house session. An estimated 150 participants attended the open house. While circulating among participants, the project team recorded comments and suggestions on clipboards. As at Part I of the public forum, participants were encouraged to provide written comments using a comment form, which included the same discussion questions used as a basis for the facilitated discussion.



Members of the public and Project Team members interacting at the Drop-In Centre.

5.0 SUMMARY OF PUBLIC COMMENTS

The following provides a summary of the feedback received from participants through submitted comment forms and written submissions sent to Waterfront Toronto following the public forum. For a full compilation of all written comments received, please see Appendix B.

QUESTION #1: What feedback do you have on the results of the evaluation to date - What do you like? What concerns do you have?

Participants noted a number of things they liked about the results of the Queens Quay Revitalization EA evaluation, as listed in the table below. Overall, participants were happy with the proposed plan for Queens Quay, the landscaping designs, the pedestrian and cycling realms, and public transit. There was general overall support for the southside options (Options 4 and 5), with more participants supporting the 2-way traffic alternative (Option 4) over one-way (Option 5).

What do you like?	
➤ The separation of automobiles from pedestrians and cyclists	➤ Accommodation of all modes of travel
➤ Increased safety for cyclists	➤ Well thought out plan
➤ Aesthetics and naturalization	➤ The plan is clear and easy to understand
➤ Improved public transit	➤ Support for Southside options (one-way and two-way)
➤ Consistency and continuity along Queens Quay	➤ Inclusive consultation process

Participants identified a number of concerns with the results of the Queens Quay Revitalization EA evaluation, as listed in the table below. Overall, participants felt that the proposed plan does not consider seasonal changes, will negatively impact access to local residences, does not address the western continuity of the Martin Goodman Trail, does not address the lack of public washroom facilities along the waterfront, and will cause traffic delays and congestion. It was noted by a number of participants that decreasing Queens Quay from 4 lanes to 2 lanes of traffic will cause increased congestion and traffic delays, and a number of participants felt that making the two north-side lanes one-way would be not be appropriate.

What concerns do you have?	
➤ Lack of seasonal design (i.e. winter)	➤ Reduced access to local residences and businesses

- Martin Goodman Trail does not continue far enough west
- Lack of public washroom facilities along the waterfront
- Lack of consideration for accessibility for people with disabilities
- Illegal on-street parking
- Idling buses at drop-off and pick-up sites
- Reducing Queens Quay to 2-lanes of traffic will increase traffic delays and cause congestion
- The plan will increase traffic congestion in the area
- Concern about proper maintenance of landscaping, slip bridges and pedestrian walkways
- One-way traffic may create unnecessary congestion, reduce the “neighbourhood” feel, and restrict access to condominiums and local businesses
- Access for emergency vehicles
- High cost of the Queens Quay Revitalization

QUESTION #2: What would you like the Project Team to consider further as the project moves into the detailed design stage?

Participants noted a number of elements that they would like the Project Team to consider further as the project moves into the detailed design stage, as summarized in the table below. Notably, participants requested that the Project Team consider expanding the PATH system from Union Station to the waterfront, providing specific plans for the winter season, increasing public washroom facilities and public benches, a public swimming pool, the impact of the island ferry docks, and making Queens Quay a destination in itself.

What would you like the Project Team to consider?	
<ul style="list-style-type: none">➤ Extending the PATH system from Union Station to the central waterfront➤ More lay bys for service trucks, taxis, coach buses etc.➤ Wind barriers➤ Safety of slip bridge design➤ Include public art in the design➤ Make Queens Quay a destination➤ Sustainable design, and the use of low environmental impact building materials➤ More access to the water (i.e. boat launch, kayaking, canoeing)	<ul style="list-style-type: none">➤ Consider all seasons in the plans (winter, spring, summer and fall)➤ More public benches and street furniture along the waterfront➤ More public washroom facilities along the waterfront➤ Add a public swimming pool➤ Increase number of cafés, restaurants, bakeries etc.➤ Consideration of other local projects (i.e. Lower Don Lands, Cherry Street etc.)➤ Connection to the island ferry docks at the foot of Bay Street

QUESTION #3: Do you have any additional comments on any other aspect of the Queens Quay Revitalization EA?

Participants provided a wide range of additional feedback on the Queens Quay Revitalization EA, as summarized in the table below. Overall, participants felt that the Project Team should start construction as soon as possible, be more creative in their design of the Queens Quay, consider access for emergency vehicles, create plans for closing Queens Quay for street festival and marathons, and ensure maintenance of bike paths and the water’s edge promenade.

Additional comments on other aspects of the Queens Quay Revitalization EA?	
<ul style="list-style-type: none">➤ Be more creative and innovative in the design➤ Ensure emergency services are easily accessible➤ Start construction as soon as possible➤ Include an alternative solution for island airport passenger drop offs and pick➤ Make use of the available parking areas underneath the Gardiner for loading/unloading of passengers and for parking of tourist buses➤ Maintenance of the water’s edge (i.e. garbage removal)	<ul style="list-style-type: none">➤ There doesn’t need to be more room for cars on Queens Quay, there are alternative routes such as Lake Shore Blvd. and the Gardiner Expressway➤ Consider link with the Distillery District➤ Consider how to close extensive sectors of Queens Quay for street festivals, marathons etc.➤ Consider reducing streetcar noise➤ Winter maintenance of the Martin Goodman Trail (i.e. snow removal)➤ Consider an alternative public transit mode, other than the streetcar

6.0 NEXT STEPS

Councillor Pam McConnell stressed that members of the public can continue providing comments until City Council considers the proposal. Ms. McConnell indicated that the Mayor can call for additional deputations. The process is open, and members of the public can make deputations at the Executive Committee meeting.

Facilitator David Dilks reminded participants to hand in their completed comment forms or return them by the April 17th, 2009 deadline. Mr. Dilks informed participants that the meeting presentation and display panels would be available on Waterfront Toronto's website (<http://www.waterfrontoronto.ca>) and that a report on tonight's meeting would be prepared.

Chris Glaisek of Waterfront Toronto thanked participants for coming to the meeting and for being involved in the process. Mr. Glaisek also thanked Mayor David Miller for his support.



APPENDIX A: Meeting Attendance

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

March 25, 2009

Organization, Participant	Participant	Participant
BA Group, Awn Lloyd	A. Kellett	Maggie Kong
BA Group, Ed Levy	Adam Zhelka	Malcolm King
Balmy Beach Canoe Club, Shawn Dinn	Akarshi Mathur	Marian Lawson
BQNA, Brian MacLean	Al Dolson	Mark Tarras
BQNA, Carrie Honlay	Al Rezosk	Martin Koob
Brookfield Properties, Jeff Onlans	Alan Buck	Mary Bagg
BTRA, Chris Blythe	Andrew Hope	Mary Vitale
CANAMAC, Mac Makarenak	Anette Toye	Michael White
CCHZOW, Doug Lowry	Anna Smith	Mike Grayhursk
City of Toronto, Eddy Lam	Anna Prodanou	Nancy Heisler
Cityzen Development, Julianna Wall	Annette Varkeewen	Neil Mainville
DTAM, Peter Smith	Arthur Sinclair	Nitassa Muslinane
DTWT, Miroslav Glavic	B. Ackland	Norman Pancic
Eng Harm, Phil Giddings	Bert Vankleef	P. Pasha
GWNA / WDLC, Julie Beddoes	Bob N.	Paul Beliaevsky
HFC, Helder Melo	Bruce Weber	Paul Dilks
I.M.C., Jenny Gill	Carol Dilks	Paul Hellyer
KS+A/QQHBIA, Krista Slack	Carol McCanse	Paul Musliane
Loblaw Properties, Patrick Harrington	Cay Waiten	Penny Lawler
Mayor's Office, John Piper	Christine Brennan	Peter Dean
Metrolinx, Jeff Short	Clara Leedale	R. Craig
Metrolinx, Mark Ciavarro	Clay McFayden	Rae Finloyson
Metrolinx, Ramon Hylton	Colette Delaney	Ray Brown

Organization, Participant	Participant	Participant
MMM Group, Paul Mayowan	D. Zlomislic	Ricardo D.
MTCC 830, Alexandar Pertracic	Dave Smith	Rick Julie
N.Barry Lyon Consultants, Scott Walker	David Bristow	Rod Duncan
Olivia Chow, MP, Kary-Anne Taylor	David Romero	Ron Schwab
Piera Storehouse, Walter Oster	David Toye	Rovert Wightman
Premier, Ann Corbitt	Diana Cockburn	S. Samuel Charles
QQH BIA, Carl Carter	Don Connolly	Sandra Hellyer
QQT/Bookfield, Robert Zeider	Don Cumming	Scott Hilborn
Rabba Fine Foods, Rick Rabba	Doug Dempsey	Shirley Crockett
RE. Millward & Associates, Michael Loberto	E. Hobbs	Shurran Alam
Ryerson University, Josh Hilburt	Edmund Clarson	Simona Rasam
Ryerson University, Nisha Shirali	Elana Horowitz	Stephen Gleason
Shopdine Tour Toronto, Tim Finlason	Eric Lo	Stuart Bustard
Somerville Construction, Karen Hansinifer	Estelle Weyman	T. Knox-Grant
St. Lawrence Neighbourhood Association, Sylvia Pellman	Evan Roberts	Tasira Strimban
Strada Survey, Craig Leslie	Evelyn Graham	Tero Kan Homer
T.G. Moroz Design Build Inc., T. Moroz	Francine Ruggles	Terry Cisprove
Taylor Smith Architects, Gaston Sovly	Fred Taylor	Vatche Kourlxjdjian
The Municipal Infrastructure Group, Abe Khademi	Gary Yip	Vijih Diril
Tica, Pam Mazza	Gayle Egan	W. G. McIntosh
Toronto Bicycling Network, Ron Fletcher	George Prodanga	W. Kellett
Toronto Marathon, Michael Collins	Geri Doherty	Waine Arms
Toronto Pedestrian Advisory Committee, Sean Marshall	Glen Hoover	William Garcia
Toronto Port Authority, Michael Richt	Harold McMann	Y. Ravindran
Toronto Transit Commission, Kevin Beaulier	Harold Swartz	Yoko Fukada
Toronto Transit Commission, Mitch Stambler	Heidi Keyes	Zubin Austin
Transit, David Fisher	Helen Skwarok	
University of Toronto, Alex Colavecchio	Hooi Khoo	

Organization, Participant	Participant	Participant
University of Toronto, Alia Eid	Ivy Lui	
University of Toronto, Christopher Risterski	Jack Brannigan	
University of Toronto, Jamie Lyon	Janet Gates	
University of Toronto, Jimmy Lu	Jared Anderson	
University of Toronto, Michael Arslanyan	Jason King	
University of Toronto, Rachel Chow	Jerry Azaveusia	
University of Toronto, Veronica restrepo	Jim Smith	
University of Toronto, Pulkit Hupta	Joan Greene	
University of Waterloo, Michele Heng	John Greene	
Urban Strategies Inc., Bryan Bowen	John Macmillan	
Various Cycling Organizations, Elsu Petch	John Ricchiuto	
Voft, Taryn Davis	John Zac Zodiariassen	
Waterfront Action, David White	Joy vankleef	
YCC #288, Cathy Yeurg	Joyce Deye	
YCC #510, Micheline Hobbs	Kanish Shatia	
Young Centre for the Performing Arts, Sara Meurling	Karonne Lansel	
YQNA, Allan Rivers	Keith Bagg	
YQNA, Braz Menezes	Keith Jacka	
YQNA, Cyndy De Los Santos	Ken Heisler	
YQNA, Fran Pilegg	Kevin Yum	
YQNA, Gloria Cornell	Kim Wright	
YQNA, James Russell	Leah Lambert	
YQNA, Marcia Boyd	Leona Parkinson	
YQNA, Michael Colgrass	Les Carlson	
YQNA, Olla Colgrass	Lilian Lo	
YQNA, Patrick Gidlow	Lloyd Graham	
YQNA, Ray Ferris	Lorna Rosenstern	
YQNA, Claire Sparks	M. Sahoaler	

March 28, 2009

Organization, Participant	Participant	Participant
Cities Centre U. Toronto, Philip Webb	Adam Zhelba	Khan
City of Toronto-EDCT, Rob Berry	Angela Curley	Klaus Hatje
DWRC, Moyra Haney	Anita Carley	Kris Probodiak
Harbourfront Dental, Dr. Steve Flewelling	Art Liu	L. Haibeck
Luther Trinity Church & GWNA, P. Tyndale	B. Paull	Laura Halters
MTCC 719, Grace Cairo	C. McFayden	Leah Lambert
MTCC 719, Lee Rickwoods	Carolyn Johnson	Lee Cain
Siemens, Vicky Achurge	Cuanning Sze	Lorraine Joyner
Urban Toronto, Alvin Ying	Dana Eichler	Louis Tilatti
YDWA, Cathy Warten	Dave Reid	Louisa Tong
YQNA, Fran Pileggi	David Ozaki	M. Jackman
	Diane Passon	M. Jull
	Dido Subbotine	Michael Morra
	Dimitri Panayiotov	Nan Budding
	Egan	Nancy Staib
	Frank Lappano	Neil Mainville
	Friedel Hatje	Ulla Colgrass
	Geoff Kettel	Pieter Knispel
	G. Lar	R. Coulson
	Geoff Joyner	Ram Krishna
	Gilbert Vesleuz	Randy Pank
	Graham Orpwood	Richard Pereira
	H. Jackman	Roland Bidie
	Hal Beck	Rolf Meindl
	John Welch	Ron Hart
	Jule Welch	S. Russell
	Joanna Hart	S. Skidd
	John Cameron	Sandra Taylor

Organization, Participant	Participant	Participant
	John Greene	Sarah Coulson
	Joyce Denyer	Steve Munro
	Julie Jchnbeck	Sylvia Pellman
	Karen Buck	Trisha Wilcox
	Keith Spurr	

APPENDIX B: Detailed Participant Feedback

Comments from March 25, 2009

Question #1

What feedback do you have on the results of the evaluation to date - What do you like? What concerns do you have?

Excellent Work- thank you. This is such an exciting initiative

- Love the separation of auto to pedestrian to bikes.
- Public space requires lots of washrooms and trash containers
- Great planning has been done BRAVO

Excellent work - I am a resident and would improve "livability" in area

- I like south side transit with two way traffic
- Allows potential decorative treatment of transit row
- Accommodates emergency vehicles best
- Provides best neighborhood atmosphere
- Why not extend south side transit all the way to Bathurst?

Plenty of lay bys for service trucks, taxis etc. so that vehicle traffic is not blocked.

The Plan is excellent! Particularly support the elimination of traffic from south of the transit corridor.

- Great proposed scheme to accommodate all modes of travel!!
- It's wonderful the scheme connects the two ends of the Martin Goodman trail across the down town, separated from cars is much safer for cyclists and can be truly used as a great community route all year around.
- Concerned with the westerly most portion of the design where there is no Martin Goodman Trail (MGT), only bike lanes. How does west bound travel continue safety? How is this good for families on bikes? Why not have a complete trail? Wasn't that the goal?
- Concerned with the interface between MGT and the great wider sidewalks - How do you plan to keep pedestrians on sidewalk and not on MGT to eliminate pedestrian/ bike conflict?

Transit rules - Good, why doesn't transit go faster?

Appreciated your systematic method of forming conclusions - good work! Plans look great!

I particularly like the south side transit option. Either the one-way west-bound or two-way operation of traffic is ok. I do like the attractive sidewalks, boulevards and pedestrian realm.

One concern that I have is that from the artistic renderings that traffic lights will remain the same. Since the goal is to create an attractive environment I would like to suggest that the traffic/pedestrian street lights be made unique looking, perhaps blue in colour to make them distinct to the waterfront.

Likes: Thoughtful plan, wide sidewalks. Good transportation. Separate Lane for bikes and skaters. Prefer 2 way traffic, more neighborhood like.

Concerns: access to my house. Being able to enter 55 Harbour from both east and west.

(Before presentation and after looking at the displays) It's scary! The traffic delays are going to be incredible. Two years ago we had a day run and the frustration level was incredible even though we had one more lane than is currently proposed. Was nothing learned from this? School + tour buses, taxis, air express, drop offs to the ferry boats - there's a lot of traffic on Queens Quay. Are these needs going to disappear??

(After presentation) I'm a little more hopeful, but the flow of traffic shown on the video is not really representative of what will likely materialize.

Preferred options are the best choices. LRT as neighborhood transit works well but needs to be supplemented by cross town transit with fewer steps and no detour to Union Station. Don't prefer bridges in favor of PATH system.

The emphasis on the public realm. Transit and cycling. Concern: is there sufficient bike parking?

PS. Make safe bike facilities that are physically separated and make more cyclists use it.

2-way with 1 lane in each direction is great! We have too many cars on Queens Quay. I do not like the food stalls (where do the merchants go to the bathroom and wash their hands?) There are not enough public toilets at Harbourfront.

Plan looks great! Huge concern for me, as a resident at Admarity Point condo, 1251 Queens Quay West, is the proposed turn around for tour and school bus for several reasons:

- Too big an impact on a small area
- Looks like the back door
- Cannot expect residents to absorb the activity
- This will become a central drop off for HFC with a continual trail of stinky, belching, polluting, idling buses.

A fantastic job! Get these shovels into the ground.

Will there be benches at intervals for seniors/children etc. for resting throughout the whole Queens Quay?

Like the 2-way traffic lanes in the north-access to Harbour Square for residents. Will that affect our condo bus (shuttle) route? And our access to our North parking entrance (by corner store)? Do not like having the street-car stop it is too far for us to walk back to Harbour Square at night especially in the winter. Will LRT connect to subway in Union Station?

- 1) Special accommodation accorded the unique pre-existing requirements of the Harbour Square community is sincerely appreciated. And many thanks to Chris Glaisek, John Hillier, *et al*, for their evening presentation at 33 Harbour Square on Tuesday 24 of March as a precursor to public forum #3.
- 2) The design for the Queen's Quay captures both aesthetics and naturalization, the latter being overdue.
- 3) Minimize complexity: Simple is often better in terms of longevity and easy maintenance. The wave decks look good now, but the future raises a concern. The City has proven inability to maintain installations after a project is completed. The simple boardwalk extending west from the ferry dock is in demise; planks have been rotting for two years and are now a trip hazard. The shoreline embankment parallel to the lower boardwalk east of the Sundial at Harbour Square Park is continuing to be reclaimed by Lake Ontario through ongoing erosion.
- 4) Wheelchair Unfriendly: Tiles and small paving stones might enhance the aesthetics, but are torture for anyone riding in a wheelchair. Before the area from Queen's Quay Terminal to Amsterdam Bridge was "improved", the surface was paved with smooth concrete - much more comfortable for the disabled.
- 5) Two-way vehicular traffic is essential along the Queen's Quay. I applaud the option!

I like #5 - streetcar southside and 2-way traffic on north side.

Like all the trees, pedestrian and bike space - increases opportunities for all kinds of street life and activities - enriches whole area.

Love the linear treed park feel.

I would like to pass on my concerns as a resident in the area.

First, I would like to reiterate the very first concern raised at the session with respect to what will happen to traffic in the neighbourhood. Over the past couple of days I have watched the amount of traffic which travels along our street and fail to understand how this can be safely accommodated by reducing the lanes of traffic from 4 to 2. Not only does this increase the inconvenience to the residents in the area but I fail to understand how you are creating a healthy and safe walking, cycling and rollerblading environment for the people who will allegedly flock to use the expanded Martin Goodman Trail.

Second as a resident of 55 Harbour Square, I remain very concerned at what you are proposing to do around access to our building. Not only will this impact deliveries - already complicated enough in a large downtown complex - but simple things like having a cab drop you off so you can travel home safely or having a friend pick you up so you can car pool will become complex and confusing.

Third - may I point out the obvious? Come and walk the length of Queens Quay in the winter and then you will understand why this area does not attract people from November to March. It is freezing and windy and a Sunday afternoon walk is not an attractive proposition even if you are well bundled up.

While the plans look great on paper, I noticed that the one item which was marked red in your slides - and to which incidentally nobody had the courage to talk - was that access to 12 properties would be negatively impacted. The reality which I don't feel that you have addressed, is that there are thousands of people who live along Queens Quay whose lives will not be improved by these plans. Surely the first principle in urban planning is to improve the lives of the people who live here not make them worse?

I concur with Waterfront Toronto's decision that the concept that features the LRT line on the south side with auto traffic restricted to two lanes on the north side of Queens Quay is the most optimum design. Not only does it satisfy most of the

environmental assessment criteria but it also will make Queens Quay a successful neighbourhood street that will act as a destination site for the public at large.

The only concern that I have with the recommended design relates to the traffic flow in the two lanes along the north side of the street. I strongly believe that traffic flow be made two way with one lane for west bound traffic and one lane for east bound traffic.

In researching literature on improving city design, I found that many of the authors concluded that one way streets resulted in increased traffic flow with a detrimental effect on pedestrian friendly streets. I.e. in “the Decline and Fall of American Cities”, pg 352, Jane Jacobs states that one way streets result in increased traffic flow, with a depression effect on public transportation, along with an increased number of vehicles.

In “Cities Back from the Edge” by Robert Gratz and Norman Mintz, I culled the following:

Pg. 98: speeding traffic and pedestrian street life are antithetical and incompatible.

Pg. 128: car traffic must be slow. Car speed should coincide with a walking pace. Main street’s appeal is its human scale. The scale, character, and pace are perfectly suited to the pedestrian. Cars, although important, must be secondary to the human scale; otherwise, the appeal to people erodes. When they move slowly, drivers and passengers look at store signs and windows and decide to stop or perhaps return.

In “Towards the Livable City”, pg 250, Emilie Buchwald says that wide open streets encourage motorists to zoom ahead.

I like the 2 options and prefer the one-way option because of additional parking spots made available. I believe better flow of traffic would result with one-way lanes.

I do not like the “service road” proposed between York Street and Bay Street, since I live at 33 Harbour Square. Why not maintain the same access as done with the others, so that the promenade can be continuous in that area too?

Also, eliminate u-turns and left-hand turns, definitely safer for pedestrians.

Question 1: Likes/Dislikes

I support the two-way road option with separate south-side pedestrian and bike lane ways.

When the awful bike lane along Lake Shore was demolished to make room for condos and I complained to the City about this, the answer was, “it’s their land; we can’t stop them from doing this”. This attitude is why Toronto’s waterfront was in the ten worst of major cities in the world. I am glad to see that attitude has changed. The plans are wonderful.

Living in the Church/Wellesley neighbourhood and working at Parklawn and Lake Shore, I periodically ride my bike to work, passing along Queens Quay. This is the most hazardous, nerve-wracking stretch, particularly the stretch without a bike lane. On a summer afternoon, the road conditions are dreadful, and I do not cycle as often as I could because of this. Once I am on the Martin Goodman Trail, it is wonderful. I think your separation of traffic and bikes will decrease the hazards to both and make a much more pleasant experience for cyclists. I think you will see bike traffic go up in volume once conditions are improved.

Outside of cycling...I really like the lattice at the street car emergence points. I think they look great.

I like the grass under the tracks of the street car, which means I prefer the two-way street option.

I think the city caters to retail businesses wanting on-street parking too much. I have seen bike lanes moved to unworkable locations for a handful of parking spaces that cause a lot of disruption, but benefit few, and none significantly. I can see this happening on Queens Quay. I think you should eliminate all parking on the street, limiting it to side-streets. People waiting for

spaces, backing in to spaces will cause more disruption than the benefit of those handful of spaces.

I have recently begun cycling the Martin Goodman Trail to work, and it is a beautiful and refreshing way to commute! I must say, however, that in spite of my bike map and ok signage, I have had some confusion while biking- all of a sudden "bike lane ends"... I have read up on your proposals for the central waterfront and I prefer option 5, because it includes a continuous and simple way to bike along the MG trail. It makes sense not only for me (a Torontonion with a good knowledge of English), but especially for tourists who want to enjoy the ride, not worry about the process. Thank you for listening to the public on this matter.

Question #2

What would you like the Project Team to consider further as the project moves into the detailed design stage?

Please extend PATH to Queens Quay! This all-weather access path will be critical for all-year access. It may also lower need to take down the Gardiner

- Design weather - protected North to South walkways for pedestrians.
- Better TTC shelter protection (lower temps and winter winds are brutal)
- Much more creative "street furniture" so people can linger along the waterfront and enjoy the view. Like the creative lighting idea
- No more grey concrete!! Please make street level views varied, colourful and creative clear entrance views into major buildings. E.g. Westin Harbor Castle, QQ terminal and ferry docks are not clearly defined.

PATH Integration to Queens Quay - current pedestrian access from Union Station is terrible (especially crossing Lakeshore off Bay)

- We need a public swimming pool adjacent to the water
- This is after all a waterfront and a natural way to celebrate water is that people can get into the water
- A precedent is the Sunnyside pool adjacent to Sunnyside Beach
- However a public pool somewhere along queens quay would need to feel more urban than at Sunnyside
- One of the competing proposals to West 8 envisioned a pool at Bathurst Quay as I recall

Plenty of lay bys for service trucks, taxis etc. so that vehicle traffic is not blocked.

It would be great if auto traffic could continue only on the North side of the transit corridor all way to Bathurst. If required, could the transit corridor be moved slightly south to make this possible?

It would be very good if there were through streetcars from Parliament- Bathurst (that didn't have to turn into Union Station). Possibly a through connection underground?

Does planting 300 trees make the street the "best in the world?" I think it needs more. I love the new additions continue the water connections in design.

- Concerned about the bus round about for Robertson Cres.
- Robertson is already congested with police parking on the north side

- Meter parking is essential to the area
- Trees should be kept
- Avoid unnecessary “Bus” auto fumes
- Therefore alternatives: Bus drop off at Rees Parking and let tourists walk to Radisson Hotel. Have you considered bus round-about at York Street where there is more room for buses and cars, and it also extends to the back of Harbour Square.

Look into designing much more attractive transit shelters. The existing shelters need to protect users from the wind, but should also add bench seats to allow patrons to wait comfortably, perhaps having a wave shaped roof.

Also look at attractive streetlights, traffic lights and pedestrian signals. These should match the design of the other public realm elements.

Incorporation of Harbourfront Centre onto Queens Quay. Now it ignores QQ.

Access to Harbourside Service road from both east and west.

Consider seasonal traffic patterns, peak summer versus rest of year.

A sober re-evaluation of the existing traffic patterns and needs!!

Safety of Bridges: the bridge on Spadina is currently a risk for wheelchairs, what will the other two be like?

Do it fast! Find places for public art, kids play spaces etc.

The cycle lanes are essential. I hope cycle traffic will increase. The demonstration project last year (or 2 years ago) with a dedicated bike lane turned the cyclists extremely ignorant with vast number ignoring red lights. At the QQ/Bay intersection with crowds from ferry trying to cross QQ on their green light. I finally put up my hand to stop the cyclists from running over the pedestrians, and a cyclist said “Oh, you make the rules. Do you!!? Unfortunately more work (probably signs to tell cyclists to stop at red lights) will be necessary.

Bird houses, and water (drinking) fountains. Energy smart materials and design (don’t waste)

Great plans, when do you start the work?

- A balanced approach must be found.
- I understand the hotel specifically requested the turnaround for their patrons; I will be requesting the same consideration be provided to residents.
- Residents be represented on the special planning committee for Tour Basin
- How can the design be improved to wining the negative impact
- What deterrents will be put in place?
- What enforcement actions will be in place
- Is there the potential to enforce?

I live at 25 Queens Quay West, this is a condo building which is attached to the Radisson Hotel. I have a concern about the bus

parking drop off that is being proposed for the area. The cars people, the hotel guests and the police marina are already here and this is a great deal of congestion. Would you please consider moving the buses from the area?

Definitely recommend implementing the PATH system with the plans to increase pedestrian access to the Lake.

Needs North- South pedestrian walkway (concerned) especially (PATH) in winter weather to Air Canada Centre - Can we have an extra street car stop closer to the York Street intersection? Needs winter activities to draw people down here. Needs wind break to stop high winds especially in the winter.

That future streetcars allow you to enter the car at the platform level, no steps.

Drop off for Island residents and visitors at ferry dock so can unload groceries, lumber, picnic paraphernalia etc.

To assist in making Queens Quay a successful neighbourhood street that also serves as an attractive destination for the public at large, I would suggest that the project team consider the following:

- a) The street should feature a variety of shops and facilities that cater to local needs (i.e. grocery stores, bake shop(s), butcher stores, beer and liquor, library, restaurants where one can get a good cheap breakfast, post office, bookstore, movie theatres etc.)
- b) Attractive cafes along the route that allow customers to watch street activity while having a view o the harbor
- c) Locating public buildings that will attract the public at large throughout the year (i.e. a planetarium, aquarium and the Toronto museum are ones that I have in mind). These buildings should feature outstanding architectural design selected through competition.
- d) As one lady suggested at the meeting, a swimming pool would be a good feature to install (even a branch of the YMCA).
- e) Great design should be an integral part of the final product. Shops should be encouraged to have attractive windows and signage; smaller components like street signs, traffic lights, etc should feature interesting designs (I recall that a gentleman at the meeting said that the City or Team is currently looking at different designs for the street signs).
- f) The linearity of the selected design makes it look somewhat boring. Elements should be added to contribute to visual stimulation (the redesign of the street in Madrid is an example of the effect that I am looking for) i.e. curved flower beds, curved colourful windbreaks around some of the benches, colourful flags or banners on the poles etc.
- g) There should be lots of public benches of varying designs along the whole route.
- h) One feature of the original West 8 design that I particularly liked was the low rise, European style village that had cafes, restaurants etc. I think every effort should be made to include this somewhere along Queens Quay.

Consider spots on promenade for cafes, shops and activities that can be done all seasons.

Improve streetscape between York and Bay Street by introducing restaurants, cafes rather than having business office (at present) on the street level.

Further considerations for detailed design:

Pedestrians are also a hazard to cyclists on the trail in densely crowded areas like Queens Quay from the ferry terminals to Harbourfront Centre. How will you keep pedestrians off the trail or be more cautious when crossing the trail? Your artist conceptions looked like it was limited to a different colour of surface material and that was it. I think more needs to be done to

minimize pedestrian/cyclist conflicts such as curbs, posts like in Amsterdam or some other method. I would be interested to know what you would be planning for this.

Question #3

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

Push the creative limits to change our boring architecture. More street art. More Canadian content/history.

No Concern.

- One loose end is that the building face to face distance on QQ East has not been reduced. This was to be sorted out as part of QQ East transit EA.
- Where does it stand?

Can the new proposal portal on Queens Quay going East not be at the foot of Yonge Street on the immediate east side of the Yonge Street slip. There appears to be a major park planned here with access for many people to the Lake. Why make transit waters exit so far east (of Freeland) and then have to walk back west to access the Lake?

I first want to state that the improvement to the Martin Goodman trail is great. It would be even better though if the trail could continue on the South side of Queens Quay from Spadina to Stadium Road. I think the bicycle traffic will grow significantly with these great changes creating a bottleneck for west bound cyclists where they cross the road at Yo-Yo ma Blvd. the perception of safety may prevent many families from using the trail if their children must ride in a narrow bike lane beside automobile traffic.

- I think the evaluation process and designs so far are really on the right track- good work!
- Please don't listen to any groups that tell you they need more rooms for cars, they have Lakeshore, Gardiner, the amount of pedestrians and cyclists (especially in the summer) is massive, and create a more welcoming environment means they will only increase and their safety is more important than a 5 minute delay to a (single person) car trip.
- Definitely 2 way street. Thanks I look forward to the new Queen's Quay.
- If going from Queen's Quay west to Loblaw's by transit do you have to transfer? How does one go from George Brown College to the CNE? Does planting 300 trees on the street make it a quiet street?
- On the south side option- would bikes get a ticket on if using the street, because they can cross over to the trail?
- Do the option with 2 way traffic.
- Continue to aim at a "classy design"
- Ensure "emergency services" are facilitated for the residents

Let's start to build this already! Fantastic design. I think Torontonians have waited long enough. I'm hoping this can be built by 2020, or even sooner.

Needs to connect to Confederation Park, Ontario Place & CNE grounds via a wider, more protected Martin Goodman Trail from Spadina Westward.

Needs to include an alternative solution for island airport passenger drop offs & pick up so that Porter Passenger are forced to use Porter shuttle buses to access the TIA's mainland ferry terminal. This will require a new passenger drop off/ pick up station, fairly nearby, either for instance within the heritage building at NE Lakeshore Bathurst owned by Weston Co. or some other location. The number and frequency of cabs around the existing terminal on the mainland will grow and get is already overwhelming the area year-round.

- Enforcement of parking problems, in particular parked buses.
- Pay attention to North side walkways, now often far.
- Consider link with Distillery area.
- Consider link with PATH?

Give some thought to the correct pronunciation of "quay" or change the name.

Steal some ideas from the waterfront building in Guayaquil, Ecuador. This was built in 5 years with mostly private money. All the traffic is underground. It's completely pedestrian friendly for miles.

Need a pool. I agree we need washroom facilities.

Winter City and waterfront! Has it been considered how to close extensive sectors of QQ for festivals, for seasons and for the popular walking, running marathons- with alternative routing?

Thanks, great work. Build it!

I have attended several presentations, both public and special and each time I come away with the same questions.

Although you suggest that the proposals will make for a winter wonderland I wonder how you hope to convince people to come here from October until May?

How can the proposed restrictions overcome the congestion that exists during the peak periods? I presume discouraging automobiles is the goal. Why bother.

This may seem a bit radical, but we have been filling in the bay for almost two centuries. Why not make the linear park by filling in another 250 feet plus, right from Bathurst to Parliament? We could then have a waterfront like Chicago with no high rise buildings at the water's edge and beautiful green public areas.

Given a clean sheet, it becomes a planner's dream.

Start planning from scratch and do it right with all the attractions that we seem to want. Aquariums, museums, fun park etc.

I am writing in strong support of the preferred alternative presented at the public meeting on the Queens Quay EA. This solution is fundamental to improving the waterfront. I also support the two-way option vs. the one-way option because it will be better for pedestrians and cyclists as well as the business community.

I don't think too much heed should be paid to existing residents who complain that they may have to go around the block to get into their buildings. This is the nature of living in the city and anyone who lives on one of the many one-way streets in the city has to do this all of the time.

It is also extremely important that the City commits to clearing the Martin Goodman Trail of snow in the winter, or else the street will be quite dangerous to ride on in the winter, because it will be narrower. This commitment has to be real, not like this winter, where the bike lanes were still not cleared days after a snow fall even though they were supposed to be.

I attended the Public Forum last night and I was extremely impressed with the concepts brought forth. I strongly complement Waterfront Toronto, the City of Toronto and the Toronto Transit Commission for excellent work that is bold, exciting and, if implemented, a wonderful complement to our city.
Keep up the good work!

I was impressed by the work and the presentation. Great Job!!

My comments and suggestions are:

1. Queen's Quay has to be two way so that the LRT right of way can be grassed, hopefully, and not paved,
2. There must be unloading bays for tour and school busses on the south side of Queens Quay because this is where the tourist want to go, they do not want to cross Queens Quay and the LRT line.
3. You are going to need to find a way to keep motorists from making right hand turns on red lights across the LRT tracks, especially from east bound on Queens Quay. Perhaps you could put miniature turn signal lights 1.5 to 2 m tall on the channeling islands so that they are on the left side of the drivers so they can't miss them? Signals like this could also be used for the bike lanes.
4. Change the transit signals from a pair of standard lights side by side on the pole that add to visual pollution as well as confuse motorists who are not familiar with them. I have seen too many people treat them as a left turn signal nearly to get demolished by a street car. With LCD's you could use a single aspect head like they do in Europe that has two small green circles at 12 and 6 o'clock for the go phase, two red circles at 3 and 9 o'clock for stop and one yellow circle in the middle for the yellow phase. This would be less obtrusive, would not cause confusion to motorist and would be easily recognized by the LRT operators. This should also be done on Spadina, Fleet, St. Clair and all other new installations like these.

The streetcars are very noisy - is there a plan to upgrade the system?

Why not make use of the available parking areas underneath the Gardiner for loading/unloading of passengers and for parking of tourist buses?

Speed up the construction / design schedule! Before Ottawa takes away the funding!

As was mentioned at the meeting on Wednesday, the 25 of March, I think the commercial parking lots on the south side of Queens Quay should be eliminated and the space used for activities for people (parks, public washrooms, fountains, entertainment, etc.) The parked autos do not add anything that blends into the "Waterfront" that you are trying to create.

The suggestion of the possibility to put grass in the streetcar right-of-way I think is an excellent one. It would certainly add to the appearance of the waterfront, cut down on the noise, and make it easier and a lot cheaper for track repair and replacement. Snow removal might prove to be a bit of a problem but I'm sure a rail vehicle with a plow could be developed where the plow blade actually had a "truck" attached to it so that it could ride the rails and be adjusted just above the grassed area.

It seemed that the question of whether to have Queens Quay as a one-way street or two-way was still being looked at. Following are some thoughts I have, if they are of any value to the ongoing process:

-If it is one way, and the streetcar right-of-way is "grass"-emergency vehicles would have a difficult times getting to some of the locations along the street.

-If it is one way, and the streetcar right-of-way is "grass"-should the streetcars not be operating because of track maintenance or replacement, a level crossing accident, no overhead power, or other things that could affect streetcar operation ---replacement

bus service would not be able to serve the area in one direction.

Whatever is done with Queens Quay between Lower Spadina and Bay Street, I would hope that it is not as confined as the roadway between Bathurst and Lower Spadina. In the Bathurst to Lower Spadina area if an emergency vehicle or disabled vehicle is on the roadway, the roadway is blocked! Very poor planning! Fleet Street, after spending considerable money to improve it, has the same roadway constriction if a vehicle is parked or stalled on the roadway.

As the owners of the property located at 1 Yonge Street (known as the Toronto Star building), we are offering our support for the preferred option put forward by Waterfront Toronto for the Queens Quay Revitalization Environmental Assessment.

We have reviewed the materials presented at the Public Forum #3 and fully support the preferred option with the LRT located to the south of Queens Quay, the roadway reconfigured to two lanes of vehicular traffic and on-street parking provided along the northern edge. We assume that Queens Quay will operate as a two-way street.

We are particularly supportive of the proposed new traffic signal at the Freeland Street/Queens Quay intersection, as this improvement will enhance the efficiency of our operations at 1 Yonge Street.

Comments from March 28, 2009

Question #1

What feedback do you have on the results of the evaluation to date - What do you like? What concerns do you have?

I like the one-way traffic option on the north side of the TTC tracks with bike trail on the south of the tracks. This is easier for emergency vehicles with a one-way and more aesthetically pleasing re: less signs/sign infrastructure, and safer for pedestrians

1. I approve of the preferred #5 option
2. I think that 2-lane traffic is best
3. I hope that Waterfront Toronto will plant large enough trees to provide a canopy sooner than later with conditions that will sustain them
4. Idling of buses/tour buses

Excellent work. I prefer the 2-way version of the Queen's Quay traffic model.

Generally positive. Much depends on how rules re. parking, access, etc. are enforced. If current practice is a guide, enforcement will not be strong.

Much work has been and continues to be done, the presentation is well done, with many Project Team members available to explain concerns. I approve of Option #5 and famous 2-lane traffic. One way traffic presents much traffic congestion.

Thank you for the planning that will bring Harbourfront to a world-class stature.

Good plan overall!

I am concerned about the proposal regarding single direction traffic on Queens Quay West. It may be more difficult for pedestrians to cross given that the lanes may become more boulevard-ish.

Furthermore, the design of Queens Quay West of Spadina is questionable - with the eastbound lane crossing over the streetcar lanes, there doesn't appear to be a need for an eastbound lane from Leckie to Spadina as there are no driveways or access point (car) on the south side.

First of all, I really like the recommended design with south side bike and transit lanes. (I have no preference as to one-way vs. two-way auto traffic)

As a cyclist this will constantly motivate me to visit Harbourfront more often.

Also appreciate seeing the process, analysis, and work that went into this.

South side transit two-way operation - is the safest for pedestrians/cyclists solution for sure

Queens Quay needs to be maintained as a road with two-way traffic. One-way streets are sterile and the end result will be a roadway that has no street life. Due to lack of access. As well, Queens Quay an important road connection as an alternative to lakeshore boulevard. Two-way traffic - Yes.

Queens Quay East - Streetcar portal - Freeland Street option is okay.

What I like:

1. Plans to improve space for pedestrians
2. Increased landscaping
3. Improved activities to make waterfront more a destination
4. Consultation with stakeholders, particularly residents to ensure access to their homes via service road

What concerns I have:

1. Access to our homes as Harbour Square is not yet ensured satisfactorily. Both eastbound and westbound traffic must be able to turn into service road so that all vehicles have access to 55 Harbour Square (cars, cabs, deliveries, shuttle buses, etc.) More consultation and joint problem-solving is a MUST
2. Controls are needed to ensure that pedestrians and cyclists stop when vehicle enter or exit 55 Harbour Square so that accidents do not occur

As a Queens Quay resident, I have heard comments both pro and con, mainly regarding car traffic.

We can't have it both ways: maximum car traffic and pedestrian access to waterfront enhancement. So, today's presentation is a best compromise and I, for one, endorse it with enthusiasm.

Bike lanes...wonderful! Trees...even better!

North side one lane in each direction. Very important - road from Queens Quay. Terminal 207 and 211 must have traffic lights otherwise too many accidents involving pedestrians, cyclists, street cars will happen.

I like the wide promenade on the South Side, the bike trail separated by trees from the walker (will have to enforce this in the beginning), wave bridges, the canopy of trees. The festive feel of the place and your slides showing other neighbourhoods that had gone to one lane of traffic each way were low rise - not towers of apts. How many neighbourhoods have 12,000,000 visitors each year? At the public meeting, 80% of the people favoured (your 2nd last one).

I think it is a mistake to take out further traffic lanes on Queens Quay for your proposed bike and pedestrian lanes.

There is far too much traffic using the roads for a two lane road to carry. That area has one of the highest population densities in the city and is central for a lot of tourists coming to town. There is nowhere else in the city where we have that level of population being served by only two lane access and when you throw in the visitor and tourists into the area (because we developed it that way), we are asking for a lot of traffic nightmares for people living in the area and visitors. We've already eliminated two lanes of traffic accessibility with the streetcar rights of way, and this has caused traffic problems, particularly with people turning left. We spent a LOT of money on these rights of way and received very limited payback.

I believe it is incumbent upon decision makers to look to all constituents and try to make the situation more efficient for everyone. So far, decisions appear to be skewed with a severe bias against automobile traffic. That's nice and very green, but it

ignores the reality and forces the spending of massive amounts of money for decreased overall efficiencies. I do support having a dedicated bike lane, and maybe even a pedestrian promenade (however, the existing buildings are not set up to offer any street side amenities, so this may not be a great goal for the short term) but I think we need at least four lanes of traffic. And the traffic accessibility should be one of the PRIMARY goals, just as in any other neighborhood. Now lest you denounce my thoughts and meanderings as those of a lunatic, I am an avid cyclist and have traveled throughout the US and Europe to see how other cities plan their traffic and accessibility. The models you are comparing do not work for an area with that concentration of condominiums. I am hoping that sanity will eventually prevail.

First off, thank you and the folks at Waterfront Toronto for all your work on the Queens Quay Revitalization.

I for one am so looking forward to its full implementation, based on the presentations and open houses recently. I would encourage more trees. More walkways. More people friendly access and places of rest, relaxation, and reflection are always welcome!

I think the overall reduction of private vehicular traffic is good. I like the reduction of lanes from 4 to 2, and I favour an east west configuration for those remaining lanes. Wherever lay-aways, road cut outs, street metered parking, retail delivery drop offs, and so on can be accommodated, easily and fairly, I support that, as well.

I would like the implementation team to consider closely a year round, all weather, any climate additions or alterations to the plan. Sheltered benches, covered tables, wind breaks and so on would be very helpful in helping Harbourfront become not only a year round destination for visitors, but a year round community for its residents, as well.

I feel the off season has been ignored in many Harbourfront developments, and I cite the fact that the new HTO park (nice mostly) and the new Spadina wave bridge (kinda cool) were both 'closed' over this past winter! That is not good - it sends a bad and contradictory signal about revitalizing and reusing the waterfront.

In fact, the wave bridges seem to be constructed with a design and a material (slotted planks of wood) that are really not suitable for year round, non-ideal weather. I hope the new areas will have more all season friendly design, construction and use of materials.

When I shared these thoughts with staff at the open house, one responded that winter activity would be the result of 'great programming'

That comment gave me some concern that the vision of Harbourfront is only as a recreational, tourist activity driven environment.

That is a big part, for sure, but the reality is that Harbourfront is a community of year round residents.

Communities, I believe, are not only served, or created, or united, or engaged by programming. Community is often a bottom up, grass roots development that is driven by people, usually residents, who have an ongoing engagement and uninterrupted stake in their surroundings.

I gotta tell you, in the wintery Harbourfront, very little encourages us to walk around, hang out, interact or commune. I include the out of doors.

Your designs going forward could really help change that, and contribute to a year round community that is attractive to residents and visitors alike.

Please, then, consider additional ways that all season, all weather accommodations can be included in the revitalization. This is not so much a call for great programming, as good facilities.

Thank you so much for the opportunity to share input.

I'm one of your constituents in Seaton Village and thought I'd bring this to your attention. Someone has put together an excellent analysis of how the different options for the new Waterfront plan will affect cyclists. I think that the plan is great in general, but this analysis opened my eyes to a few particular points that break the continuity of the Martin Goodman Trail and how they might be fixed. I hope you find it useful. It's great to see people contributing their efforts to improve the Waterfront plan:

<http://www.biketoronto.ca/topic/show/686.htm>

I am generally excited about the EA. It appears to be quite thorough and rigorous. I like how it was easy to understand and that if I want more details, Waterfront Toronto personnel say they are open to talk about it. The one concern that I have is excessive spending by Waterfront Toronto. Ultimately, the money spent is from taxpayers and the public and there needs to be accountability. Nowhere in the evaluation has there been explicit cost data which worries me. I want to know how much things will cost and a rationale for spending the money.

It was unclear how you are planning to deal with tour/school buses. Where will they stop? Where will they park?

Love the south side transit option with two way traffic - good.

Connect to PATH system.

What I Like:

- Alternate 5 - Southside Transit with Martin Goodman Trail with One-Way Traffic.
- Street landscaping especially well maintained trees, consistent materials and signage throughout public areas of Harbourfront.
- Green bed for streetcar lanes.
- Continuous boardwalk along water's edge, especially bridges to span Queens Quay.

Concerns:

- Alternate 5 - One way traffic. Too much congestion on Lakeshore Blvd for those who need to access their homes on Queen's Quay, why not consider making the most southerly eastbound lane on Lakeshore dedicated to local QQ residents. Separate that lane from the others with a corrugated strip used on highways and monitor it like the Multi-vehicle occupancy lanes on the 404.
- Landscaping. It must be properly maintained. In the past Harbourfront trees have been severely neglected and left to die. This is not appropriate.
- Width of continuous boardwalk. Too narrow will cause crowding and bottlenecks as we have now at the central waterfront boardwalk. Large tour and party boats still do not use finger docks, their gang-ways block access to the water's edge and Harbourfront Security guards block access at the west end of the PUBLIC promenade.

I am a resident on Queens Quay and over the last few years and months I have heard about the proposed changes to the Queens Quay area. I have seen evidence of that progress and I am happy strides are being made. With respect to the latest proposal to close the eastbound lanes. I have the following concern/suggestion:

1) I think the idea is great, but the preferred approach for the north bound lanes to allow traffic to go both ways. I would prefer that it be 1 way to allow for the traffic flow to move. My building is located on Queens Quay and Spadina (410 Queens Quay). Recently a light was placed to the entrance of our building. We are not allowed to make right hand turns on a red. However, if the lanes are only 1 way or two way. It will prevent our ability from exiting. Even today, we at times have trouble exiting our building and that is with two lanes. Single lanes especially during the summer will cause the area to slow to a crawl especially during events. As a resident, I am concerned that our ability to exit the building will be problematic.

One-way is the way to go!

2) I notice the proposal speaks to turning the southbound lanes starting at Spadina. Why not start at Bathurst and close out the southbound lane? It is only 1 lane now and adds little value. Could cross lines with the street car tracks if the proposal is to go two way otherwise with the 1 way proposal that I hope you adopt they would have to turn onto Spadina and go north. Why not just eliminate the ability to go eastbound and ensure it is 1 way street. Lakeshore blvd has so many entry points that it should not be difficult for people to loop around. 1 way directions help improve the flow.

I strongly favour a continuous Martin Goodman Trail all along the central waterfront, from Parliament to Bathurst streets. (Option #5?) Note that this would require moving the eastbound motor vehicle lane from Bathurst to Spadina to the north side of the TTC tracks. This would make it simpler but most important SAFER to cycle because you would stay on the south side of the street.

I commend Waterfront Toronto for its efforts. The proposed design concepts for the remaking of Queens Quay into a grand lakefront boulevard are very exciting and will truly make this a world class tourist destination and a showpiece for the residents of not only Toronto but all of Canada. I fully support the proposed concept featuring the streetcar lanes in the centre, two-way traffic only on the north side and a pedestrian focused space on the south side. The two-way traffic would help to enhance the pedestrian focus of the lakeshore and have a tendency to slow traffic flow along this corridor.

However, the proposed tour bus turnaround along Robertson Crescent lacks sufficient space to truly deal with this traffic component along the lakeshore. A more comprehensive solution to this problem should be considered that includes not only the needs of the tour buses but also those of the many school buses that require parking and drop-off facilities along the lakeshore. The proposed redesign of the Queens Quay is an important endeavor that needs the support of not only the local residents but also business and government agencies along this key feature. It is therefore a disappointment that not all agencies seem to recognize the importance of contributing to the success of this effort. In this regard the Toronto Police Service Marine Unit is a shining example of an agency that does not make an effort to contribute to the general spirit of revitalizing the lakeshore and making it a pedestrian friendly environment. The general congestion along this section of Roberson Crescent is mainly a result of police vehicles parked not only along the southern curbside but also on the adjoining pedestrian boulevard, effectively blocking pedestrian access. I acknowledge the need for the police to be able to park their official vehicles at this location. However, the majority of these vehicles are private vehicles belonging to individual members of the police working at this location. Very few of us working in Toronto have the privilege of free parking in front of our workplace. The question is why are the private police vehicles allowed to illegally park along this section of the road, as well as on the sidewalk, with impunity. The police I assume are not above the law and should be required to not only comply with the parking bylaws, but also be a partner in the efforts of the Waterfront Toronto to make this a pedestrian focused area. The Toronto Fire Services Station #334 just a short distance to the west can serve as example to the Toronto Police Marine Unit. They truly make an effort to play their part in enhancing the waterfront in terms of the improvement and maintenance of the area adjoining this facility, and not allowing employees to park at this location.

I appreciate the opportunity to provide these comments and look forward to the implementation of the proposed design concepts. We appreciated the presentation at Harbourfront Centre March 28. The proposal illustrations were highly informative and helped us consolidate our opinions on the new options versus the current structure.

We provide service to the local Harbourfront community. However, approximately 30% of our business comes to us from outside the immediate community; either patients who have moved from the area and are returning for continuing care or outside

patients who have been referred by local clientele. For that reason, protecting vehicle access and parking is important to us. We support the Queen's Quay revitalization, with a definite preference for option 4: "Southside transit with Martin Goodman Trail and two way traffic". We feel that this provides significantly improved public space, the best public space aesthetics, safe bike routes and it maintains the best traffic access with the least traffic conflict (provided that street access is maintained for south side residents and businesses). It allows for reasonable traffic flow during inevitable construction on Lakeshore Blvd. and is less dependent on Lakeshore Blvd. (versus one way traffic). It provides flexible access for suppliers and maintenance personnel as well as emergency access.

We appreciate that the existing parking lots are being kept in the plan. These factors provide support for small business along Queen's Quay which ultimately bolsters the community while making the area more attractive to visitors.

Regarding the other options, we believe that one way traffic would increase difficulty for vehicle access and egress during peak traffic times and during Lakeshore Blvd. construction.

We feel that centre transit with on street bike lanes would lead to continued illegal parking and greater traffic conflict. It also offers less aesthetic improvement over the status quo.

We live on Queens Quay at Bathurst and are certainly invested in the life of the waterfront -- both from the perspective of the waterfront being beautiful for Torontonians and tourists from everywhere to come and enjoy it, but also as homeowners (condo, of course) and the concerns that the beautification may cause those who actually live on the waterfront.

We think it is great that the edge of the water is being fixed with the H2O beach and green-space, and the walk-way/wave bridges like at the bottom of Spadina (though the wave-bridge near Pier 4 seems a bit much as I see it being built). We also agree that it would be nice to extend walking and bike paths across the waterfront so that we can all enjoy the area and get moving and get exercise. However, after the 4-5 months/year during which this area is used by walkers, bikers, rollerbladers, tourists, etc, the rest of the year the residents have to live there. The major concerns we have are the horrible transit system on the waterfront (inefficient, unreliable and honestly disrespectful to the riders who pay to use it with the horrible service we have gotten since we moved here almost 6 years ago) and the more concerning ability to move around in a vehicle if/when we need to use one (my husband is in sales and travels throughout the city daily and I am a physician and on-call to the hospital have to use a car).

We wonder how many of the people that are working on changing the waterfront actually live in this neighbourhood -- hopefully a lot do, because it is critical to have people who understand the issues we deal with, living adjacent to the ACC, Rogers centre, Convention Centre, Exhibition centre, BMO field. There are major activities throughout the year that bring hundreds of thousands of people downtown (in a ton of cars) and the whole area, especially Queens Quay and Lakeshore are packed and we can't get around. And even though the city proposes the new light rail trains that will go on Queens Quay and stretch much further out west to be able to accommodate more travelers so that people won't need a car, we imagine it will be 10 years before we see anything like that, and who can guarantee us that it will be as efficient as we who live here really need it to be (and who knows if by then the city will want to have taken down the whole Gardiner --then what will happen). Also, the population in our neighbourhood is growing rapidly with all of the new condos going up around us, so the transit system will need a major overhaul to be able to improve and be functional for this neighbourhood.

For at least the next many years, we will be dealing with volumes of cars and people with much less roadway to accommodate them (let alone during construction for the beautification). We are not certain what the environmental assessments have shown for the two new designs of Queens Quay (2-way or 1-way direction) but we have read that more people favor the 2-way design.

One concern we have is having only one lane of traffic going each way that could just bog down all movement when the traffic gets heavy. Would it make more sense to leave it one-way west-bound and then traffic going east-bound would use Lakeshore (not that that is much better as that road gets jammed all the time also). We probably would vote for one-way, unless it would really be worse for traffic flow.

I'm hopeful. We have traveled the world and agree that Toronto's waterfront deserves to be in the Hall of Shame.

Also want to request that the development make accommodation for lots of pedestrian walkways; lots of transit into/out of the waterfront; car travel should be limited or eliminated if at all possible.

It seems that dangerous conditions for cyclists and pedestrians exist in the current 'preferred option' #4 between Bathurst and Spadina, therefore as a cyclist I prefer option #5.

I strongly support Option 5 for the proposed redesign of the Waterfront Trail along Queen's Quay. A continuous off-street cycling trail from Bathurst to Parliament will ensure sufficient space to handle the huge volume of cyclists and skaters using this excellent active transportation corridor.

Option 4 will result in bottlenecks and unsafe conditions as cyclists heading west are forced to cross to the north side at Yo Yo Ma Lane to travel along the on-street bike lane to Bathurst.

I applaud the efforts of city planners and councilors as they work to make this stretch of the Martin Goodman Trail complete. I regularly cycle from The Junction to The Islands during the summer with my young daughter in tow. The completion of this portion of trail will make our journey that much more safe and enjoyable.

I am an all weather commuter who has been cycling in this city for 15 years now and have very fortunately only had one dooring incident in that entire time.

The Quay is a regular route both East and West Bound. It was on Queens' Quay where the westbound cycling route disappeared into a traffic lane just at the bottom of Bay Street. A taxi cab dispatched a passenger without even pulling over into what would have been the cycling lane had it still been marked at that point. I have had many near 'dodge the taxi/tour van/coach pulling out' incidents traveling Eastbound in front of the Power plant/Terminal building. The Quay with its appearing and disappearing bike lanes is dangerous in both directions.

There have also been many near incidents traveling westbound at the bottom of Bathurst whereby the vehicles in the mandatory right turn lane chose to shoot through the intersection pushing the cyclist on their left (attempting to take the safest route by being left of the right turn vehicle in the first place) purposely into the intersection and sandwiched between two vehicles. The multiple tracks in that intersection for the street cars provide additional hazards for the cyclists as the tracks limit the cyclists ability to move defensively in any direction.

The waterfront needs an uninterrupted Martin Goodman trail. Option 5 is the only option. It is the only safe option. If the waterfront is meant to be in the process of being 'revitalized' and the city is meant to be 'greening' then what other options are there other than providing safe continuous paths for all cyclists of all experience levels?

The disjointed and oft dangerous patchwork presently in place is not acceptable.

I am overall happy with the result.

I am concerned that the new street layout suddenly ends just west of Spadina, when it could be applied all the way to the end of Queens Quay West at Stadium Road. This would avoid having eastbound traffic cross the streetcars tracks and westbound cyclists having to cross the street.

The design could easily be applied to Queens Quay between Spadina and Bathurst as it already has two traffic lanes and has few driveways on the south side. The new design could even be applied to Queens Quay between Bathurst and Stadium Road. The bicycle lanes could be removed and a bicycle path created where the south side of the road is now and the two lanes of traffic move to the north side. The bicycle path would line up almost exactly where the Martin Goodman Trail now ends.

If it was done this way in order to avoid replacing the relatively new track between Spadina and Bathurst and the intention is to apply the new street design when the track is up for renewal, that is somewhat understandable, although the new track is designed to last 20-30 years.

If this design is only because the study area ended at Spadina, steps should be immediately initiated to apply the new design to the rest of Queens Quay West.

Although we are in favour of the revitalization, we have concerns about access and exit from our entrance way at 55 Harbour Square. I know you informed us that you are planning a service road south of the light rail tracks. We will still need the traffic light at our entrance to cross the street and protect us from the bicycle riders and skateboarders that barrel down the bike path. In addition, the access from the service road will have to be wide enough to permit big mover trucks and other delivery vehicles to turn into our driveway on their way to our loading dock which is next and south of our entrance door.

We would favor two-way traffic north of the light rail tracks and easy turn into and out of the service road at York and Bay street.

I would like you to consider option 5 over option 4 - the reason being, if I have to cross the road from the Martin Goodman Trail at Yo Yo Ma Lane, as a cyclist I will not use the bike trail - I will use the road, which will be a continuous ride for me.

Conversely, there is no way my wife will use the Martin Goodman Trail if there is any part of it on the road - bike lane or not.

Therefore, for experienced cyclists, and inexperienced cyclists alike, option 5 is the preferred option, and option 4 obsolete for this section of the plan (Bathurst / Yo Yo Ma Lane).

My second concern is that there should be a connection towards the East - as there is now - such that a direct, continuous cycle path connects beyond Parliament.

At the intersections, to enable Southbound cyclists to safely turn East ahead of traffic, there should be bike boxes implemented.

As a Torontonians who enjoys cycling, walking, and inline skating in the Central Waterfront Area, I am generally pleased with the plans for the revitalization of Queens Quay. I agree with the idea of permitting vehicular traffic only on Queens Quay north of the streetcar tracks and devoting the area south of the streetcar tracks to pedestrians, cyclists, and inline skaters. I think this will create a pleasant and attractive space for Torontonians and visitors.

I think that a continuous path for cyclists and pedestrians right across Queens Quay is essential so that people can enjoy the area safely and conveniently. My understanding is that Option 4 does not achieve a continuous trail along Queens Quay, so I have concerns about this option. I understand that Option 5 does achieve this continuous trail, so I am in support of this alternative.

The consultation process, though lengthy, has been very inclusive. I am impressed with the proposal and like the proposed solution dealing with car, transit, bike and pedestrian traffic. I look forward to large native trees being planted! I have a concern (with the single lane each way) about loading and unloading areas at key points like the ferry terminal where 650 islanders step regularly to unload people, bags and groceries. There are also taxis, school buses and other loading/unloading needs for the ferries and the Westin Hotel.

I liked the 3 proposals we saw tonight. I'm concerned about how passenger loading and unloading will take place around York Quay and the Ferry Terminal especially during the summer and key weekends. How will tour buses be handled? How do island sailors get

their stuff to the edge of the Quay, then drive off to park their car? How will taxis and school buses be handled? Waterfront users aren't only transit users and cyclists.

I couldn't help wondering what will animate Queen's Quay from November until April?

I like the pedestrian priority.

I very much like the whole idea!

I am concerned about how long it is taking. 4 lanes - bad. 2 lanes - good (east-west configuration). Love the expanded pedestrian opportunities.

Seems like the best solution to providing much enhanced cycling and walking environment along the water front. I have some concerns with streetcar operations next to such a busy active transportation area. Will there be a fence?

I truly enjoyed the presentation and I can tell that there has been a lot of hard work and thought put into this. I believe that a revitalized waterfront will be a great boon to our city.

The most important factor regarding the Queen's Quay is that the residents and businesses in the area only have that street.

There is great concern that if this street is made to be one lane westbound and one lane eastbound that the street will become clogged and that businesses and residents will suffer severely.

Question #2

What would you like the Project Team to consider further as the project moves into the detailed design stage?

- Access points/plan needs to be friendly [softened ceiling of Gardiner]
- More public washrooms
- 40 km speed zone along Queens Quay

No white concrete - it is terrible on the eyes and way too bright in the sun, i.e. HTO - the white concrete there was a big mistake. More green/soft surfaces, less hard surfaces

Access for people with disabilities to restaurants/shops/condos, etc.

I know that it is not included in your report - The Island Airport is an ongoing outrage. The people of Toronto deserve better with increasing density Downtown Liberty Village, around Convention Centre deserve the greenspace that the island would provide if there was no airport.

Ensure that the Parliament Street junction with Queens Quay is included in this project and not delayed until later phases of work.

1. Access to building, especially in summer when pedestrian traffic is very heavy
2. Events - ACC, Rogers Centre, etc.
3. Buses, tours and schools

1. Accessibility to shops, condos, etc. for the unable to walk, drive or take TTC.
2. Consideration for merchants; their presence is encouraged, it is essential that their business are accessible, not only to pedestrian but also to those who must arrive by auto, wheel trans. (please see item 1)
3. Airport! An outrage, with earlier promises all unfit; jests, number of flights, size of planes, noise. It is unsafe and

completely incompatible with the plans for a beautiful and peaceful lakefront “oasis”. The noise is intolerable for residents and disrupts the excellent, well-planned concerts in the magnificent music garden.

Only concern is possible traffic congestion due to single lane east of west. The service lane idea in front of 57/67 Harbour Square is a good idea

It seems safer and more practical to choose the two-way traffic option, though either would please me. I love the wider pedestrian spaces and walkways. The streetcar on the south side works very well and lots of trees and green, and good bicycle paths.

I would like to see some of the Queens Quay streetcars so clean through and not through Union Station though I think a good design has been chosen for the link to Union Station.

I have a concern that paving and decking be chosen to be very friendly to wheelchairs and baby carriages

I also am concerned that patterns on the paving can cause seizures. Epilepsy experts should be consulted about this.

Thanks for all the wonderful work and lovely future we will enjoy.

It seems to me that the new Simcoe connection would be a great bike route from the Spadina and street George bike routes south to the Waterfront. I encourage you to keep that in mind.

Access to homes on the Queens Quay

Need to design a better connection with the island ferry docks at foot of Bay St. Island residents, visitors, bus groups, wheel-trans users - all currently use curb lanes along Queens Quay (York St to Yonge St) for loading/unloading. This use or need has not been adequately reflected in the latest plans. Maybe consider an off-street loop for ferry dock drop-off/pick up that vehicles can use. -South of Bay St. Along edge of existing parkette is ideal. You need to think of the ferry docks in terms of transportation interchange with ease of access being a priority.

1. Building in the appropriate and necessary access to Harbour Square and service road from both the eastbound and westbound lanes at York and QQ.
2. Installing a signal for pedestrians and cyclists to stop at the entrance to 55 Harbour Square when vehicles have to enter and exit
3. Essential for final plan to permit two-way traffic!!!
4. More public washrooms in area
5. Arrangement for drop-off points for tour buses and enforcement of laws regarding illegal parking of any vehicles.

Consider any and all ideas for restricting vehicle traffic to drop-off and pick-up for local activities only. That would include access to such parking as may be valuable in the area.

One major concern I have... Pick-up/drop-off of children from yellow school buses. Your suggestion will not be sufficient to ensure children transfer safely. Now we have max 14-18 school bus lined up waiting (sometimes fewer). It often takes 20 minutes for children to transfer. How will this impact traffic flow?

Related concern: There are also tour buses for senior - often seniors take longer than children to get in and out of buses.

I understand that there will be extra parking spaces - once the 500 space parking lot is complete. I also understand that there will be bus drop-off spaces. What will happen during the construction phase? Where will buses go? Has Rogers Centre parking been approved? Please consider school bus/transit bus parking carefully. Have your researchers actually witnessed what happens at this location? I think it's a big problem.

Another concern - please check slippery surfaces - I have seen seniors slip and become confuse with the walk/seating area at the top -The Spadina slip. There's confusion with level changes - they lose their balance

Would it not make more sense for pedestrians to be walking along the water's edge rather than beside the streetcar tracts which could pose some danger and who wants to look at streetcars and buildings. This is the waterfront.

250 Queens Quay West condo is separate from 260 and 270 Queens Quay and the commercial and the garage. Serious mistakes in planning were made, somewhat rectified by the time 260 & 270 came along. The City ok'd the plans and the building inspectors passed on everything, so it is not our fault. We need help. We wish we didn't have to bother you but it is important.

There are 134 apts. People move in and out through our front doors and lobby. We do not have a moving room. The ground floor does not belong to us. We have perpetual rights to our lobby, stairwells and elevators pits. There is no rear entrance to our condo: The loading and unloading area was designated alongside our building in the driveway. The fire department said we couldn't use it as it as a "fire route".

The garbage are for all three buildings plus the commercial is at the back of that entry driveway (off Queens Quay)

Due to recycling, etc. Now 3 days of the week that the garbage trucks need access unimpeded to that driveway and garbage area. Our condo doesn't allow move ins on Sunday. So now Tue., Wed., Fri. and Sun. are no go.

Due to these facts, the moving truck park on the street in front of 250 for loading and unloading. We will need a designated cut away under our control to plan and ensure that move in/out proceed smoothly.

I would like them to recycle the road materials in the building of the new roads. Things like that. Reduce, reuse, recycle, with increased priority on reduce and reuse. I want the design team to reconcile the tradeoffs between world-class design and fiscal responsibility. I want the design team to exhibit integration thinking in their detailed designs. Use local talent to beautify the waterfront. Reuse the rails, if possible.

More water access - consider service access.

Make places for cafes, waterside uses, canoe rental, kayak launch areas (car drop-off?). Would this be considered in Port Lands if not along Queens Quay?)

Washrooms / water fountains / dog litter along Waterfront.

Would like to see details of how QQ and Bay deal with ferry access.

When will the waterfront at the bottom of Stadium Road and south of the two yacht clubs be fixed? It has been fenced off and falling apart for years. The City spent money to put in signs saying "stay off" but have made no effort to fix it. It is full of tourists in the summer and is a disgrace.

As a member of the Queen's Quay Revitalization Environmental Assessment Stakeholders' Committee, I wish the team to consider;
(1) Making a full commitment to a continuous Martin Goodman Cycling Trail

(2) Using best practices to ensure safe and enjoyable cycling

With these principles in mind, please note that Alternative #4 does not fulfill these goals as dangerous conflict zones would exist, for example, at Yo Yo Ma Lane and at Parliament Street.

Therefore Alternative #5 is strongly preferable.

Further, as part of a continuous cycling route a connection to the Lake Shore East bike path and Don Cycling Bridge is essential. Streetcar turn loops at Parliament Street must not become barriers to this connection.

Finally, where conflict zones occur please use best practices as suggested by the Transportation Association of Canada under their Bicycle Pavement Markings guidelines, namely separate bike crossings, bike boxes (P31), and elephant feet (P16). Please see www.bikewalk.org/2008 conference.

The above best practices will be critical at intersections where bikes will be turning on to and off the Martin Goodman Trail at Lower Simcoe, Yonge Street, Bay Street and Lower Sherborne.

I have a question regarding the proposed redevelopment of the Queens Quay from York to Simcoe.

Can you confirm whether the trees being planted lining the pedestrian-thoroughfare will be short enough trees not to obstruct the lakeviews of residents even on relatively low floors for whom the view of the lake is a major reason for living on the Queens Quay, as well as for visitors and business patrons. It would make little sense to block the view of the lakefront as part of an attempt to revitalize it.

The construction schedule seems excessively long. The track between Spadina and Bay is in rough shape and had to be shut down for emergency repairs last year. If you accelerate approvals, you should try to complete this section by the fall of next year. This is less hurry for the section East of Yonge, as there are fewer residence and business that would be disrupted due to construction.

It is a disappointment that you have not addressed the eyesore that is the Ferry Terminal and the waiting area. You may have read in the media during the summer about the human and traffic congestion that occurs around the Terminal on weekends.

Have you considered re-designing the 'green space' just near the Westin to create a roundabout/circle for cars to unload and exit quickly without congesting QQ? This could be combined with a better waiting area for ferry passengers and a playground for families waiting for the ferry. You could also create an observation deck/walkway on top of the ferry terminal and enclosure. The original West 8 plan had an ambitious and creative plan for a new ferry terminal. This has now disappeared off the map. The ferries and the islands are an important tourist destination and will become even more significant with the QQ revitalization. The terminal looks like a prison yard or a cattle pen while being the key access point to the water. There is no point having a waterfront promenade like QQ without inviting access to the water and onto the water. In addition to the Ferry Terminal there should be other public water transit/water buses that serve the waterfront and take the pressure off QQ.

Thanks for all your work and consultation efforts, I look forward to the results!

Although the Ferry Terminal received a slight makeover in 2008, it remains a terrible looking holding pen. All the banners in the world won't improve this shameful looking facility. Yet it is supposed to be a gateway to Toronto's largest island park, why isn't the Ferry Terminal identified for a renovation along with Queen's Quay? Why isn't the ferry service considered a part of the city's downtown transportation plan? In my mind, it is a logical extension to the Queen's Quay Plan.

For the north-south bike lanes (Sherbourne Street, Yonge Street, Bay Street, Simcoe Street, Rees Street, and Spadina Avenue) a coloured or decorative pavement should extend through the intersections to the Martin Goodman Trail. An example of this can be viewed at Lakeshore Blvd. W. and Windermere Street where the bike paths intersect.

Look at parking tour buses off street at 130 Harbour Street instead of bus laybys on Harbour Street. For the Martin Goodman Trail crossing the eastbound lane of Queen's Quay West (W of Spading Ave.) please consider decorative pavement and signage warning drivers of the bike path crossing.

Please consider ways to make visiting, walking, and enjoying the waterfront year round. Winterized seating, shelters, wind blocks, etc. will help.

Also, you probably are already, but please consider the most eco-friendly of materials. I would rather walk on recycled tire sidewalks than concrete or cement ones.

In detailed design, try to avoid removing new street trees and bike posts & rings when installing parking spots for Rabba, Starbucks etc. Can the transit stops and shelters be enlarged and improved? The existing ones drip rain water on passengers' heads as they board the car.

I feel that there are three ideas that we feel will help greatly in terms of keeping the traffic on Queen's Quay flowing as smoothly as possible, and it is requested that you make these a part of your ongoing work regarding Queen's Quay.

The first idea would be to ensure that if there are only two lanes on the Queen's Quay that they be the widest lanes possible. The concern here is that if there is a breakdown, stalled vehicle, etcetera that other motorists be given ample opportunity to pass that vehicle. Keeping the widest possible lanes will provide for the most traffic flow in the event that a vehicle was blocking the single lane.

The second idea is to ensure that if there is going to be two way traffic on the Queen's Quay that there be a right hand turn lane at the northeast corner of Rees and the Queen's Quay. This will be particularly helpful in the situation where there are pedestrians crossing from the northwest corner to the northeast corner across Rees at the same time that a vehicle is trying to head north onto Rees from Queen's Quay. If there is no right hand turn lane on the Queen's Quay, the motorist will block all of the westbound traffic while waiting for large crowds to make their way to and from attractions such as HTO Park and the Rogers Centre. This would certainly be detrimental to the traffic flow and would detract from the overall maneuverability of vehicles on the Queen's Quay. Adding a right hand turn lane will help to keep the traffic flowing in the event that a westbound vehicle wishes to head north on Rees.

Finally, it would make the most sense to enlarge the layby parking / loading zone in front of 250 and 260 Queen's Quay and extend it as far west as possible: to the right hand turn lane. The plan we saw last already includes layby parking in front of 250/260 Queens Quay, and it only makes sense to extend it instead of leaving a concrete island that will be of little use to anybody. This will ensure that there is enough pickup and drop off space for busses as well as allowing space for other tenants of the retail space to receive deliveries. The area will also be used by residents to get in and out of taxis and other vehicles. Keeping as much space as possible for these vehicles off of the main road will certainly help the overall traffic flow on the Queen's Quay.

Thank you very much for taking the time to read these ideas. It is very important to the future vitality of the Queen's Quay that we keep the traffic flowing as smoothly as possible. Unlike other streets, the Queen's Quay does not have a southern option for travelers looking to access it and the northern option is the lakeshore which is extremely busy. The Queen's Quay is also primarily for the purposes of leisure - traffic is likely to move slowly due to the nature of the traveler. I believe that by providing as many features as possible to keep the traffic moving that we will help visitors to both get to our waterfront and enjoy their time there.

Question #3

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

Been waiting more than 20 years to see most of these changes. It will make our home here part of a neighbourhood instead of just another street for cars!

Looks wonderful - I can't wait!

Can water maintenance be included in the project? All the beauty of the views will be ruined by garbage on the water

No where along inner harbor is there a boat ramp for use by Toronto residents. If not along Queens Quay, than where? Portlands? Have you planned for a boat ramp for public use?

1. Place priority on extending PATH system from Union Station to Queens Quay
2. Repair sidewalks on the outside of the buildings where Harbourfront Centre meets Queens Quay. There are either ugly blank walls or worse. Find other ways of dealing with the garbage nearby.
3. Improve the connections of public transit from Queens Quay West across to the distillery District and Cherry Beach area. These are potential tourist attraction as well as places residents would use more if public transit were convenient.
4. Creating more activity for all seasons. The open market idea on one of your slides is great. More seating area (café-type) throughout area would help.

Consider my comments as a strong vote for your plan!

Thank you for doing this... It's about time! If it begins in 2010, when is the anticipated complete date? (!)

Given the importance of parking lots and above ground parking complexes, how does that mesh with becoming one of the top ten roads on the planet? They aren't at all aesthetic. I just can't imagine that planting a few trees will mask their unattractiveness. Regarding the routes north-south to connect the downtown core to the waterfront, will there be plans to put in bike lanes which are sorely needed?

The plans look excellent. I support your final two choices, but it's not an easy pick between the two. If someone put a gun to my head, I'd probably pick one-way operation on the north side. It's more continuous and less awkward west of Spadina. I think a stronger connection should be made between the music garden and the literary park by Douglas Coupland.

We would like to see a detailed analysis of what impacts there will be for the ferry docks. It is an attraction that contains a wide variety of uses, school buses, tour buses, the hotel, park visitors arriving by car (drop-off), large numbers on the TTC, along with the Island residents who bring bikes and carts with everything from groceries to appliances and building supplies. Hotel trucks use the east laneway, which is also ferry vehicle access.

Meetings with residents, park management, and park staff should be set up.

Thank you all for your splendid hard work, and visions. We're with you.

I am a resident of 10 Queens Quay. I am greatly concerned by your proposal to relocate the TTC streetcar underground portal from its current location on Queens Quay, east of Bay, to rest between Cooper St. and Freeland.

The current location has been great for all travelers to the Toronto Islands given its proximity to the ferry docks. All my friends have always complimented on the location for the ease with which they can travel to the islands.

I will request you to reconsider your proposal and keep the current location in tact to allow for the continued convenience of travelers to the Toronto Islands.

There didn't seem too much detail into how the intersections would work.

The documents didn't talk about how the transit priority would work and how cyclists would cross the intersection. Would there be lights for transit and cyclists for some intersections or all intersections?

I wanted to provide my comments on your plans to 'redevelop' the Queens Quay and waterfront. As a resident in the area I welcome the efforts to improve the area for the community however I believe that your plan has not addressed the key underlying barrier to the waterfront, the TTC streetcar tracks and the dedicated right of way. The continued focus on the street car based public transit system is, I believe, a big mistake. Given the number of street cars that are using the right of way, it would be more effective and efficient to consider a system that can accommodate both public and personal transportation vehicles. Surely electric buses or some similar technology in the future will allow a better use of valuable real estate. As a resident in the area, the street cars create a more significant noise problem than the airplanes that fly in and out of the island airport. I hope that the future redevelopment of the area will include the elimination of the street car tracks that separate the city from the waterfront. If the intent was to reconnect the city with the waterfront, I believe that the best plan would have included an expansion of the waterfront walkways by reclaiming 25 feet of the waterfront rather than eliminating the southern lanes. Although challenging, this would have provide a better focus for individuals, rather than being north of the existing buildings.

Please build it as soon as possible.

Please consider removing the surface level visitors' parking lot at Harbour Square south of Bay Street and west of the ferry dock. This land should be a green landscaped area.

Wish it wasn't taking so long. Why wasn't more of the EA finalized during the actual pilot project itself?

Either way, the sooner QQ is revitalized, the better!

I prefer two-way operation on the remaining general traffic lanes to maintain side friction and keep speeds down, as well as offer residents and visitors a bit more choice of routes. Need to reconsider closing Lakeshore Boulevard for marathons etc. and redirect them to the new pedestrian/cycling realm on QQ. Need to enforce no cycling on the north side sidewalk; during the pilot in August 2007 cyclists were a menace to pedestrians on the north side. You are not likely to get a green TTC right-of-way. Consider spiffing up the existing streetcar portal with a canopy like the one proposed for the new one east of Yonge Street.

APPENDIX C: Statement to Waterfront Toronto regarding including the PATH system in the Queens Quay Revitalization EA Project

DATE: April 2, 2009

MEMO to: Mayor Miller, John Campbell, Olivia Chow, Pam McConnell, Adam Vaughan

Cc: Chris Glaisek, Pina Mallozi, Bill Dawson, Jane Naiman, Gary Wright, Al Rezoski, John Kelly, Steve Munroe, John Piper, Ulla Colgrass, Kevin Currie, Bill Boyd.

From: Braz Menezes*

Subject: PATH inclusion in the Queens Quay Revitalization Project
Public Meeting Held at the Westin Hotel, April 25th 2009

"Giving the Lakefront Back to the Community" (Waterfront Toronto's slogan)
"Please help us walk there through PATH" (Plea from the Community)

First, I wish to also congratulate Waterfront Toronto and all the Institutional partners in the team for the tremendous progress to date and the excellent quality of the presentations.

The audience's reaction to my comments at the meeting about completion of a PATH connection to the Waterfront reassured me that there is widespread support for the priorities stated below. I am sending this Statement as a follow-up for the record.

1. Fifty seven (57%) percent of the traffic visiting the Central Waterfront is made up of pedestrians, according to Waterfront Toronto's (WT) latest survey. This number is expected to grow.
2. The world-famous 27Km of the PATH – the underground pedestrian network that connects a large part of Toronto's Financial and Entertainment District – is now planned as far south as Lake Shore Blvd. and York Street. It is a two minute walk to Queens Quay from this point.
3. The segment of PATH currently under construction links the proposed new southern exit to Union Station through the Maple Leaf Square (MLS) development. The final section to be completed to the Central Waterfront is all on publicly-owned land (City and Provincial).

4. On November 5th 2005, YQNA first presented this PATH proposal to Councillor Pam McConnell, who took leadership and with the very able support of the City's Community Planner, Al Rezoski, ensured that the appropriate easements were secured in the MLS project. YQNA subsequently has raised the extension of the PATH at every opportunity at stakeholder meetings on both the Queen Quay Rehab EA and the East Bay Front Transit EA. Subsequently these proposals were endorsed by MP Olivia Chow, Councillor Adam Vaughan, QQHBA and Harbourfront Centre, among others.

5. On April 25 2006, YQNA convened a Public Meeting on Transportation Issues on the Waterfront. All major institutional players were invited, including the City, Waterfront Toronto, TTC and Police, among others.

6. The objective was:

- Have traffic-safe pedestrian access direct from Union Station to the Waterfront (less than a five minute walk across two blocks); and reduce the need for Waterfront-bound patrons of the TTC, to suffer the crowded and dangerous conditions of TTC's Harbourfront Streetcar 'spindle' interchange; or for these patrons to cross high speed traffic on Lake Shore Blvd and Harbour St.
- Minimize the un-mitigated ugliness of the concrete ramps on the northeast corner of York Street and Queens Quay; and create instead, a beautiful green Park or Square at this strategic location, where the City meets the Lake, where the City could plan the opening for the PATH - 'A Waterfront Access to Union Station'.
- Make bus-traffic more accessible for drop-off and pick-up; and less attractive for short-term standing and illegal parking, through provision of accessible designated paid-parking.
- Improving traffic management through enforcement.

7. Since then there has been progress on all four issues.

- The MLS incorporates the PATH easements at two alternate floor levels, with knock-out panels in place. These were located after the developer's consultants carried out a review of existing utilities under Lake Shore Blvd, and the feasibility of a PATH crossing. The MLS will be completed in 2010.
- The City is about to start on an EA for the removal and rebuilding of the Bay/Yonge down-ramps. We understand this is to be funded from savings from the abandonment of the Front Street extension, and the work is expected to be completed by 2011.
- The issue of buses is receiving attention in this final phase of the EA on the Central Waterfront. The WT estimate completing Queens Quay by 2011.
- The police are committed to improving enforcement of regulations.

8. Is it too much to hope that by the time all these developments are completed in 2011, we will not have dig up York Street again to insert the PATH?

9. Please let us finish this PATH while construction is going on and make it an integral part of Queens Quay Revitalization, even if it means re-allocating priorities for the 'bridges over the slips' and other less essential elements from the original prize-winning design, for

a couple of years. This PATH will become an important part of the city's infrastructure, serving 12 million visitors a year and 30,000 residents in the Central Waterfront. It will improve the city, tourism, as well as the neighbourhood.

10. The economic, social and environmental benefits of a PATH to the Waterfront are enormous. The 'sunk costs' in capital improvements to Queens Quay can only achieve their full potential with this essential addition to the city's infrastructure.

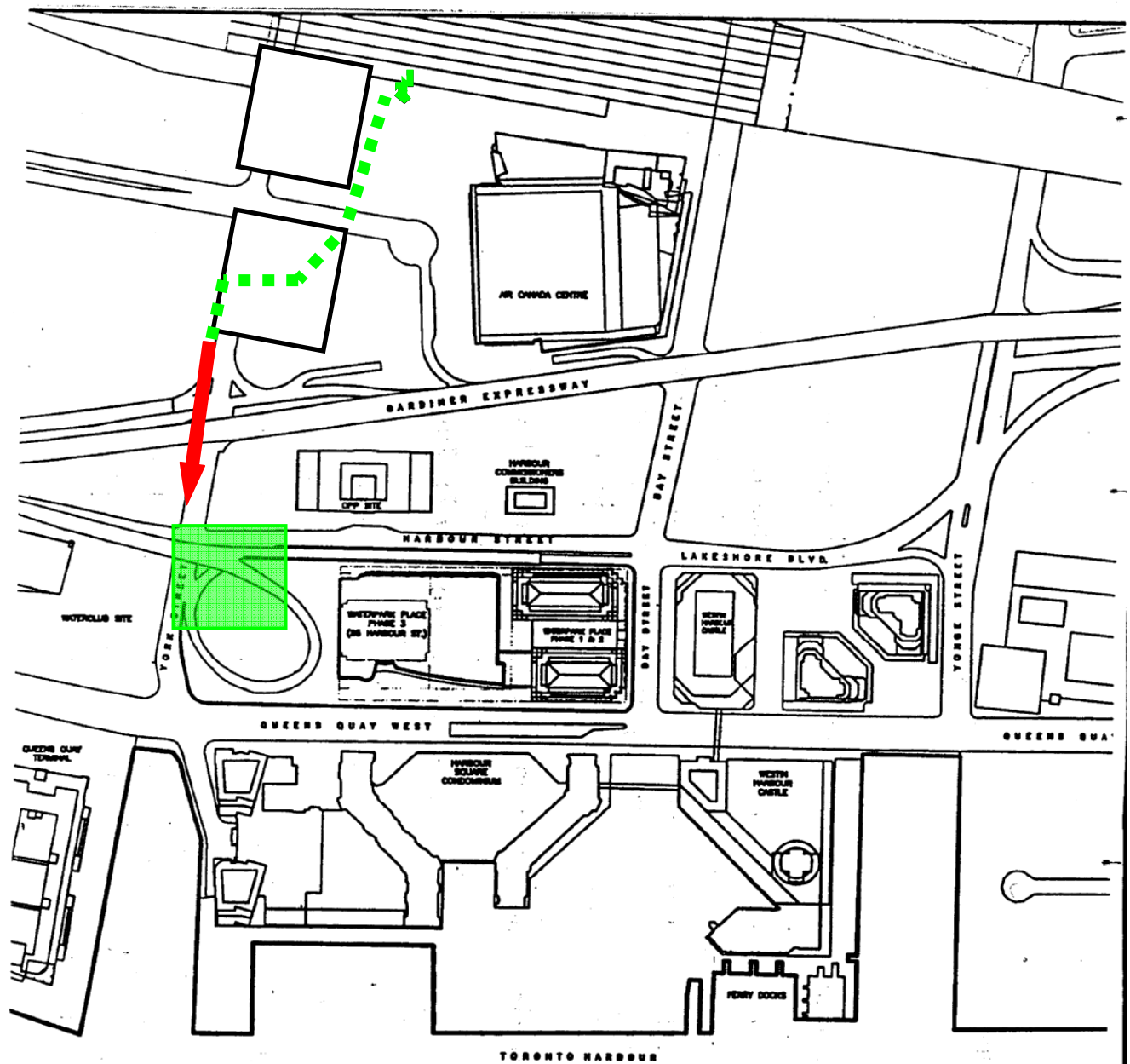
- The savings in capital and operating costs to TTC will be enormous when passengers, who go only one or two stops to the popular destinations of Harbourfront Centre and the Ferry Docks, will prefer to walk 5 minutes through the PATH.
- Thousands of families can park in lower-cost suburban car parks and use transit. A majority would likely rather walk the last stretch, given the choice of waiting for an over-crowded streetcar for two stops to Union Station.
- Metrolinx has made walking and biking a major pillar of transportation policy in the Regional Transportation Plan – Move
- Improved access will encourage repeat visitors and benefit the business community.

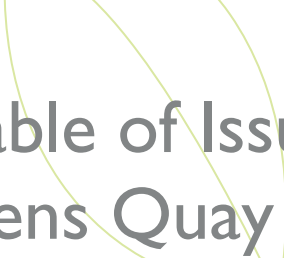
PLEASE include the PATH NOW!

Thank You


Braz Menezes

Resident of Queens Quay; previously Chair and current member of YQNA Planning Committee; until March 2009, Chair of Area Planning Committee, QQHBA





Appendix N
Summary Table of Issues Raised During
the Queens Quay EA Consultations



SUMMARY TABLE OF ISSUES RAISED DURING THE QUEENS QUAY EA CONSULTATION

1. VEHICULAR PARKING			
TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
1.1 Parking Capacity and Location	Public Forum #1 and #3	Parking capacity is an issue in the area, particularly during events and in summer months.	This is not part of the scope for the Queens Quay EA. However this has been considered in the parking inventory (see table 5-16 ESR). The total current supply of publicly accessible off-street parking is close to 4800 parking spaces. It is likely that some of this existing off-street surface parking will be redeveloped and it is common in such a circumstance that it would be replaced in the development.
	Letter from area business owner, February 10, 2009	Land underneath the Gardiner Expressway may represent an opportunity for meeting short term parking needs.	This is not part of the scope for the Queens Quay EA.
	Public Forum #3	Provide supplementary public parking under the Gardiner between the ramps adjacent to Lake Shore Blvd., within walking distance from the waterfront.	This is not part of the scope for the Queens Quay EA.
	Public Forum #1; Harbourfront Centre Meeting, January 22, 2009; Queens Quay Terminal Meeting, January 27, 2009	Adequate parking is required for those using Queens Quay businesses and attractions.	Noted. Where possible the preferred design alternative incorporates laybys for curbside uses such as loading, bus and taxi drop-off. In addition the Queens Quay area is serviced by approximately 4800 parking spaces in publicly accessible off-street parking lots (see table 5-16 ESR).
	Public Forum #3	Public parking from south side of Queens Quay should be relocated to parking lots at the east and west ends of Queens Quay.	This is not part of the scope of the Queens Quay EA.
1.2 Parking Enforcement	Public Forum #2; SAC	Parking enforcement is needed on Queens Quay. Double parking and other illegal parking and stopping needs to be enforced.	Noted.

2. VEHICULAR TRAFFIC

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
2.2 Traffic Congestion	Public Forum #1 and #3; Radisson meeting, January 22, 2009	Traffic flow and congestion may be an issue with the reduction of Queens Quay from 4 to 2 lanes. Local businesses and residents are concerned with increased congestion as a result of changing the road from 4 lanes to 2 lanes.	Early data collection demonstrated that because of the on street conflicts Queens Quay today is operating much like a two lane road. Modeling undertaken throughout the EA process demonstrates that the preferred design alternative has adequate capacity for the future demand. City Transportation has approved of this methodology and support the results.
	Public Forum #1, 401 QQ Meeting, January 15, 2009; Harbourfront Centre Meeting, January 22, 2009; Letter from area resident, April 7, 2009; Public Forum #3	Traffic is extremely heavy in this area on weekends. There is congestion at the Spadina intersection. Queens Quay is used as a short-cut through the area, thereby increasing congestion. Special events and Harbourfront Centre activities traffic result in increased blockages and congestion.	Traffic data collection was undertaken both on autumn weekday (typical traffic analysis period) and summer weekend peak. It was determined that there is a nominal difference in traffic volume between the two time periods 5-13. Cut through traffic was also assessed (page 5-41) and it was determined that there was between 10 – 20% cut through traffic along Queens Quay. Significant special event congestion is not typically considered as part of City of Toronto traffic modeling effort for roadway design and construction. It is typical that peak hour traffic is used as the baseline.
2.3 Traffic Restrictions	Public Forum #1 & #2	Traffic should be restricted in some areas. Vehicles of certain weights should be prohibited from using Queens Quay.	The EA does not consider heavy vehicle restrictions. Queens Quay is and will continue to be a destination where large numbers of people arrive on coaches and school buses. Existing and future land uses, commercial in particular, will require access for commercial vehicles such as delivery and moving trucks. It may be possible to restrict large vehicles during certain times of the day; however, any restrictions would need to be discussed and agreed to between the BIA and City. This is not within the scope of this EA.

	Email from resident, April 20, 2009	Need to reconsider closing Lake Shore Boulevard for marathons and similar events and redirect these to the proposed pedestrian/cycling realm on Queens Quay.	The pedestrian/cycling realm of Queens Quay will only be accessible by service vehicles. There would be significant operational and safety issues if this area were used as a detour for general traffic. It is impractical to plan for major events such as marathons, parades, street parties etc. Events of this type are disruptive, but they are also very infrequent and provide significant benefit to the city.
2.4 Vehicular Speed	Public Forums #1 & #2	Excessive vehicular speed is an issue on Queens Quay.	This was not observed in the data collection phase for this EA. Reducing Queens Quay to two lanes from four will result in additional side friction or “lateral friction” which is a proven traffic calming measure in reducing vehicle operating speeds. Speed is not considered in the EA.
2.5 Traffic Studies	SAC #1	Studies should consider the impacts that large conferences have on the traffic in the study area?	Transportation planning is not traditionally planned on special events however given the special nature of the Queens Quay area data collection was undertaken during a summer weekend special event. That analysis can be found on page 5-34 of the ESR. As noted previously, it is impractical to plan for infrequent large events.
	SAC #1; Email from Brookfield Properties, March 2009; Email from QQHBA, March 18, 2009; Public Forum #3	Traffic studies should be undertaken as part of this EA. Several stakeholders requested access to the traffic studies and related data and models.	Extensive traffic studies were undertaken as part of this EA which includes: turning movement counts, automatic traffic recorder (ATR) data, bicycle counts, pedestrian counts, collision history, current signal timing information, existing geometry, planning geometric changes. They have been presented to the Stakeholders and Public at-large. They are included in Appendix E to the ESR. The data and models are the property of Waterfront Toronto.
	Radisson Meeting, January 22, 2009	Traffic modeling comparison between one signal with Robertson Crescent access closed and two signals with Robertson Crescent accessible was requested.	The approximate impact caused by additional signals was interpolated from previous analyses and is included in Appendix E. An exit only signal is now part of the scheme following a motion at Council October 1 2009.
	Email – Resident, Nov 27, 2007	Requested a study by Professional Engineers qualified in traffic management on ways to use the right of way more efficiently.	The EA team is includes of professional engineers, planners and technical specialists with significant experience in right-of-way planning and design.

	SAC #4	Does the traffic study address the bottleneck at Spadina?	This intersection of Spadina and Queens Quay was the subject of much study throughout the EA. Due to the number of conflicting streetcar and traffic movements at this intersection, it is one of the most complex on the corridor. The preferred design offers a solution which eliminates some of those conflicts and results in operating conditions better than what is experience today.
2.6 Impact of Island Airport	SAC #4	Has the impact of the island airport and its potential growth on traffic been considered?	Activity at the airport has not been considered as part of this EA.

3. BOAT/MARINE ACCESS

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
3.1 Boat Access Along Waterfront	Public Forum #1; Public Forum #3	There needs to be more access for marine users along the waterfront.	Marine access is not impacted in the preferred alternative.
	Public Forum #1	Boat owners need to access marinas by vehicle.	Marine access is not impacted in the preferred alternative.
3.2 Marine Access	Public Forum #1	There was no mention of marine issues and access in the proposed design.	Marine access is not impacted in the preferred alternative.
3.3 Island Ferry Terminal	Public Forum #3	There was no mention of the Island Ferry Terminal as part of the proposed design	The Toronto Island Ferry Terminal is not in the scope of this EA, however access to the Toronto Island Ferry Terminal is not impacted by the preferred alternative.

4. CYCLING

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
4.1 Safety	Email from resident, March 31, 2009 Public Forums #1, #2, #3	There is concern about the safety of cyclists in the area, including the existing bike path west of Spadina where cyclists are coming into conflict with opening car doors.	This portion of bicycle trail has not been changed as part of this EA. Modifications are not required at this time in order to implement the preferred alternative.
	Email from resident, April 6, 2009	Utilize best practices to ensure safe and enjoyable cycling. Best practices are critical at intersections where bikes will be turning onto and off of the Martin Goodman Trail at Lower Simcoe, Yonge Street, Bay Street and Lower Sherbourne.	This will be further explored in the detailed design phase of the EA. There is a committed to using best practices for how the trail will meet intersections. This may include bicycle boxes or mixing zones.
4.2 Bike Lanes	Public Forum #1 & #3	Need to improve bike lanes through the area. Bike lanes are essential for the safe and efficient movement of cyclists.	Agreed. The preferred alternative proposes an off-street Martin Goodman Trail.
	Public Forum #3	Bike lanes should be designed to have coloured pavement or markings.	This will be explored further in detailed design.

4.3 Conflicts	Public Forum #1, #2; #3; SAC #4	There is an issue that cyclists and pedestrians are coming into conflict. Cyclists and vehicular traffic are also coming into conflict. The redesign needs to address these existing conflicts	Noted. The preferred alternative addresses some conflicts. This will be explored further in detailed design.
	Email from resident, April 20, 2009	Need to enforce no cycling on the north side sidewalk.	Noted, however enforcement is not part of this EA.
	Public Forum #1; SAC #4	It is not clear why significant space should be allocated to cycling facilities, particularly when this infringes on space needed for pedestrians and vehicles.	Cycling is a viable, environmentally friend and healthy form of transportation. The Secondary Plan always assumed that dedicated cycling facilities would be included on Queens Quay. There are cyclist already using Queens Quay and we have observed conflict between cyclists, motorists and pedestrians. Dedicated facilities would minimize this conflict. There would still be space for vehicles and pedestrians.
	Public Forum #3	The lane for cyclists is a good idea – will there be signalized intersections for cyclists and a separation of cyclists and pedestrians?	Cyclists would be expected to obey the signals at each intersection. Cyclists will be separated from pedestrians except at intersections where cyclists will be required to yield to pedestrians.
4.4 Cycling and the Martin Goodman Trail	Public Forum #1; BikeToronto.ca, Email from resident, April 15, 2009	There needs to be clear connections between the Martin Goodman Trail and other cycling facilities as part of a redesigned Queens Quay. A better look at how intersections will be designed to handle bike flow turning from the Martin Goodman Trail is required. There is a concern about the possible lost connection between the Martin Goodman Trail and the intersection of Queens Quay and Parliament Street. A continuous off-street cycling trail from Bathurst to Parliament will ensure sufficient space to handle the huge volume of cyclists and skaters using this excellent active transportation corridor.	Intersections and connections between cycling facilities will be considered in the detailed design stage and vetted by City Transportation. Input from cycling advocates will continue through the Stakeholder Advisory Committee. The Martin Goodman Trail will continue off-street and connect east of the Queens Quay – Parliament intersection. A continuous off-street Martin Goodman Trail remains the ultimate goal, but is not within the scope of this EA. When the roadway and TTC right-of-way is reconstructed upon need for rehabilitation between Bathurst and Spadina, an alternative cross-section will be considered to coincide with the street west of Spadina.
4.5 Bike Parking	Public Forum #1	There is a lack of cyclist parking facilities in the area.	The preferred design would include bicycle parking facilities.
5. MARTIN GOODMAN TRAIL			
TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
5.1 Trail and Parking	Public Forum #1	How would the future Martin Goodman Trail be coordinated with the parking at York Quay?	Cyclists would be expected to obey the signals at each intersection this includes the entrance into the parking at York Quay.

5.2 Trail Continuity	Public Forum #1 Letter from resident, April 6, 2009	Can the south side of the street be closed off to continue Martin Goodman Trail? Expanding the Martin Goodman Trail is supported. Committing to a continuous trail is important.	Yes. Noted. The preferred alternative will result in continuous bicycle facilities in the Central Waterfront.
	Bathurst Quay Neighbourhood Assoc. response to December EA meeting; SAC #4; Public Forum #3	There is concern that the two blocks of Queens Quay which currently have on-street bike lane between Stadium Road and Bathurst Street will fall outside the EA and therefore potentially never be transformed to Martin Goodman Trail.	This portion of bicycle trail has not been changed as part of this EA. Modifications are not required at this time in order to implement the preferred alternative.
5.3 Trail Design and Location	Email – from resident, January 15, 2008	There is preference that there be no curb along the Martin Goodman Trail as much as practical, and that the curb should only be at the intersections.	This would be further developed as part of the detailed design phase for Queens Quay.
	SAC #4	Interaction and conflicts between pedestrians and cyclists on the Martin Goodman Trail needs to be addressed.	Agreed. This will be further developed as part of the detailed design phases.
	Queens Quay Terminal Meeting, January 27, 2009	Is there a possibility of locating the Martin Goodman Trail on the water's edge promenade?	There is not adequate space for the bicycle trail on the waters edge promenade. In addition because the waters edge is not continuous it would be difficult to stitch the trail together in that location.
5.4 Winter Maintenance	Public Forum #3	Please strongly consider removal of snow on the Martin Goodman Trail in the winter.	As per City of Toronto policy, the trail will be maintained during the winter season.

6. PEDESTRIANS

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
6.1 Increased Pedestrian Access	Public Forum #1	Increased pedestrian space and access is required along Queens Quay.	The preferred alternative would have a 45% increase in pedestrian space over the do nothing scenario.
	Public Forum #1	Increase the amount of sidewalk.	The preferred alternative would have a 45% increase in pedestrian space over the do nothing scenario.
	SAC #2b	The focus of the redesign should be pedestrian focused.	The preferred alternative would have a 45% increase in pedestrian space over the do nothing scenario.
6.2 Access for People with Disabilities	Public Forums #2 & #3	Consider accessibility needs for people with disabilities (e.g. wheelchair users) as part of the redesign.	It is our intention to retain an accessibility consultant in the detailed design phase to advise on needs for people with disabilities. The preferred design was discussed and agreed to in principle with representatives of the Canadian National Institute for the Blind (CNIB).
6.3 Pedestrian Access to Waterfront	Public Forum #1 & Email from resident, March 31, 2009	Provide better access to the water's edge and perhaps expand the water's edge on the south side – which would provide more access to water for pedestrians and residents.	The Central Waterfront Master Plan will provide better access to the water both along the lakeside and Queens Quay.

	Public Forum #3	Increased pedestrian access to water is desired.	The Central Waterfront Master Plan will provide better access to the water both along the lakeside and Queens Quay.
6.4 Underground PATH	Admiralty Point Meeting; Letter from area resident, 55 Harbour Square, April 2, 2009); Letter from area resident, April 7, 2009; Public Forums #1 & #3	Waterfront Toronto should seriously consider a PATH network extension to Queens Quay to allow quick and protected pedestrian access and significantly more retail space.	While this is not in the scope of this EA, it is our understanding council has considered several motions in recent years related to the PATH system, and the City Planning Division has proposed undertaking a comprehensive Master Plan for the PATH network to, among other things, define opportunities, needs and priorities for continued expansion and upgrading of the system. This investigation is to include examining linkages south to the waterfront.
6.5 Moving Sidewalk	Public Forum #3	Has the team considered an underground moving sidewalk system such as the one in the airport?	This is not in the scope of this EA.
6.6 Count-down Signals at Intersections	Public Forum #1	Will the City use the count-down pedestrian signals at intersections?	Yes. The city is continuously retrofitting all signals to use count-down pedestrian signals. All new signals, including those on Queens Quay, will also use count-down pedestrian signals.

7. PUBLIC TRANSIT

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
7.1 Transit on Queens Quay	Public Forum #3	There is a benefit to removing the streetcars instead using buses along Queens Quay – has this been considered?	This was considered as part of the Waterfront Transit EA.
7.2 Time-based Travel/Fares	Public Forum #3	Studies have shown that a LRT system reflects a commitment to the neighbourhood and public transit. Has the TTC thought about the possibility of time based travel along Queen Quay, to encourage people to use transit? Time based travel allows a transit rider to pay a fare for transit and the fare stays valid for a long time period. It is currently being used on St. Clair.	Not part of the scope of this EA.
7.3 Monorail	Public Forum #3	Was an overhead monorail considered?	Several technology options were considered as part of the Waterfront Transit EA.
7.4 Traffic Light Synchronization	Public Forum #1	There is a need for better transit traffic light coordination and TTC signalization.	Noted. A new proposed transit priority signal system is included as part of this study. See Appendix E of the ESR.
7.5 Safety	Email from resident, April 20, 2009	There are some concerns with streetcar operations next to such a busy active transportation area. Will there be a fence?	There will be appropriate spacing between the streetcar right-of-way and the active transportation corridors to the north and south. This will be explored further in the detailed design phase following the EA.

7.6 Streetcar Noise	Public Forum #3	Consider what can be done to reduce the noise of the streetcars.	TTC will be replacing tracks with a system that will reduce both noise and vibration along the streetcar line.
7.7 Transit Connections	Public Forum #3	Has any consideration been given to linking the future East Bayfront and Harbourfront transit lines to create continuity along Queens Quay Boulevard?	Yes. This was considered as part of the Waterfront Transit EA.
7.8 Location and Design of Streetcar Stops	Public Forum #3	There is a need to improve accessibility of platforms and shelters.	Noted. In all alternatives platforms will be made accessible.
	Email from resident, April 20, 2009	Can the transit stops and shelters be enlarged and improved? The existing ones drip rain water on passengers' heads as they board the car.	Noted. In all alternatives platforms will be widened and shelters will be replaced with new city standard ones.
	SAC #4	The Simcoe Slip is a high intensity use area, perhaps a stop should be added there.	In all alternatives, all land on Queens Quay fall within less than 300metres of a transit stop which is considered "well served by transit" by the TTC.

8. TAXIS

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
8.1 Parking	Harbourfront Centre, January 16, 2009	The taxi-turn about in front of the Queens Quay Terminal should be retained.	The preferred plan demonstrates an alternative location for this taxi turn around. See plate 9-5 in the ESR for more details.
8.2 Conflicts	QQHBIA meetings	There is considerable conflict between taxis, buses and other vehicular traffic in the area in front of the Westin Harbour Castle.	A curbside loading zone will be part of the street design to accommodate taxis and shuttle buses. Private vehicle and limousine drop-off should continue at the lobby entrance as it does today. Airport shuttle buses will continue to use the curbside between the Westin driveway entrance and Ferry Lane.

9. TOUR BUS ACCESS & PARKING

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
9.1 Tour Bus Parking	Public Forum #1 & #3; Email – resident, Jan 14, 2008; SAC # 2b; SAC #3; SAC #4; Email – resident, Jan 15, 2008; Letter from YQNA, April 5, 2009; Bus and Boat Meeting, February 18, 2009	This area attracts many buses and needs a long term solution that enables efficient passenger drop off and pick up. Perhaps bus parking on Queens Quay should be eliminated.	Designated bus drop-off zones have been denoted along Queens Quay. The location of bus parking is beyond the scope of this EA, however WT and the City of Toronto are committed to undertaking a study of bus parking opportunities together with the appropriate stakeholders.

10. ACCESS TO RESIDENTIAL PROPERTIES

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
10.1 Access to Resident Properties – General	Public Forums #1 ,#2 & #3; Email – resident, Nov 27, 2007; Email - resident, Jan 14, 2008	Access, delivery access and emergency access to residential properties must be retained for all properties.	Noted. In the preferred alternative, emergency, delivery and vehicular access has been maintained for every property along Queens Quay.
	SAC #2b	A study should be conducted to test how feasible each design option is for providing sufficient access to properties.	A detailed summary of changes to existing access has been provided in Chapter 9 and Appendix E of the ESR. A baseline requirement of the EA was that access was to be maintained for all properties. In some cases direction of approach and turning movements are changed from existing, but sufficient access is provided.
10.2 Harbour Square (33/55/65)	Harbour Square Meeting January 22, 2009	Harbour Square suggests a larger intersection to accommodate both the entrance west of 55 and service lane east of 55 instead of the service entrance east of 55 Queens Quay to the south.	This was not feasible. Alternatively, a service laneway has been provided to access both entrances to 55 Harbour Square. See plate 9-5 and 9-6 of the ESR for detail.
	Public Forum #3	Concern about access travelling eastbound on Queens Quay Boulevard. Residents don't want to be forced to go all the way around the building to get in.	Section 9.7.5 of the ESR explains access to Harbour Square. The rerouted traffic circulation was presented at several stakeholder meetings with the Board of Directors for the four Condominium Corporations.
	Letter from 55/65 Harbour Square, April 1, 2009; Letter from 55/65 Harbour Square, January 26, 2009, Public Forum #3	It is necessary to have adequate and safe access to and from the service road. It is unacceptable to have 2 new entrances on the south side wall of the parking garage. Access is needed to 55 from both east and west.	A service laneway has been provided to access both entrances to 55 Harbour Square. See plate 9-5 and 9-6 of the ESR for detail.

	<p>Letter from resident of 55 Harbour Square, April 20, 2009</p>	<p>Traffic light at the entrance to 55 should not be removed. This will limit on-site bus, service and resident access. One way street will be bordered with transit and on the other side, a bike path – this will make it more difficult for deliveries and parking. Will there be sufficient signage on the service road? Who will maintain the service road? It seems that there is no safe way for vehicles travelling east on Queens Quay to turn right at York Street. Turns at Bay will also be an issue – will there be advanced greens to ensure safety? When the service road is installed, bus service and emergency vehicle service to 55 Harbour Square will be compromised. Who will be responsible for sidewalk maintenance?</p>	<p>The traffic light at Harbour Square is proposed to be removed in order to accommodate rapid transit service on Queens Quay. A service laneway which accommodates the two existing entrances to 55 Harbour Square has been provided. The service laneway will meet City of Toronto standard width (6 metres) for such a laneway which will accommodate both emergency access and passing of vehicles. The service lane will be signed appropriate in compliance with MTO and City of Toronto Sign Bylaw standards. Both the laneway and sidewalk will be maintained by City of Toronto. Eastbound right turns from Queens Quay to York Street are proposed to be prohibited as part of the preferred alternative. This is because allowing the movement requires a dedicated lane for which there is insufficient space. The dedicated turn phases would also reduce east-west time for transit. An advanced green is not necessary at Bay Street since the TTC is not present and there is no dedicated right turn lane.</p>
	<p>The move of streetcar stops (such as the one in front of Harbour Square) will cause longer walking for residents. There is a safety issue with the proposed bike lanes – bikes colliding with pedestrians and north-south automobiles. Traffic lights are required.</p>	<p>In all alternatives, all land on Queens Quay fall within less than 300metres of a transit stop which is considered “well served by transit” by the TTC. Cyclists would be expected to obey the signals at each intersection. Cyclists will be separated from pedestrians.</p>	
<p>10.3 401 Queens Quay Access</p>	<p>401 Queens Quay Meeting, Jan 15, 2009</p>	<p>401 Queens Quay landowners expressed concern for elderly or sensitive drivers going eastbound who may be afraid of doing a detour along Lake Shore to gain access to building.</p>	<p>The preferred alternative (two-way) reduces the need for travel along Lakeshore Blvd.</p>
<p>10.5 Radisson Access</p>	<p>Radisson Meeting, January 22, 2009</p>	<p>Radisson is concerned with trucks stopping on Robertson Crescent and blocking entire access to the hotel. Radisson is also concerned with taxi access.</p>	<p>The John Quay area will operate more efficiently than the do nothing scenario.</p>
<p>10.6 Queens Quay Terminal Access</p>	<p>Queens Quay Terminal Meeting, January 27, 2009</p>	<p>Queens Quay Terminal prefers the driveway at Queens Quay Terminal to the Simcoe driveway - some part of the drive must be retained for access into the building even if an underground solution is used. Also concerned with loading access. Queens Quay Terminal prefers the proposal to have underground access.</p>	<p>The existing driveway at Queens Quay Terminal has been maintained.</p>

10.7 211 Queens Quay	211 Queens Quay Meeting, February 11, 2009	Driveway at Simcoe is the preferred shared driveway option.	Both the driveway at Queens Quay Terminal and the driveway at Lower Simcoe Street have been maintained. A shared driveway has not been pursued.
	Petition and letter from area residents, April 16, 2009	Install a traffic light at the driveway of 211 Queens Quay.	A traffic control signal will be installed at 211 Queens Quay.
10.8 251 Queens Quay	251 Queens Quay Meeting, February 11, 2009	251 Queens Quay is concerned about servicing and loading turn around area in front of the condominium entrance.	This servicing and loading turnaround has been removed as a result of the Council Motion to provide an egress at the eastern leg of Robertson Crescent. See plate 9-3 in the ESR for details.
10.9 Admiralty Point	Admiralty Point Meeting, April 9, 2009; Letter from area resident, April 7, 2009	It is not clear how local residents, hotel guests and buses will gain access when traveling westbound along Queens Quay in the current plan.	Access is provided via a right-turn eastbound on Queens Quay or straight through along Rees Street. Access westbound would be along Lakeshore Blvd.
10.10 250, 260, 270 Queens Quay	Letter from area business owner, February 10, 2009, Public Forum #3 Email from area business owner, April 17, 2009	In regards to 250, 260 and 270 Queens Quay – there is absolutely no parking or delivery drop off access areas for these shops. Buildings 250, 260 and 270 on Queens Quay do not have visitor parking, handicap accessible parking or emergency parking. It would make the most sense to enlarge the layby parking / loading zone in front of 250 and 260 Queens Quay and extend it as far west as possible: to the right hand turn lane.	Delivery drop-off access would be provided via lay-bys on the north side of Queens Quay. There are two off-street publicly accessible parking lot within the Rees/Queens Quay vicinity which would provide parking for visitors/shoppers of 250/260/270 Queens Quay.

11. ACCESS TO BUSINESS/INSTITUTIONAL PROPERTIES

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
11.1 Portland Pier	SAC #4	At Portland Pier, the driveway access to the Pier services a number of private and commercial vessels on the east side of the slip. This needs attention.	This access would not be impacted by the preferred design alternative as this is beyond the area where the preferred alternative will be implemented.
11.2 Robertson Crescent	SAC #4	Robertson Crescent – the proposed closure and bus turn-around might be an issue for the police boat.	This servicing and loading turnaround has been removed as a result of the Council Motion to provide an egress at the eastern leg of Robertson Crescent.
11.3 Access to Businesses – General	Public Forum #1, SAC #4; Email – Queens Quay Terminal, Feb 4, 2009	Access to all Queens Quay businesses by patrons and delivery trucks must be maintained.	Agreed. Emergency, delivery and vehicular access has been maintained for every property along Queens Quay.
	SAC #3	Some businesses have issues with accessing south side driveways.	Emergency, delivery and vehicular access has been maintained for every property along Queens Quay.

	Letter from area resident, April 7, 2009	Local businesses such as Pier 4, Paws Way, Azuza Spa, etc., will be adversely affected by having a non-stop flow of buses in Robertson Crescent– could affect customer flow and block access.	The bus loading/drop-off turnaround has been removed as a result of the Council Motion to provide an egress at the eastern leg of Robertson Crescent. A non-stop flow of buses is not anticipated.
11.4 Westin Harbour Castle	Meeting with Westin Hotel January 28, 2008	A consolidation of driveways for the hotel is problematic because of conflicts between cars and delivery vehicles. Would consider additional access points from Yonge Street and Bay Street if Bay extended south into park/ferry terminal area.	The consolidation of driveways servicing the hotel has not been proposed in the preferred alternative.
11.5 Redpath Sugar	Redpath Meeting, January 15, 2009	Redpath cannot accept limited driveway access.	This is beyond the scope of this EA however it has been address in the Waterfront Transit EA.
11.6 Police Marine Unit	Police Marine Unit Meeting, January 27, 2009	Police Marine Unit needs sufficient alternative access routes if Robertson is closed.	The eastern leg of Robertson Crescent has been maintained as egress-only. The proposed configuration does not impact the operations of the Police Marine Unit.
11.7 Access to Ferry Terminal	Public Forum #3	There is concern that the Ferry Terminal will have issues with loading and unloading of people and goods. Tour buses and taxis have issues with loading and unloading and this needs to be dealt with.	The Ferry Terminal access has not been impacted by this EA. Curbside uses including bus and taxi drop-off/pick-up, have been accommodated via lay-bys on the north side of Queens Quay. Bus parking is beyond the scope of this EA however WT and the City of Toronto are committed to undertaking a bus parking strategy. This EA is not contingent on the outcome of that work.
	Public Forum #1	There should be a driveway leading to the ferries ticket office where people can unload. Presently the lane on the east side of the Westin is closed to unloading due to Maritime security.	This is beyond the scope of this EA.
	Harbour Square Meeting, January 22, 2009	Bay Street with both left and right turns is preferred.	All turning movements have been provided at the Bay/Queens Quay intersection.

12. LOCAL BUSINESS & ATTRACTIONS

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
12.1 Retail Improvements	Public Forum #1, Admiralty Point Meeting, April 9, 2009; Letter from resident, April 7, 2009; Public Forum #3	Improvement is needed in retail and business opportunities. Winter season does not help with this issue.	This is beyond the scope of this EA however, It is anticipated that an improved public realm will help create a year round destination which will have a positive impact on the retail environment on Queens Quay.

	Public Forum #3	Tourism-related businesses and opportunities need to be included in the redesign.	This is beyond the scope of this EA however, It is anticipated that an improved public realm will help create a year round destination which will have a positive impact on the retail environment on Queens Quay.
12.2 Parking	Public Forum #1	Parking for stores is needed to encourage more retail business.	This is beyond the scope of the Queens Quay EA. However this has been considered in the parking inventory (see table 5-16 ESR) the total current supply of publicly accessible off-street parking is close to 4800 parking spaces.
	SAC #4	Parking lots are full when there are events going on at the Rogers Centre. Many people are parking at the Radisson. Adequate parking is needed for those using area businesses and services.	This is beyond the scope of the Queens Quay EA. However this has been considered in the parking inventory (see table 5-16 ESR) the total current supply of publicly accessible off-street parking is close to 4800 parking spaces.
12.3 Winter Activities	Public Forum #1. Meeting with QQHBIA, March 24, 2009, QQ Terminal Meeting, January 27, 2009, Email – area resident, Feb 8, 2008. Public Forum #3	Design for four seasons. Add colour in winter, including flags and street decorations. Add wind blocks, buffers to decrease exposure to winter weather, including evergreens.	The preferred design performed best in the microclimate section of the EA. Winter animation is not EA relevant however in detail design we will be looking for opportunities to create a great active environment year long.
	SAC #2b	There is concern about economic activity during colder or off-season periods.	This is beyond the scope of this EA however, It is anticipated that an improved public realm will help create a year round destination which will have a positive impact on the retail environment on Queens Quay.
12.4 Greening of Harbourfront	Public Forum #1; Email – area resident, Jan 14, 2008	Harbourfront needs to start organic (green bin) recycling at festivals. Create a green area in the current parking facility next to the Harbourfront Centre.	Noted. This comment has been passed along to Harbourfront Centre. The parking area adjacent to Harbourfront Centre, is subject to a planning process which intends to transform it into an active cultural destination with two public spaces. This project is referred to as York Quay Revitalization.
12.5 Queens Quay as a Destination	Public Forum #1 & #2	There is a lack of ‘destination’ feel. Queens Quay should be a destination for all – residents, consumers, tourists.	Noted. It is our hope that The Queens Quay Revitalization Environmental Assessment sets a framework for Queens Quay to become a destination boulevard and possibly one of the greatest streets in the world.

12.6 Programming	Public Forum #3	What programs will be made available as part of the redesign?	As determined by this EA, Queens Quay will provide adequate space for vehicular, cycling, transit and pedestrian uses. Additional programming will be assessed further in detail design.
12.7 Access to International Marketplace	Harbourfront Centre Meeting, January 16, 2009	Access to the International Marketplace should be considered.	Access to the international marketplace can be provided over the TTC right of way with paid duty officer assistance.
12.8 Recreation Needs	Public Forum #3	Queens Quay would benefit from a new public swimming pool in the area.	Noted. This is not within the scope of this EA.
12.9 Public Washroom Facilities	Public Forum #3	Need for more public washroom facilities along Queens Quay.	Noted. This is not within the scope of this EA.
	Police Marine Unit Meeting, January 27, 2009	Police Marine Unit recommends public amenities in nearby vicinities to solve the issue of people entering to the Police Marine Unit for washrooms.	Noted. This is not within the scope of this EA.

13. STUDY AREA

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
13.1 Extended Study Area to the West	SAC 3; BQNA response to December 2008 Stakeholder meeting; SAC 4; Email from area resident; April 15, 2009	Perhaps adding the section west of Bathurst Street to the study area is a good idea, and the revitalization concept should be implemented all the way along Queens Quay to Bathurst Street. Extend the EA westward 2 blocks to Stadium Road.	The area from Spadina to Bathurst was just recently reconstructed and is not scheduled for reconstruction until 2021. At that time this piece of Queens Quay will be subject to an EA and the opportunity to transform it into the preferred alternative will be assessed. This is not being pursued for approval at this time. The area from Bathurst to Stadium Road is not part of the scope of this EA.
	SAC #4	Will this project have any lingering effects west of Bathurst on QQ?	There are no anticipated changes in operating conditions as a result of modifications to Queens Quay east of Spadina.

14. SAFETY & SECURITY

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
14.2 Emergency Access Study	Email – resident, Nov 27, 2007	Can you document emergency services access to the residential units on Queens Quay as well as Toronto Fire for truck access to the high density buildings?	Discussions will continue with Fire and Emergency Medical Services through detailed design to ensure safe and efficient access to all buildings along Queens Quay as per the original agreements and Building Code.

14.3 Safety for Streetcar Passengers	Public Forum #1	How can safe access be provided for passengers disembarking from streetcars across the cycle lanes?	Expanded platforms will be provided for streetcars travelling both east and west bound. Crossing of the Martin Goodman Trail from the streetcar platform would happen at signalized intersections much like the crossing of travel lanes at any dedicated transit line.
14.4 Increased Safety	Westin Harbour Castle Meeting – January 25, 2008	Improved safety and security is a big issue.	Noted.

15. SOCIAL CONCERNS

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
15.1 Population/Density	Public Forum #2	Population density studies are needed for this area. There are a lot of seniors here as well as young families. The design needs to consider current and future demographics.	Noted.
15.2 Development and Growth	Public Forum #1 & #3	There is excessive condominium development, and a lack of balance between the condominium development & public/recreational space. Population growth in the area has been accelerated due to condo development, but public and recreational needs have not been addressed.	Noted. The addition of the Martin Goodman Trail will meet a demand for recreational cycling on the waterfront. Pedestrian space will be increased by 45% providing additional area for joggers and inline skaters. In the preferred alternative the south side will operate much like a linear park providing increased recreational space and linking already great public spaces and amenities along the waterfront.
15.3 Vagrancy	401 QQ Meeting, January 15, 2009	Concern with condition below Peters Street Slip	This concern is beyond the scope of this EA. This has been communicated to the local police division.
15.4 Pets	Public Forum #2	Have there been any studies about space for animals, and the associated health impacts with animal excrement?	This is beyond the scope of this EA. No studies on the health impacts of animal excrement were undertaken as part of this EA.

16. URBAN DESIGN

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
16.1 Available Space	Public Forum #1	There is not enough space in the area to accommodate all the different goals and design needs.	The preferred alternative will be accommodated within the existing public right of way.

16.2 Aesthetics	Public Forum #1, #2 & #3, SAC #1; Harbour Square Meeting, January 22, 2009, Queens Quay Terminal Meeting, January 27, 2009	Area needs to be more aesthetically pleasing. Improve appearance of Gardiner. Improve appearance of Redpath. Bus and taxi parking and queuing is unattractive. Consider more aesthetic TTC stops and tracks in design.	Noted. Appearance of the Gardiner and Redpath are beyond the scope of this EA. Bus and taxi drop-off and pick-up will be accommodated along the north side curb in laybys. TTC stops will be refurbished and new trackwork will be implemented as part of this project.
16.3 Signage	Public Forums #1, & #2, Email from resident, Jan 14, 2008	Better signage is needed (for ferry docks, bike lane, directions for tourists, cars, trucks, buses, etc.).	A full signage program will be undertaken during detailed design.
16.4 Public Art	Public Forum #1	There should be more public art along Queens Quay	Noted.
16.6 Urban Design (General)	Public Forums #1 and #2	There is no mention of urban design in this project.	Urban design is just one measure undertaken in this EA. The preferred alternative performed the best from an urban design perspective.
	Letter from QQHBIA, March 17, 2009	Recommend a block-by-block design approach to planning.	This approach was undertaken. The plates included in section 9 of the ESR demonstrate the outcome of this process.
16.7 Surface Materials	BQNA response to December 2008 Stakeholder meeting	Is there a way to use Canadian products (hardwoods) instead of importing from overseas? This issue fits well within the Best Environmental practices of the City of Toronto that the EA is being based upon.	This is not within the scope of this EA as there is no hardwood to be used in the preferred alternative for Queens Quay at this time. Materials will be determined during the detailed design phase and WT will undertake best efforts to use local materials.
	Police Marine Unit Meeting, January 27, 2009	Grass surfacing on the TTC ROW must be technically assessed to ensure feasibility of emergency vehicles using the area as a secondary access route.	Noted. This will be undertaken during the detailed design phase.
	Public Forum #3	Please consider the most eco-friendly materials in the building of sidewalks, etc.	Noted.
	Public Forum #3	The idea of grass along the streetcar ROW is a good idea.	Noted. The technical feasibility needs to be studied further in the detailed design phase.
16.8 Public Spaces	Public Forum #1; Public Forum #3	There is a lack of outdoor community open space and public spaces should be kept public. Add park benches and facilities to public spaces.	Noted. The addition of the Martin Goodman Trail will meet a demand for recreational cycling on the waterfront. Pedestrian space will be increased by 45% providing additional area for joggers and inline skaters. In the preferred alternative the south side will operate much like a linear park providing increased recreational space and linking already great public spaces and amenities along the waterfront.

16.9 Street Lighting and Traffic Signal Design	Public Forum #3	Has the design of street lighting and traffic signals been considered? Will this design make the fixtures “uniquely Queens Quay”?	This is not within the scope of this EA, however it is an objective of the Central Waterfront Master Plan to create a unique palette of materials to distinguish the waterfront.
16.10 Connections to Other Parts of the City	Public Forum #3	Consider linkage with the Distillery District.	This is beyond the study area for this EA but is being considered in the Waterfront Transit EA.
	SAC #1	How will the redesign improve connectivity (both north-south and east-west)?	East-west: improved transit system, more efficient traffic movement and complete bicycle network. North-south: decrease crossing distance, create a point of arrival to the waterfront, increase crossing points.

17. GREEN SPACE

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
17.1 Trees/Greenery	Email from resident, March 31, 2009; Letter from area resident, April 7, 2009; Public Forum #3	There is concern about the extent of landscaping plans from Spadina to Bathurst. There will need to be a long-term commitment to maintain the landscaping and green areas. Maintenance has been a problem in other parts of the City.	There are nominal changes proposed (to accommodate a cross-over at YoYo Ma Way) west of Spadina. There will be no changes to plantings in this area.
	Public Forum #1 and #3	Add more green space, increase gardens. Plant large mature trees that will survive – not saplings. What types of trees are going to be planted?	The preferred alternative will substantially increase the number of trees to reach a 35% canopy cover along Queens Quay. Due to the water table constraints we will be unable to plant mature trees but waterfront wide WT is committed to using best practices for tree planting details to encourage immediate growth. Details of the tree planting and species selection will be further explored in detailed design.
17.2 Create Additional Green Space	Public Forum #3	Consider infilling the bay to allow for more green park area (from Bathurst to Parliament).	This is not within the study area for this EA.

18. SCHEDULE & TIMELINES

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
18.1 Start of Construction	Public Forum #3	Dangerous conditions in some areas must be fixed immediately: when will construction start?	Construction is expected to commence one year after completion of the EA.

19. VARIOUS COMMENTS ON PROCESS/OPTIONS

TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
19.1 Do Nothing	Public Forum #1	Doing nothing is not an option.	Noted.
19.2 Planning Solution	Public Forum #1	Prefer a combination of solutions 2 and 3, to discourage traffic through the area.	The preferred planning solution was #3 – <i>Operational Changes Within the Existing Right-of-way.</i>
19.3 Evaluation Criteria	Public Forum #1	The evaluation matrix seems heavily biased to support your preferred solution. Suggest you think about the residents requirements, not just the space with respect to where it will fit. Meeting the needs of residents and visitors should be the number one priority.	Noted.
19.4 Design Solution: Two-Way Traffic	Public Forums #1 & #2	Queens Quay should remain a two-way street. One-way traffic will increase speed and disrupt access.	Noted.
	Public Forum #1	Lane reductions could cause trouble for emergency vehicle access.	
	EMS-Fire Meeting, January 22, 2009	The one way option may have conflicts at intersections due to counter traffic directions and traffic signals.	Noted.
	EMS-Fire Meeting, January 22, 2009; Public Forum #3	Traffic capacity is an issue with lane reductions.	Early data collection demonstrates that because of the on-street conflicts Queens Quay today is operating much like a two lane road. Modeling undertaken throughout the EA process demonstrates that the preferred design alternative has adequate capacity for the future demand. In situations where there is a higher chance of traffic congestion (i.e. evening rush hour), the TTC right-of-way will be available as an alternate route for emergency vehicle response.
	Letter from area business owner, February 10, 2009	2 westbound lanes are required on the north side to accommodate curbside uses.	Instead of curbside uses (often illegally) occupying the curblane the preferred alternative proposes laybys at strategic locations to accommodate uses such as taxi, bus drop-off or loading.
19.5 Design Solution: One-Way Traffic	Public Forums #1 & #2 Land Owner Meetings Harbourfront Centre Meeting, January 16, 2009, EMS-Fire Meeting, January 22, 2009	Queens Quay should be made a one-way street. It is already treated as a one-way because one cannot turn around while driving.	While both one-way and two-way scenarios have similar benefits in terms of Natural Environment it was determined that because the two-way alternative offered greater network flexibility and continuity and provide a higher degree of access it was selected as preferred over the one---way alternative.

Public Forum #3; Email from area business owner, April 17, 2009	This lane reduction to one-way will increase traffic congestion. If this is absolutely necessary, make the lanes quite wide. There should also be a right hand turn lane at the northeast corner of Rees and the Queens Quay.	In order to accommodate the Marin Goodman Trail and a public realm appropriate for the area, it is necessary to reduce Queens Quay to one traffic lane in each direction. General traffic lanes are 3.5 metres and turn lanes are 3.0 metres. These are standard lane widths for the City of Toronto. Wider lanes can encourage excessive speeds which is not desirable on any street. Unfortunately, there is insufficient space to install a right turn lane on the northeast corner of Rees and Queens Quay.
Public Forum #1	Problems and hold-ups on single lane can cause traffic congestion.	Laybys have been provided at strategic locations to accommodate any holdups or problems which may occur on the street.
Public Forum #1	One lane of traffic on each side of the streetcar ROW would allow for better access by residents and businesses.	The centre transit alternative allows 50 site access movements along the study area. The preferred alternative allows 49 access movements. The EA recognizes that a centre transit alternative maintains all existing access points with no need for modifications; however, the EA also recognizes that the south side transit alternative provides other operational and aesthetic benefits.
QQ Terminal Meeting, January 27, 2009	A one-way street will create a thoroughfare with faster traffic.	Noted.
Public Forum #3	A one-way street will allow for more parking spots.	
Email from area resident, January 15, 2008	Two one-way lanes should be provided: one for through traffic and one for loading.	Instead of curbside uses (often illegally) occupying the curb lane the preferred alternative proposes lay-bys at strategic locations to accommodate uses such as taxi, bus drop-off or loading.
Public Forum #3	This lane reduction to one-way will increase traffic congestion.	While there will be less physical space dedicated to cars, several operational improvements have been developed as part of the EA to ease traffic congestion as much as possible. These include adding east-west green time, having transit run with traffic instead of it's own phase, providing dedicated turn lanes, and providing formal curb side loading space so lanes are kept free of curb side stopping activity.

	Public Forum #3	Traffic flow is better with a one-way option.	While traffic flow may be nominally better in the westbound direction, all eastbound movements servicing the waterfront must be accommodated on Lakeshore Blvd – and this resulted in a reduction in level of service over the do nothing and preferred alternative.
20. OTHER COMMENTS			
TOPIC	SOURCE	ISSUE/COMMENT	RESPONSE
20.1 Gardiner Expressway EA	Public Forum #3	What will happen if and when the Gardiner Expressway comes down?	The Gardiner EA, currently underway, will take the preferred alternative for Queens Quay as an existing condition and will plan with this configuration as a given.
20.2 East Bayfront Transit EA	SAC #1	How will the transit plans being looked at for East Bayfront affect the Queens Quay revitalization?	This EA has been coordinated with the Waterfront Transit EA.
	Public Forum #3	Where will the East Bayfront streetcar portal emerge from underground?	As determined in the Waterfront Transit EA the portal will be located at Freeland Street.
	Public Forum #3	There is concern about the proposal to relocate the TTC streetcar underground transit stop from its current location on Queens Quay, east of Bay, to rest between Cooper St. and Freeland. The current location has been great for all travelers to the Toronto Islands given its proximity to the ferry dock.	This is not within the scope of this EA however, as determined in the Waterfront Transit EA, the existing Ferry Docks Transit Station will not be relocated.