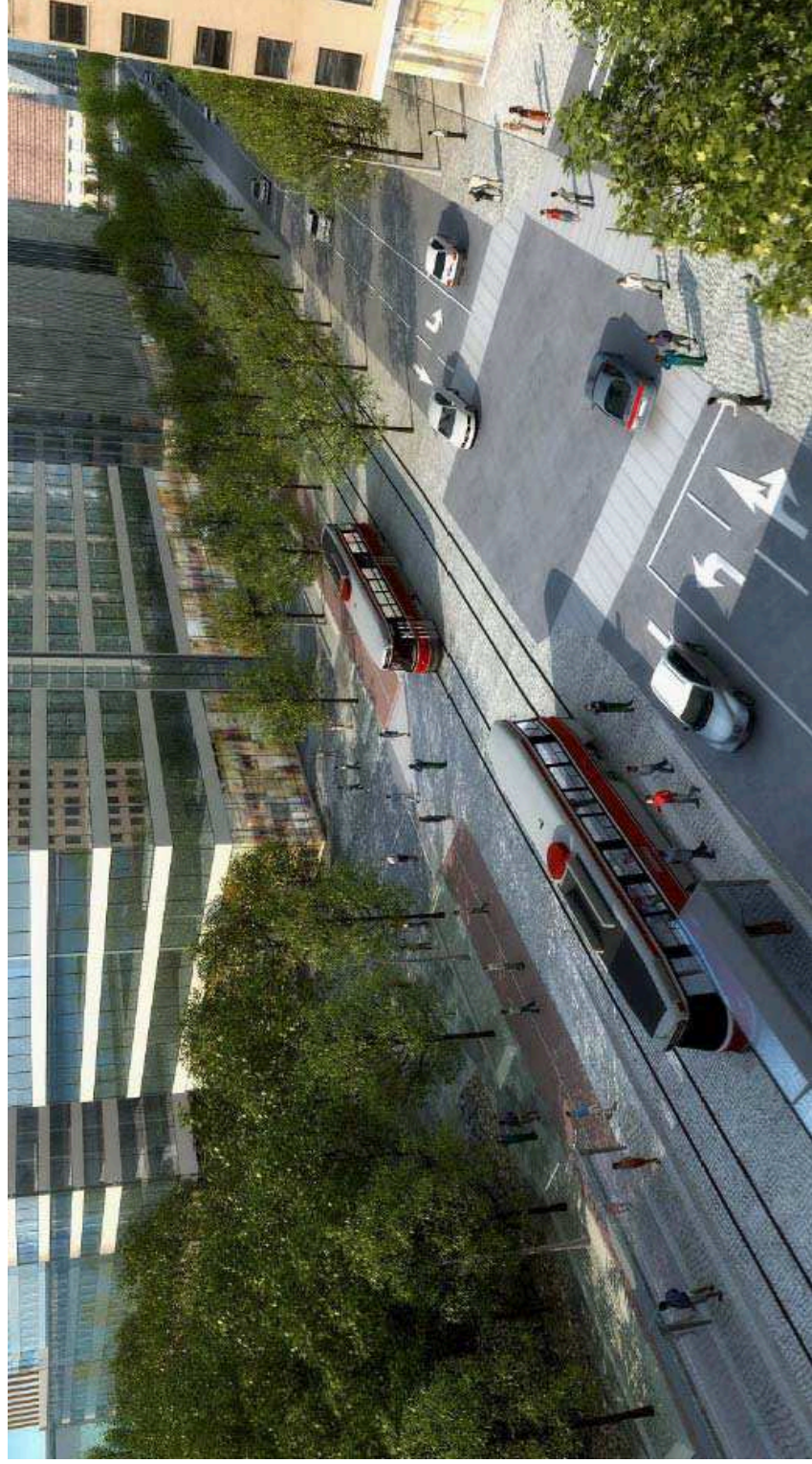


**Queens Quay Revitalization Environmental Assessment  
East Bayfront Transit Environmental Assessment  
Public Forum #3 - Meeting Summary**



**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 25<sup>th</sup> and March 28<sup>th</sup>, 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

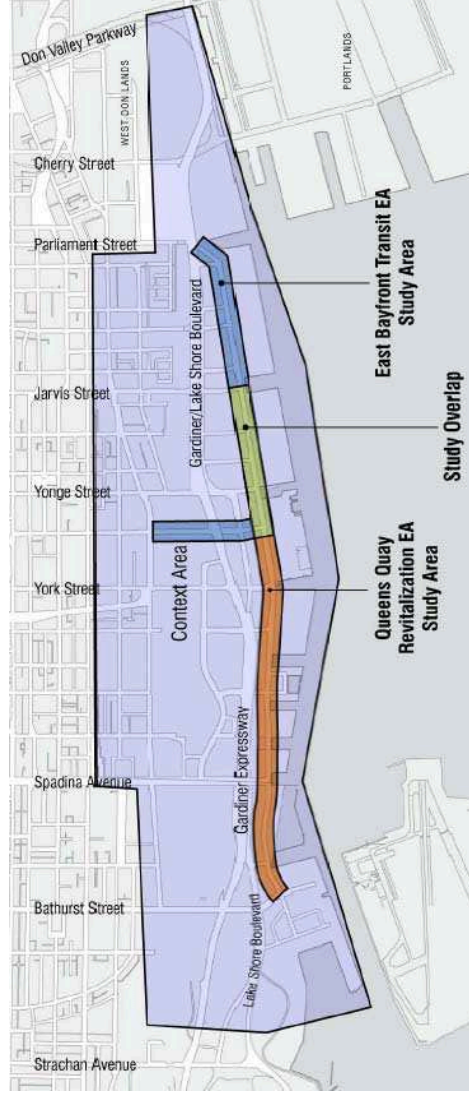
10:00 a.m. - 1:00 p.m.  
Harbourfront Centre

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### 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 25<sup>th</sup> 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 17<sup>th</sup>.

**Part II: Drop-in Centre** - An additional extended open house was held on Saturday March 28<sup>th</sup> 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.

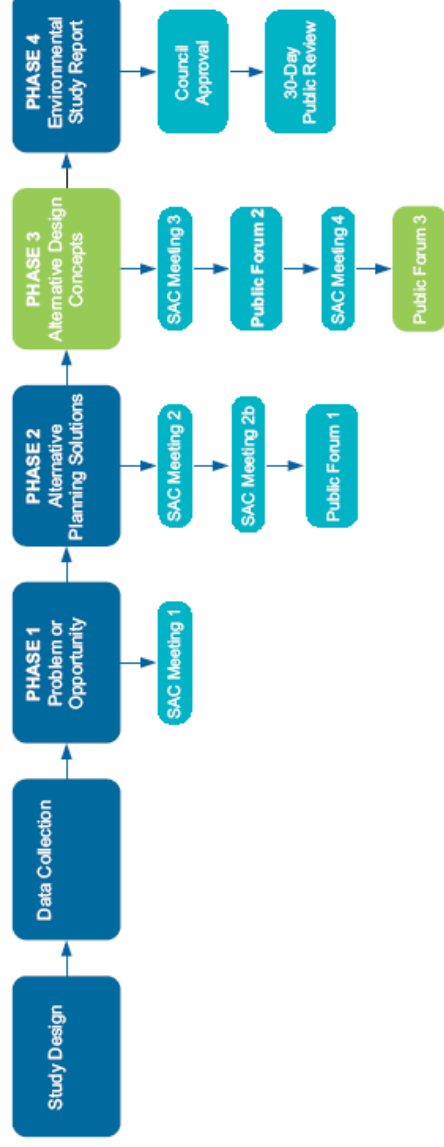
An estimated 350 people participated on March 25<sup>th</sup>, and of those, 286 signed in (Appendix A includes a list of those who signed in). Over 150 participants attended the drop-in centre on March 28<sup>th</sup>.

## 2.0 OPEN HOUSE

During the open houses on March 25<sup>th</sup> and 28<sup>th</sup>, 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.waterfronttoronto.ca](http://www.waterfronttoronto.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 25<sup>th</sup> 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:

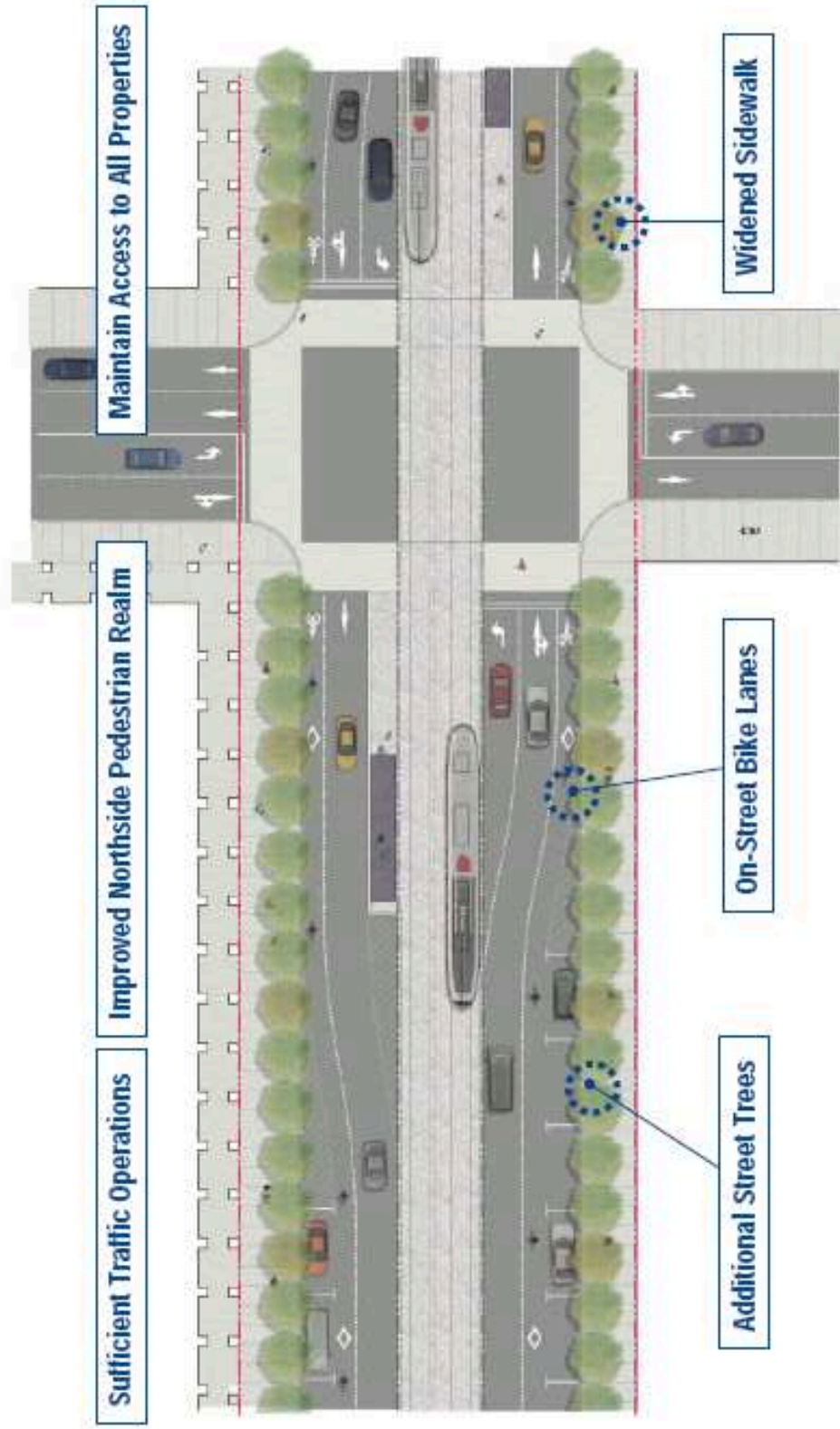
1. Alternative 2: Centre Transit with on-street bike lanes;
2. Alternative 4: Southside Transit with Martin Goodman Trail with two-way traffic;
3. Alternative 5: Southside Transit with Martin Goodman Trail with one-way traffic.

**Evaluation of Design Alternatives**

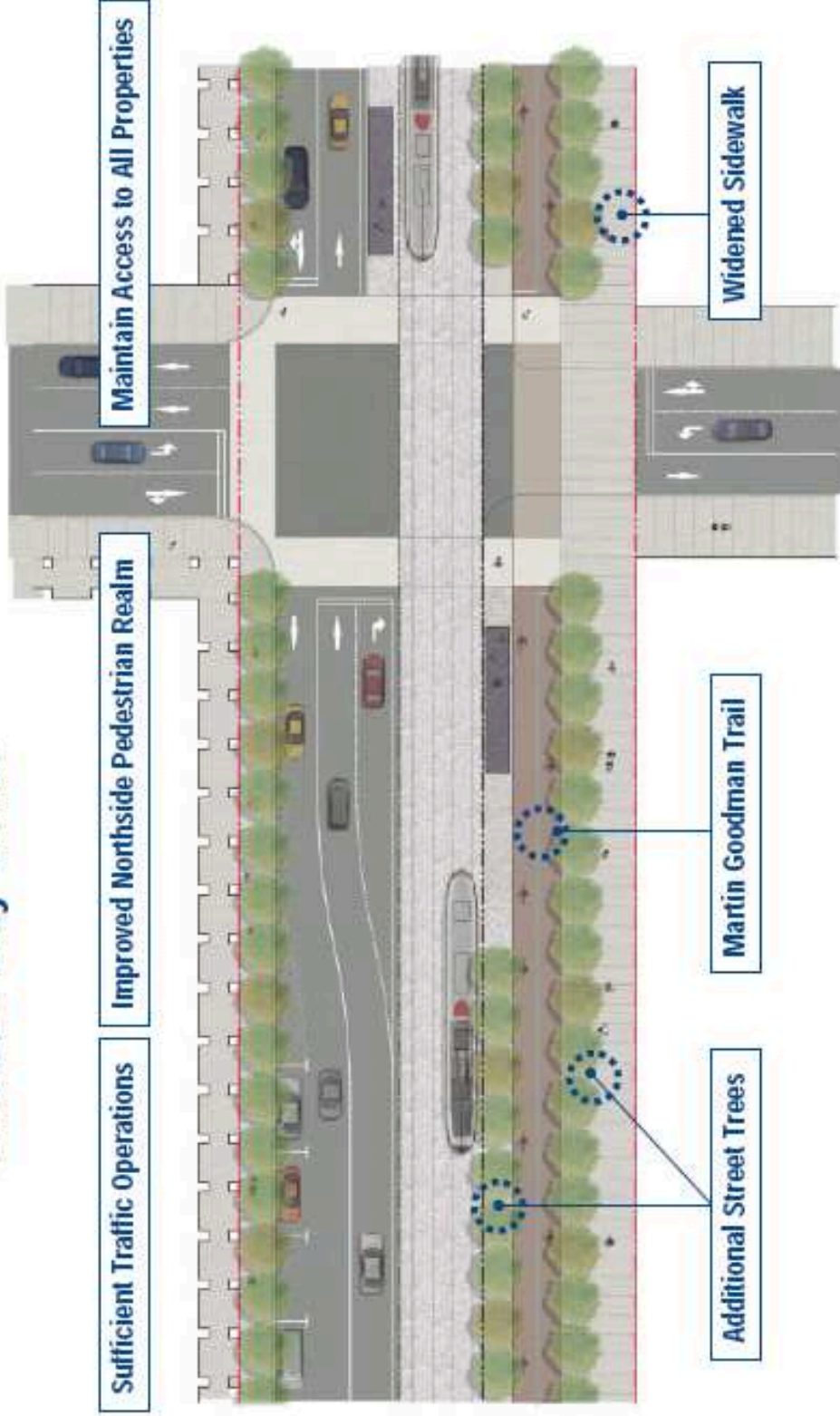
Problem Statement Objectives/ Evaluation Criteria	1 Do Nothing	2 Centre Transit On-Street Bike Lanes	3 Centre Transit Martin Goodman Trail	4 Southside Transit Expanded Public Realm One-Way Operations	5 Southside Transit Expanded Public Realm Two-Way Operations
Waterfront Main Street	✗	○	○	○	○
N.S. Connections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



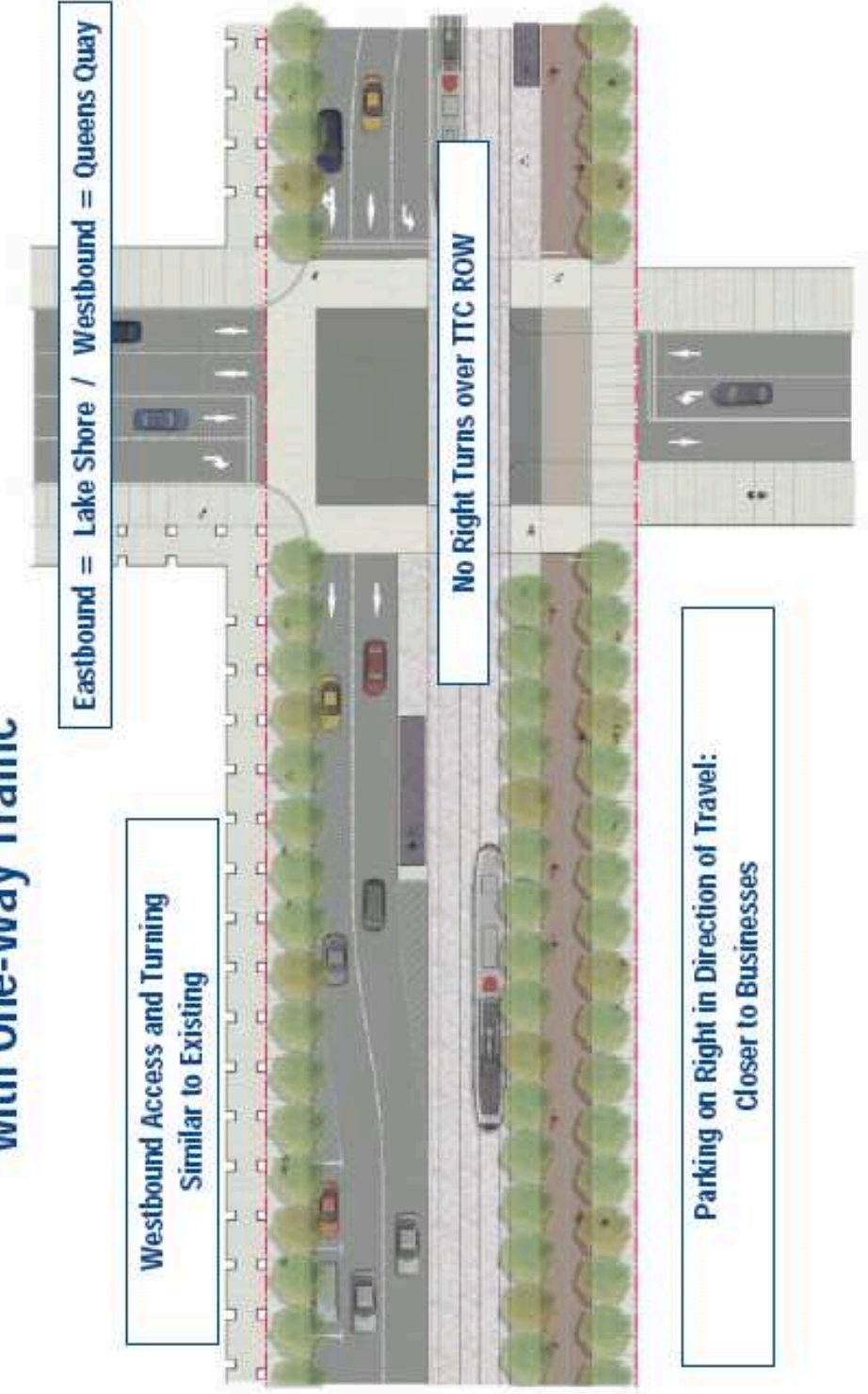
## Alternative 2: Centre Transit with Bike Lanes



# 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:

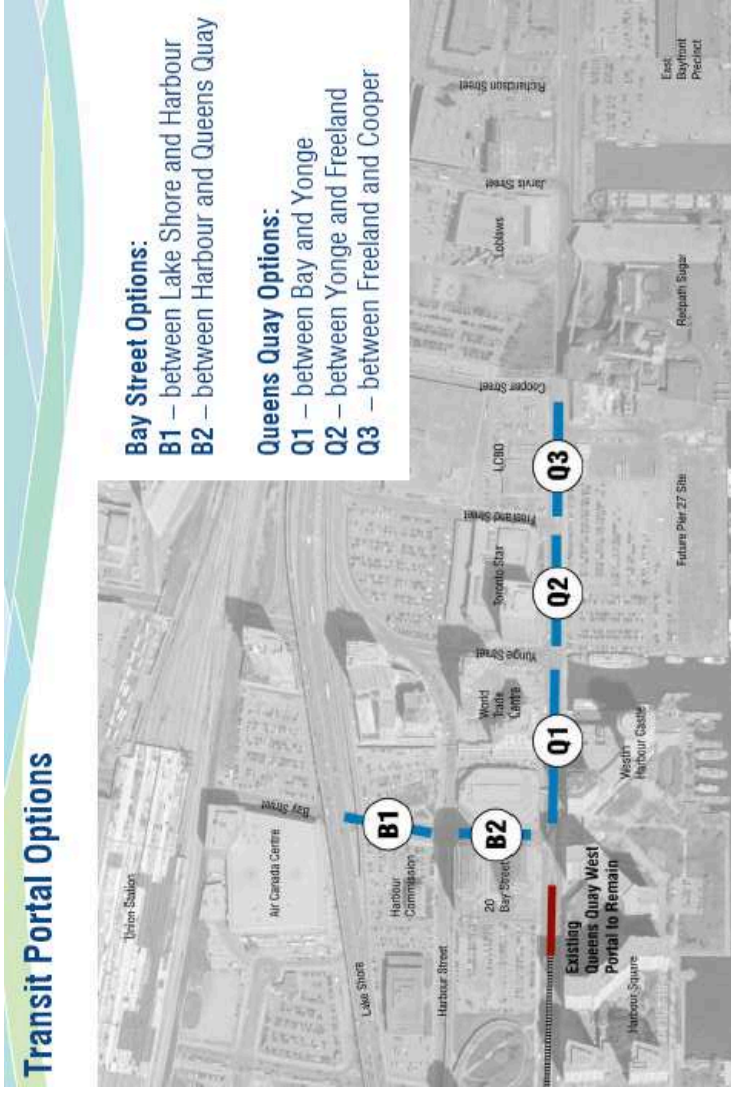
- Transform Queens Quay into a neighbourhood Main Street;
- Connect the Waterfront to the City;
- Find a better balance;
- Create a destination boulevard;
- Provide a world class transit experience;
- Create an easy and attractive point of arrival; and
- Create a grand and beautiful public realm.

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](http://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 thoroughway. 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

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>➤ Martin Goodman Trail does not continue far enough west</li> <li>➤ Lack of public washroom facilities along the waterfront</li> <li>➤ Lack of consideration for accessibility for people with disabilities</li> <li>➤ Illegal on-street parking</li> <li>➤ Idling buses at drop-off and pick-up sites</li> <li>➤ Reducing Queens Quay to 2-lanes of traffic will increase traffic delays and cause congestion</li> </ul> | <ul style="list-style-type: none"> <li>➤ The plan will increase traffic congestion in the area</li> <li>➤ Concern about proper maintenance of landscaping, slip bridges and pedestrian walkways</li> <li>➤ One-way traffic may create unnecessary congestion, reduce the “neighbourhood” feel, and restrict access to condominiums and local businesses</li> <li>➤ Access for emergency vehicles</li> <li>➤ High cost of the Queens Quay Revitalization</li> </ul> |
|--|--|

**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?	
➤ Extending the PATH system from Union Station to the central waterfront	➤ Consider all seasons in the plans (winter, spring, summer and fall)
➤ More lay bys for service trucks, taxis, coach buses etc.	➤ More public benches and street furniture along the waterfront
➤ Wind barriers	➤ More public washroom facilities along the waterfront
➤ Safety of slip bridge design	➤ Add a public swimming pool
➤ Include public art in the design	➤ Increase number of cafés, restaurants, bakeries etc.
➤ Make Queens Quay a destination	➤ Consideration of other local projects (i.e. Lower Don Lands, Cherry Street etc.)
➤ Sustainable design, and the use of low environmental impact building materials	➤ Connection to the island ferry docks at the foot of Bay Street
➤ More access to the water (i.e. boat launch, kayaking, canoeing)	

**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?	
➤ Be more creative and innovative in the design	➤ 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
➤ Ensure emergency services are easily accessible	➤ Consider link with the Distillery District
➤ Start construction as soon as possible	➤ Consider how to close extensive sectors of Queens Quay for street festivals, marathons etc.
➤ Include an alternative solution for island airport passenger drop offs and pick	➤ Consider reducing streetcar noise
➤ Make use of the available parking areas underneath the Gardiner for loading/unloading of passengers and for parking of tourist buses	➤ Winter maintenance of the Martin Goodman Trail (i.e. snow removal)
➤ Maintenance of the water's edge (i.e. garbage 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 17<sup>th</sup>, 2009 deadline. Mr. Dilks informed participants that the meeting presentation and display panels would be available on Waterfront Toronto's website (<http://www.waterfronttoronto.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 Beliaivsky
HFC, Helder Melo	Bruce Weber	Paul Dilks
I.M.C., Jenny Gill	Carol Dilks	Paul Hellyer
KS+A/QQHBA, Krista Slack	Carol McCause	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, Alexander Pertricc	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	Elena Horowitz	Stephen Gleason
Shopdine Tour Toronto, Tim Finlason	Eric Lo	Stuart Bustard
Somerville Construction, Karen Hansinfer	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 Kourlxdjian
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. Sahovaler	

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 then 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 Torontonian 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 sheet 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 of 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 two bays 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 2<sup>nd</sup> 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 Robertson 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 with 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 we done this way in order the 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 Torontonian 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](http://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, QQHBIA 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.

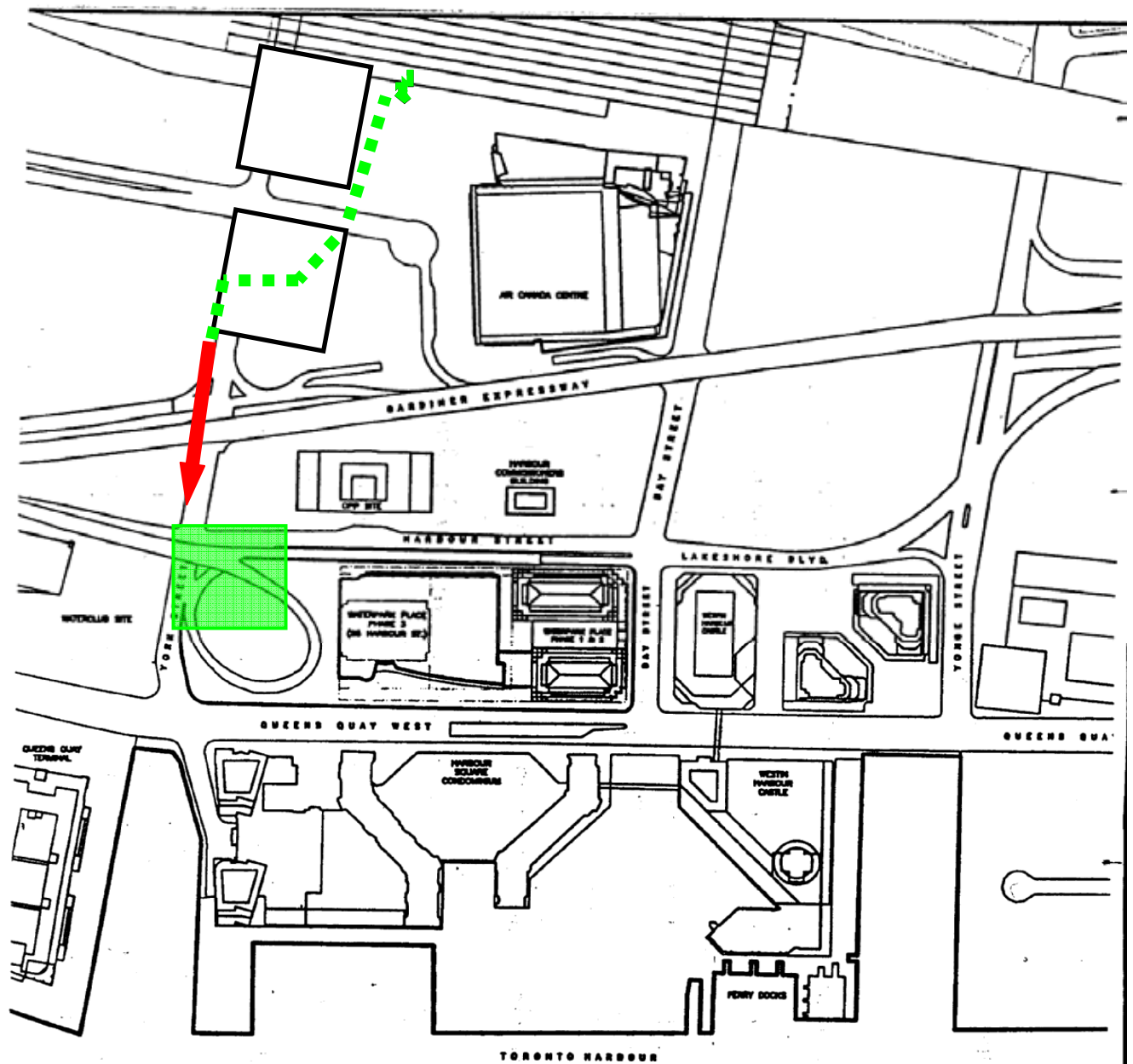
- The savings in capital and operating costs to TTC will be enormous when passengers, who go only one or two stops to the popular destinations of Harbourfront Centre and the Ferry Docks, will prefer to walk 5 minutes through the PATH.
- Thousands of families can park in lower-cost suburban car parks 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, QQHBIA



## **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 25<sup>th</sup> 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 28<sup>th</sup> 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



**WATERFRONT**Toronto

**For more information:**  
416-214-1344  
central@waterfrontoronto.ca  
www.waterfrontoronto.ca

**Building Toronto's New Blue Edge**

# Welcome to Queens Quay Public Forum 3



## Purpose

Welcome to the third joint Public Forum as part of the Queens Quay Revitalization Environmental Assessment (EA) process.

This evening we will review the project to date, present the second stage of Phase 3, and ask you to contribute to this forum and additional opportunities to the upcoming second stage of Phase 3 of the EA.

## Feedback

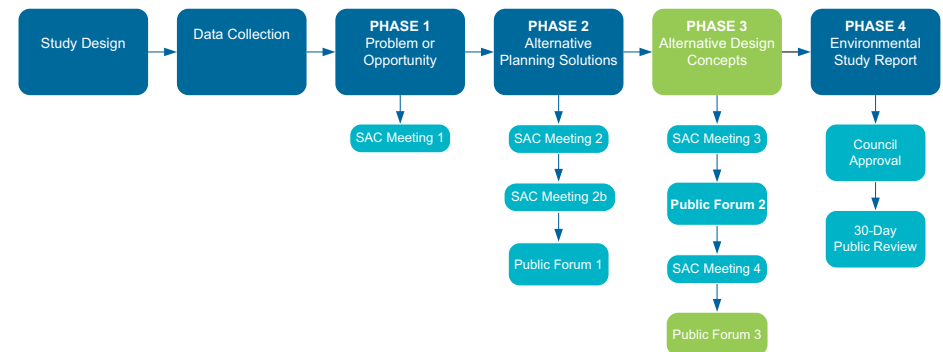
We welcome your feedback on our work to date. Please use your “Workbook” to provide comments. You can leave it with us at the meeting or return it later by the date specified on the Workbook’s final page.

# The Environmental Assessment Process



This Municipal Class Environmental Assessment (Schedule C) is mandated by the Ontario Ministry of the Environment for all infrastructure projects that may impact or alter transportation operations.

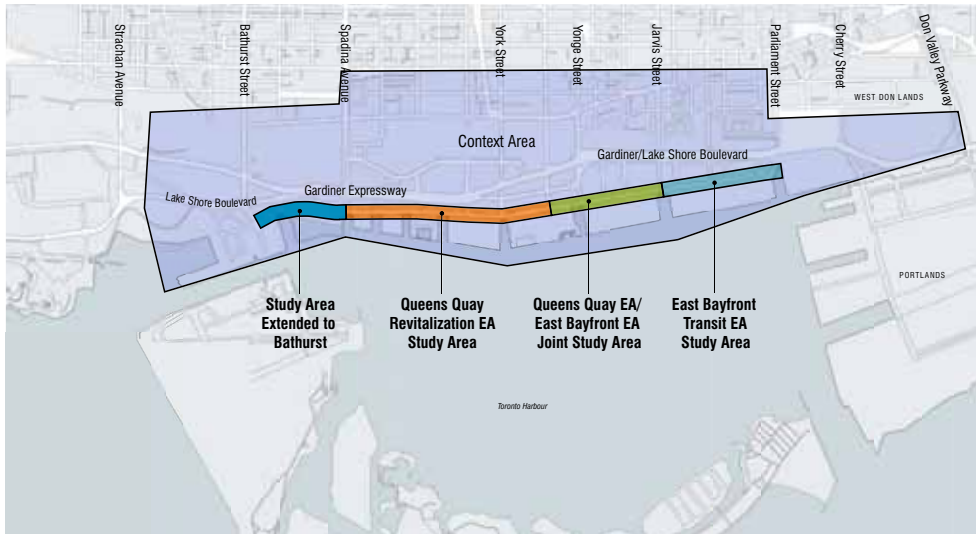
Environmental Assessments must adhere to a process clearly defined by the Ministry of the Environment. This process requires and relies on a high level of community participation to ensure that public input is a key factor in developing the final recommendation.



**SAC: Stakeholder Advisory Committee**  
(Residents, Business Operators, Landowners, Council Representatives, Tourism Representatives, Advocates for Transit, Pedestrian and Bicycle Interests, etc.)

**TAC: Technical Advisory Committee**  
(Emergency Medical Services, Police, Fire, Hydro, Servicing, Traffic, Tourism Operators, etc.)

## Project Boundaries



### Joint Study Areas

Queens Quay study area, originally bounded by Lower Spadina Avenue and Lower Jarvis Street; extended west to Bathurst Street to study street cross-section transition. Overlaps with part of the East Bayfront Transit EA, whose study area extends from Bay Street to Parliament Street, it defines the area of immediate proposed streetscape improvements.

### Context Area

Bounded by Strachan Avenue, the Don Valley Parkway and King Street - the area of influence for the Study Area. Not studied in the same level of detail as the Study Area.

## Phase 1: Problem Statement



- A Problem Statement is:
  - A clear concise description of the issues
  - Identifies that an improvement or change is required
  - Forms the basis for an EA project
- 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.



# Phase 1: Problem Statement



## A Solution Will Rebalance the Use and Movement of Queens Quay



Accommodate a Satisfactory Landscape



Accommodate a Generous Pedestrian Realm



Accommodate a Great Cycling Environment



Mend the Martin Goodman Trail



Improve Streetcar Operation



Accommodate Vehicular Travel with Fewer Conflicts



Accommodate Bus Parking with Fewer Conflicts



Accommodate On-Street Parking with Fewer Conflicts

# PIC 1: Evaluation of Alternative Planning Solutions



The five alternative planning solutions are organized into two categories: Existing Conditions and Physical Modifications. Note that the conceptual diagrams represent examples—not an exhaustive exploration—of the potential arrangements.

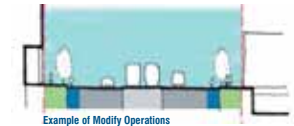
Existing Conditions

**1. Do Nothing**  
Maintain Existing Conditions and Operations



Do Nothing

**2. Modify Operations**  
Example: Curbs in Existing Location, Add Bike Lanes, Reduce Through Lane, Signal Modifications



Example of Modify Operations

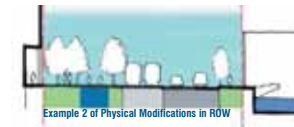
Physical Modifications

**3. Physical Modifications within Right-of-Way**  
Example 1: Reduce Through Lanes, Expand Sidewalks both Sides, Add Bike Lanes



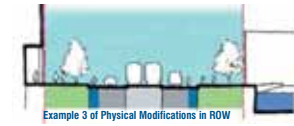
Example 1 of Physical Modifications in ROW

Example 2: Through Lanes Northside, Expanded Public Realm Southside



Example 2 of Physical Modifications in ROW

Example 3: Through Lanes Southside, Expanded Public Realm Northside



Example 3 of Physical Modifications in ROW

**4. Expand Right-of-Way**  
Example: Acquire Property on Southside



Example of Expand ROW

# PIC 1: Evaluation of Alternative Planning Solutions



## 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	●	●	●	●

## Preferred Planning Solution

Physical changes within the existing right-of-way, including:

- Operational changes, and
- Possible localized widening

# Phase 3: Alternative Design Concepts



## What is an 'Alternative Design Concept'?

- Demonstrates the different ways to address the Preferred Planning Solution: "Physical Changes with Some Minor Right-of-Way Widening"

## Each alternative considers:

- Traffic and transit operations
- Property access
- Pedestrian environment
- Active transportation facilities
- Urban design character

## Fixes the location of elements within the Right-of-Way:

- curbs
- transit right-of-way
- sidewalks
- intersection design
- active transportation facilities

## PIC 2: Evaluation of Alternative Design Concepts



The five alternative design concepts are organized into two categories: Centre Transit and Southside Transit. Note that the cross sections represent typical examples, for the street;s right-of-way varies along the corridor.

Centre Transit

### 1. Do Nothing

Maintain Existing Conditions and Operations (For Comparison Only)



### 2. Centre Transit with On Street Bike Lanes

Maintain Existing Conditions and add dedicated on street bike lanes



### 3. Centre Transit with Martin Goodman Trail

Maintain Existing Conditions and add protected bike lanes on the south side—Martin Goodman Trails



### 4. Southside Transit with Expanded Public Realm and Two-Way Operations

Through Lanes Northside for Two-Way traffic operations, Martin Goodman Trail Southside



### 5. Southside Transit with Expanded Public Realm and One-Way Operations

Through Lanes Northside for One-Way traffic operations, Martin Goodman Trail Southside



Southside Transit

## Guiding Principles



Finding a Better Balance



Providing a World Class Transit System



Developing a Context Sensitive Approach to Street Design



Using All of the ROW to Improve the Public Realm



Creating a Value-Added Public Space



Making a Destination . . . Not a Corridor



Supporting a Great Community/Business District



# Evaluation Summary: Alternative Design Concepts



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

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	✓	✓	✗	✓	✓

Take forward to detailed evaluation:

- Centre Transit with On-Street Bike Lanes
- Southside Transit with Martin Goodman Trail and Two-Way Traffic
- Southside Transit with Martin Goodman Trail and One-Way Transit

Carry Forward 'Do Nothing' for Comparison Purposes

## Shortlisted Design Concepts

# Centre Transit: On Street Bike Lanes



Aerial Perspective at Simcoe Slip



Ground Perspective at Simcoe Slip

Shortlisted Design Concepts

# Southside Transit: Expanded Public Realm, 2-Way



Aerial Perspective at Simcoe Slip



Ground Perspective at Simcoe Slip

Shortlisted Design Concepts

# Southside Transit: Expanded Public Realm, 1-Way



Aerial Perspective at Simcoe Slip



Ground Perspective at Simcoe Slip



# Phase 3: Typical Intersections



**Midblock**  
 Roadway varies curb to curb  
 Driving lanes vary  
 6.7m TTC Right-of-Way  
 Sidewalks vary both sides  
 No bike lanes

**Intersection**  
 Roadway varies curb to curb  
 Driving lanes vary  
 6.7m TTC Right-of-Way  
 Sidewalks vary both sides  
 No bike lanes

**Intersection w/ Platform**  
 Roadway varies curb to curb  
 1.5m TTC platform, 30m length  
 6.7m TTC Right-of-Way  
 Sidewalks vary both sides  
 No bike lanes

## Alternative 1: Do Nothing (For Comparison Only)



**Midblock**  
 19.9m roadway curb to curb  
 3.0m parking lane  
 3.3m driving lanes  
 6.7m TTC Right-of-Way  
 1.8m dedicated bike lanes  
 Sidewalks vary both sides

**Intersection**  
 22.9m roadway curb-to-curb  
 3m RB right turning lane, 3.3 m thru-lane  
 6.7m TTC Right-of-Way  
 1.8m dedicated bike lanes  
 Sidewalks vary both sides

**Intersection w/ Platform**  
 22.9 roadway curb-to-curb  
 2.4m minimum TTC platform, 30m length  
 6.7m TTC Right-of-Way  
 1.8m dedicated bike lanes  
 Sidewalks vary both sides

## Alternative 2: Centre Transit w/ Bike Lanes

# Phase 3: Typical Intersections



**Midblock**  
 10m roadway curb to curb  
 2.1m parking lane  
 7.9m clear driving lane  
 1.0m separation between roadway and TTC  
 6.3m TTC Right-of-Way  
 2.4 to 3.0m Landscape Zone  
 4.0m Martin Goodman Trail  
 Sidewalks vary both sides

**Intersection**  
 10m roadway curb to curb  
 3m EB right turning lane, 3.5 m thru-lane  
 1.0m separation between roadway and TTC  
 6.3m TTC Right-of-Way  
 2.4 to 3.0m Landscape Zone  
 4.0m Martin Goodman Trail  
 Sidewalks vary both sides

**Intersection w/ Platform**  
 7.6m maximum roadway curb-to-curb  
 2.4m minimum TTC platform, 30m length  
 6.3m TTC Right-of-Way  
 2.4 to 3.0m Landscape Zone  
 4.0m Martin Goodman Trail  
 Sidewalks vary both sides

## Alternative 4: Southside Transit w/ Expanded Public Realm with Two-Way Traffic



**Midblock**  
 10m roadway curb to curb  
 2.1m parking lane  
 7.9m clear driving lane  
 1.0m separation between roadway and TTC  
 6.3m TTC Right-of-Way  
 2.4 to 3.0m Landscape Zone  
 4.0m Martin Goodman Trail  
 Sidewalks vary both sides

**Intersection w/ Platform**  
 7.6m maximum roadway curb to curb  
 2.4m minimum TTC platform, 30m maximum length  
 6.3m TTC Right-of-Way  
 2.4 to 3.0m Landscape Zone  
 4.0m Martin Goodman Trail  
 Sidewalks vary both sides

**Intersection**  
 10m roadway curb-to-curb  
 3m EB right turning lane, 2 x 3.5m thru-lanes  
 1.0m separation between roadway and TTC  
 6.3m TTC Right-of-Way  
 2.4 to 3.0m Landscape Zone  
 4.0m Martin Goodman Trail  
 Sidewalks vary both sides

## Alternative 5: Southside Transit with Expanded Public Realm with One-Way Traffic



# Phase 3: Evaluation Summary

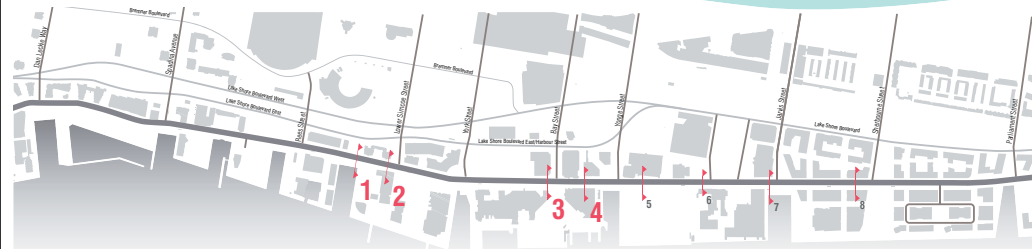
## Technically Recommended Alternative



We evaluated the shortlisted design concepts using over 50 criteria and 400 measures organized into seven groups. This is one of the tools used to determine the Technically Recommended Alternative.

Group	1. Do Nothing (for comparison purposes only)	2. Centre Transit	4. Southside Transit One-Way Operations	5. Southside Transit Two-Way Operations
A. Transportation	●	●	●	●
B. Safety/Emergency Response	●	●	●	●
C. Urban Design/Quality of Place	X	●	●	●
D. Socio-Economic Conditions	X	●	●	●
E. Natural Environment	●	●	●	●
F. Cultural Environment	●	●	●	●
G. Cost	n/a	●	●	●
Summary	X	●	●	●
	Not Carried	Not Carried	Carried	Carried

# Recommended Preferred Alternative: Section Studies



Section 1: View East at Simcoe Slip



Section 2: View East at Harbourfront Centre

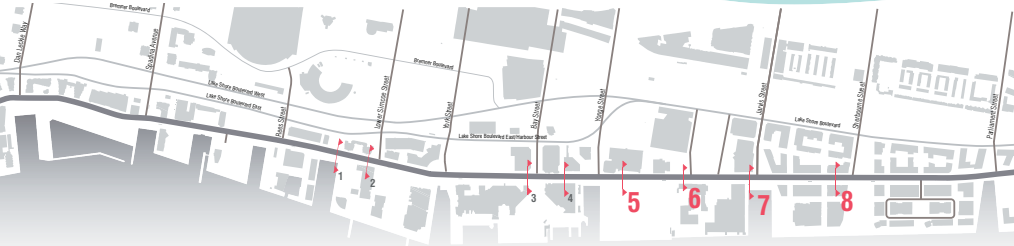


Section 3: View East at Harbour Square with Existing Portal



Section 4: View East at Westin Harbour Castle

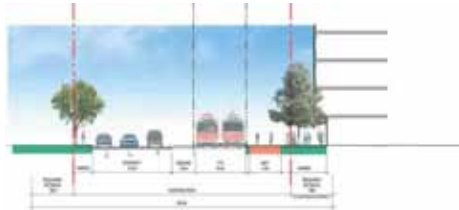
## Recommended Preferred Alternative: Section Studies



Section 5: View East at Toronto Star / PIER 27 with New Portal



Section 8: View East at East Bayfront (Typical)



Section 6: View East at Redpath



Section 7: View East at Jarvis Slip

## Recommended Preferred Alternative: System Plans



Diagrams to illustrate the level of detail embedded within the preferred alternative

- Site Access
- Pedestrian
- Bicycles
- Transit
- Servicing/Loading
- Vehicle Parking
- Bus Management



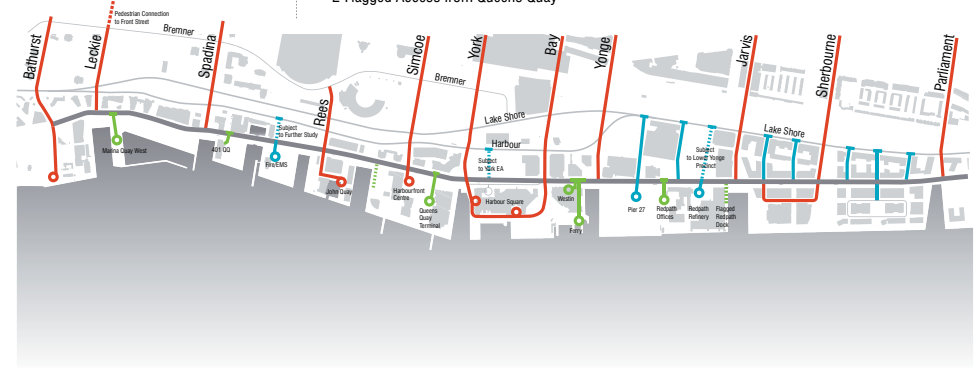
### ACCESS PLAN

#### Existing

- 7 Direct Downtown Access
- 4 Direct Lake Shore Access
- 8 Queens Quay Access Only

#### Proposed

- 9 Direct Downtown Access
- 6 Direct Lake Shore Access
- 6 Queens Quay Access Only
- 2 Flagged Access from Queens Quay



# Recommended Preferred Alternative: System Plans

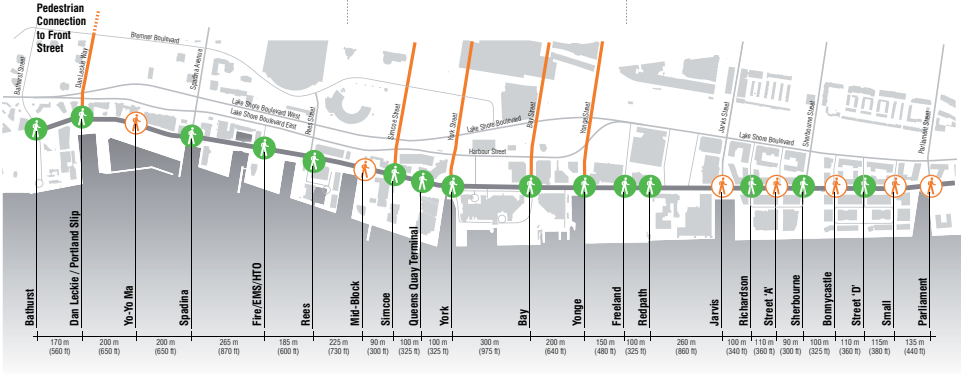


## PEDESTRIAN PLAN

**Existing**  
10 signalized north-south crossings  
Maximum distance between: 760m  
Average distance between: 285m

**Proposed**  
19 signalized north-south crossings  
Maximum distance between: 300m  
Average distance between: 160m

- Signalized 1-Stage Crossing (Typical)
- Signalized 2-Stage Crossing (with Refuge)
- Pedestrian Promenades



Typical Intersection Crossing



Two-Phase Pedestrian Activated Crossing

# Recommended Preferred Alternative: System Plans

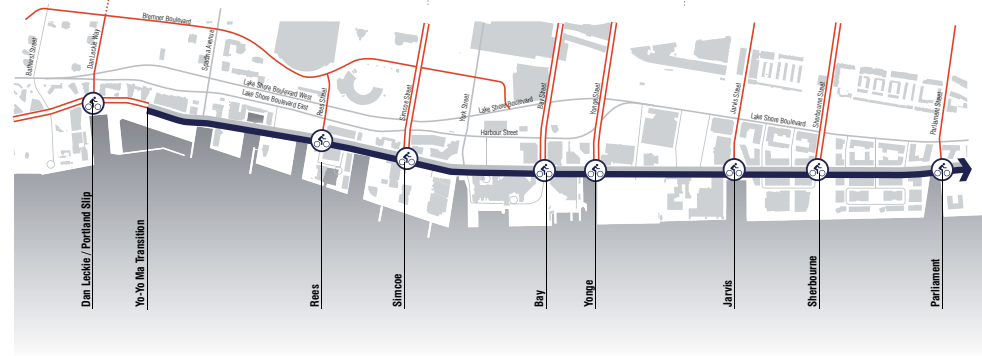


## CYCLING PLAN

**Existing**  
No Bike Facility between Spadina to Yonge  
On Street: Stadium to Spadina, Yonge to Sherbourne  
Off-Street: Sherbourne to Portlands

**Proposed**  
Complete Queens Quay Bike Facility  
On-Street: Stadium to Yo-Yo Ma  
Off-Street: Yo-Yo Ma to Portlands

- Major Cycling Connection
- Martin Goodman Trail
- On-Street Bike Lane
- Cycling Route



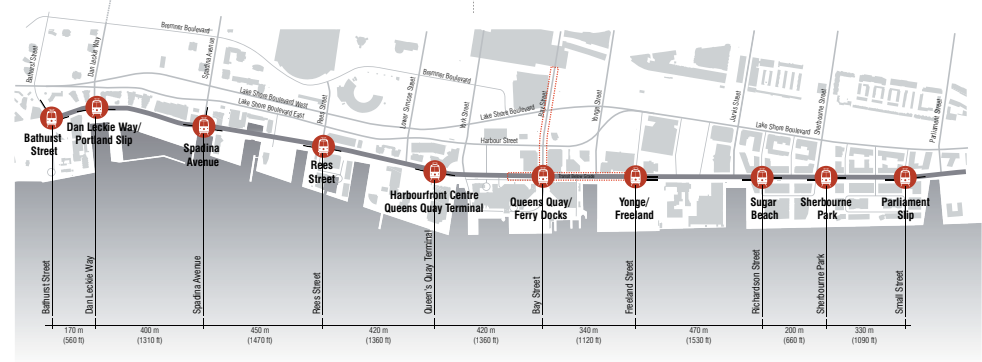
## TRANSIT PLAN

**East of Bay**  
Existing:  
2 transit routes, 5 stops  
Platforms: 1.5m by 30m

**Proposed:**  
2 transit routes, 4 stops  
Platforms: 2.4m - 3m by 60m

**West of Bay**  
Existing: No complete transit routes  
Platforms: None

**Proposed:** 1 complete route  
Platforms: 2.4 - 3m by 60m



# Recommended Preferred Alternative: System Plans



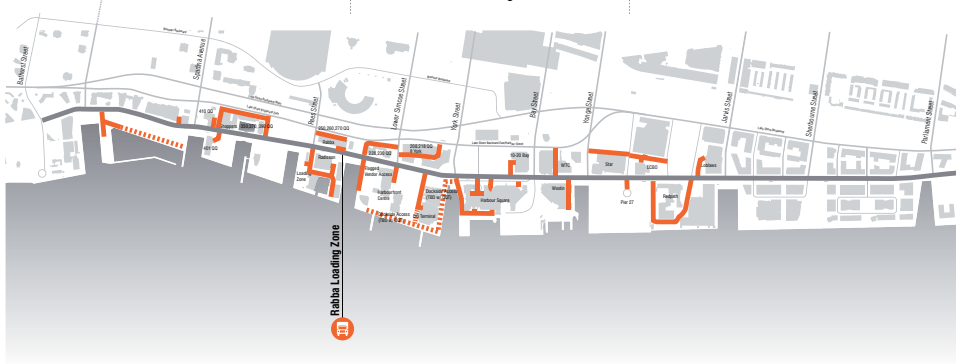
## SERVICING PLAN

**Existing**  
No On-Street Loading Zones  
between Bathurst and Parliament

**Proposed**  
1 On-Street Loading Zone  
East of Rees Street (Rabba)

All Other Sites Servicing Off-Street

- Servicing Routes
- ⋯ Dockside Access
- On-Street Loading Zone

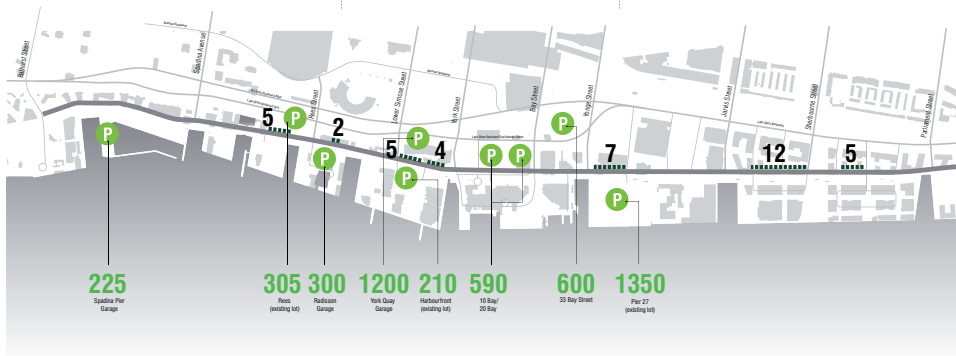


## PUBLIC PARKING PLAN

**Existing**  
0 On-Street Parking  
4780 Off-Street Parking (Longer-Term)

**Potential**  
16 On-Street Parking West of Yonge  
24 On-Street Parking East of Yonge  
4780 Off-Street Parking (Longer-Term)

- P Public Parking (Longer-Term)
- ⋯ On-Street Parking



# Recommended Preferred Alternative: System Plans

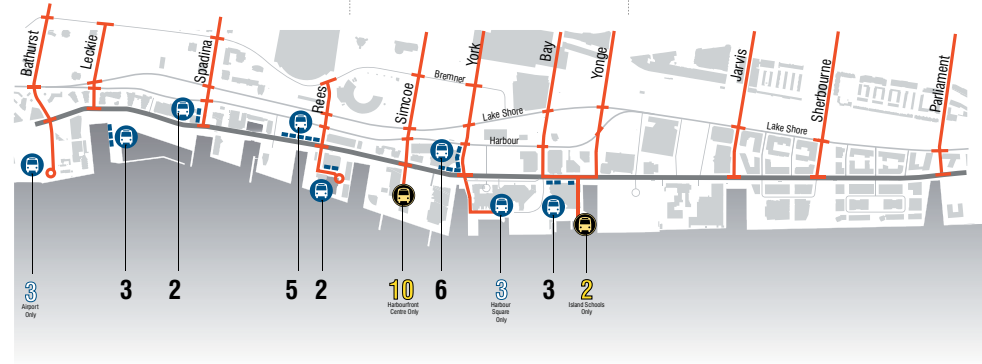


## BUS PLAN DRAFT: A WORK IN PROGRESS

**Existing**  
1 Dedicated Drop-Off/Pick-Up Space

**Potential**  
21 Dedicated Drop-Off/Pick-Up Spaces

- Bus Drop-Off/Pickup & Hop-On/Hop-Off
- School Bus Drop-Off/Pickup
- Bus Drop-Off/Pickup Spaces
- North-South Connections



### Existing Bus Inventory: Summer Peak

18-Mar-2009

	AM/morning					PM/afternoon					PM/evening					Notes		
	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10		11	12
Empire Sandy																		May to June busiest period
Marina Quay West (seasonal)																		May increase to 10x/year; Miss Toronto pageant - 2 buses
Radisson																		Confirm if double counting
Bus and Boat Company																		4 buses in fleet; rotating route
Pier 4 Restaurant																		15 buses per year
Mariposa		1					2	2	2	7								Average based on greatest volume of buses per month/4
HFC School Buses																		From Harbourfront Centre
Queens Quay Terminal																		June: 146; July: 126, August: 125
Great Lakes Schooner																		Need weekly operating schedule
Harbour Square																		65/month during peak. 3-10 buses at any one given time. 60% day, 40% evening
Westin Harbour Castle																		Do Not Load on QQ
Island School																		Do Not Load on QQ
Island Ferry Camps																		4 bus fleet; load off QQ
Conus/George Brown College																		Approx. 20/hour. Could be 5-8 at any given time. Stage on QQ northside, sometimes from Harbour. Load in Alley.
Grey Line/Shop and Dine																		1 each /30 minutes peak summer
Toronto Tours																		2x/day (No topping on Queens Quay)
Random Bus Tours - No Specific Destination																		10/day in peak summer
Trade Show Shuttle Buses																		16-20/day. No stopping on Queens Quay. Pick up at HFC/Rees Parking Lot



# East Bayfront Transit EA

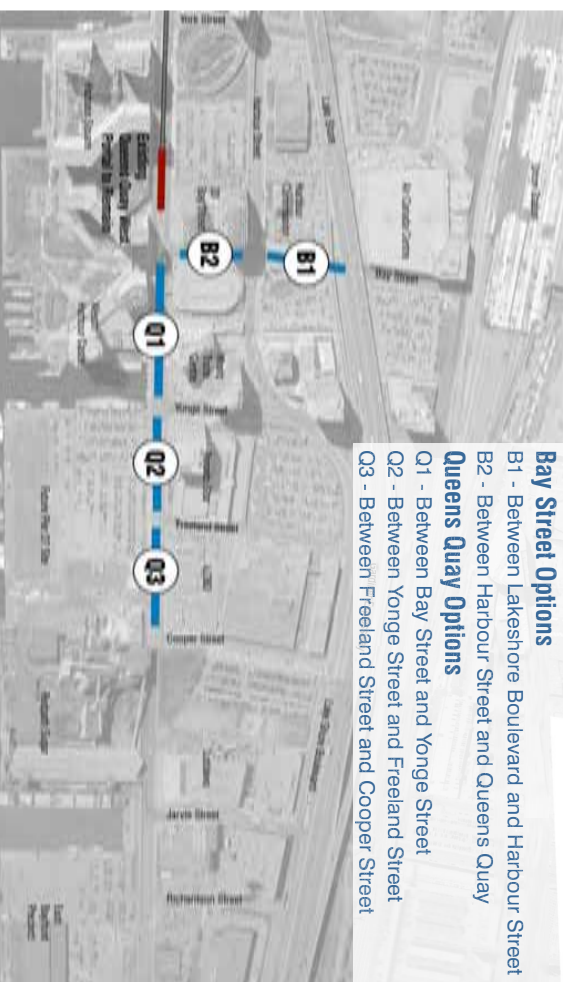
Integrated Transit Network in the Eastern Waterfront



## Transit Specific Elements

- Streetcar tunnel portal location
- Queens Quay East streetcar connection to Cherry Street and Interim streetcar loop at Parliament Street
- Expansion of the Union Station streetcar loop

# Portal Options Considered



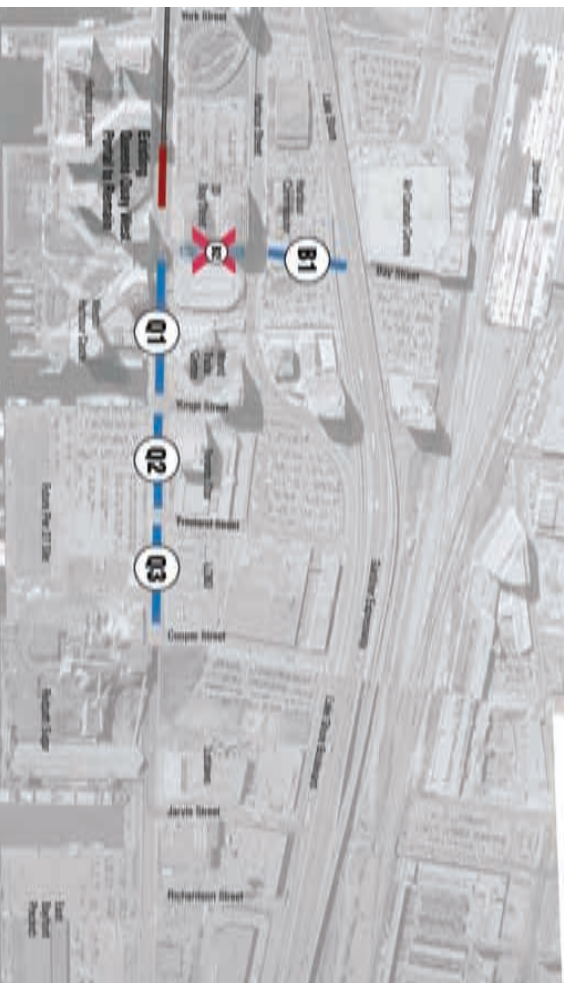
## Bay Street Options

- Close / fill existing portal on Queens Quay and existing underground station
- Streetcars turn east and west through the Queens Quay / Bay Street intersection at grade, mixed with surface traffic and pedestrian movements
- Results in only 1 portal to serve Queens Quay West and Queens Quay East streetcars.

## Queens Quay Options

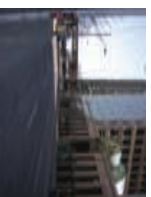
- Extend existing Bay Street tunnel easterly from the intersection of Queens Quay and Bay Street to a new portal on Queens Quay
- Streetcars would turn east and west under the Queens Quay / Bay Street intersection, grade-separated from traffic and pedestrian movements
- Existing portal would serve Queens Quay West streetcars; new portal would serve Queens Quay East streetcars

# Portal Options Considered (B2 Screened Out)

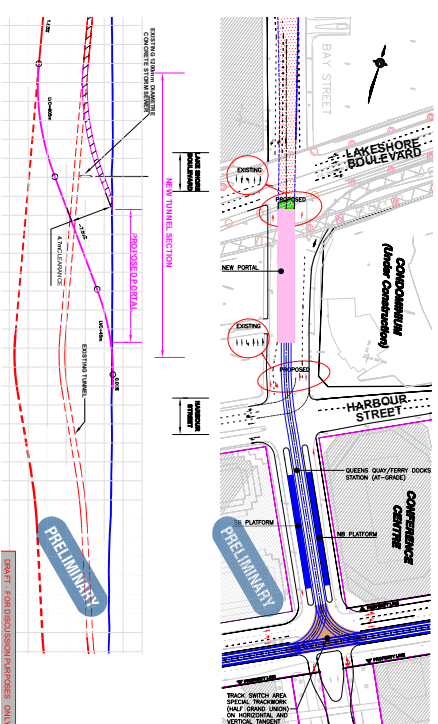


## B2 Screened Out

- Option B2 was screened out because distance from Harbour Street to Queens Quay Blvd. is inadequate to accommodate the required elements:
  - Short spacing between Harbour and Queens Quay precludes the ability for streetcars to be at-grade prior to entering the intersection
  - Track switches are required at the Queens Quay / Bay Intersection to allow streetcars to turn from Bay Street to Queens Quay and vice versa
  - Must also provide adequate tangent between the portal and the track switches at the intersection



# Bay Street Portal Options B1 Between Lakeshore Blvd. and Harbour Street



## Advantages

- 1 portal as opposed to 2 portals serving 2 lines - continuous boulevard across the ROW along the Queens Quay corridor
- Continuous streetcar ROW on the surface generates best flexibility in stop locations relative to destinations

## Disadvantages

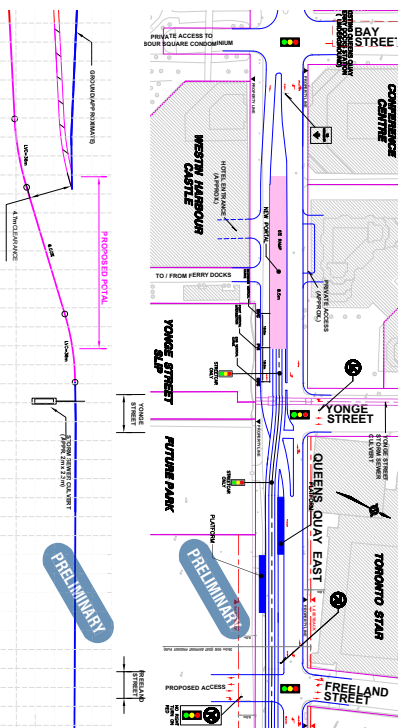
- At grade turns at Queens Quay / Bay: problematic and difficult to operate reliably with short headways; conflicts between streetcars, cars and pedestrians; longer delay and lower service reliability
- Portal located in an existing built-up area - large volume of at-grade streetcar turning movements at Queens Quay / Bay has high potential for generating noise and vibration effects on existing residents and businesses
- Reduces north-south roadway capacity and ability for motorists to travel in and around the study area
- Portal restricts access to west side of Bay Street to existing commercial and residential properties on Bay Street (portal) and Queens Quay between Bay and Yonge (streetcar ROW crosses Westin Harbour driveways)





# Queens Quay Portal Options Q1

## Between Bay Street and Yonge Street



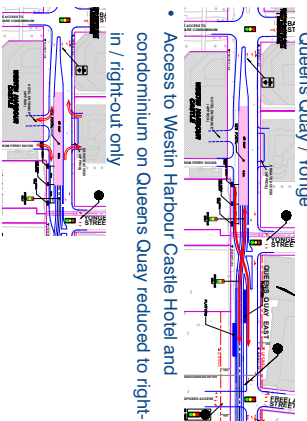
### Advantages

- Can accommodate a transit stop on the surface at the foot of Yonge Street
- No impact on roadway capacity attributed to the portal



### Disadvantages

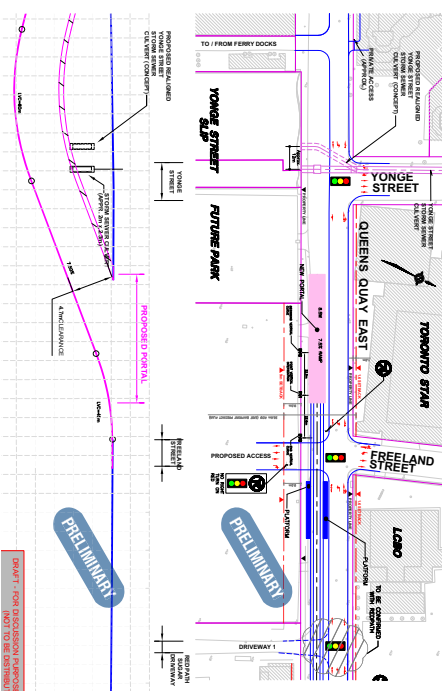
- Two portals on Queens Quay
- Portal has to be located in the centre of the road to prevent blockage of access to Westing Harbour Castle Hotel - would require eastbound through traffic to weave across streetcar ROW at Queens Quay / Yonge



- Portal located in an existing built-up area between Bay Street and Yonge Street – least opportunities of all portal options to achieve desirable urban design goals and objectives; least flexibility to accommodate Martin Goodman Trail.

# Queens Quay Portal Options Q2

## Between Yonge Street and Freland Street



### Advantages

- Transit - better quality of services as a result of shorter delay at intersections, shorter travel time, and better service reliability
- No impact on existing commercial and residential properties between Bay Street and Yonge Street
- No impact on vehicular/ pedestrian access to the Ferry Docks
- Compatible with either south side or centre option right of way

- Portal fits within ROW - extra width available on the south side of Queens Quay between Bay and Yonge for public realm improvement
- Fits full width of tree-lined Martin Goodman Trail

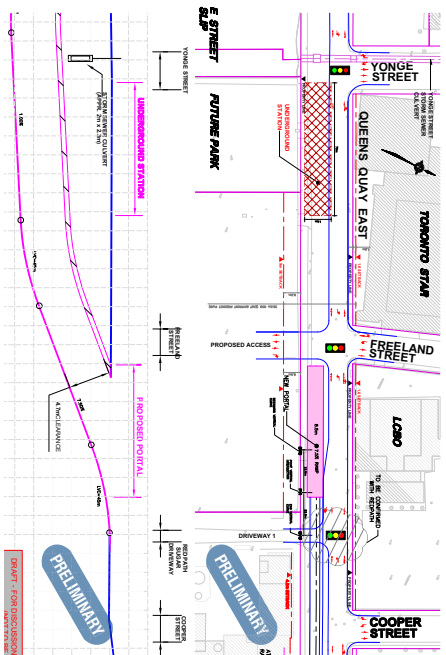
### Disadvantages

- Two portals on Queens Quay
- Requires realignment of Yonge Street storm sewer culvert at the Queens Quay / Yonge Street intersection
- Precludes a transit stop at the foot of Yonge Street - closest stops are at Bay and Freland



# Queens Quay Portal Options Q3

## Between Freeland Street and Cooper Street



### Advantages

- Same as Option Q2

### Disadvantages

- Two portals on Queens Quay
- Highest construction costs associated with the portal (longest tunnel, requires an underground station at the foot of Yonge Street)
- Portal close to Redpath Sugar's main entrance - end of streetcar ramp in conflict with driveway



# Analysis Approach

Complete assessment of factors pre-determined during development of the EA Terms of Reference:

- Planning Policies
- Urban Design
- Transportation
- Socio-Economic Environment
- Natural Environment
- Cultural Environment
- Cost

### Evaluation based on key decision relevant factors

Objectives	Criteria	Indicators (the degree to which the alternative...)	Measure
A1) Planning Policy	A1) Local population / employment growth in the study area	A1.1) Supports future transit and road capacity requirements for forecast development	
	A2) City, TWRC, and Provincial Policies	A2.1) Supports the City's Central Waterfront Secondary Plan, East Bayfront Class EA Master Plan, and standards for transportation planning and design	Provides all ROW amenities as per Master Plan
		A2.2) Supports Goals and Intentions of Central Waterfront Design Competition	Compatible with streetcar ROW on the south side of Queens Quay?
	A2.3) Supports Waterfront Toronto's East Bayfront Precinct Plan and Sustainability Framework		Minimise car use, increase walking, cycling, and public transit use
			Vibrant, diverse, and economically strong community (qualitative)

# Portal Evaluation Overall Summary



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

**SUMMARY**      **B1: LAKE SHORE - HARBOUR**      **Q1: BAY-YONGE**      **Q2: YONGE-FREELAND**      **Q3: FREELAND-COOPER**

Planning Policies	B1: LAKE SHORE - HARBOUR	Q1: BAY-YONGE	Q2: YONGE-FREELAND	Q3: FREELAND-COOPER
Compatibility with City of Toronto policies and Waterfront Toronto goals	Compatible	Somewhat compatible	Compatible	Compatible
<b>Summary</b>	✔	○	✔	✔

## Urban Design

Effect on Queens Quay streetscape between Bay and Yonge	B1: LAKE SHORE - HARBOUR	Q1: BAY-YONGE	Q2: YONGE-FREELAND	Q3: FREELAND-COOPER
Number of streetcar tunnel portals	One Bay Street	Two Queens Quay	Two Queens Quay	Two Queens Quay
Potential for achieving public space enhancement and public realm improvement	Some	Minimal	High Portal fits within ROW	High Portal fits within ROW
Ability to accommodate a continuous tree-lined Martin Goodman Trail	Some	Minimal	High Fits full width of Martin Goodman Trail	High Fits full width of Martin Goodman Trail
<b>Summary</b>	○	✘	✔	✔

## Transportation

Quality of transit service and operation	B1: LAKE SHORE - HARBOUR	Q1: BAY-YONGE	Q2: YONGE-FREELAND	Q3: FREELAND-COOPER
Impact on roadway capacity and traffic operation	Poor Delays at Harbour, Bay, and Yonge intersections result in longer travel time and lower service reliability	Adequate	Better Grade-separated operation through Harbour, Bay, and Yonge intersections results in shorter delay, shorter travel time, and better service reliability	Better Grade-separated operation through Harbour, Bay, and Yonge intersections results in shorter delay, shorter travel time, and better service reliability
<b>Summary</b>	✘	✘	✔	✔

# Portal Evaluation Overall Summary



**SUMMARY**      **B1: LAKE SHORE - HARBOUR**      **Q1: BAY-YONGE**      **Q2: YONGE-FREELAND**      **Q3: FREELAND-COOPER**

Socio-Economic	B1: LAKE SHORE - HARBOUR	Q1: BAY-YONGE	Q2: YONGE-FREELAND	Q3: FREELAND-COOPER
Existing/future commercial properties with driveway affected by undertaking	West side of Bay Street between Lake Shore and Harbour	Westin Harbour Castle Hotel / Toronto Island Ferry Docks	None	Redpath Sugar
<b>Effects</b>	Entrance limited to S/E right-of-way / right-out only	Access reduced to eastbound right-in / right-out only	None	End of streetcar ramp in conflict with main driveway - likely requires driveway modification

Existing and future residential properties with driveway affected by undertaking	B1: LAKE SHORE - HARBOUR	Q1: BAY-YONGE	Q2: YONGE-FREELAND	Q3: FREELAND-COOPER
Effects	Harbour Square Condominium	World Trade Centre Condominium	MT 27 residential development	None
<b>Effects</b>	Bay Street entrance requires modification	Access on Queens Quay reduced to westbound right-in / right-out only	Portal will be located just west of Footscourt Street (main entrance); however, it is anticipated that full access can be maintained	None

Potential for minimizing perceived noise and vibration effects on existing residents	B1: LAKE SHORE - HARBOUR	Q1: BAY-YONGE	Q2: YONGE-FREELAND	Q3: FREELAND-COOPER
<b>Summary</b>	✘	✘	✔	○

Cost	B1: LAKE SHORE - HARBOUR	Q1: BAY-YONGE	Q2: YONGE-FREELAND	Q3: FREELAND-COOPER
Potential to minimize construction cost	Medium	Highest	Medium	Lowest
Potential to minimize vehicle acquisition cost	Lower	Higher	Higher	Higher
Potential to minimize property acquisition cost	Potentially costly measure for mitigating access issues at Westin Harbour Castle Hotel	Potentially costly measure for mitigating access issues at Westin Harbour Castle Hotel	No major property acquisition anticipated	No major property acquisition anticipated
<b>Summary</b>	✘	✔	○	✘

# Portal Evaluation Overall Summary



SUMMARY	B1: LAKE SHORE - HARBOUR	Q1: BAY-YONGE	Q2: YONGE-FREELAND	Q3: FREELAND-COOPER
Planning Policies	✓	○	✓	✓
Urban Design	○	✗	✓	✓
Transportation	✗	✗	✓	✓
Socio-Economic	✗	✗	✓	○
Natural	Not Decision Relevant	Not Decision Relevant	Not Decision Relevant	Not Decision Relevant
Cultural	Not Decision Relevant	Not Decision Relevant	Not Decision Relevant	Not Decision Relevant
Costs	✗	✓	○	✗
	Not Carried	Not Carried	Carried	Not Carried

## Option Q2 between Yonge Street and Freeland selected as the preferred portal location

- Transit - better quality of service as a result of shorter delay at intersections, shorter travel time, and better service reliability; no impact on roadway capacity
- Portal fits within ROW - extra width available on the south side of Queens Quay between Bay and Yonge for public realm improvement
- Lowest impact on existing commercial and residential properties



# Queens Quay East Streetcar Connection to Cherry Street



- Alignment of Queens Quay Blvd. east of Parliament to be confirmed by Lower Don Lands Class EA Master Plan
- Interim terminus loop at Small / Parliament until Queens Quay Blvd. extended to Cherry Street
  - minimise Interim effect on developable property
  - maintain operation during construction of extension
- EBF Transit EA will show location of interim loop and conceptual connections:
  - with approved West Don Land Streetcar on Cherry Street
  - connection with future streetcar network in the Port Lands via Cherry Street

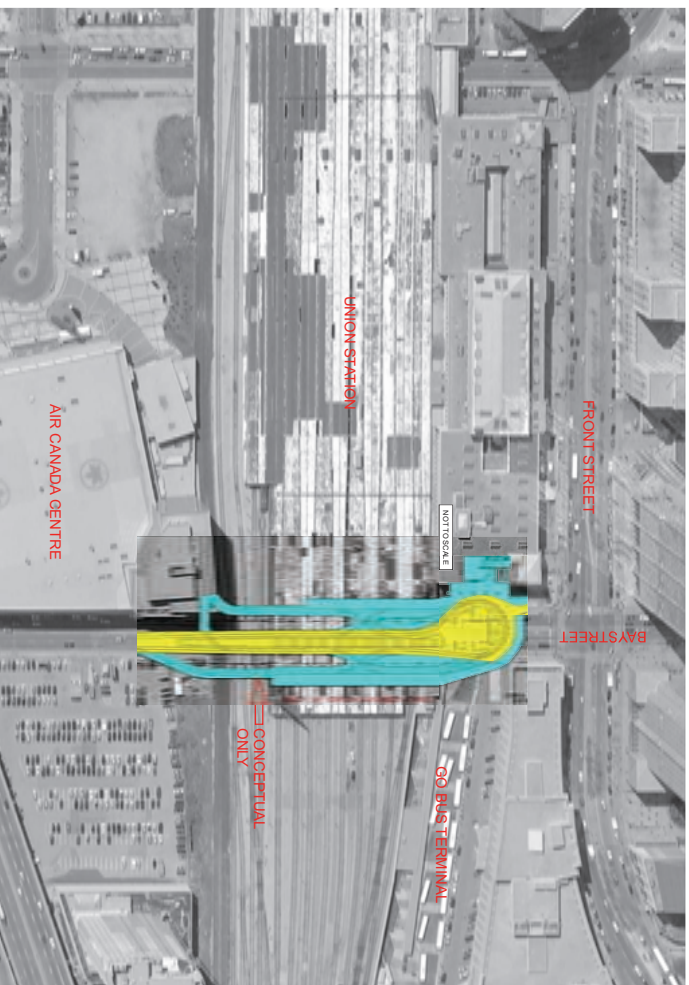
Interim Parliament Loop



Conceptual Only

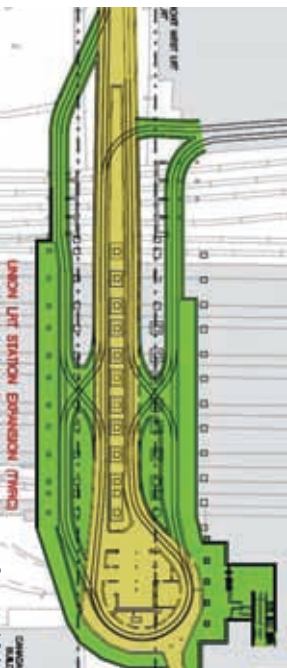


# Union Station Loop Expansion



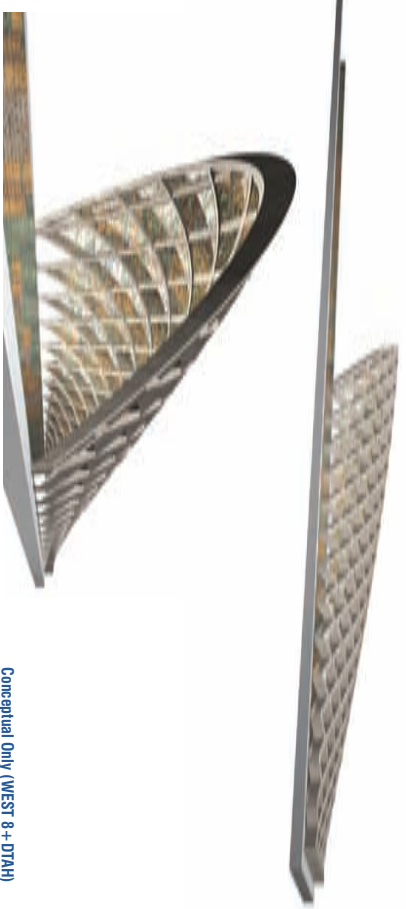
Conceptual Only

Significant platform expansion required to carry high transit volumes from east and west of Union Station

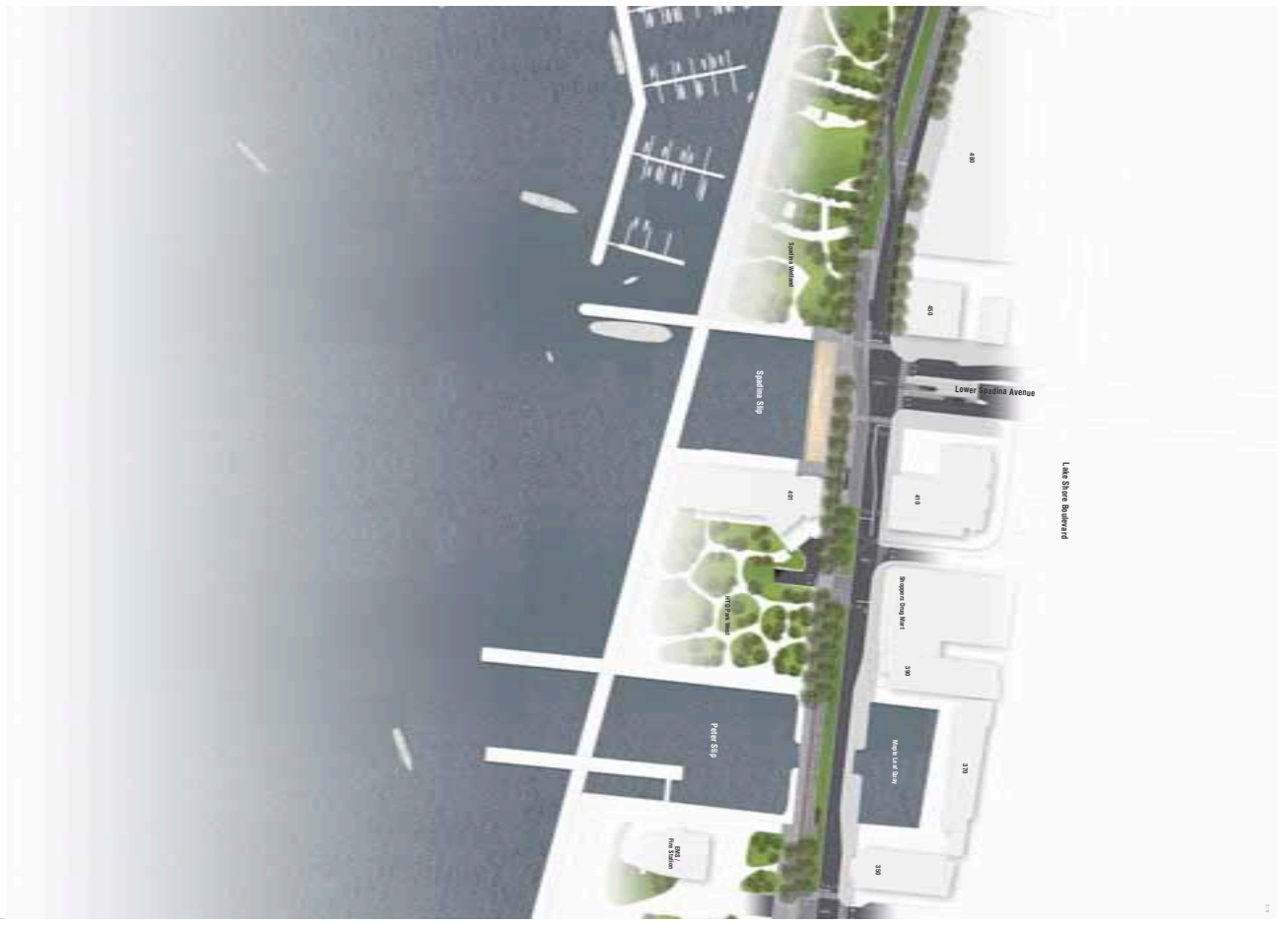
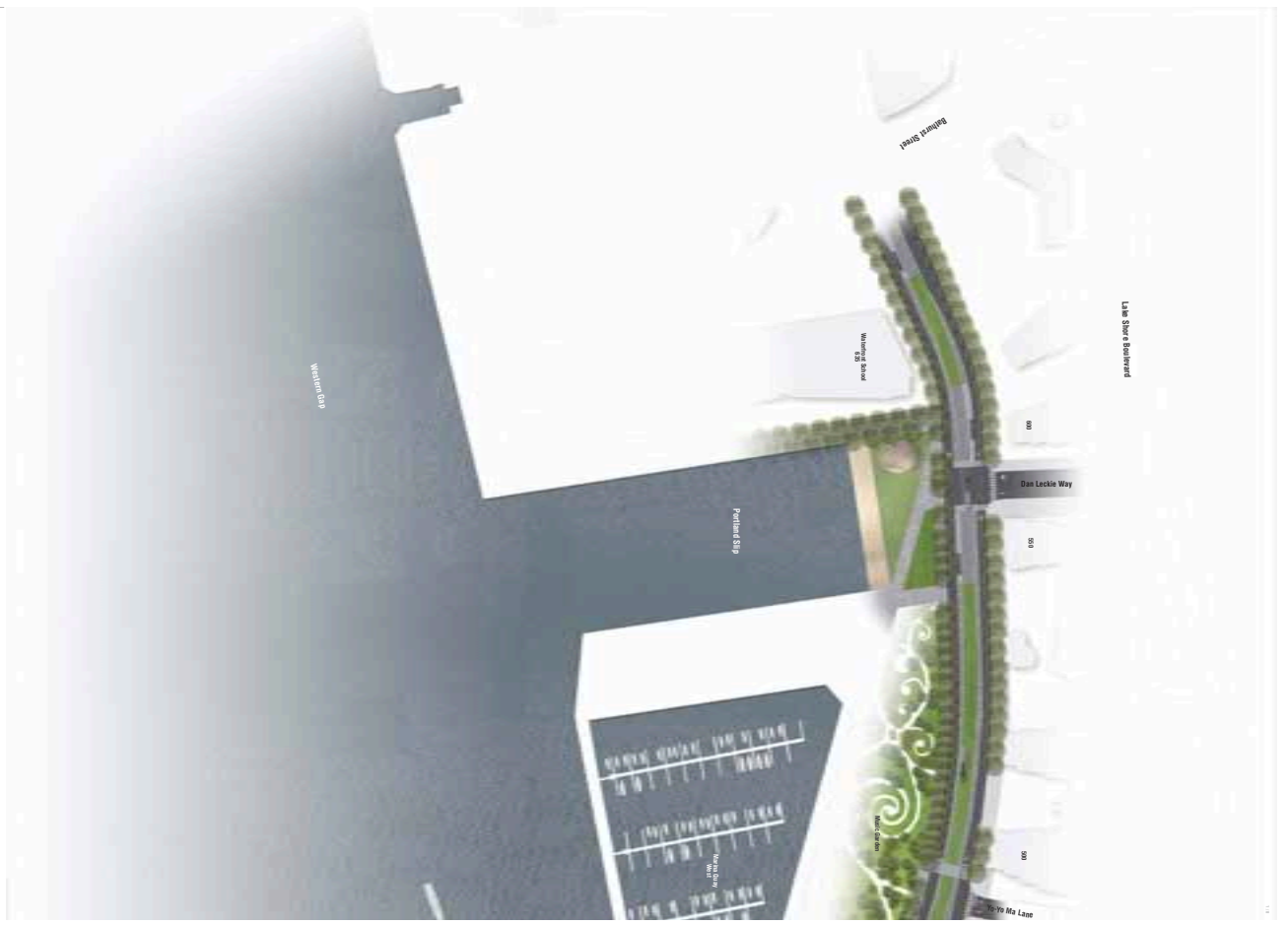


Conceptual Only

# Potential Portal Canopy Q2 - Between Yonge Street and Freeland Street



Conceptual Only (WEST 8+ DTAH)











**'BIRD'S-EYE VIEW' QUEENS QUAY  
(With Trees & Open Spaces)**

