

# GARDINER EXPRESSWAY AND LAKE SHORE BOULEVARD EAST RECONFIGURATION ENVIRONMENTAL ASSESSMENT

## Appendix B – Record of Consultation – Sub-Appendices

January 2017



WATERFRONToronto



**APPENDIX A –  
ABORIGINAL CORRESPONDENCE**



June 10, 2013

Chief Barron King  
Moose Deer Point First Nation  
PO Box 119, 3720 Twelve Mile Bay Road  
Mactie, ON P0C 1H0

Dear Chief Barron King:

**Subject: Notice of Gardiner Expressway East Public Meeting  
Gardiner Expressway / Lake Shore Boulevard Reconfiguration  
Environmental Assessment**

Waterfront Toronto and the City of Toronto have resumed the preparation of an individual environmental assessment (EA) to address current problems and opportunities in the Gardiner Expressway and Lake Shore Boulevard study area. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. Four alternatives will be considered within the study area, including: maintaining, improving, replacing, or removing the elevated expressway. Improvements to other roadways could also be required.

An individual EA, prepared under the Ontario *Environmental Assessment Act*, involves a two-stage process. The first stage involves the preparation of a Terms of Reference (ToR) for the EA, which outlines the work plan, including the studies and consultation that will be carried out during the preparation of the EA. The second phase of the EA process is the preparation of the EA itself.

The first stage of the EA process was completed in November of 2009 when the Minister of the Environment approved the ToR for the EA. With this approval given, the City of Toronto and Waterfront Toronto may now proceed to carry out the EA. Under the *Environmental Assessment Act*, the EA must be prepared in accordance with the approved ToR.

## **Public Consultation**

Consultation with interested persons, government agencies and Aboriginal communities is a key component of the Gardiner Expressway / Lake Shore Boulevard Reconfiguration EA. The consultation plan provides opportunities for feedback at multiple points in the studies.

The Project Team will be hosting a number of public forums (the first of which is Thursday, June 13, 2013), live webcasts, workshops and online opportunities for interested persons, government agencies and Aboriginal communities to participate in the EA planning process. We invite you to the first public forum where you can learn more about the project, the alternatives being considered and what other jurisdictions have done with elevated waterfront expressways. You will also be able to ask questions and speak directly with members of the project team, offer input and submit comments. Additional information about the date and location of this first public forum is provided in the attached Notice of Public Meeting.

Your input is important. If you have an interest in this project we would appreciate your participation. Information materials are available online and feedback can be submitted to the project team by email. If you would prefer, we would be pleased to hold an individual meeting with you at your earliest convenience to discuss the project in further detail.

**Please let us know if you are interested in being involved with this study.**

### **Contact:**

Antonio Medeiros, Project Manager,  
Waterfront Toronto  
416-214-1344 ext 285  
[amedeiros@waterfronttoronto.ca](mailto:amedeiros@waterfronttoronto.ca)

Stephen Schijns, Manager,  
City of Toronto  
416-392-8340  
[schijns@toronto.ca](mailto:schijns@toronto.ca)

On behalf of Waterfront Toronto and the City of Toronto, we look forward to hearing from you.

For further information, you may also visit the project web page at [www.gardinereast.ca](http://www.gardinereast.ca) where you can learn about the project and contribute your insights, ideas, and views.

Sincerely,



John W. Campbell  
President and CEO  
Waterfront Toronto



John Livey  
Deputy City Manager  
City of Toronto

***Attachment: Notice of Public Meeting***

***\*\*In addition to this email, a letter has been mailed to you\*\****



September 26, 2013

Ms. Karry Sandy-McKenzie  
Barrister and Solicitor  
Coordinator Williams Treaty First Nations  
8 Creswick Court  
Barrie, Ontario  
L4M 2J7

Dear Ms. Sandy-McKenzie:

**Subject: Notice of Gardiner Expressway East Public Meeting No. 2  
Gardiner Expressway / Lake Shore Boulevard Reconfiguration  
Environmental Assessment**

Waterfront Toronto and the City of Toronto are carrying out an individual environmental assessment (EA) to address current problems and opportunities in the Gardiner Expressway and Lake Shore Boulevard study area. The EA will determine the future of the Gardiner Expressway and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. Four alternatives will be considered within the study area, including: maintaining, improving, replacing, and removing the elevated expressway. Improvements to other roadways could also be required.

***Public Consultation***

The Project Team will be hosting a number of public forums, live webcasts, workshops and online opportunities for interested persons, government agencies and Aboriginal communities to participate in the EA planning process. We invite you to the second public forum where you can learn more about the project, the alternatives being considered, the evaluation process, and the study timeline. You will also be able to ask questions and speak directly with members of the project team, offer input and submit comments. Additional information about the date and location of this first public forum is provided below and in the attached Notice of Public Meeting.

**Gardiner Expressway East Public Meeting No. 2**

**Wednesday, October 16, 2013**

**6:30 p.m. – 9:00 p.m.**

**(Open house will begin at 6:30 p.m. followed by presentations at 7:00 p.m.)**

**The Bram & Bluma Appel Salon, Toronto Reference Library**

**789 Yonge Street, Toronto (Bloor Street subway station)**

**Please register for the event at: [gardinereastpublicmeeting2.eventbrite.ca](http://gardinereastpublicmeeting2.eventbrite.ca)**

Your input is important. If you have an interest in this project we would appreciate your participation. Information materials are available online and feedback can be submitted to the project team by email. If you would prefer, we would be pleased to hold an individual meeting with you at your earliest convenience to discuss the project in further detail.

**Please let us know if you are interested in being involved with this study.**

Contact:

Antonio Medeiros, Project Manager,  
Waterfront Toronto  
416-214-1344 ext. 285  
[amedeiros@waterfronttoronto.ca](mailto:amedeiros@waterfronttoronto.ca)

Stephen Schijns, Manager,  
City of Toronto  
416-392-8340  
[schijns@toronto.ca](mailto:schijns@toronto.ca)

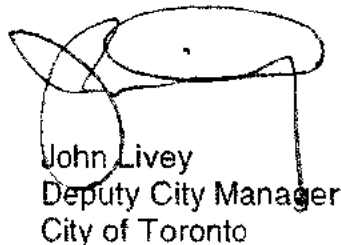
On behalf of Waterfront Toronto and the City of Toronto, we look forward to hearing from you.

For further information, you should also visit the project web page at [www.gardinereast.ca](http://www.gardinereast.ca) where you can learn about the project and contribute your insights, ideas, and views.

Sincerely,



John Campbell  
President and CEO  
Waterfront Toronto



John Livey  
Deputy City Manager  
City of Toronto

*Attachment: Notice of Public Meeting No. 2*



cc: Chief James R. Marsden, Alderville First Nation  
11696 Second Line, PO Box 46, Roseneath ON K0K 2X0

Chief Rodney Monague Jr., Beausoleil First Nation (Christian Island)  
1 O-Gema Street Cedar Point, Christian Island ON L0K 1C0

Chief Donna Big Canoe, Chippewas of Georgina Island First Nation  
R.R. #2, P.O. Box 12, Sutton West ON L0E 1R0

Chief Sharon Stinson Henry, Chippewas of Rama  
5884 Rama Road, Suite 200, Rama ON L0K 1T0

Chief Greg Cowie, Hiawatha First Nation  
R.R. #2, 123 Paudash Street, Keene ON K0L 2G0

Chief Tracy Gauthier, Mississaugas of Scugog Island  
2251 Island Road, Port Perry ON L9L 1B6





January 27, 2014

Margaret Sault,  
Director of Research, Lands and Membership  
Mississaugas of the New Credit First Nation  
2789 Mississauga Road, R.R. 6  
Hagersville ON N0A 1H0

Dear Ms. Sault:

**Subject: Notice of Gardiner Expressway East Public Meeting No. 3  
Gardiner Expressway / Lake Shore Boulevard Reconfiguration  
Environmental Assessment**

Waterfront Toronto and the City of Toronto are carrying out an individual environmental assessment (EA) to address current problems and opportunities in the Gardiner Expressway and Lake Shore Boulevard study area. The EA will determine the future of the Gardiner Expressway and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. Four alternatives will be considered within the study area, including: maintaining, improving, replacing, and removing the elevated expressway. Improvements to other roadways could also be required.

### ***Public Consultation***

The Project Team will be hosting a number of public forums, live webcasts, workshops and online opportunities for interested persons, government agencies and Aboriginal communities to participate in the EA planning process. We invite you to the third public forum where you can comment on the results of the evaluation of the options for the Gardiner Expressway East. You will also be able to ask questions and speak directly with members of the project team, offer input and submit comments. Additional information about the date and location of this public forum are provided below and in the attached Notice of Public Meeting.

**Gardiner Expressway East Public Meeting No. 3  
Thursday February 6, 2014  
6:30 p.m. – 9:00 p.m.**

**(Open house will begin at 6:30 p.m. followed by presentations at 7:00 p.m.)  
The Bram & Bluma Appel Salon, Toronto Reference Library  
789 Yonge Street, Toronto (Bloor Street subway station)**

**Please register at: [www.gardinereastpublicmeetingfeb6.eventbrite.ca](http://www.gardinereastpublicmeetingfeb6.eventbrite.ca)**

Your input is important. If you have an interest in this project we would appreciate your participation. Information materials are available online and feedback can be submitted to the project team by email. If you would prefer, we would be pleased to hold an individual meeting with you at your earliest convenience to discuss the project in further detail.

**Please let us know if you are interested in being involved with this study.**

Contact:

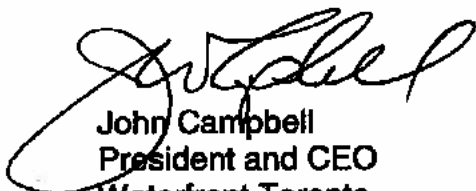
Antonio Medeiros, Project Manager,  
Waterfront Toronto  
416-214-1344 ext 285  
[amedeiros@waterfronttoronto.ca](mailto:amedeiros@waterfronttoronto.ca)

Jeffrey Dea, Project Manager,  
City of Toronto  
416-392-8479  
[idea@toronto.ca](mailto:idea@toronto.ca)

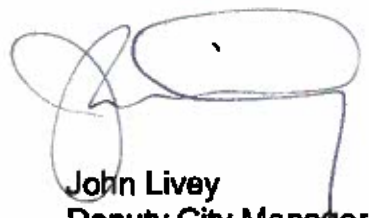
On behalf of Waterfront Toronto and the City of Toronto, we look forward to hearing from you.

For further information, you should also visit the project web page at [www.gardinereast.ca](http://www.gardinereast.ca) where you can learn about the project and contribute your insights, ideas, and views.

Sincerely,



John Campbell  
President and CEO  
Waterfront Toronto



John Livey  
Deputy City Manager  
City of Toronto

*Attachment: Notice of Public Meeting No. 3*

*\*\*In addition to this email, a letter has been mailed to you\*\**



April 1, 2015

Ms. Fawn Sault  
Consultation Coordinator  
Mississaugas of the New Credit First Nation  
6 First Line, Unit 1  
Hagersville, ON N0A 1H0

Dear Ms. Sault:

**Subject: Notice of Public Meeting No. 4:  
Gardiner Expressway East and Lake Shore Boulevard  
Reconfiguration Environmental Assessment**

Waterfront Toronto and the City of Toronto are carrying out an individual environmental assessment (EA) to address current problems and opportunities in the Gardiner Expressway and Lake Shore Boulevard study area. The EA will determine the future of the Gardiner Expressway and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. A number of alternatives have been considered within the study area, including: maintaining, improving, replacing, and removing the elevated expressway. At the upcoming public meetings in April, Waterfront Toronto and the City of Toronto will share the results of the following work:

1. Review the remove option under the EA process to mitigate concerns about traffic congestion; and
2. Prepare and evaluate an additional hybrid option that preserves expressway linkage and functionality between the Gardiner Expressway and the Don Valley.

### ***Public Consultation***

The Project Team have been hosting a number of public forums, live webcasts, workshops and online opportunities for interested persons, government agencies and Aboriginal communities to participate in the EA planning process. We invite you to the

fourth public forum where you can learn more about the project, the alternatives being considered, the evaluation process, and the study timeline. You will also be able to ask questions and speak directly with members of the project team, offer input and submit comments. Additional information about the date and location of this fourth public forum is provided in the attached Notice of Public Meeting.

**Gardiner Expressway East Public Meeting No. 4**

<p align="center"><b>Gardiner Expressway East Public Meeting (Downtown)</b></p> <p align="center"><b>Wednesday April 15, 2015 6:30 PM to 9:00 PM</b></p> <p align="center"><b>Bram &amp; Bluma Appel Salon, Toronto Reference Library 789 Yonge Street</b></p> <p align="center"><b>Open house begins at 6:30 PM Presentations begin at 7:00 PM</b></p> <p align="center"><b><u>Please register at:</u> <a href="https://gardinereapublicmeetingdowntownapril15.eventbrite.ca">https://gardinereapublicmeetingdowntownapril15.eventbrite.ca</a></b></p>	<p align="center"><b>Gardiner Expressway East Public Meeting (Scarborough)</b></p> <p align="center"><b>Monday April 20, 2015 6:30 PM to 9:00 PM</b></p> <p align="center"><b>Blessed Cardinal Newman HS Cafeteria 100 Brimley Rd S</b></p> <p align="center"><b>Open house begins at 6:30 PM Presentations begin at 7:00 PM *This meeting will not be webcast*</b></p> <p align="center"><b><u>Please register at:</u> <a href="https://gardinereapublicmeetingscarbouroghapril20.eventbrite.ca">https://gardinereapublicmeetingscarbouroghapril20.eventbrite.ca</a></b></p>
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Your input is important. If you have an interest in this project we would appreciate your participation. Information materials are available online and feedback can be submitted to the project team by email. If you would prefer, we would be pleased to hold an individual meeting with you at your earliest convenience to discuss the project in further detail.

**Please let us know if you are interested in being involved with this study.**

Contact:

**Pina Mallozzi**  
Project Manager Planning and Design  
Waterfront Toronto  
416-214-1344 ext. 235  
[pmallozzi@waterfronttoronto.ca](mailto:pmallozzi@waterfronttoronto.ca)

**Jeffrey Dea**  
Manager Infrastructure Planning  
City of Toronto  
416-392-8479  
[jdea@toronto.ca](mailto:jdea@toronto.ca)

On behalf of Waterfront Toronto and the City of Toronto, we look forward to hearing from you.

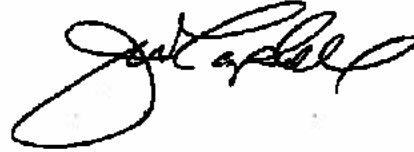
For further information, you should also visit the project web page at [www.gardinereast.ca](http://www.gardinereast.ca), on Twitter at @GardinerEast, or on Facebook at Facebook.com/GardinerEast where you can learn about the project and contribute your insights, ideas, and views.

Sincerely,



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John Livey  
Deputy City Manager  
City of Toronto



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John Campbell  
President and Chief Executive Officer  
Waterfront Toronto

CC: Mark LaForme, Director MNCFN-DOCA



January 7, 2016

Ms. Karry Sandy-McKenzie  
Barrister and Solicitor  
Coordinator Williams Treaty First Nations  
8 Creswick Court  
Barrie ON L4M 2J7

Dear Ms. Sandy-McKenzie:

**Subject: Notice of Gardiner Expressway East Public Meeting No. 5  
Gardiner Expressway / Lake Shore Boulevard Reconfiguration  
Environmental Assessment**

Waterfront Toronto and the City of Toronto are carrying out an individual environmental assessment (EA) to address current problems and opportunities in the Gardiner Expressway and Lake Shore Boulevard study area. The EA will determine the future of the Gardiner Expressway and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street.

Four alternatives have been considered within the study area, including: maintaining, improving, replacing, and removing the elevated expressway. At its meeting of June 11, 2015, Toronto City Council endorsed a Hybrid Option as the preferred alternative for the Gardiner Expressway East. The Hybrid Option includes elements of both the maintain and replace alternatives that were originally assessed.

### ***Public Consultation***

The Project Team will be hosting a number of public forums, live webcasts, workshops and online opportunities for interested persons, government agencies and Aboriginal communities to participate in the EA planning process. We invite you to the fifth public forum where you can comment on the evaluation of the alternative designs for the Hybrid Option, as well as urban design concepts for the study area. You will also be able to ask questions and speak directly with members of the project team, offer input and submit comments. Additional information about the date and location of this public forum are provided below and in the attached Notice of Public Meeting.

**Gardiner Expressway East Public Meeting No. 5**

**Tuesday, January 19, 2016**

**6:30 p.m. – 9:00 p.m.**

**(Open house will begin at 6:30 p.m. followed by presentations at 7:00 p.m.)**

**The Bram & Bluma Appel Salon, Toronto Reference Library**

**789 Yonge Street, Toronto (Bloor Street subway station)**

**Please register at: [www.gardinereastpublicmeeting5.eventbrite.ca](http://www.gardinereastpublicmeeting5.eventbrite.ca)**

Your input is important. If you have an interest in this project we would appreciate your participation. Information materials are available online and feedback can be submitted to the project team by email. If you would prefer, we would be pleased to hold an individual meeting with you at your earliest convenience to discuss the project in further detail.

**Please let us know if you are interested in being involved with this study.**

Contact:

Pina Mallozzi,  
Director, Design  
Waterfront Toronto  
416-214-1344 ext 285  
[pmallozi@waterfronttoronto.ca](mailto:pmallozi@waterfronttoronto.ca)

Jeffrey Dea,  
Manager, Infrastructure Planning  
City of Toronto  
416-392-8479  
[idea@toronto.ca](mailto:idea@toronto.ca)

On behalf of Waterfront Toronto and the City of Toronto, we look forward to hearing from you.

For further information, you should also visit the project web page at [www.gardinereast.ca](http://www.gardinereast.ca) where you can learn about the project and contribute your insights, ideas, and views.

Sincerely,



Christopher Glaisek  
Vice President, Planning and Design  
Waterfront Toronto



John Livey  
Deputy City Manager  
City of Toronto

*Attachment: Notice of Public Meeting No. 5*

*\*\*In addition to this email, a letter has been mailed to you\*\**



**Cc: Chief James R. Marsden, Alderville First Nation  
11696 Second Line, PO Box 46 Roseneath ON K0K 2X0**

**Chief Rodney Monague Jr., Beausoleil First Nation (Christian Island)  
1 O-Gema Street Cedar Point, Christian Island ON L0K 1C0**

**Chief Donna Big Canoe, Chippewas of Georgina Island First Nation  
R.R. #2, P.O. Box 12 Sutton West ON L0E 1R0**

**Chief Sharon Stinson Henry, Chippewas of Rama  
5884 Rama Road, Suite 200 Rama ON L0K 1T0**

**Chief Greg Cowie, Hiawatha First Nation  
R.R. #2, 123 Paudash Street Keene ON K0L 2G0**

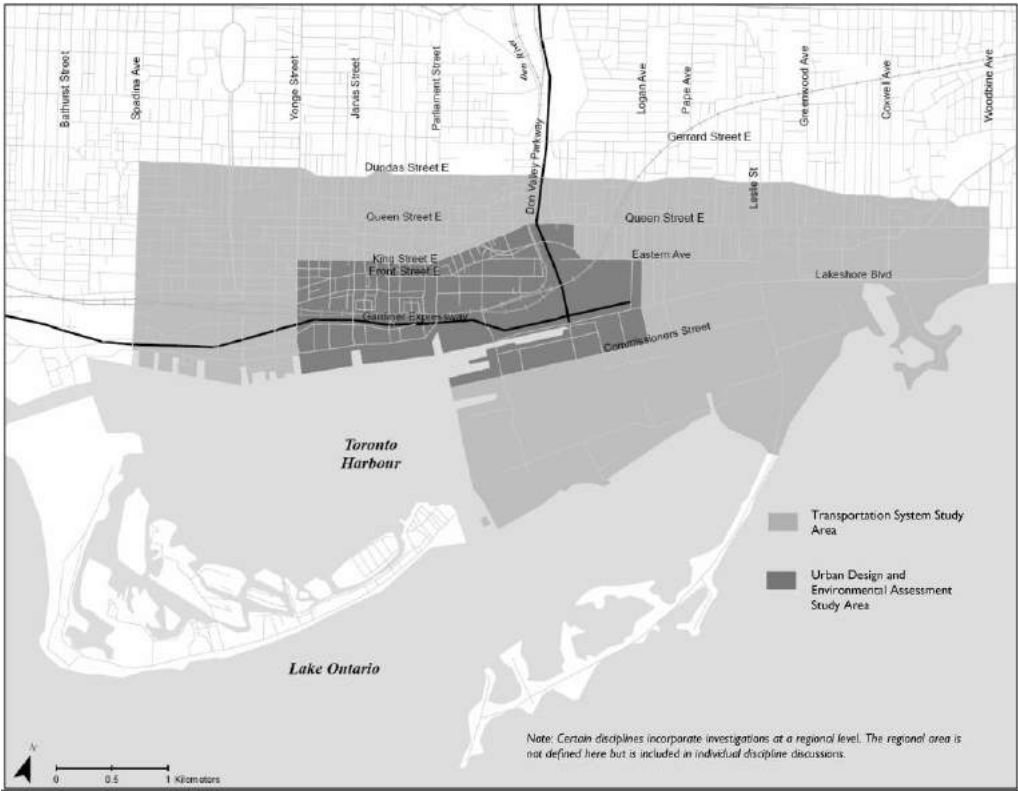
**Chief Tracy Gauthier, Mississaugas of Scugog Island  
2251 Island Road Port Perry ON L9L 1B6**

**APPENDIX B –  
COMMUNICATION AND PROMOTIONAL MATERIALS**

# Notice of Commencement of Environmental Assessment Gardiner Expressway and Lake Shore Boulevard Reconfiguration Waterfront Toronto and the City of Toronto

Waterfront Toronto and the City of Toronto (City), the project co-proponents, are jointly undertaking an environmental assessment to determine the future of the eastern portion of the elevated Gardiner Expressway and Lake Shore Boulevard from approximately Lower Jarvis Street to just east of the Don Valley Parkway (DVP) at Logan Avenue. The environmental assessment is being completed under the Ontario *Environmental Assessment Act*.

This environmental assessment will study the potential environmental effects and benefits of the proposed 'undertaking'. The purpose of the proposed 'undertaking' is to address current problems and opportunities in the Gardiner Expressway and Lake Shore Boulevard study area. Key problems include a deteriorated Gardiner Expressway that needs major repairs and a waterfront disconnected from the city. Key opportunities include revitalizing the waterfront through city building, creating new urban form and character and new public realm space.



## The Process

On November 30, 2009, the Minister of the Environment approved the Terms of Reference for the Gardiner Expressway and Lake Shore Boulevard Reconfiguration Environmental Assessment and Urban Design Study. A copy of the approved terms of reference is available at:

[www.gardinerconsultation.ca](http://www.gardinerconsultation.ca)

This study will be carried out according to the approved Terms of Reference and the requirements of the *Environmental Assessment Act*. Results from this study will be documented in an environmental assessment report, which will be submitted to the Ministry of the Environment for review and approval. At that time, the public and other interested persons will be informed when and where the environmental assessment report can be reviewed.

## Alternatives Being Assessed

The environmental assessment process will consider four broad alternatives for the reconfiguration of the Gardiner Expressway and Lake Shore Boulevard:

1. Do Nothing – *Maintain the Elevated Expressway*
2. Improve – *The Urban Fabric while Maintaining the Existing Expressway*
3. Replace – *With a New Expressway*
4. Remove – *The Elevated Expressway and Build a New Boulevard*

Each of these alternatives will be refined and evaluated in the environmental assessment using four lenses that include Economics, Environment, Urban Design and Transportation / Infrastructure.

## Consultation

Members of the public, agencies and other interested persons are encouraged to actively participate in the planning of this undertaking by attending consultation opportunities or contacting staff directly with information, comments or questions. Consultation opportunities are planned throughout the planning process and will be advertised in the Toronto Star and Metro Newspapers, on the [www.gardinerconsultation.ca](http://www.gardinerconsultation.ca) website, and in Waterfront Toronto newsletters.

If you would like to be added to our project mailing list or have project-related questions, please contact:

Liz Nield  
Neutral Community Facilitator's Office  
515 Consumers Road, Suite 201  
Toronto, Ontario, M2J 4Z2  
Phone: 416-894-1448  
Fax: 416-536-3453  
Email: [info@gardinerconsultation.ca](mailto:info@gardinerconsultation.ca)



**WATERFRONT**Toronto

Under the *Freedom of Information and Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.



**WATERFRONT**Toronto



# Help decide the future of the Gardiner Expressway East

## The Project

Waterfront Toronto and the City of Toronto have resumed the preparation of the Gardiner Expressway / Lake Shore Boulevard Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. Four alternatives will be considered within the study area, including: maintaining, improving, replacing, or removing the elevated expressway. Improvements to other roadways could also be required.

## The Environmental Assessment

The proposed study area for the EA is shown on the map below. Key components of an EA include consultation with government agencies, Aboriginal communities and interested persons; consideration and evaluation of alternatives; and the management of potential environmental effects. Conducting an EA promotes good environmental planning before decisions are made about a proposal.

## Get Involved

Your input into this important project is critical. The Project Team will be hosting a number of public forums, live webcasts, workshops and online opportunities for interested persons to participate in the EA planning process. We invite you to the first public forum where you can learn more about the project, the alternatives being considered and what other jurisdictions have done with elevated waterfront expressways. You will also be able to ask questions and speak directly with members of the project team, offer input and submit comments.

### Gardiner Expressway East Public Meeting

Thursday, June 13, 2013

6:00p.m. – 8:30p.m.

(open house will begin at 6:00p.m. followed by presentations at 6:30p.m.)

Metro Toronto Convention Centre

Room 701, South Building

222 Bremner Boulevard

Please register for the event at: <http://gardinerconsultation.eventbrite.com>

If you can't attend the meeting in person, you can participate and watch the meeting online. Please join us at [www.gardinereast.ca](http://www.gardinereast.ca) where you can learn about the project and contribute your insights, ideas, and views. For more information or to be added to the project mailing list, contact [info@gardinereast.ca](mailto:info@gardinereast.ca), or call (416) 479-0662.



Note: Certain disciplines will conduct investigations at a city or regional level. These areas are not defined here.

Follow us on:



Call **3 1 1**

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

**building our  
new blue edge**



**RELEASE**

## **Public Meeting to be Held on Future of Gardiner Expressway East**

Toronto – June 12, 2013 - Waterfront Toronto and the City of Toronto will co-host a public information meeting tomorrow evening, as part of the Environmental Assessment (EA) on the future of the Gardiner Expressway East, from approximately Jarvis Street to approximately Leslie Street. Members of the public and community stakeholders are being asked for their views on the four alternatives that will be considered within the study area, including maintaining, improving, replacing or removing the elevated expressway.

"This next phase of the EA presents all parties with the opportunity to explore what is possible and consider what they want for the Gardiner Expressway East in terms of design and function," said John Livey, Deputy City Manager for the City of Toronto. "The EA study process will need to deliver a practical plan that is grounded in waterfront city building objectives."

The study area represents a lower traffic density area of the highway compared to the western portion of the Gardiner Expressway. The City of Toronto has an approved budget of \$495 million for overall Gardiner Expressway rehabilitation from 2013 to 2022, including the eastern end of the elevated structure.

An Environmental Assessment is a comprehensive study under the Ontario Environmental Assessment Act of impacts caused by a development or changes to land use, such as changes to highway infrastructure. The Gardiner East EA process includes an urban design study that will consider the form and function of the existing and planned public spaces that neighbour the expressway in relation to the four alternatives being studied.

"Public feedback is an important part of an Environmental Assessment, particularly when you're considering a significant highway like the Gardiner Expressway," said John Campbell. "There is an opportunity to get people thinking about how they want to develop and revitalize this area of the City. That's why we have so many options for public involvement in this study."

Consistent with Waterfront Toronto and the City of Toronto's approach to public consultation, a robust calendar of activities has been scheduled to engage the public and solicit ideas. The public will be able to attend meetings in person (future rounds of public meetings will also be advertised and held), or participate online by watching the live webcast, or engage in the interactive sections of the website at [www.gardinereast.ca](http://www.gardinereast.ca).

The Public Information Meeting will be held:

Thursday, June 13, 2013

6:00 p.m. – 8:30 p.m.

(open house starts at 6:00 p.m. with presentations to follow at 6:30 p.m.)

Metro Toronto Convention Centre

Room 701, South Building

222 Bremner Boulevard

Please register for the event at: <http://gardinerconsultation.eventbrite.com>

A selection of high resolution images from the Urban Design Study are available on Waterfront Toronto's website at: <http://news.waterfronttoronto.ca/2013/06/gardiner-east-resumes>

-30-

Media contact:

Hillary Marshall

Waterfront Toronto

[hmarshall@waterfronttoronto.ca](mailto:hmarshall@waterfronttoronto.ca)

647-288-8048

Steve Johnston

City of Toronto

[sjohnsto@toronto.ca](mailto:sjohnsto@toronto.ca)

416-392-4391



WATERFRONToronto



# Help decide the future of the Gardiner Expressway East

## The Study

Waterfront Toronto and the City of Toronto are carrying out the Gardiner Expressway / Lake Shore Boulevard Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The study area for the EA is shown on the map below. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street.

Four alternative solutions are being considered:

- **Maintain** the elevated expressway;
- **Improve** the urban fabric while maintaining the existing expressway;
- **Replace** with a new above or below grade expressway; and,
- **Remove** the elevated expressway and build a new boulevard.

Changes to other transportation facilities could also be required.

## Get Involved

Your input into this next phase of the project is critical. The Project Team will be hosting a number of public forums, live webcasts, workshops and online opportunities for interested persons to participate in the EA process. We invite you to the second public forum where you can see proposed solutions within each of the four alternatives. The evaluation criteria will also be introduced for public input during the meeting and your feedback and questions are welcome.

### Gardiner Expressway East Public Meeting

Wednesday, October 16, 2013

6:30 p.m. – 9:00 p.m.

(Open house will begin at 6:30 p.m. followed by presentations at 7:00 p.m.)

The Bram & Bluma Appel Salon, Toronto Reference Library  
789 Yonge Street, Toronto (Bloor Street subway station)

Please register for the event at: [gardinereastpublicmeeting2.eventbrite.ca](http://gardinereastpublicmeeting2.eventbrite.ca)

If you can't attend the meeting in person, you can participate and watch the meeting online. Please join us at [www.gardinereast.ca](http://www.gardinereast.ca) where you can learn about the project and contribute your insights, ideas, and views. For more information or to be added to the project mailing list, contact [info@gardinereast.ca](mailto:info@gardinereast.ca), or call (416) 479-0662.



Note: Certain disciplines will conduct investigations at a city or regional level. These areas are not defined here.

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**RELEASE**

## **Public Meeting to be Held on Phase II of Gardiner Expressway East Consultations**

**TORONTO, October 15, 2013** – Waterfront Toronto and the City of Toronto will co-host the next public information session on the future of the Gardiner Expressway East from approximately Jarvis Street to Leslie Street. The information session, which will take place on the evening of Wednesday, October 16, 2013, marks the beginning of the second phase of the Environmental Assessment (EA), which will consider in greater detail the four alternatives presented during phase one of the EA. The public will also be asked for feedback on the evaluation criteria that will be used to determine a preferred alternative.

“This public meeting will provide Torontonians with an opportunity to have their say about the future of this vital transportation route,” said John Livey, Deputy City Manager for the City of Toronto. “While we need to develop a practical solution that will support Toronto’s transportation needs well into the future, we know that there are a number of priorities at play, and we’re seeking input on what the public feel those are.”

The four alternatives being considered were originally presented at public meetings in June. They are:

- **Maintain** the elevated expressway;
- **Improve** the urban fabric while maintaining the existing expressway;
- **Replace** with a new above or below grade expressway; and,
- **Remove** the elevated expressway and build a new boulevard.

Following further analysis of each alternative, and drawing upon the input collected during phase one of the public consultations, the EA project team developed high level concepts. Each concept is illustrative of what could be created, but does not represent the final solution that will be taken forward for discussion by Council in spring 2014. The information collected from the public during phase two will help narrow down the number of concepts under consideration and determine the relative importance of a number of evaluation criteria.

The high level concepts and criteria are limited to the eastern end of the elevated Gardiner Expressway, which has lower traffic volumes than the western portion of the expressway. The western portion of the highway is already undergoing extensive rehabilitation and maintenance that will ensure the current elevated configuration will remain safe and in a good state of repair.

“The future of the Gardiner Expressway, whatever it ends up being, is one of the most significant infrastructure projects in Toronto,” said John Campbell, President & CEO of Waterfront Toronto. “We’ve come to a point in time when, due to the need for significant and costly rehabilitation to the existing eastern expressway, we must make a decision about the future and what we want for our downtown core.”

Consistent with Waterfront Toronto and the City of Toronto's approach to public consultation, a robust calendar of activities has been scheduled to engage the public and solicit ideas. The public will be able to attend meetings in person, or participate online by watching the live webcast, or engage in the interactive sections of the website at [www.gardinereast.ca](http://www.gardinereast.ca)

The Public Information Meeting will be held:

Wednesday, October 16, 2013

6:30 – 9:00 p.m.

Open house starts at 6:30 p.m. with presentations to follow at 7:00 p.m.

The Bram & Bluma Appel Salon, Toronto Reference Library

789 Yonge Street, Toronto (Bloor Street subway station)

Please register for the event at <http://gardinereastpublicmeeting2.eventbrite.ca/>

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A selection of the high level concept images are available at: <http://www.gardinereast.ca/media-gallery>

Media contact:

Hillary Marshall

Waterfront Toronto

[hmarshall@national.ca](mailto:hmarshall@national.ca)

416-848-1451

Steve Johnston

City of Toronto

[sjohnsto@toronto.ca](mailto:sjohnsto@toronto.ca)

416-392-4391



**WATERFRONT**Toronto



# Help decide the future of the Gardiner Expressway East

We invite you to join us at the third public meeting where you can comment on the results of the evaluation of the alternative solutions for the future of the Gardiner Expressway East.

## The Study

Waterfront Toronto and the City of Toronto are jointly carrying out the Gardiner Expressway / Lake Shore Boulevard Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. The study area for the EA is displayed on the map below.

The four alternative solutions that have been considered are:

- **Maintain** the elevated expressway;
- **Improve** the urban fabric while maintaining the existing expressway;
- **Replace** with a new above-or-below grade expressway; and,
- **Remove** the elevated expressway and build a new boulevard.

## Get Involved

Interested persons are invited to participate through a series of public meetings, live webcasts, workshops and online opportunities. If you can't attend in person, you can participate and watch the meeting online at [www.gardinereast.ca](http://www.gardinereast.ca).

### Gardiner Expressway East Public Meeting

Thursday, February 6, 2014

6:30 p.m. – 9:00 p.m. at The Bram & Bluma Appel Salon, Toronto Reference Library  
789 Yonge Street, Toronto (Bloor Street subway station)

Open house begins at 6:30 p.m.; presentations at 7:00 p.m.

**Please register at: [www.gardinereastpublicmeetingfeb6.eventbrite.ca](http://www.gardinereastpublicmeetingfeb6.eventbrite.ca)**

For more information or to be added to the project mailing list, contact [info@gardinereast.ca](mailto:info@gardinereast.ca), or call (416) 479-0662.

To learn about the project or contribute your insights and views please visit [www.gardinereast.ca](http://www.gardinereast.ca).



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RELEASE

## Result of the Third Phase of the Gardiner Expressway East Environmental Assessment

**Toronto – February 5, 2014** – An Environmental Assessment (EA) looking at the future of the Gardiner Expressway’s eastern portion has completed its evaluation of the four options: **Maintain** the elevated expressway; **Improve** the urban fabric while maintaining the existing expressway; **Replace** with a new expressway; and **Remove** the elevated expressway and build a new boulevard.

The analysis has produced an assessment of the four options, which can be viewed here:

<http://www.gardinereast.ca/media-gallery>

“We are now seeking further public input on the future of the Gardiner Expressway East, as we strive to find a practical and cost effective solution that will support Toronto’s vital transportation needs well into the future, while balancing a number of important city-building priorities for residents and the city,” said John Livey, Deputy City Manager for the City of Toronto.

“The EA presents us with an opportunity to decide how to deal with the significant and costly rehabilitation issues presented by this section of the Gardiner,” said John Campbell, President and CEO of Waterfront Toronto. “This is a hugely important infrastructure project and represents a big investment for the city. We have a choice about how we can make the most of this investment for generations to come.”

The Gardiner Expressway and Lake Shore Boulevard Reconfiguration Environmental Assessment and Urban Design Study, jointly undertaken by Waterfront Toronto and the City of Toronto, is looking at the future of the 2.4-kilometre elevated section of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Lower Jarvis Street to just east of the Don Valley Parkway (DVP) at Logan Avenue. The four options are being examined in light of the EA’s goals, passed by Toronto City Council in 2009, which are:

- **Reconnect the City with the Lake** – Any reconfiguration of the Gardiner Expressway will need to include welcoming and accessible routes to the waterfront, breaking down the physical and psychological barriers that exist today.
- **Balance Modes of Travel** – Any new configuration of the Gardiner Expressway will need to support growth and maintain an effective local and regional transportation system, including commuters and freight, and minimize the impacts by balancing alternative travel modes, including transit, cycling and walking.

- **Achieve Sustainability** – This project should advance the City of Toronto’s and Waterfront Toronto’s commitments to green, healthy and energy efficient development, and employ sustainable design solutions that can improve environmental quality and biodiversity and minimize public health risks.
- **Create Value** – The future shape of the Gardiner Expressway should act as a catalyst for good development and contribute to an integrated, vibrant and successful waterfront. It is understood that any investment in the Expressway should be financially sustainable and maximize opportunities for revitalization and enhance economic and environmental benefits.

The results of the evaluation of the alternative solutions for the future of the Gardiner Expressway East Environmental Assessment will be presented at a public information session tomorrow night. This event offers the public an opportunity to provide feedback to the project team, after which City staff will draft a formal recommendation for the consideration of City Council based on this preliminary result.

The high level concepts for each of the four alternatives were developed by the EA project team following input collected during phase one of the public consultations and further analysis of each of the options. Each concept is illustrative of what could be created, but does not represent the final design.

The high level concepts and evaluation criteria are limited to the eastern end of the elevated Gardiner Expressway, which has lower traffic volumes than the western portion of the expressway. The western portion of the highway is already undergoing extensive rehabilitation and maintenance that will ensure the current elevated configuration will remain safe and in a state of good repair.

The Public Information Meeting will be held on Thursday, February 6, 2014 from 6:30 – 9:00 p.m. at The Bram & Bluma Appel Salon, Toronto Reference Library, 789 Yonge Street, Toronto (Bloor subway). Open house starts at 6:30 p.m.; presentations to follow at 7:00 p.m. Participants are asked to please register at: [www.gardinereastpublicmeetingfeb6.eventbrite.ca](http://www.gardinereastpublicmeetingfeb6.eventbrite.ca)

People unable to attend the meeting in person can participate online by watching the live webcast at [www.gardinereast.ca](http://www.gardinereast.ca) or join the live twitter discussions at #GardinerEast.

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A media kit, including a selection of the high level concept images is available at: <http://www.waterfrontoronto.ca/newsroom>

Media contacts:

Andrew Hilton  
Waterfront Toronto  
[ahilton@waterfrontoronto.ca](mailto:ahilton@waterfrontoronto.ca)  
office: 416-214-1344 x263  
mobile: 416-427-4613

Steve Johnston  
City of Toronto  
[sjohnsto@toronto.ca](mailto:sjohnsto@toronto.ca)  
416-392-4391

# Help decide the future of the Gardiner Expressway East

We invite you to join us at two upcoming public meetings where you can comment on the current phase of the Environmental Assessment on the future of the Gardiner Expressway East.

## The Study

Waterfront Toronto and the City of Toronto are jointly carrying out the Gardiner Expressway / Lake Shore Boulevard Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. The study area for the EA is displayed on the map below.

The four alternative solutions that have been considered to date are:

- **Maintain** the elevated expressway;
- **Improve** the urban fabric while maintaining the existing expressway;
- **Replace** with a new above-or-below grade expressway; and,
- **Remove** the elevated expressway and build a new boulevard.

In the last phase of the EA, the evaluation of the alternative solutions concluded that the remove option best met the evaluation criteria. Following direction from the Public Works and Infrastructure Committee of Toronto City Council, the upcoming public meeting will share the results of the following work:

1. Review the remove option under the EA process to mitigate concerns about traffic congestion.
2. Prepare an additional hybrid option that combines the maintain and replace components to preserve expressway linkage and functionality between the Gardiner Expressway and the Don Valley Parkway, and evaluates it against the EA criteria and the following:
  - Transportation functionality;
  - Impacts on key economic sectors;
  - Cost benefit;
  - Future land use considerations;
  - Public transit components;
  - Environmental impact; and
  - Neighbourhood growth and compatibility

## Get Involved

Interested persons are invited to participate through two upcoming public meetings, one of which will be webcast, and online opportunities. If you can't attend in person, you can participate and watch the meeting online – and at any time afterwards – at [www.gardinereast.ca](http://www.gardinereast.ca).

### Gardiner Expressway East Public Meeting (Downtown) Wednesday, April 15, 2015

6:30 p.m. – 9:00 p.m. at the Bram & Bluma Appel Salon, Toronto Reference Library

789 Yonge Street, Toronto (Bloor Street subway station)

Open house begins at 6:30 p.m.; presentations at 7:00 p.m.

Please register at: <https://gardinereapublicmeetingdowntown-april15.eventbrite.ca>

### Gardiner Expressway East Public Meeting (Scarborough) Monday, April 20, 2015

6:30 p.m. – 9:00 p.m. at the Blessed Cardinal Newman H.S. Cafeteria  
100 Brimley Rd S, Toronto

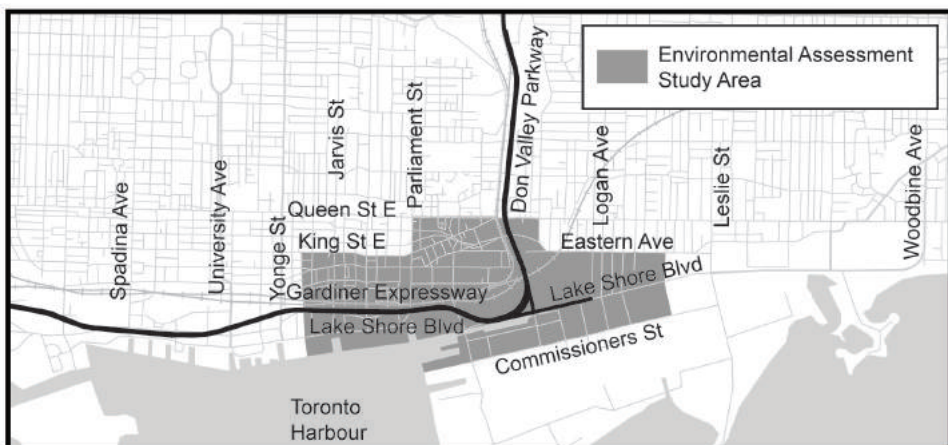
Open house begins at 6:30 p.m.; presentations at 7:00 p.m.

**\*PLEASE NOTE THIS MEETING WILL NOT BE WEBCAST\***

Please register at: <https://gardinereapublicmeetingscarboroughapril20.eventbrite.ca>

For more information or to be added to the project mailing list, contact [info@gardinereast.ca](mailto:info@gardinereast.ca), or call (416) 479-0662.

To learn about the project or contribute your insights and views please visit [www.gardinereast.ca](http://www.gardinereast.ca).



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# Help decide the future of the Gardiner Expressway East

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  - Transportation functionality;
  - Impacts on key economic sectors;
  - Cost benefit;
  - Future land use considerations;
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6:30 p.m. – 9:00 p.m. at the Bram & Bluma Appel Salon, Toronto Reference Library  
789 Yonge Street, Toronto (Bloor Street subway station)  
Open house begins at 6:30 p.m.; presentations at 7:00 p.m.

### Gardiner Expressway East Public Meeting (Scarborough) Monday, April 20, 2015

6:30 p.m. – 9:00 p.m. at the Blessed Cardinal Newman H.S. Cafeteria  
100 Brimley Rd S, Toronto  
Open house begins at 6:30 p.m.; presentations at 7:00 p.m.

**\*PLEASE NOTE THIS MEETING WILL NOT BE WEBCAST\***

**Please register at: <https://gardinereapublicmeetingdowntownapril15.eventbrite.ca>**

**Please register at: <https://gardinereapublicmeetingscarboroughapril20.eventbrite.ca>**

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April 14, 2015

## **Technical Briefing for presentation of updated alternative options for Gardiner Expressway East Environmental Assessment**

The City of Toronto and Waterfront Toronto will present the results of the most recent phase of the Gardiner East Environmental Assessment (EA) to members of the media. Following direction from the Public Works and Infrastructure Committee in March, 2014, the EA project team will be presenting on two main issues:

- Mitigating congestion concerns for the recommended Remove option
- Evaluation of the Hybrid option.

**Date:** Wednesday, April 15, 2015

**Time:** 2 p.m.

**Location:** Toronto City Hall, Large Boardroom, 23<sup>rd</sup> Floor, 100 Queen Street West

Please note that this is a Technical Briefing and cameras will not be permitted inside the board room. Reporters will be invited to ask questions of the speakers immediately following the presentation at a separate location.

### **Speakers:**

John Livey, Deputy City Manager, City of Toronto

John Campbell, President and CEO, Waterfront Toronto

Chris Glaisek, VP, Planning and Design, Waterfront Toronto

Don McKinnon, EA Consulting Team Project Manager, Dillon Consulting

Two public meetings on the EA results will take place. The first will be held on Wednesday, April 15 from 6:30 to 9:30 p.m. at Toronto Reference Library, Bram and Bluma Appel Salon, 789 Yonge Street. The second will take place at Blessed Cardinal Newman High School, 100 Brimley Road South, on Monday April 20 from 6:30 p.m. to 9:30 p.m.

The Environmental Assessment is examining alternative solutions to determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from near Jarvis Street to near Leslie Street.

More information is available at <http://www.gardinereast.ca>, on twitter at @GardinerEast or on facebook at Facebook.com/GardinerEast.

Toronto is Canada's largest city, the fourth largest in North America, and home to a diverse population of about 2.8 million people. It is a global centre for business, finance, arts and culture and is consistently ranked one of the world's most livable cities. Toronto is proud to be the Host City for the 2015 Pan American and Parapan American Games. For information on non-emergency City services and programs, Toronto residents, businesses and visitors can visit <http://www.toronto.ca>, call 311, 24 hours a day, 7 days a week, or follow us @TorontoComms.

The Governments of Canada and Ontario and the City of Toronto created Waterfront Toronto to oversee and lead the renewal of Toronto's waterfront. Public accessibility, design excellence, sustainable development, economic development and fiscal sustainability are the key drivers of waterfront revitalization. Toronto's new waterfront communities will use technology to enhance quality of life and create economic opportunity for the citizens of Toronto, helping to keep the city competitive with major urban centres around the world for business, jobs and talent.

**Media contacts:**

Steve Johnston, Strategic Communications, 416-392-4391, [sjohnsto@toronto.ca](mailto:sjohnsto@toronto.ca)

Andrew Hilton, Waterfront Toronto, 416-214-1344 Ext. 263, [ahilton@waterfrontoronto.ca](mailto:ahilton@waterfrontoronto.ca)

# Help decide the future of the Gardiner Expressway East

We invite you to join us at an upcoming public meeting where you can comment on the results on the evaluation of the alternative designs for the Hybrid option for the future of the Gardiner Expressway East.

## The Study

Waterfront Toronto and the City of Toronto are jointly carrying out the Gardiner Expressway / Lake Shore Boulevard Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately **Jarvis Street** to approximately **Leslie Street**.

The Hybrid option was endorsed by Toronto City Council as the preferred alternative for the Gardiner Expressway East on June 11, 2015. The upcoming public meeting will present the results on the evaluation of the alternative designs for the Hybrid option, as well as urban design concepts for the study area.

## How to Participate

You can attend the upcoming public meeting or participate online. If you are unable to attend the meeting in person, you can watch a live webcast of the meeting at [www.gardinereast.ca](http://www.gardinereast.ca) and submit your feedback online.

### Gardiner Expressway East Public Meeting Details

Tuesday, January 19, 2016 from 6:30 p.m. – 9:00 p.m.

Open house begins at 6:30 p.m.; presentations at 7:00 p.m.

The Bram & Bluma Appel Salon, Toronto Reference Library  
789 Yonge Street, Toronto (Bloor Street subway station)

Please register: <http://gardinereast.ca/publicmeeting5>

For more information contact [info@gardinereast.ca](mailto:info@gardinereast.ca), or call (416) 479-0662.

To learn more about the project please visit [www.gardinereast.ca](http://www.gardinereast.ca)  
or follow us on Twitter @GardinerEast

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January 18, 2016

## **Technical Briefing – Hybrid alternative design concepts – Gardiner East Environmental Assessment**

The City of Toronto and Waterfront Toronto will present the evaluation of Hybrid alternative designs for the Gardiner East Environmental Assessment (EA). The City of Toronto and Waterfront Toronto are co-proponents of the Gardiner East EA.

The Hybrid Option was endorsed as the preferred EA alternative by Toronto City Council in June, 2015. Council directed staff to develop and evaluate alternative designs for this option.

**Date:** Tuesday, January 19, 2016

**Time:** 3 p.m.

**Location:** Toronto City Hall, Members' Lounge, 3<sup>rd</sup> Floor, 100 Queen Street West

Please note that this is a Technical Briefing and cameras will not be permitted inside the Members' Lounge. A media availability will take place immediately following the presentation with the spokespeople.

### **Speakers:**

John Livey, Deputy City Manager, Cluster B, City of Toronto

Chris Glaisek, Vice President, Planning and Design, Waterfront Toronto

Don McKinnon, EA Consulting Team Project Manager, Dillon Consulting Ltd.

A public meeting on the evaluation of the Hybrid alternative designs will take place on Tuesday, January 19, 2016 from 6:30 to 9 p.m. at the Toronto Reference Library, Bram and Bluma Appel Salon, 789 Yonge Street.

Toronto is Canada's largest city, the fourth largest in North America, and home to a diverse population of about 2.8 million people. It is a global centre for business, finance, arts and culture and is consistently ranked one of the world's most livable cities. For information on non-emergency City services and programs, Toronto residents, businesses and visitors can visit <http://www.toronto.ca>, call 311, 24 hours a day, 7 days a week, or follow us @TorontoComms.

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### **Media contact:**

Steve Johnston, Strategic Communications, 416-392-4391, [sjohnsto@toronto.ca](mailto:sjohnsto@toronto.ca)

**APPENDIX C –  
STAKEHOLDER ADVISORY COMMITTEE MEETING SUMMARIES**



**Future of the Gardiner East  
Stakeholder Advisory Committee (SAC)  
Meeting 13-1**

**Tuesday May 28, 2013 | 6:00 pm – 8:00 pm  
Metro Hall, 55 John Street, Room 308-309**

**Meeting Summary**

**1. Agenda Review, Opening Remarks and Introduction**

Mr. John Campbell, President and CEO of Waterfront Toronto, and Mr. John Livey, Deputy City Manager of the City of Toronto, welcomed Stakeholder Advisory Committee (SAC) members to the meeting and provided opening remarks.

In his opening remarks, Mr. Campbell explained the main purpose of the meeting was to reacquaint SAC members with the Future of the Gardiner East project. An Environmental Assessment (EA) was launched by the City and Waterfront Toronto to have an informed discussion and to develop practical and implementable solutions. Mr. Campbell indicated that ideas and inspiration from the six Design Ideas to be discussed today would inform the development of Alternative Solutions along with feedback from the public through the EA process. The results of the EA will result in a “made in Toronto solution.”

Mr. Livey provided a brief overview of the Gardiner Expressway in context of the City. He noted that it is a heavily used corridor that plays a vital role in the City’s prosperity. Mr. Livey also noted that the project resumed at the request of Toronto City Council. He explained that restructuring the Gardiner’s rehabilitation program to start at the western portion of the expressway allows for the resumption and completion of the EA. Mr. Livey noted a key objective is to review the options for the Gardiner East and reach a decision by spring 2014. He also emphasized the importance of public engagement during the EA process.

Following the opening remarks, the meeting facilitator Liz Nield, Lura Consulting, also welcomed SAC members and led a round of introductions. Ms. Nield provided a brief overview of the meeting agenda. She reiterated the purpose of the meeting was to reorient stakeholders with the project, while obtaining feedback from SAC members in preparation for an upcoming Public Forum.

A list of attending SAC members and a copy of the agenda is available in Appendix A.

## 2. SAC Mandate and Responsibilities

Ms. Nield provided an overview of the SAC mandate and responsibilities and asked members to review the revised SAC Terms of Reference. She noted that the purpose of the SAC is to work with the project team at key milestones during the EA process. Ms. Nield informed SAC members there will be seven (7) meetings scheduled over the next two years.

## 3. SAC Member Briefing

Three presentations were made to reacquaint SAC members with the project, and to present the results of international design submissions that were developed as part of the EA process:

1. Gardiner East Study Context and EA Process  
Presented by: Don McKinnon, Dillon Consulting
2. Case Studies  
Presented by: Merrilees Willemse, Dillon Consulting
3. Design Ideas  
Presented by: Christopher Glaisek, Waterfront Toronto

The presentations will be available online following the Public Forum in June.

## 4. Facilitated Discussion – SAC Questions, Feedback and Advice

### SAC Questions of Clarification

A summary of the discussion following the presentations is provided below. Questions are noted with **Q**, responses are noted by **R**, and comments are noted by **C**.

**Q1.** Before the project was suspended, I had the impression there would only be two design concepts. I see that there are in fact two design concepts per option. What happened during the actual pre-qualification and selection process? We had no input in either, can you speak to them?

**R1.** The competition was completed through a normal procurement or Request for Qualifications (RFQ) process. Forty (40) teams applied to the RFQ. The selection committee consisted of staff from Waterfront Toronto and the City of Toronto.

**Q2.** Were the design teams told to assume constant traffic volumes?

**R2.** General data was provided to the teams to consider in the development of the options. They were given instructions to accommodate changes in traffic. In the EA, a rigorous traffic modeling program will be followed to study each option.



Future of the Gardiner Stakeholder Advisory Committee Meeting  
May 28, 2013 – Summary Report

**Q3.** Do the concepts include factoring weather and climate as part of their environmental considerations?

**R3.** The criteria for economics will evaluate life-cycle costs to maintain each option. We are also looking at mitigating traditional environmental impacts and investigating opportunities to create new habitat, greenspace and environmental benefits.

**Q3.** But what is the ability of the new infrastructure to adapt, and be resilient to extreme weather?

**R3.** A consideration for the project will be how to build more sustainable infrastructure in general.

**Q4.** Do options presented in the design concepts transition from the new portion of the expressway east or west of Jarvis?

**R4.** The transition happens west of Jarvis, but there was some variation in the design concepts presented.

**Q5.** With respect to economics, is the economic importance of certain trips considered over others? For instance freight trips with multiple stops and deliveries versus personal vehicle trips which ultimately end up in a parking lot? Does the city have a handle on those trips?

**R5.** The Stakeholder Advisory Committee represents diverse interests which will inform the EA process. We started doing transportation modeling and research to look at users. We also completed a Bluetooth survey to determine start and end points of trips, as well as attitudinal surveys to study users' behaviours. All forms of trips (private vehicle and movement of goods and services) will be considered in the EA.

### **Proposed Approach for June 13<sup>th</sup> Public Forum**

Ms. Nield informed SAC members of the upcoming Public Forum scheduled for June 13, 2013 at the Metro Toronto Convention Centre. Ms. Nield briefly outlined the format of the meeting which will include a series of presentations followed by roundtable discussions.

Ms. Nield indicated she would send the registration information to SAC members.

### **Facilitated Discussion – SAC Questions, Feedback and Advice**

The following comments were provided by SAC members in response to the material presented. SAC members were asked to comment on presentation material and to think about what refinements could be made for the upcoming Public Forum:

- I was part of the Stakeholder Advisory Committee three years ago. I found the information and design concepts that were presented tonight hard to follow and confusing. It was difficult to visualize the design concepts in reality.
- I would suggest scheduling more time to present and review the design concepts. Display boards around the room would be helpful as well.
- My understanding is the intent is to use ideas from the design concepts in site specific interventions. It needs to be made clear that not every detail is important.
- I have a design background, but I agree that the information was presented too quickly. I think it's a good idea to provide the public with a digestible "Coles Notes" summary of each design concept.

Future of the Gardiner Stakeholder Advisory Committee Meeting  
May 28, 2013 – Summary Report

- Another way of looking at the problem is not to give too much information at this stage. There is a lot of complex material; give the public a snapshot of the features of each concept (e.g. intermodal, urbanism, landscaping) and save the details for a later meeting.
- What are the ballpark costs for each of these scenarios? You should give them some basis or explain how costs are factored into future phases of the project.
- There has been public interest in this issue for the past 20 years. The public is used to reviewing projects in silos. I think there is a danger to presenting the design concepts in silos. You want to know what they like or dislike about the components of the design concepts, correct?
- What do you want to get out the public meeting? The images are interesting but take a lot of time to unpack. How do you want people to react to them? It's too much information for a public meeting; it needs to be supplemented with boards.
  - It would be helpful if we group the ideas thematically, I think a buffet analogy fits, to unclutter the presentation.
- It is difficult to conceptualize the volume of traffic on the Gardiner. How is it different from traffic volume on the 401, or Steeles Avenue or the Yonge subway line? A basis for comparison would be helpful. You could also send the case studies to people to review as homework prior to the meeting, which would leave you more time to spend on presenting the design concepts. The case studies are practical examples, but most people don't realize there are other options out there.
- What do you want out of this forum? I agree that you need to distill the key messages. You also need to clarify whether the intent of the meeting is to collect feedback from the public or get them excited.
  - The key objective of the Public Forum is to get people's ideas of what they like, don't like and a range of possible options. The concepts are difficult to understand, some go beyond the scope of the project. We will provide context to the public.
- I also found the presentations to be confusing. It would also be beneficial to recap the vision of the study area from the City's existing planning framework (i.e. Official Plan).
- If you want to engage the public, you need to figure why the public is coming to this meeting. What do they want out of it? You need to understand what would motivate them to come to the meeting.
- I think you need to focus on half the material that was presented – the background, case studies and key elements from the design concepts. The other half of the material can be displayed on boards.

## 5. Upcoming SAC Meeting Dates

Ms. Nield thanked SAC members and the project team for attending and adjourned the meeting.

**Next SAC meeting: TBD (approximate date fall 2013).**



**Future of the Gardiner East  
EA and Integrated Urban Design Study**

**Stakeholder Advisory Committee (SAC) Meeting – 13-#1**

Metro Hall, 55 John Street, Room 308-309

Tuesday, May 28, 2013

6:00 – 8:00 pm

**AGENDA**

- 6:30 pm      Agenda Review, Opening Remarks and Introductions
- Liz Nield, Lura Consulting  
                 John Campbell, Waterfront Toronto  
                 John Livey, City of Toronto
- 6:45 pm      SAC Mandate and Responsibilities – Quick Refresher
- 6:50 pm      SAC Member Briefing
1. EA and Study Process  
                 2. Case Studies  
                 3. Innovative Design Options  
                 4. Proposed Approach for June 13<sup>th</sup> Public Forum
- 7:35 pm      Facilitated Discussion – SAC Questions, Feedback and Advice
- 7:55 pm      Upcoming SAC Meeting Dates
- 8:00 pm      Adjourn

**SAC Meeting #1 List of Attendees :**

Purolator Inc.  
Beach Triangle Residents' Association  
Heritage Toronto  
Gooderham & Worts Neighbourhood Association  
Walk Toronto  
Rogers Centre/Blue Jays  
Code Blue Toronto  
West Don Lands Committee  
Unionville Ratepayers Association  
Civic Action  
Toronto Centre for Active Transportation  
Ontario Public Transit Association  
Don Watershed Council  
Cycling Toronto  
Professional Engineers Ontario  
Canadian Urban Institute  
Federation of North Toronto Residents and People Plan Toronto  
Redpath and Toronto Industry Network  
Lake Shore Planning Council  
Ontario Professional Planners Institute – Urban Design Working Group  
Waterfront Toronto  
City of Toronto  
Councillor Shelley Carroll's Office  
Councillor Pamela McConnel's Office  
Dillon Consulting  
Lura Consulting

**List of SAC members unable to attend:**

Food and Consumer Products of Canada  
Redpath Sugar Ltd.  
Retail Council of Canada  
Toronto Association of BIAs  
Toronto Board of Trade  
St. Lawrence Neighbourhood Association  
Evergreen  
South Riverdale Community Health Centre  
Toronto Community Foundation  
Canadian Automobile Association – South Central Ontario  
Greyhound  
Transport Action Ontario  
Toronto Society of Architects  
Toronto Urban Renewal Network  
Urban Land Institute  
Canadian Urban Institute



**Future of the Gardiner East  
Stakeholder Advisory Committee (SAC)  
Meeting 13-2**

**Tuesday October 1, 2013 | 6:30 pm – 8:30 pm  
Metro Hall, 55 John Street, Room 308-309**

**Meeting Summary**

**1. Agenda Review, Opening Remarks and Introduction**

Ms. Liz Nield, CEO of Lura Consulting, began the second Stakeholder Advisory Committee (SAC) meeting by welcoming the committee members and thanking them for attending the session. She introduced the Lura team and led a round of introductions. Ms. Nield provided a brief overview of the meeting agenda, and informed committee members that the purpose of the meeting is to obtain feedback on the material that will be presented at the public forum on October 16, 2013.

Mr. John Livey, Deputy City Manager, City of Toronto, also welcomed the committee members. Mr. Livey noted that while interim repairs to the Gardiner Expressway East are currently underway, the City needs a well-informed, timely, and implementable long-term solution for the eastern portion of the elevated roadway. He reminded the committee members of the four alternative solutions being considered: maintain, improve, replace and remove. Mr. Livey noted that, regardless of the option selected, we should have a practical, but inspiring solution that people can support.

Mr. Chris Glaisek, Vice President, Planning and Design, Waterfront Toronto, attended the meeting on behalf of Mr. John Campbell, President and CEO, Waterfront Toronto. Mr. Glaisek emphasized the benefit of the committee's feedback at the previous meeting while preparing for the first public forum. He outlined the public feedback collected during the first round of public consultations, noting the most important key ideas as chosen by participants were: balance modes of transportation, enhance connectivity, new transport infrastructure and enhance the public realm. Mr. Glaisek explained the information being presented is an evolution from the last meeting, and more technical in nature. He noted most of the options present some kind of reconfiguration to the expressway's capacity or function, although analyzing how these options work in detail from a transportation point of view has yet to be done. Mr. Glaisek encouraged SAC members to engage in a good discussion.

A copy of the agenda is available in Appendix A, while a list of attending SAC members can be viewed in Appendix B.

## 2. SAC Member Briefing

Mr. Don McKinnon, Dillon Consulting, reviewed the draft slide presentation. His presentation included:

- Feedback collected from participants during Round One of the consultation process;
- An overview of the Environmental Assessment (EA) study area boundaries, goals and process;
- An overview of each alternative solution;
- Preliminary information about the cost and travel time implications of each alternative solution; and
- Draft evaluation criteria that will be used to guide decision-making.

The presentation will be made available online at [www.gardinereast.ca](http://www.gardinereast.ca) following the Public Forum on October 16, 2013.

## 3. Facilitated Discussion – Feedback and Advice

SAC Members provided the following feedback and advice after the presentation:

### Presentation

- Many people said that the presentation was succinct and well communicated.

### Transportation Modelling

- Request for further information about transportation modelling.
- Question if the modelling looked at impacts on downtown streets (e.g., capacity of Adelaide).

### Cost

- Request for further information about cost for each alternative solution, as well as clarification about the different types of cost (e.g., what soft costs are, net present value, etc.)
- Concern about timing, especially heading into an election; need to communicate clearly that we need to think long term and that none of the solutions are quick and easy; need to be upfront about costs to maintain.

### Travel Time & Capacity

- Request for clarity around travel time, and to provide more information about origin/destination points – currently it is not clear where people are travelling from/to.
- Presentation clear until travel time chart – the projected travel times for each option need to be explained in more detail.
- Suggest including more information about impacts for each solution and explain these during the presentation of each one; there was concern about maintaining transportation capacity overall and that people may be very concerned about this, especially because this is a system that is already strained and any loss of capacity will be seen as a red flag.
- Need to reiterate that this is a long term process and that we need to come up with a solution for the next 50 years. There is currently a lot of frustration about transit. What are the implications of this project over a 20-year time period? Better understanding of what the

Future of the Gardiner Stakeholder Advisory Committee Meeting  
Oct 1, 2013 – Summary Report

solutions mean and how they will be coordinated with other projects (e.g., Downtown Relief Line) is needed.

- Suggest planning to coordinate construction to ensure multiple streets aren't shut down.
- Travel times – give travel time differentiation from a few example locations, breakdowns will be helpful.
- A lot of cynicism at the moment relating to transit. Might also want to mention the benefits, refer to disappearing traffic, alternate routes, and other transportation options.
- More buildings/offices are being introduced - need to model loading capacity.
- Request for more information about which of the solutions have the potential to continue to the west. This should be an evaluation criterion.
- Request for more information about the traffic management plan for each of the different solutions, as well as information about constructability and construction stages. Must be considered that this is going to be a key component of which solution people pick.
- Suggest focusing on providing more information during the second half of the presentation – assessing the alternatives, transportation and criteria.
- Suggest getting a better understanding of what costs to individual drivers might change behaviour (e.g., tolls, transit) and how far can that envelope be pushed.
- Cost and timeline will be criteria that will be watched closely – provide more information about the timelines, especially long-term in terms of the impact to the City, as well as the costs associated with those timelines.
- Questions about maintaining or enhancing connections throughout the study area, especially North/South (presentation seemed to be heavy on East/West) – especially for pedestrians and cyclists; provide more information on North/South implications.
- Questions about remove option regarding activity and traffic between DVP and Lake Shore Blvd.
- Question about whether fewer ramps in the lower Yonge Precinct were being considered.

*The EA TOR which was approved by Council states that a key direction is to balance modes of transportation and improve the public realm*

- Would be useful to provide more information about the Council directive and approved EA that sets the context for discussion about alternatives.
- Have a list of initiatives/projects that are ongoing/current that will improve capacity.

### **Suggestions Regarding Solutions**

- In the remove option there could be more developable space – would like to see what this urban street would look like (see park space as empty space).
- Both remove and improve options, mentioned in the text that more building parcels are possible but the images do not show that. Suggest showing a lively urban street with development up to edge of both sides (not just nice pictures of trees and bikes).
- Grand Boulevard will take up a huge amount of space. Looks like there is enough space for two streets north and south and enough space up to the rail corridor for development. The amount of green space/trail shown seems superfluous.
  - Response to this comment noted that park space is very important and all space can't be limited to pedestrians and cyclists.
- Suggest including more information on the evaluation of environmental impacts for each solution and explain them during the presentation.



Future of the Gardiner Stakeholder Advisory Committee Meeting  
Oct 1, 2013 – Summary Report

- Participants suggested that people will be disappointed if the tunnel isn't included on the list of alternatives for the public meeting – however, it should be noted that it has been evaluated, and that costs could be prohibitive.

**Transit**

- Years ago, during an EA on Queens Quay transit there was consideration of an express bus route on Lake Shore – this should be considered and would be useful if offered as a cross-city transit option.
- Suggest mentioning that transit options are being looked at.

#### **4. Proposed Format for Upcoming Public Forum**

Ms. Nield informed SAC members of the upcoming Public Forum scheduled for October 16, 2013 at the Bram and Bluma Appel Salon at the Toronto Reference Library. Ms. Nield briefly outlined the format of the meeting which will include a series of presentations followed by roundtable discussions.

#### **5. Upcoming SAC Meeting Dates**

Ms. Nield thanked SAC members and the project team for attending and adjourned the meeting.

**Next SAC meeting: October 29<sup>th</sup>, 2013**



**Future of the Gardiner East  
EA and Integrated Urban Design Study**

**Stakeholder Advisory Committee (SAC) Meeting – 13-#2**

Metro Hall, 55 John Street, Room 308-309  
Tuesday, October 1, 2013 - 6:30 – 8:30 pm

**AGENDA**

- 6:30 pm**      **Agenda Review, Opening Remarks and Introductions**
- Lura Facilitator
  - John Livey, City of Toronto
  - John Campbell, Waterfront Toronto
- 6:45 pm**      **SAC Member Briefing**
1. Proposed Alternative Solutions
  2. Proposed Evaluation Criteria
- 7:30 pm**      **Facilitated Discussion – SAC Questions, Feedback and Advice**
- Thinking about the material presented and the main topics covered in the presentation, what feedback or advice do you have to improve the clarity of the material in preparation for the upcoming public forum?
  - Thinking about the proposed alternative solutions...What modifications or improvements would you suggest? Why?
  - What are the top 3 most important criteria to apply in deciding between alternative solutions? Which 3 criteria are least important? Are any criteria missing?
- 8:15 p.m.**      **Proposed Format for Upcoming Public Forum**
- Do you have any advice or feedback on the proposed format for the upcoming public forum?
- 8:25 pm**      **Next Steps**
- 8:30 pm**      **Adjourn**

## Appendix B – List of Attendees

### SAC Meeting #2 List of Attendees

Walk Toronto  
Canadian Urban Institute  
Professional Engineers Ontario  
CodeBlueTO  
Financial District BIA  
Don Watershed Regeneration Council  
Gooderham & Worts Neighbourhood Association (GWNA)  
Heritage Toronto  
Greyhound  
West Don Lands Committee  
Redpath and Toronto Industry Network  
Toronto Urban Renewal Network (TURN)  
Canadian Automobile Association  
Unionville Ratepayers Association  
Transport Action Ontario  
Federation of North Toronto Residents and People Plan Toronto  
Urban Land Institute (ULI)  
Cycling Toronto  
Toronto Centre for Active Transportation  
Waterfront Toronto  
City of Toronto  
Dillon Consulting  
Lura Consulting

### List of SAC members unable to attend

Food and Consumer Products of Canada  
Retail Council of Canada  
Toronto Association of BIAs  
Toronto Board of Trade  
Lake Shore Planning Council  
Ontario Professional Planners Institute – Urban Design Working Group  
St. Lawrence Neighbourhood Association  
Evergreen  
South Riverdale Community Health Centre  
Toronto Community Foundation  
Toronto Society of Architects  
Purolator Inc.  
Beach Triangle Residents' Association  
Rogers Centre/Blue Jays  
Civic Action  
Ontario Public Transit Association

## Appendix C – SAC Questions of Clarification, Feedback and Advice

### SAC Questions of Clarification

A summary of the discussion following the presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**.

**Q.** During the first phase of the study the possibility of removing ramps in the Lower Young Precinct Plan area was expressed, can you speak to that?

**A.** The team looked very hard at ramps, and it appears that the Jarvis connection is a significant one. It will cause people to access the north-south connections at-grade earlier if they are removed. The intent is to keep drivers off the at-grade roadway as much as possible if we are going to keep the elevated expressway.

**Q.** Regarding the costs associated with each alternative solution, the estimates you mentioned ranged from \$300 million to \$200 billion, what are the costs of the other two?

**A.** The other two are still in development. They fall within that range. The intent is to present a costing for each alternative at the public forum.

**Q.** Will there be more information about modelling and more information about costing?

**A.** Transportation modelling will be presented formally in the EA documentation. The information about traffic modelling presented here is the level of detail we plan to present to the public in October. We will also have a number of panels with plan views, lane configurations, connections to the DVP, north-south streets, and changes in the Keating lands. The plans which will be on display are more conceptual than technical. They will also be available online.

**Q.** Regarding the remove option, how do you handle activity between the DVP and Lake Shore Boulevard?

**A.** Connections at both ends are important. There would be new ramps from the DVP with a new at-grade boulevard. A plan drawing would depict those connections.

**Q.** There needs to be more clarification about the travel times presented. Is it for people traveling through the city or into the downtown core?

**A.** Many indicators came out of the transportation modeling. We could look at origin/destination points, or average travel times if that is helpful.

**C.** You need to clarify what is being presented and whether it affects people using the expressway versus people who live there. More information would be helpful.

**C.** Great presentation, it was clear until the travel times were presented. The projected travel times for each option need to be explained better.

**A.** The travel times depend on which points we're talking about. The impact could be small. It also depends on the implementation of other transit/transportation projects.

**C.** Regarding the conceptual image under the remove option on slide 36, this is not an area lacking in park space. Imagine the barrier if there is park space on both sides? There is potential for development on both sides of the reconfigured roadway. I would like to see an option that calls for more development space. I want to see an urban street. I see park space as empty space.

**C.** For both the remove and improve options, it was mentioned in the text that more building parcels are possible but you don't show that. You should offer a perspective, not only nice images of bikes and kids. Show a lively urban street with development up to edge of both sides. If the Martin Goodman Trail continues on Queens Quay, this trail seems superfluous.

**A.** This path is imagined as more of a commuter route.

**C.** The grand boulevard idea uses a huge amount of space. Grand boulevards aren't really that pedestrian friendly. The width that I see available here looks like there is enough for two streets north and south, enough space between two streets, and enough space for development right up to rail corridor.

**Q.** Has modelling looked at the impact to downtown streets? For example how the capacity to Adelaide Street will be affected? The modelling numbers used by the project are based on high level proposals such the Downtown Relief Line. There may be push back about the speculative nature of this analysis. Is the plan in the future to look at the west? Which of these plans have the potential to continue to the west?

**A.** Regarding a reduction in lanes, our modelling incorporated those changes and reductions. We understand that changes in this corridor may push traffic onto other corridors. Good point about push back. The study area is east of Jarvis Street to the Don Roadway.

**C.** We're talking about a \$2 billion investment, we need to start thinking about the western portion too. More information about constructability, construction stages, and traffic management plans for each alternative solution would also be helpful.

**Q.** I agree the presentation was really good and clear, but I would suggest focusing revisions on the second half. Missing from the presentation is the evaluation of environmental impacts caused by the project.

**A.** One of our lenses is the environment; we are doing modelling in terms of air quality. There is not a lot of natural habitat in the corridor. One of the project considerations is opportunities for enhancement in combination with the lower Don River revitalization initiative.

**Q.** What's the difference to the environment between taking down the Gardiner and replacing the expressway?

**A.** That's a good question we'll consider as we move forward.

**Q.** It would be helpful if you present each alternative and any impacts that may occur at the same time, rather than presenting them separately. Then summarize at the end. Was it not possible to maintain the capacity? If not, then you are setting this up to be politically challenging.

**A.** Historically looking back at trips into downtown, those numbers have flat lined. Whether they come in, or go out. The biggest change is people wanting to travel out of the city, the counter flow.

**C.** The charts presented show that you are decreasing capacity, this will cause great debate.

**A.** A proportion of the population in the downtown core will continue to rely on cars. We didn't enter the study with just transportation objectives. Urban design is also a significant component of the study. The trade-off is some reduction in capacity. The current trend in Toronto is less reliance on automobiles and it is expected that trend will continue into the future.

**C.** I don't think that's the way I would frame it. Saying that capacity will be reduced on a system that is already strained sets the project up for failure.

**A.** The Official Plan asks us to balance modes of transportation. We can work on that and include more information.

**Q.** The presentation is heavy on east/west connections. What about north/south connectivity, particularly for pedestrians and cyclists?

**A.** Good point, we can do a better job of explaining those. In our study the boundary is the southern edge of the corridor.

**C.** I'd like to respond to the comment made earlier that some of the greenspace in the study area is superfluous. In light of increasing population and development within the study area, local and regional access to usable park space is important. We also don't want to limit opportunities for cycling and walking.

**Q.** Years ago, another EA was done on Queens Quay transit. Has there been any consideration of an express bus route on Lake Shore Boulevard? It would be useful to have an express route on Lake Shore Boulevard which can help off-set cross-city traffic travel times.

**A.** It's a great idea. We have done some thinking about other transit options. The next step is analyzing where people are coming from and going to. The thing with transit is that it needs to function within a network.

**Q.** Can you define what soft costs are? Are your costs present value?

**A.** The intent is to present costs in present values. Soft costs are additional costs such as design and planning.

**C.** I have concerns about timing as we are heading to an election. We need to inform people that none of the options are quick or easy. We also need to be more upfront about the costs to maintain the expressway. There have been a few comments this evening about the bike lane along Lake Shore Boulevard. There has always been a bike lane there, although it may disappear from time to time. The TTC will also point out that the remaining columns along Lake Shore Boulevard are too close for bus stops and affect sightlines.

**C.** Regarding introducing more buildings/offices in the study area, we need to model loading capacity. If there are reductions at grade we need to look at impacts in terms of capacity. There is also some work being done looking at above grade connections for the PATH.

**C.** There was mention of looking at transit options that would capture drivers, the "carrots" side. The "stick" side is making it more expensive to drive downtown, such as tolls or parking surcharges which could also be a revenue tool. We should get a better understanding what costs to individual drivers could change behaviour, and how far can that envelope be pushed.

**A.** The modelling that came out of travel times is an extrapolation of previous trends. Some behaviour may change in the interim. The model says one thing, but people's reaction in reality may be different. Models are only reflective of the assumptions and inputs we put in. The graph showed road capacity being taken away, but there will be choices and alternatives.

**C.** As you go out to the public, another criterion that will be watched closely is cost and timelines. It would be good to have a slide on timelines. If we are going to replace the Gardiner how long will it take? If it costs \$2 billion to replace it, what's the timeline and impact to the city?

## Facilitated Discussion – Feedback and Advice

The following questions were posed to the committee members by Ms. Nield on behalf of the project team.

**Q.** What is your opinion about dropping tunnel?

- Inform the public that the option was evaluated it, but the recommendation is to drop it because of the cost.

**Q.** How do you feel about the information that was presented? Are you satisfied with the content?

- It's going to be about the long term process. There is currently a lot of frustration about transit. What are the implications of this project, is it a 20 year process? We need more information to gain a better understanding of what these options mean and how they will be coordinated with other projects.
- Give travel time scenarios from a few example locations; the break downs will be helpful.
- The public will be upset about the outcomes being presented: inadequate transit funding, lane reductions, increasing travel time by 25 minutes or longer...people and politicians will be upset.
- There is a lot of cynicism at the moment relating to transit. You might want to mention the benefits of more transportation options.

**Q.** Is it helpful to stress that the purpose of the EA is to balance modes of transportation and improve the public realm and not necessarily maintain capacity? Is that going to help buttress that?

- A counterpoint might be who developed that rule and why was that the rule?
- It is useful to provide that context about the EA process and decision-making.
- Improving the public realm is a fairly subjective goal. I think it is a design process and a failure of engineering that will result in reduced capacity.
- Prepare a list of ongoing or current efforts that will improve capacity, including initiatives that may not have been communicated yet.



## Appendix D: Additional Feedback from SAC Members

### From Gooderham & Worts Neighbourhood Association:

Once again, congratulations to all for the great work you have done since last spring. Tuesday's meeting was very impressive.

If I had tried to say all I wanted to say we would have been there much later so I hope you will forgive me for adding these comments.

1. First, I appreciated the way you have boiled down the options into more easily readable visuals. Several people I have talked to found the drawings by the various teams hard to read and confusing. As well, people will always read conceptual drawings as if they were approved plans and this will condition a different response.
2. I also appreciate the amount of research and refinement you have done already -- but please keep emphasizing over and over that this is preliminary and the findings so far could be modified as work continues.
3. I'd recommend that you emphasize and repeat that we must build for the future, not conditions decades ago. When you show the diagram of traffic volumes and exits at various points, that would be a good time to say that the thin line at the eastern end shows road conditions built for another expressway that never materialised and that Gardiner and LSB are well below capacity nowadays. Be brave. People will howl at any reduction in the number of lanes -- as they did every time Delanoë did this in Paris but they were popular after the fact and he got reelected as mayor over and over. (It might be interesting to look at the increasing tendency for people to not have driver's licences if figures exist. I know several highly trendy types in their early twenties who don't drive.)
4. Making LSB a regular street with buildings either side is a lovely thought but could this be done without pulling it farther south? There isn't much space between it and the railway berm right now. Moving it south and building under the highway if it stays makes sense as the buildings would be roofed anyway. I wonder, however, how this would affect East Bay Front and development north of Queen's Quay. Wouldn't Le Monde be in the way? Perhaps keeping it north and building under the expressway, if it's still there, would be easier.
5. Can things be done to remind traffic on Lakeshore that they are entering residential areas and should look out for pedestrians when they turn left or right? I raised this concern at the Lower Yonge precinct plan SAC and was told Lakeshore is not in the programme but that the new environment would be enough indication. I fear that by the time this registers some poor person, perhaps me on my way to 20 Bay St., who was only crossing east-west on a green light, will be knocked to kingdom come.
6. Wild rumours are circulating about EBF transit and I look forward to a SAC meeting to bring us up to date on that issue. But it would make a big difference to the ease of getting across the south of the city and whatever the current state of affairs is could be made clear on the 16th.

## From CodeBlueTO:

CodeBlueTO has an interest in this EA as it relates to unlocking the potential of the waterfront to the east of Yonge and into the Port Lands. The current roadway is an impediment to this, so while we are open to Replace and Remove options it is unlikely that we will be convinced that Maintain or Improve can accomplish this goal (but in the spirit of the EA, we will not completely rule them out).

With this in mind, upon further consideration of the content of last night's meeting, I have some further comments:

1. The issue of travel times will be politicized in a heartbeat. You should be very careful and clear as to what gets presented at the public meeting because once the statements are made, no matter how preliminary, they will become fact for those who may be inclined to do nothing.
2. Any projections on traffic load and travel times should be tempered by empirical evidence from real world examples. For instance, in the case of Remove, San Francisco's Embarcadero Freeway.
3. Pragmatism and engineering has taken over the process. This is a necessity to move the EA forward but the contrast between the first public meeting that displayed bold ideas and the upcoming meeting that will present only the basic configurations is striking. All steak and no sizzle makes for a cold and uninteresting meal. The public will still need bold ideas to rally behind.
4. Further to the above point, and in support of a number of the other comments at the SAC meeting, the use of the land freed up on the north and south sides of the roadway in the Remove scenario as linear parks is problematic. Let's face it, a park sandwiched between a railway berm and a major arterial road or on the north side of a wall of high buildings would not be a pleasant place to hang out. While parks and public space are critical to the success of Waterfront Toronto's planning, using leftover space for parks by default will not serve the public well. It would be far better to create an urban boulevard with buildings on both sides - setting aside appropriate park and public spaces within the larger planning framework. This would reduce the psychological barrier of crossing the rail and road corridor and provide opportunities for increasing the value of land to help pay for this exercise.

One more point about the public presentation:

We were shown the mid-point conditions for the four alternatives. Just as critical are the transition conditions. What happens at either end of the study zone in terms of connections to the existing and planned road network, ramps, bridges, etc. will be very important in the success or failure of each of the alternatives. Either on the presentation boards or in the presentation itself you will need to answer specific questions such as "What happens to the east of the Don Valley Parkway?" The answer to what happens in the transition zones will have a great impact on the planning of the Port Lands and the Lower Yonge precinct.



**Future of the Gardiner East  
Stakeholder Advisory Committee (SAC)  
Meeting 13-3**

**Tuesday October 29, 2013 | 6:30 pm – 8:30 pm  
Metro Hall, 55 John Street, Room 308-309**

**Meeting Summary**

**1. Agenda Review, Opening Remarks and Introduction**

Ms. Liz Nield, CEO of Lura Consulting, began the third Stakeholder Advisory Committee (SAC) meeting by welcoming committee members and thanking them for attending the session. She introduced the facilitation team from Lura Consulting and led a round of introductions. Ms. Nield also reviewed the meeting agenda and informed committee members that the purpose of the meeting is to obtain feedback on the draft evaluation criteria that will be used to assess the alternative solutions.

Mr. John Livey, Deputy City Manager, City of Toronto and Mr. John Campbell, President and CEO of Waterfront Toronto, also welcomed the committee members to the meeting. In their opening remarks, Mr. Livey and Mr. Campbell iterated the purpose of the SAC meeting to review the relative importance of the draft evaluation criteria as part of a broader city building exercise. Mr. Campbell noted that while the projected increase in travel times raised several concerns at previous SAC meetings, they are expected to increase regardless of the alternative solution recommended to Council as a result of population growth. He emphasized the point is to provide complementary transportation options to get in and out of the city and stated that the Gardiner East EA will help identify and implement those options. Mr. Livey and Mr. Campbell highlighted the importance of the evaluation criteria as part of a transparent decision-making process and thanked committee members for sharing their time and expertise.

A copy of the agenda is available in Appendix A, while a list of attending SAC members can be viewed in Appendix B.

**2. SAC Member Briefing**

Mr. Don McKinnon, Dillon Consulting, reviewed the draft slide presentation which included:

- A summary of participant feedback from the public forum on October 16, 2013 and,
- A review of the draft evaluation criteria corresponding to each study lens group.

The draft evaluation criteria are available online at [www.gardinereast.ca](http://www.gardinereast.ca).

### 3. Facilitated Discussion – Evaluation Criteria

SAC members provided the following feedback and advice, organized by study lens/criteria group, during the review of the draft evaluation criteria.

#### STUDY LENS: TRANSPORTATION & INFRASTRUCTURE

##### Pedestrians

- Test the options based on how they teach motorists that they are entering a network of residential streets.
- Include criteria for pedestrian comfort and convenience in an east/west direction.
- Include a criterion to address the safety and urban design challenges created by concrete pillars.
- The average time to cross streets should consider families with young children as well as people who use mobility devices.
- The criteria are car centric for what has been emphasized as an urban planning exercise. Many other trips, particularly north-south crossings need more consideration.
- Consider the potential of these models to expand the PATH system.

##### Automobiles

- Once you start talking about cars, nothing is fast enough. Develop a range of travel times for each alternative and aim to have options under each solution that fall within that range.
- People are choosing to live near the Gardiner in order to access the elevated highway. There should be a measure for the group that leaves the City every day. The impact of the alternative solution on travel times for each measure should also be modeled.
- Include a measure for average travel time from Yonge Street to the DVP.
- Consider measures for regional and local travel within the corridor.

##### Transit

- Rank each measure in this category.

##### Active Transportation

- Add a criterion for conflicts between cyclists and other modes of travel, similar to the one for pedestrians.
- Walking is a form of active transportation, unless there is something different, combine the criteria.
- Keep the criteria/measure for pedestrians and cyclists separate because they do have some distinct concerns.

##### Safety

- Free turns are a safety concern for cyclists and pedestrians and should be captured in the criteria.
- It's possible to take safety beyond the level of traffic and consider it from a community "eyes on the street" perspective.
- Your metrics are the opposite of what you are trying to achieve. When mixing modes of transportation, safety is enhanced when traffic is moving at a slower speed. Vehicle speed is what you should be measuring. Change those metrics if you want to make it safe.
- Not all safety concerns between cyclists and vehicles happen during turns. There are also concerns when they move parallel to each other.

Future of the Gardiner Stakeholder Advisory Committee Meeting  
Oct 29, 2013 – Summary Report

- There will be a school and a community centre within East Bayfront neighbourhood and more to consider in terms of community safety.
- The criteria/measures are missing the removal of unsafe barriers (e.g., columns, lighting, etc.).

STUDY LENS: URBAN DESIGN

Urban Design & Planning

- It is also important to consider accessibility; think about people using mobility devices.
- Substitute the word landscaping for a park. No one is going to take their sandwich and book to landscaping. Use the word “attractiveness” in more places.

Street Vibrancy & Public Amenities

- Useful park space is more important than usable park space (e.g., Sherbourne Park). There needs to be a measure of quality about the park space.
- The criteria should consider how sidewalks will be animated and how development will contribute to vibrant street life.

STUDY LENS: ENVIRONMENT

Social, Health, Recreation and Business

- Consider GHG emissions from traffic as a measure.

Natural Environment

- One criteria could be to use less road salt.

STUDY LENS: ECONOMICS

Cost/Benefit

- Consider a criterion for new development projects as a way to recover costs.

## 4. Upcoming SAC Meeting Dates

Ms. Nield thanked SAC members and the project team for attending and adjourned the meeting.

**Next SAC meeting: November 28<sup>th</sup>, 2013.**

(N.B. The meeting has been postponed until January 2014).



**Future of the Gardiner East  
EA and Integrated Urban Design Study**

**Stakeholder Advisory Committee (SAC) Meeting – 13-#3**

Metro Hall, 55 John Street, Room 308-309  
Tuesday, October 29, 2013 - 6:30 – 8:30 pm

**AGENDA**

***Meeting Purpose:***

1. Review feedback received at PIC
2. Receive input on evaluation process & criteria

6:30 pm	<b>Agenda Review, Opening Remarks and Introductions</b> <ul style="list-style-type: none"><li>• Lura Facilitator</li><li>• John Livey, City of Toronto</li><li>• John Campbell, Waterfront Toronto</li></ul>
6:40 pm	Update on PIC Input/Finalization of Alternative Concepts Presentation <ul style="list-style-type: none"><li>• Don McKinnon, Dillon Consulting</li></ul>
6:50 pm	Questions and Feedback
7:00 pm	Evaluation Presentation – Don McKinnon, Dillon Consulting <ul style="list-style-type: none"><li>• EA Act Expectations for Alternatives Evaluation</li><li>• Evaluation Process Overview</li><li>• Evaluation Criteria Review</li></ul>
7:30 pm	Criteria Discussion <ul style="list-style-type: none"><li>• Evaluation Criteria Review</li><li>• Study Lens &amp; Criteria Group Relative Importance</li></ul>
8:30 pm	Summary/Closing

## Appendix B – List of Attendees

### SAC Meeting #3 List of Attendees

Gooderham & Worts Neighbourhood Association (GWNA)  
Don Watershed Regeneration Council  
Toronto Industry Network  
Transport Action Ontario  
Federation of North Toronto Residents and People Plan Toronto  
Heritage Toronto  
Canadian Automobile Association (CAA)  
Cycling Toronto  
Canadian Urban Institute  
CodeBlueTO  
St. Lawrence Neighbourhood Association  
Evergreen  
Ontario Professional Planners Institute – Urban Design Working Group  
Toronto Financial District BIA  
Walk Toronto  
West Don Lands Committee  
Waterfront Toronto  
City of Toronto  
Dillon Consulting  
Lura Consulting

### List of SAC members unable to attend

Professional Engineers Ontario  
Greyhound  
Redpath and Toronto Industry Network  
Toronto Urban Renewal Network (TURN)  
Unionville Ratepayers Association  
Urban Land Institute (ULI)  
Toronto Centre for Active Transportation  
Food and Consumer Products of Canada  
Retail Council of Canada  
Toronto Association of BIAs  
Toronto Board of Trade  
Lake Shore Planning Council  
South Riverdale Community Health Centre  
Toronto Community Foundation  
Toronto Society of Architects  
Purolator Inc.  
Beach Triangle Residents' Association  
Rogers Centre/Blue Jays  
Civic Action  
Ontario Public Transit Association  
Leslieville BIA  
Film Ontario



## Appendix C – SAC Questions of Clarification, Feedback and Advice

### SAC Questions of Clarification

A summary of the discussion following the presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**.

**Q.** At the last SAC meeting, I suggested considering two four lane roads, separated by development parcels and pathways for active transportation as part of the replace option. Has any thought been given to this suggestion?

**A.** For all the alternatives, we've presented one possible conceptualization. We will be looking at a few different configurations for whichever solution is carried forward to the next step.

**C.** The alternative solutions all have downstream implications. You need to be able to conceptualize what happens at Yonge and Front Streets, for example, given the proposed reconfigurations.

**Q.** There has been no mention of land use and land values. Has this been discussed at all?

**A.** We're deferring that to the evaluation criteria.

**C.** Take the feedback received from the public forum with a grain of salt. If asked the same question about the waterfront, people will say they don't want condos. Give people a sign that the barrier can be improved and do something novel for the city.

**Q.** While conceptualizing the alternatives, I'm having a problem understanding the long-term costs. It would be helpful to know the life cycle of the structure.

**A.** The modelling is based on costs over 100 years.

**C.** That information should be more clearly expressed on slides and materials.

**Q.** In the feedback collected from the public forum, people emphasized the need for public transit within each alternative solution. Is it possible to broaden this study to include a discussion about public transit? There is a lot happening in terms of a Downtown Relief Line and projects under the Big Move. I think to get a grip on this we need a better understanding of major transit projects.

**A.** Transit is top of mind in this project. It is integrated in the modeling for different scenarios and as we coordinate with other projects happening in the city. The base assumption in the models does include approved projects by Metrolinx and GO.

**Q.** Is the corridor the same as a right of way? Does it include the rail lines?

**A.** The corridor means right of way.

**Q.** There are a lot of pairs under the measure for travel time within the automobile criteria group. Are they going to help us decide between the alternative solutions, or are they so different that we'll get a mixed response?

**A.** It's not a random selection of origin/destination pairs. It's based on a rationale of where trips are originating. We're looking at longer trips, from the east and west ends of the city. If we look at who is using the corridor, it's a necklace effect.

**Q.** With four different alternatives, we're going to get a cluster of results. It seems overly complicated. Is there a need for seven pairs?

**A.** We're trying to answer the public's question about how reconfiguring the Gardiner will impact various travel scenarios.

**Q.** Why are you only measuring the AM peak, and not the PM peak in trips? It's not an absolute reverse.

**A.** It's a good point and we do have some modeling results, but in terms of origin/destination data we are limited to an extent to the AM peak hours.

**Q.** How does the model react to parking supply? Can it be modeled?

**A.** No, it cannot.

**Q.** How will future transportation demand be managed outside the study area? This is the point which the general public will be most upset about. I think the criteria, and assumptions you make need to be carefully explained. People in their twenties have very different ideas than we do. Many of them don't even drive.

**A.** That's a good point. There are existing and predicted behaviours in terms of the modal split. The forecasts include assumptions to address those issues.

**Q.** You referred to the pattern of traffic as a "necklace". What percentage is that?

**A.** It's about 20 percent.

**C.** People will want to know about capacity in terms of travel time and the number of lanes, and how the capacity of surrounding streets are affected by changes to the Gardiner.

**Q.** Is there a way to factor construction times in these criteria/measures?

**A.** Yes we do have criteria for construction times.

**Q.** What do the Richmond/Adelaide off-ramps look like in this model?

**A.** The ramps are the same as they are today, except with cycle tracks on the roads. Improving the ramps would require more queuing space through the area which would impact congestion.

**C.** Under active transportation you need to add a criterion about conflicts between cyclists and other modes of travel like the one under pedestrians.

**A.** We do have a category for safety; it could be added there.

**C.** I think they are both different.

**A.** Is the concern about safety using a multi-use pathway?

**C.** An example of conflict is where cyclists are going in two different directions which is an unusual situation for motorists, who also have a right of way. There is a potential for conflict between vehicular and cyclist movement on multi-use trails.

**A.** If all alternatives include a multi-use trail then it's an inherent problem.

**C.** Again where did that come from? Did you consult with the pedestrian and cyclist groups?

**C.** Walking is a form of active transportation. Is there something different, if not, combine them.

**A.** We could collapse them into same category.

**Q.** Is the study looking at just the corridor to absorb the impact on the movement of goods and services?

**A.** No, that's part of a larger study area.

**Q.** Perhaps a shading study should be done to determine how much light will land at street level.

**A.** A shading study was completed during the development of the concepts.

**Q.** Is it outside the scope of the study to consider GHG emissions from traffic?

**A.** We are considering GHG as part of the air quality assessment.

**Q.** Has any thought been given to generating energy in any of the alternatives?

**A.** It's challenging to consider generating energy at this level, maybe during the next stage.

**C.** It could be more of an architectural issue.

**Q.** What about adding a criterion for new land parcels. The new projects from Build Toronto have increased land value significantly. It could be a way to recover development costs or recapture investment.

**A.** It would depend, and vary on a block by block situation.

**Q.** Are there any criteria to look at the impact on crossing the Don River?

**A.** It would have to be consistent with the Lower Don EA. Only one alternative would require reconstruction of that crossing.

## Appendix D: Additional Feedback from SAC Members

### From St. Lawrence Neighbourhood Association:

Thank you for a very productive meeting last night.

I wanted to comment on an exchange that occurred at the beginning of the night while we were reviewing comments from the Public Consultation. One of the points presented/brought forward referred to I believe keeping the area green and pedestrian friendly. One of last night's attendees spoke to this and felt that this should be disregarded. I wish I would have commented on this last night but I don't think any input from a 300 strong consultation should be wiped out by a smaller group or a single individual. One may disagree with the comment which is fair to state. To suggest that the comment be wiped clear entirely (which is what I heard and I'm happy to be told I got it wrong), I think is inappropriate given we are trying to encourage and value public input.

As I say I may have got it wrong as I was just settling in but I just wanted to revisit that point.

Thanks again for the project and evening.

\*\*\*

Thank you for circulating the Draft Evaluation Criteria. I think they look really good overall. After reviewing them, I would like to propose an addition which I think fits best under Transportation & Infrastructure.

At the last meeting I commented that I felt the criteria should reflect "upstream" impacts as well as those along the Expressway itself. The Expressway won't sit in isolation and does need to relate positively to future (Waterfront) and existing (St Lawrence and other) neighbourhoods.

So while we need to evaluate the options on an east/west spectrum, we should also look at the north/south impacts and in this case especially the north ones in the existing St. Lawrence Neighbourhood which is currently and will continue to be impacted by what happens on the Gardiner/Lakeshore. The situation is that we already have terrible gridlock especially along Jarvis St southbound at the afternoon rush hour every day. How each of the four options improves or worsens this situation will have impacts on the core Gardiner East EA Study Goal of 'Reconnecting the City with the Lake' and also The Central Waterfront Secondary Plan goal # 3 of 'Promoting a Clean and Green Environment'. Gridlock and Congestion also impact on economic health.

I would propose that we add the following under Transportation and Infrastructure:

Study lens: Automobiles

Criteria: Travel Time (PM Peak Impact on Feeder Streets)

Measures:

- Ave travel time southbound Jarvis St (Queen St to Lakeshore)
- Ave travel time southbound Sherbourne St (Queen St to Lakeshore)

Related Goals:

- Reconnect the City with the Lake
- Promoting a Clean and Green Environment
- Creating Value

I think this or something similar would capture this important idea.

**From CodeBlueTO:**

We talked a lot about the method for selecting the "preferred" alternative at the meeting on Tuesday. In particular a lot of time was spent on the transportation related criteria. Thank you for keeping the meeting on track and reasonably on time.

There are a couple of overarching concerns I want to raise on behalf of CodeBlueTO:

- While it is important to obtain a defensible level of traffic efficiency, the main goal of this exercise is urban planning and city building driven. In our examination of all of the myriad details we need to keep an overall perspective that ensures that whatever is chosen actually can move us towards our goals. In the end, the only question that matters is: "Will this help revitalize the waterfront and reconnect it to the rest of the city." Balancing modes of travel, sustainability, and the creation of value are either supporting statements or the outcomes of the alternative that fulfills the central question.
- It is the position of our group that the status quo is not acceptable. However, it is clear that if the replace or remove alternative is selected, it will be under great political pressure when it comes before city council in an election year. Given the low level of design sophistication that would be presented at that time it is entirely possible that the recommendation would not be accepted or delayed, essentially choosing the repair option by default. It may be worth considering going to council with a more flexible question that would allow further refinement of the preferred option before making a final commitment. Perhaps we can discuss strategies for building political support more fully at a future SAC meeting.



**Future of the Gardiner East  
Stakeholder Advisory Committee (SAC)  
Meeting 13-4**

**Tuesday, February 4, 2014 | 7:00 pm – 9:00 pm  
Metro Hall, 55 John Street, Room 308-309**

**Meeting Summary**

**1. Agenda Review, Opening Remarks and Introduction**

Ms. Liz Nield, CEO of Lura Consulting, began the fourth Stakeholder Advisory Committee (SAC) meeting by welcoming committee members and thanking them for attending the session. She introduced the facilitation team from Lura Consulting and led a round of introductions. Ms. Nield also reviewed the meeting agenda and informed committee members that the purpose of the meeting was to present and discuss results of the evaluation of alternatives.

Mr. John Livey, Deputy City Manager, City of Toronto and Mr. John Campbell, President and CEO of Waterfront Toronto, also welcomed the committee members to the meeting. In their opening remarks, Mr. Livey and Mr. Campbell reiterated the purpose of the SAC meeting to discuss results of the evaluation of alternatives; and asked SAC members to indicate if anything had been missed, or anything should be considered moving forward. Mr. Livey and Mr. Campbell indicated that the report would be going to Public Works and Infrastructure Committee on March 4, and Council following that date. They thanked committee members for sharing their time and expertise.

A copy of the agenda is available in Appendix A, while a list of attending SAC members can be viewed in Appendix B.

**2. SAC Member Briefing**

Mr. Chris Glaisek, VP, Planning and Design, Waterfront Toronto, reviewed the draft slide presentation which included:

- A summary of participant feedback heard to date and,
- A review of the results of the evaluation of alternatives.

For more information about the evaluation of the alternatives, please visit the consultation website [www.gardinereast.ca](http://www.gardinereast.ca).

**3. Facilitated Discussion – Evaluation Criteria**

SAC members provided the following feedback and advice on the material presented:

### **Costs**

- Simplify and clarify the information presented in Slide 51 (i.e. difference between blue and green columns). Consider showing the green and blue values on two different slides, or including only one or the other in the presentation. Some members said they liked that both valuations were shown and that it is important to clearly explain the difference between the two.
- Consider presenting a calculation to illustrate the value of commuting time lost (could use same valuation as Metrolinx does).
- Clarify that the cost of new ramps is included in costing for the remove option.
- Consider including a slide that shows total net cost to the City of the various options.

### **Peak Hour Volumes**

- Explain the information presented in the slides depicting travel volumes and distribution more clearly (e.g. peak hour is 8:00 – 9:00 am; numbers are for vehicles traveling through the area, not actual volumes).
- Include information depicting the number of single vehicle occupants per hour. Compare this to number of transit users on the King or Queen streetcar lines (or on a GO train).
- Compare, or explain peak hour volume in relation to traffic over a 24-hour period to provide people with more context.
- CAA noted they have traffic counts that differ from those presented.

### **Distribution of Traffic**

- Explain the intent of this slide (pie chart) more clearly and verify the values.
- Identify which modes are constrained – need a more transparent way of depicting them.

### **Evaluation Summary**

- Explain the factors that were used in the evaluation to demonstrate the process was not arbitrary (e.g. emphasize the pedestrian crossing in the Remove and Replace options).
- Clarify weighting in summary slide of evaluation results. Consider how to present results more “equitably”.

### **Public Transit**

- Include information about where and when investments in public transit will be implemented – it’s important for the public to get a sense that some of these lines may not get built, or take a long time.
- Emphasize the need for improvement in transit across all options.

### **Other**

- Include a map showing the downtown cordons.
- Fix the view corridors for the Replace and Remove options, depicted incorrectly.
- Other the “next steps” slide, make alternatives singular – assumption should be that detailed design will be done for one alternative, not several.

## **4. Upcoming SAC Meeting Dates**

Ms. Nield thanked SAC members and the project team for attending and adjourned the meeting.

Next SAC meeting: To Be Determined.





## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study

### Stakeholder Advisory Committee Meeting #4

Tuesday, February 4, 2014

7:00 pm – 9:00 pm

Metro Hall, 55 John Street, Room 308/309

### DRAFT AGENDA

#### **Meeting Purpose:**

1. Review feedback received during Round 2 of consultations
2. Present and discuss results of the evaluation of alternatives

#### **7:00 pm      Agenda Review, Opening Remarks and Introductions**

- Liz Nield, Lura Consulting, Facilitator
- John Livey, City of Toronto
- John Campbell, Waterfront Toronto

#### **7:10 pm      SAC Member Briefing: Evaluation Results and Preferred Solution**

- Don McKinnon, Dillon Consulting

#### **7:50 pm      Discussion**

*Participants will be encouraged to address the following discussion questions, as well as ask questions of clarification on the material presented.*

- Thinking about the material presented, what feedback or advice do you have to improve the clarity of the presentation in preparation for the upcoming public forum?
- Thinking about the results of the evaluation...
  - What do you like? What concerns do you have?
  - What advice do you have for the project team as the study moves into the next phase – which will consider design options for the preferred solution?

#### **9:00 pm      Summary/Closing**

## Appendix B – List of Attendees

### SAC Meeting #4 List of Attendees

Gooderham & Worts Neighbourhood Association (GWNA)  
Don Watershed Regeneration Council  
Beach Triangle Residents' Association  
Redpath and Toronto Industry Network  
Heritage Toronto  
Canadian Automobile Association (CAA)  
Canadian Courier & Logistics Association  
Cycling Toronto  
Canadian Urban Institute  
CodeBlueTO  
Ontario Professional Planners Institute – Urban Design Working Group  
Toronto Financial District BIA  
Unionville Ratepayers Association  
Toronto Urban Renewal Network (TURN)  
Urban Land Institute (ULI)  
Toronto Centre for Active Transportation  
Walk Toronto  
West Don Lands Committee  
Waterfront Toronto  
City of Toronto  
Dillon Consulting  
Lura Consulting

### List of SAC members unable to attend

St. Lawrence Neighbourhood Association  
Evergreen  
Transport Action Ontario  
Federation of North Toronto Residents and People Plan Toronto  
Professional Engineers Ontario  
Greyhound  
Food and Consumer Products of Canada  
Retail Council of Canada  
Toronto Association of BIAs  
Toronto Board of Trade  
Lake Shore Planning Council  
South Riverdale Community Health Centre  
Toronto Community Foundation  
Toronto Society of Architects  
Purolator Inc.  
Rogers Centre/Blue Jays  
Civic Action  
Ontario Public Transit Association  
Leslieville BIA  
Film Ontario

## Appendix C – SAC Questions of Clarification, Feedback and Advice

### SAC Questions of Clarification

A summary of the discussion following the presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**.

**Q. Slide 51 – the cost line needs to be clarified. Are there not ramps needed in the remove option? This seems biased.**

**A.** That's not what we're trying to do. The blue numbers represent the funding allocated to maintain the section east of Jarvis Street in the City's capital budget. Long-term capital maintenance budget has not been defined yet. The cost estimate is to enhance the rest of the structure.

**A.** Consider it as a credit it to remove. We don't have to rehab the section between Yonge and Jarvis if it is removed.

**Q. Interesting to do a cost valuation of the time lost for that extra 10 minutes of commuting.**

**A.** It's difficult to do - what is the value of time. Should it be based on household average income, or is better as opportunity cost. It requires judgement.

**A.** It's challenging to do. We tried to duplicate the Metrolinx study. To apply the same study to this project did not make sense because of the range of factors (e.g., vehicle operating costs, emissions, delay costs). Some people will change the way they move around due to capacity constraints. There is no real distinction between options that would change the conclusion.

**Q. How you measure safety?**

**A.** We consider a range of factors (e.g., geometry of ramps, visibility of columns, etc.).

**C.** Interesting to know where vehicle trips, not taking into consideration, are going and how they impact safety.

**Q. First slide – amount of trips can you clarify what the numbers represent?**

**A.** Peak hour is 8:00am to 9:00am. Volume measured in 1 hour, can be multiplied over 2-3 peak time. Pattern doesn't change. It's about where people peel off.

**Q.** My cordence count doesn't match these numbers.

**A.** They are based on screen lines, this is just volume on the Gardiner per hour.

**Q. Slide on economics 51 – confused by blue and green values. Requires clearer explanation.**

**A.** We will look for better labels.

**C. Number of vehicles per rush hour slide – 5650 vehicles per hour. You could note that they are single vehicle occupants. Could compare to King and Queen street cars.**

**A.** We could show a comparative of modal split.

**Q. From a pedestrian perspective there is no significant difference between remove and improve – can you explain?**

**A.** Several factors were analyzed (e.g. under structure, hidden by peers, crossing distance, etc.) not just the crossing distance.

**C.** Present the factors to show they are not arbitrary. The summary slide implies the criteria are equally weighted.

**Q. Economics (revenues) – reasons not to include revenue from more valuable land over time.**

**A.** The general uplift in land value doesn't apply to tax revenue. Tax revenue remains neutral. It doesn't fit in a discussion of this magnitude.

**C.** In terms of net present value – just show the blue. Or show two slides. It's hard for people to grasp net present value as a concept.

**C. Formidable presentation. Terrific presentation. A huge amount of information was presented in a clear format. I didn't feel lost at any point. Something like this slide (costs) may be cause some confusion. Appreciate it.**

**Q. I don't have a sense of traffic over a 24 period. How many people will be inconvenienced?**

**A.** Peak hour volumes are about 10% of 24 hour volumes. Haven't showed off peak volumes, peaks are critical. Off peak flow moves more freely. The expressway operates at less than capacity during off peak for all options no real distinction.

**C.** There's a need for comparison. People might draw the wrong conclusion that the world might end. Also, one of the slides is incorrect. The perspectives of replace/remove in the view corridors.

**C. Presentation was great – my advice is to add a Next Steps slide. I want to know how input is going to be used.**

**Q. With the remove option there is potential to retrieve between 5 and 10 acres of developable land, where, on the north side?**

**A.** It's a combination, mostly on the north side currently used by ramps. It's enough to make site developable, but it's not traditional. It is a tight space.

**Q. One slide mentioned Ossington Avenue, is that in the study area?**

**A.** Ossington Avenue was mentioned as a references for distance.

**Q. Back to values and net gains. Where is the value from the private sector coming from?**

**A.** All the money the city would recapture is from publically owned land that is undevelopable because it is currently occupied by the Gardiner infrastructure.

**C. Regarding assumptions to build certain transit initiatives, show a slide about when those projects are being implemented. Important for public to get sense that some of these lines may not get built, or take a long time.**

**A.** We're constrained by the model to 2031, that land use is beyond 2031.

**A.** We require transit improvements for all options, that's an important point to make.

**Q. Are you going to be identifying the preferred alternative.**

**A.** We need to continue with consultations first.

**A.** We have an obligation to Committee. The actual recommendation will be made public after it goes to council.

**Q.** The pie chart about in bound modes – emphasize the small percentage of trips. It's worth highlighting.

**C.** The numbers relating to walking and cycling are misleading. They are seasonal and tilted toward the local population. They are vastly different than incoming traffic which has much longer journeys.

**A.** The pie chart does not reflect volume or length.

**C.** It's a misleading slide.

**A.** We're not trying to mislead. The Gardiner volume is low because of the capacity constraint. This shows volume coming in from all modes.

**Q. Are there other ways to measure this?**

**A.** We looked at several ways to measure impact on travel time. This is the most effective.

**Q. What happens toward Yonge street and other side of river? At some point we need to address either end.**

**A.** The same city staff are working on other projects (Port Lands, Yonge precinct). It's something we can address directly.

**Q. What are the results from the public consultation**

**A.** We have a summary slide and report online, which will be presented to the public on Thursday.

**C. I don't want to mislead you about volumes. The diagram is a distribution of traffic. It's a static shot. The intent is to show distribution of traffic as a through route. It does show that that volume is less than capacity. That's why we're considering this section.**

**A.** I appreciate you clarifying that, because I knew that.

**C. In terms of transit, you could add a point in favour of the remove option if one of the 8 lanes on Lake Shore could include an express bus service. Darken the shade of green.**

**Q. Which arterials will be impacted the most?**

**A.** Richmond Street and Adelaide Street, all the typical ones would absorb displaced traffic. The 401 less so.

**C. Emphasize that population downtown tripled in past 5 years.**

**Q. Pie chart, call out what is explicitly what is constrained. More transparent way of showing mode of transport. Shore medium long term plan of GO corridors are they compatible with remove option, or experience more pressure.**

**A.** Also doing EA for bike facility on Rich/Adelaide. Not much of an impact, constraint is at Parliament. Bike facility is as far east at Sherbourne. Didn't affect our option.



**Future of the Gardiner East  
Stakeholder Advisory Committee (SAC)  
Meeting 14-5**

**Tuesday, June 17, 2014 | 6:30 pm – 8:30 pm  
Metro Hall, 55 John Street, Room 308-309**

**Meeting Summary**

**1. Agenda Review, Opening Remarks and Introduction**

Ms. Liz Nield, CEO of Lura Consulting, began the fifth Stakeholder Advisory Committee (SAC) meeting by welcoming committee members and thanking them for attending the session. She introduced the facilitation team from Lura Consulting and led a round of introductions. Ms. Nield also reviewed the meeting agenda and noted that the purpose of the meeting was to provide a detailed update on the Gardiner East project, including results from the March 4, 2014 Public Works and Infrastructure Committee meeting and next steps for the study.

Mr. John Campbell, President and CEO of Waterfront Toronto, also welcomed the committee members to the meeting. In his remarks, Mr. Campbell reiterated the importance of the SAC and encouraged members to speak up so the best solution can be developed collectively. He thanked members for their ongoing participation.

Mr. David Stonehouse, City of Toronto Waterfront Secretariat, expressed the City's appreciation for the participation of SAC members. Mr. Stonehouse indicated that rehabilitation has begun on the western portion of the Gardiner and the impacts are being felt. This work west of the study area will continue for several years and it highlights the importance of making a sound decision for the Gardiner East. He suggested that there is a window of roughly 12 months to make a decision.

A copy of the meeting agenda is attached as Appendix A, while a list of attending SAC members can be found in Appendix B.

**2. SAC Member Briefing**

Mr. Dave Dilks, Lura Consulting, provided an overview of consultation feedback to date as well as the consultation process moving forward and role of the SAC.

Mr. Don McKinnon, Dillon Consulting, reviewed the four alternative solutions (maintain, improve, replace, remove) and evaluation study lenses. He reiterated that that the remove option was presented as the preferred alternative to the public, SAC and Public Works and Infrastructure Committee (PWIC) meeting in March 2014.

Mr. John Mende, City of Toronto, provided a summary of the PWIC Meeting on March 4, 2014 including deputation letters received and PWIC's referral decision.

Mr. McKinnon presented the next steps in the work plan. He expressed that the project team is seeking SAC input as they address the issues and areas of further study identified by the PWIC. The areas of focus for further study are:

- Goods Movement
- Economic Competitiveness
- Remove Alternative Optimization
- Hybrid Alternative

He concluded by reviewing the study timeline for the remainder of 2014 and early 2015.

### **3. Facilitated Discussion**

The following provides a summary of feedback and advice from SAC members on the material presented. A more detailed account of the discussion can be found in Appendix C.

#### **Hybrid Alternative**

- The large amount of land consumed by road and ramps in the hybrid alternative was discussed.
- Looking at examples of roads in Europe could help determine appropriate turning radius of ramps.
- Some members feel that this option sterilizes a lot of City-owned land and makes greenspace inaccessible to pedestrians.
- Other members feel that the hybrid option should be carefully studied and that land is not sterilized with this option as the roads and ramps are more tightly aligned with the rail corridor, making the land to the south accessible to the waterfront.
- There is interest in discussing alternative points of access to the First Gulf site.
- There is concern with what happens west of Cherry St. in the hybrid option.
- A pedestrian/cyclist bridge from the Don Valley trail to the First Gulf site should be considered in the design. Over one million people use the trail each year and access to the site should be provided.
- Access to the Port Lands, a much larger site than First Gulf, should be a priority.
- There is concern that resources will be spent analyzing this option, which should instead be directed towards optimizing the remove alternative.
- Suggestion that discussions be held with First Gulf about the importance of a network of streets/blocks to facilitate efficient movement.

#### **Optimization of Remove Alternative**

- Need to fully assess the impact on capacity with the remove option. Commuters and deliveries will find alternative routes on arterial roadways and it is important to fully understand the potential impacts on these arterials.
- Reconsider the potential for a 10-lane roadway.
- Look at the potential for grade separation on Cherry Street, while considering pedestrian and cyclist connections.

#### **Goods Movement & Economic Competitiveness**

- Dedicated goods movement lanes at certain times should be considered.

Future of the Gardiner Stakeholder Advisory Committee Meeting  
June 17, 2014 – Meeting Summary

- It is essential to maintain delivery capacity in order to get goods to area and downtown. Not all deliveries can be made at night.
- Need to look at trends in terms of employment areas and growth.
- When considering the economic impact, it would be helpful to refer to other cities that have undertaken the remove option.
- Need to look at how we are doing business. The operational side is very important.

**Regional Perspective Needed**

- The Gardiner is part of regional transportation network and must be looked at in this context.
- A continuous expressway link must be maintained.
- It is important to look at overall network capacity. Once capacity is lost, it can never be regained.
- Regional perspective must also be front and centre in looking at goods movement and economic competitiveness.

**Process**

- Several members expressed concern from a process perspective that the hybrid option has been introduced at PWIC.
- Further discussions should include stakeholders representing transit, the tourism/entertainment industry and restaurant association to better understand movement of traffic, deliveries and capacity issues.
- SAC members would like to play a more active role in decision making.

## 4. Next Steps

Mr. McKinnon indicated that the SAC members will be engaged in discussions regarding the areas of focus in the coming months, before going back to the public in the new year. Ms. Nield thanked SAC members and the project team for attending and adjourned the meeting.

Next SAC meeting: To Be Determined.





## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study

### Stakeholder Advisory Committee Meeting #5

Tuesday, June 17, 2014

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 308/309

### AGENDA

**Meeting Purpose:** Provide a detailed update on the project, including results from the City's Public Works and Infrastructure Committee meeting on March 4<sup>th</sup> and proposed next steps and timeline for the study.

**6:30 pm**      **Agenda Review, Opening Remarks and Introductions**

- Liz Nield, Lura Consulting, Facilitator
- John Campbell, Waterfront Toronto
- David Stonehouse, City of Toronto

**6:40 pm**      **SAC Member Briefing**

- Feedback from Round 3 of Consultations – Dave Dilks, Lura Consulting
- Recap of Alternatives Evaluation – Don McKinnon, Dillon
- PWIC March 5<sup>th</sup> Meeting Deputations and Decision – John Mende, City of Toronto
- Project Work Plan, Schedule and Next Steps – Don McKinnon, Dillon & Tony Medeiros, Waterfront Toronto
  - a) Further Study: Goods Movement & Economic Competitiveness
  - b) Optimization of Remove Option and Congestion Mitigation
  - c) Review of Hybrid Option

**7:10 pm**      **Facilitated Q&A and Discussion**

SAC input/comments welcome on:

- PWIC Direction
- Key Issues that Need to be Investigated
- Proposed Project Work Plan
- Consultation Process

**8:20 pm**      **Next Steps and Closing Remarks**

- SAC Consultations
- Next Public Meeting – early 2015

**8:30 pm**      **Adjourn**

## Appendix B – List of Attendees

### SAC Meeting #5 List of Attendees

Beach Triangle Residents' Association  
Canadian Automobile Association (CAA)  
Canadian Courier & Logistics Association  
City of Toronto  
Cycling Toronto  
Dillon Consulting  
Don Watershed Regeneration Council  
Gooderham & Worts Neighbourhood Association (GWNA)  
Heritage Toronto  
Lura Consulting  
Ontario Trucking Association  
Redpath and Toronto Industry Network  
St. Lawrence Neighbourhood Association  
Toronto Board of Trade  
Toronto Centre for Active Transportation  
Toronto Financial District BIA  
Unionville Ratepayers Association  
Urban Land Institute (ULI)  
Walk Toronto  
Waterfront Toronto  
West Don Lands Committee

### List of SAC members unable to attend

Canadian Urban Institute  
Civic Action  
Evergreen  
Federation of North Toronto Residents and People Plan Toronto  
Film Ontario  
Food and Consumer Products of Canada  
Greyhound  
Lake Shore Planning Council  
Leslieville BIA  
Ontario Professional Planners Institute – Urban Design Working Group  
Ontario Public Transit Association  
Professional Engineers Ontario  
Purolator Inc.  
Retail Council of Canada  
Rogers Centre/Blue Jays  
South Riverdale Community Health Centre  
Toronto Association of BIAs  
Toronto Community Foundation  
Toronto Society of Architects  
Toronto Urban Renewal Network (TURN)  
Transport Action Ontario

## Appendix C – SAC Questions of Clarification, Feedback and Advice

A summary of the discussion following the presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**.

**Q. At the last public meeting, my colleague asked that there be a weighting given to the evaluation of alternatives. I don't see that weighting presented.**

**A.** We cannot change the results of the evaluation presented to PWIC. As outlined in the EA Terms of Reference, we have not instituted a weighting. All the lenses were treated with equal importance. However, there is a distinction between the levels of impact associated with the criteria. Our work for 2014 will evaluate the hybrid option against the evaluation criteria and address the traffic congestion concerns raised for the remove option.

**C.** Based on the presentation, there is a significant gap. When looking at movement of goods and economic competitiveness, words that are jumping out at me are words like "city" and "local". This is part of a regional transportation network; it can't be looked at in isolation, at a local level. It has to be looked at as part of a region. The people travelling on the Gardiner are not from the City of Toronto. You have to look at it with a bigger lens in mind.

**A.** We will take that comment back to the team.

**Q. Regarding the optimization of the remove option, is it feasible to have 10 lanes?**

**A.** We did go through that exercise as part of developing the alternative solutions. The results of our analysis show some minor improvement from a traffic flow point of view, but it was not enough to offset the negative public realm impacts.

**C.** I have another idea to propose. The major road crossing north-south is Cherry St. You might want to look at grade separation there.

**C.** Grade separation really hurts pedestrian access.

**Q. What was in the traffic modelling for these alternatives? What was the level of service determined?**

**A.** A paramics micro-simulation model was utilized in evaluating the alternatives. A number of transportation metrics were reviewed in developing the options for the purpose of comparing various alternatives.

**C.** My suggestion is to consider dedicated goods movement lanes at certain times depending on the outcomes of your analysis.

**C.** If you are having difficulty with the turning radius as part of the hybrid option, I suggest you consult some of the people who build roads in Europe. Europe is used to building express roads with tight curves, roundabouts etc. The essential element is that you maintain continuous expressway access.

**Q. The remove option doesn't show the ramping to the west. Where would it come out?**

**A.** The ramp on this image has been cut off. It was intended to be a snapshot in comparison of the hybrid alternative. Ramp connections are occurring half way between Yonge St. and Jarvis St.

**C.** The regional perspective needs to extend to the economic competitiveness element. Need to look at trends in terms of employment areas and where the growth centres are. For most of Toronto, except for people who live downtown, the car is still the dominant way people access the downtown core.

**Q. Regarding optimization, for the hybrid option are we looking at methods for optimizing the network as well?**

**A.** The intention is to develop the hybrid alternative to an equal level of detail as the other alternatives. We have a larger study area for the transportation component. The intent is to focus on the corridor but if there are other obvious opportunities that might allow for improvement we want to identify those.

**C.** People will be looking at where cars will go with these changes when transit is not close to being a reality.

**Q. Are the gray blocks north of the corridor and east of Cherry St. city-owned lands?**

**A.** Yes, these are the Keating Channel Precinct lands.

**C.** My observation is that the hybrid option sterilizes all the city land. Generally, this plan makes inefficient use of land. There is road all over the place. It makes greenspace at the foot of the Don River useless. It is a place you can look at as you drive by but not a place to spend any time in. Park land is at a premium.

**Q. If you are indicating you are going to generate revenue on the north side, how are you going to do that? There are a lot of utilities in the existing corridor right now that would have to be relocated.**

**A.** Utilities relocation was factored into the costing exercise. No costing of the hybrid option has been done to date.

**C.** I disagree that land would be sterilized in the hybrid option. With tightening the road and ramps closer to the rail lines, the land to the south is available with access to the waterfront.

**C.** We are looking at one idea here with the hybrid option. To have a full discussion we need to look at alternate points of access to the First Gulf site. We are not seeing that here. This hybrid option uses up a huge amount of land. It is a one-sided discussion.

**C.** It is disheartening that we spent a year looking at options, and someone comes in with a rough idea and ends up taking hundreds of thousands of dollars' worth of staff time to go through something that has essentially already been looked at. I think you should minimize the amount of time you waste on this hybrid option and make the alternatives you presented more refined and more understandable.

**Q. How did this hybrid alternative come up so late? Was First Gulf not consulted?**

A. There were discussions with First Gulf. They were provided opportunities to provide comments on the alternatives. We were not aware that this alternative was going to be presented at the PWIC meeting.

C. You could look at partnerships with First Gulf. If they are looking for access and ramps, maybe they are willing to work with you in developing the option.

A. There are opportunities for access with all the alternatives. There are many unknowns, including the amount of development that this site could potentially support, what's the role of transit, etc.

A. The direction from PWIC was to analyze this alternative. We are following their instructions.

C. My concern with the hybrid option is what happens west of Cherry St. For us, that is where the benefit of removing the Gardiner is realized. If you keep the Gardiner up, you won't be able to have nice development beside it.

C. Once you lose capacity in the transportation network, it will be gone forever. The unintended consequences could spiral out of control.

C. Regardless of when the hybrid proposal came in, I think it is a worthwhile exercise to look at it to find the best solution. Looking at the impact of the Gardiner being under reduced capacity now, whether we like it or not, it will impact all of us.

C. When considering the economic impact it would be useful for us to have more information from other places that have removed their downtown expressways (e.g. San Francisco) and what that means to the economy. The economy is not just commuters. The economy is what happens on the land too.

C. From a driving point of view, the hybrid options looks very complicated. It fits no pattern. The Don Valley trail, which has over a million people using it every year, will be buried under these express ramps. If this hybrid option is going to be discussed, I would like to see a bridge from the Don Valley trail to the Unilever site so we can access it on bicycles or walking. Otherwise there will be no access unless you are in a car.

**Q. Regarding economic competitiveness, are you looking at the opportunity costs of not doing anything? The First Gulf site has limited access now. Under the maintain option that would still be the case.**

A. It is about improving the development potential of that site regarding the various alternatives. If we are not intending to design access ramps/roads into the First Gulf site, they need to provide commentary to provide access on a more conceptual level.

C. Right now we are giving priority to First Gulf. We are not giving any access to the Port Lands which is a larger site than First Gulf.

C. The Project Team needs to look at the whole region as an integrated unit. I am disappointed that the City can't seem to agree on anything. There have been so many delays.

**C.** Maintaining the continuous link is important. But it is the only stretch that is underutilized. We should also be looking at the impact on capacity with remove option, especially on arterial roadways. Commuters and deliveries will find alternative routes and we need to understand that.

**C.** There is a lot of pressure on all the downtown streets. Parked cars and deliveries are causing congestion where 80% of the people are walking not driving. Eventually there will not be room for cars. The idea of forcing deliveries to be at night needs to be looked at. We have to think where we are really going. The need for this car capacity won't be there in the future. Keep those things in mind.

**C.** I've just come back from Europe. Some of the roads have been made pedestrian roads and they specifically allow delivery trucks there. Not all deliveries can be made at night. It is essential to maintain the delivery capacity in order to get businesses to come. It will impact our competitiveness.

**C.** Access to the Port Lands which is a much larger area is through normal roads. My suggestion is to reach out to First Gulf and talk to them about streets and blocks rather than ramps. The direction we should pursue with First Gulf is to address density through streets and blocks as a basic planning notion.

**C.** My gut says there are a lot of very clever ideas with optimizing the remove option. The hybrid has its points, but it has the unintended consequence of sterilizing a lot of land.

**C.** Looking at best practices elsewhere, I find that a lot of times we are not looking at apples to apples (e.g. San Francisco). We need to look at overall network capacity not just road capacity of a certain site. There are certain assumptions about how businesses operate. We need to look at how we are doing business. The operational side of business isn't attractive and it's not what you want to see in a rendering, but it is how things work.

**C.** There is a gap with tourism. The entertainment industry and restaurant association should be asked to contribute. Regarding the process, I would like to be considered more than your buffer for the public. I don't want to come back in 12 months and be provided with a direction. No one wants to waste any more time. The fact that PWIC sent this back shows that there was a gap and maybe not every alternative was looked at.

**C.** Is there enough expertise in this group on transit? We've been talking about vehicles and roads. Transit needs to be discussed equally.



**Future of the Gardiner East  
Stakeholder Advisory Committee – Recap for New Members  
Meeting 14-5b**

**Thursday, October 9, 2014 | 9:00 – 10:30 pm  
Waterfront Toronto, 20 Bay Street, 13th Floor, Toronto, Ontario**

**Meeting Summary**

**1. Agenda Review, Opening Remarks and Introduction**

This Stakeholder Advisory Committee (SAC) meeting was convened by the project team to provide a recap of work on the environmental assessment (EA) for several new members as well as existing members who have been unable to participate in the study process to date.

Mr. David Dilks, President of Lura Consulting, welcomed committee members and thanked them for attending the session. He introduced the facilitation team from Lura Consulting and led a round of introductions. Mr. Dilks also reviewed the meeting agenda and noted the purpose of the meeting was to provide a comprehensive recap of progress on the project to date. He added that the presentation would not contain any new information, but rather consisted of material presented at previous SAC and public meetings.

A copy of the meeting agenda is attached as Appendix A, while a list of attending SAC members can be found in Appendix B.

**2. SAC Member Briefing**

Antonio Medeiros, Manager – Planning and Design, Waterfront Toronto, presented a summary of the EA work completed to date, covering the following topics and material:

- Scope and goals of the EA from the approved Terms of Reference;
- Case studies, design concepts and public ideas for the Gardiner Expressway East corridor;
- Plans for each of the options;
- Evaluation criteria and lenses (Economics, Transportation & Infrastructure, Urban Design and Environment);
- Detailed evaluation during the Alternative Solutions phase of the EA; and
- Next steps including development of the Boulevard and Hybrid options and additional Goods Movement & Economic Competitiveness studies.

### 3. Facilitated Discussion

The following provides a summary of the key themes and ideas discussed by SAC members on the material presented. A more detailed account of the discussion can be found in Appendix C.

#### **Traffic Modelling and Transportation Network Capacity**

- The current capacity of the Gardiner Expressway, Don Valley Parkway and Lake Shore Boulevard transportation network and opportunities to alleviate congestion were discussed.
- All options (Maintain, Improve, Replace and Remove) assume additional transit in order to meet future land use demands.
- The limitation of summarizing complex transportation analysis into slides such as the travel time table was discussed.

#### **Public Transit & Land Use**

- Assumptions about public transit (existing and planned service routes) used in traffic modelling, projections and the options were discussed in addition to future land use for the 2031 horizon year.

#### **Goods Movement & Economic Competitiveness**

- Additional study on both Goods Movement and Economic Competitiveness will be undertaken to respond to direction from the March 2014 Public Works and Infrastructure Committee.
- The split between commercial and non-commercial vehicles (i.e., percentage of trucks) using the Gardiner East was discussed.
- Ensure a broad understanding of changing market conditions that may affect future truck traffic.

#### **EA Process and Next Steps**

- A probable timeline for construction was discussed, taking into consideration next steps in the study and the City Council approval process.
- The likely level of Council support for the recommended alternative was discussed, with the recognition that there will be a new Mayor and Council after October 27.
- The results of the additional studies requested by the Public Works and Infrastructure Committee (PWIC) will likely be considered by PWIC in the second quarter of 2015. The project team anticipates another SAC meeting in the winter/ spring followed by a public meeting; however specific dates have not yet been identified.

#### **Costs**

- There was a brief discussion about the lower estimated contingency costs for the maintain alternative compared to the estimated costs for the other alternatives, due to the fact that the design and budget for maintaining the expressway are known.

#### **Hybrid Alternative**

- Discussed how the EA team will review and develop the “Hybrid” option which maintains the expressway from Jarvis to Cherry and replaces it east of Cherry.

### 4. Next Steps

Next SAC meeting: To Be Determined.





**Future of the Gardiner East  
EA and Integrated Urban Design Study**

**Stakeholder Advisory Committee (SAC) – Recap for New Members**

Waterfront Toronto, 20 Bay Street, 13<sup>th</sup> Floor, Toronto, Ontario

Thursday, October 9, 2014

9:00 – 10:30 am

**AGENDA**

- 9:00 am      Agenda Review, Opening Remarks and Introductions - David Dilks, Facilitator
- 9:10 am      Gardiner East EA Recap for New Members – Tony Medeiros, Waterfront Toronto
- 9:50 am      Facilitated Discussion – SAC Questions and Feedback
- 10:25 am     Next Steps
- 10:30 am     Adjourn

## Appendix B – List of Attendees

### SAC Meeting #5b List of Attendees

Transport Action Ontario  
Toronto Society of Architects  
South Riverdale Community Health Centre  
Retail Council of Canada  
West Don Lands Committee/Corktown Residents and Business Association  
Toronto Region Board of Trade

## Appendix C – SAC Questions of Clarification, Feedback and Advice

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

**Q. [Referring to Slides 6 and 7, Downtown vs. Through Trips] The data used to model traffic flows is from 2010. Do you have a sense as to how traffic has changed since then?**

**A.** The depicted routes are at capacity during the AM peak hour in 2010. The transportation model forecasts future demand based on land use growth and changes of infrastructure.

**Q. The current capacity would be slightly less than presented due to lanes being taken out of service for construction; this would constrain volume further, correct?**

**A.** Yes, there would be some redistribution of traffic due to the rehabilitation work underway.

**Q. Are the Don Valley Parkway (DVP) and Lake Shore Boulevard also at capacity as well?**

**A.** They can be at capacity or not, depending on the section, direction and time period being considered.

**Q. Are walking and cycling forms of transportation projected to grow?**

**A.** Yes, but the growth in these modes is not as readily apparent based on the scale of the graph.

**Q. Do you have information about the split between commercial and non-commercial vehicles using these routes?**

**A.** We will be doing an additional study on goods movement as part of the EA. However, it really depends on the location in the network, but off-hand, I would estimate truck traffic accounts to be about 0.5 to 2 percent of total traffic. [Subsequent to the meeting, a check of the numbers indicates that truck traffic specifically at the east end of the Gardiner and Lake Shore Boulevard is approximately 4.5% of total traffic on each of the roadways.]

**Q. This analysis is based on projections that were made before the regional expansion of GO transit service was announced, correct?**

**A.** Yes, the project assumes upgrades and improvements to transit service including GO transit.

**C. [Referring to Slide 14, Emerging Neighbourhoods] You highlighted the West Don Lands and Corktown neighbourhoods on the map through the use of colour, but you also need to label them.**

**A.** Yes, you're correct. They are emerging neighborhoods.

**Q. Have you considered the impact of provincial requirements for accessibility (Accessibility for Ontarians with Disabilities Act) in public spaces?**

**A.** Yes we have. At this level of planning, we didn't come across any major issues related to accessibility; this will be considered in more detail during the design stage of the project.

**Q. [Referring to Slide 70, Costs] Can you explain why the Maintain alternative has a contingency of +/- 10% while the other alternatives are +/- 20% in terms of costs?**

**A.** The City has already completed designs and budgeting exercises for infrastructure improvements to maintain the Gardiner Expressway. As such, we have a better idea of what maintaining the Gardiner Expressway East will cost versus the other alternatives.

**Q. Are there any higher level policy pieces that could be used to establish a weighting system for the evaluation criteria (e.g., GHG emissions, provincial plans)?**

**A.** The project Terms of Reference (TOR) speak to those higher level policies (e.g., City of Toronto Official Plan, Central Waterfront Secondary Plan, etc.). It would be a difficult process, regardless of the presence of policy documents, to weight the evaluation criteria without introducing our own biases, among other things. In the end, we decided not to introduce any weighting.

**Q. Will the same consultant be doing the additional study on goods movement for the Remove alternative?**

**A.** A sub-consultant (to Dillon Consulting) with specialized expertise will be working on the goods movement study.

**A.** The study will be a comparative analysis of goods movement between the Boulevard and the other three options which are elevated expressways (Maintain, Improve, and Replace).

**Q. [Referring to the Hybrid Option] What is the purple line east of the DVP?**

**A.** It's a new GO transit line.

**Q. Is the main argument for the Hybrid Alternative about general access to the site or specifically about highway access to the site?**

**A.** The developer is concerned about the right type of access to their site. Their preference would be to improve access from arterial roads and the DVP.

**A.** As a project team, we also have to keep in mind Council's directives for other projects taking place at the same time. There are broader city building objectives being studied and planned (e.g., Port Lands Planning Framework, Don Mouth Re-Naturalization, South of Eastern) to consider while determining the best alignment for the Hybrid option.

**C.** First Gulf is planning for multi-modal transit on their lands. Their objective is to look for the best they can get. The success of their project does not depend on this project.

**Q. Will the slides be available to us to distribute to our networks? What are the next steps?**

**A.** The slides presented this morning are already available on the project website at [www.gardinereast.ca](http://www.gardinereast.ca). We essentially combined three presentations into one. We anticipate another public meeting before we go to Council in the winter/spring, but we don't have a specific date in mind for the meeting at this time.

**Q. Is there a more specific timeline, when more information will be presented to the Public Works and Infrastructure Committee?**

**A.** Roughly the middle of 2015 is the timeline we are working with. We are assembling stakeholders as part of the goods movement and other studies requested by PWIC, but it is taking a little longer than we expected.

**Q. Will construction of the Boulevard alternative take place in the early 2020s?**

**A.** Should Committee and Council endorse this option, it is likely a six year timeline, but there are still a few more steps to go through, including approval and design. Rehabilitation of this portion of the Gardiner Expressway was deferred from its original schedule in order to complete this study. We can't wait much longer than 2020; we need a decision so we don't have to revisit this question again.

**Q. Has Council seen this presentation? Have you received any preliminary feedback from Council?**

**A.** We have not gone to Council as of yet as we were directed by PWIC to complete additional studies. We don't have an accurate idea of Council's position on this project. A new Council will be elected in a few weeks, which makes it harder to guess.

**Q. Will further analysis be conducted on Lake Shore Boulevard, specifically to deal with pinch points caused by turning? Have you considered an underpass for left turns?**

**A.** We are looking at options for optimization. An underpass would not be ideal as it would reintroduce problems which we're trying to remove from the corridor.

**Q. What are the projected demands for transit? I am wondering about the adaptability of the options for transit within the Lake Shore/ Gardiner corridor?**

**A.** We did spend some time discussing transit options in the corridor within the study area. We are also factoring existing transit initiatives into our base assumptions (e.g., Broadview Extension, Relief Line, etc.). There isn't a specific need to add transit, but there are options which are more adaptable than others if there is interest in introducing transit.

**Q. One option precludes transit, can you speak to that?**

**A.** We don't equate it that way; it's not a zero sum calculation. Transit operates on a network basis, there needs to be consideration for connections to the existing network. It may appear feasible, but it's not as simple as adding a line here and there.

**A.** Metrolinx also has plans to run trains on existing lines during off-peak hours. Other initiatives to improve transit are also being prioritized.

**A.** There is no reason why we can't study transit in the corridor in the future.

**Q. If the Boulevard alternative is chosen will there be any studies to provide more exit options on the DVP (traveling southbound) and therefore relief from congestion down the line?**

**A.** We are currently studying that. We have found that there are not a lot of opportunities to add more exits to the DVP as they would impact existing local streets that are already at capacity.

**C. [Referring to Slide 48, Auto Travel Times] It appears the DVP could be causing more problems than the Gardiner Expressway.**

**A.** The origins and destinations were chosen to represent different users, but not necessarily how many users.

**Q. There were a number of people representing the trucking industry at the last SAC meeting in June who expressed some valid concerns. As a downtown resident, I don't see how maintaining the existing infrastructure can be the only viable solution. You need to provide a viable solution for truck traffic if you want to move forward with the Boulevard option.**

**A.** That's a good example of where we need to dive down into the impacts of each alternative so people have a better understanding and can appreciate the impacts and implications.

**C. It is possible that as industry declines, there will be less truck traffic.**

**A.** We need a better understanding of what is happening in the marketplace. The nature of work is changing. We need a better understanding of the impacts of new technologies, just in time delivery, etc. There is a lot happening that we hope to have a better and broader understanding of as a result of doing the additional work on goods movement and economic competitiveness.

**A.** On a more concrete level, as soon as construction started on the western portion of the Gardiner Expressway, the modal split shifted slightly. Metrolinx noted 500 new passengers per day taking GO transit at an early count. Drivers also altered their routes.

**Q. Looking into the future, what is the vision for the City? It appears we're already at capacity in terms of volume in and out of the City. It might be helpful to show people which roads are at already at capacity and that even with solutions, travel times are not necessarily going to get better.**

**A.** We did make that point at the public meetings. The directive from the PWIC was to try to mitigate the increase in travel times.

**C.** I'm not convinced the public understands that the road system is at capacity and trying to reduce travel times is futile.

**A.** We would have tried to optimize travel times when we reached the design phase of the project. The Committee's directive asks us to step into that phase a little earlier and provide a more robust analysis.

**A.** I agree that we need to do a better job of explaining this. There are better ways to communicate that information.



**Future of the Gardiner East  
Stakeholder Advisory Committee  
Meeting 15-6**

**Monday, April 13, 2015 | 6:30 – 8:30 pm  
Metro Hall, 55 John Street, Room 308-309**

**Meeting Summary**

**1. Agenda Review, Opening Remarks and Introduction**

Ms. Liz Nield, CEO of Lura Consulting, began the sixth Stakeholder Advisory Committee (SAC) meeting by welcoming committee members and thanking them for attending the session. She introduced the facilitation team from Lura Consulting and led a round of introductions. Ms. Nield reviewed the meeting agenda and noted that the purpose of the meeting was to present the results of additional work requested by the Public Works and Infrastructure Committee (PWIC), the updated evaluation as well as next steps for the study.

Mr. John Livey, Deputy City Manager, also welcomed the committee members to the meeting and thanked them for their ongoing contributions to the project. In his remarks, Mr. Livey reminded SAC members that the project team was directed by the PWIC to complete additional work as well as study a hybrid option. He emphasized the importance of the SAC in helping the project team better understand community issues and stakeholder perspectives.

A copy of the meeting agenda is attached as Appendix A, while a list of attending SAC members can be found in Appendix B.

**2. SAC Member Briefing**

Chris Glaisek, Waterfront Toronto and Don McKinnon, Dillon Consulting presented a summary of the EA work completed to date, including the additional work directed by PWIC and updated evaluation of alternatives, covering the following topics and material:

- Gardiner East in Context
- Public Works and Infrastructure Committee (PWIC) Direction
- New Work Completed
- Alternatives Evaluation
- Next Steps

### 3. Facilitated Discussion

The following provides a summary of the key themes and ideas discussed by SAC members on the material presented. A more detailed account of the discussion can be found in Appendix C.

#### Presentation

- Include more images/renderings of the alternatives (particularly the hybrid) earlier in the presentation to better illustrate the proposed changes.
- Better illustrate the fact that travel time increases under all options including maintain.
- Explain the assumptions used in traffic modelling (e.g., travel times, mode shift, traffic volume).
- Provide more information about the viability and lifecycle costs of the hybrid alternative.

#### Environmental Assessment Process

- Clarify how the evaluation results are being weighted.
- Provide sufficient information and data to the PWIC and Council to support evidence-based decision-making.

#### Costs and Funding

- Consider reinvesting the money saved through the remove alternative in transit infrastructure.
- Develop a financing strategy for each alternative.

#### Remove Alternative

- A majority of SAC members at the meeting expressed support for the remove alternative, citing the following reasons:
  - Contributes to city building;
  - Reconnects the City to the waterfront;
  - Balances current and future needs;
  - Enhances safety by removing aging infrastructure;
  - Supports the development of new communities; and
  - Presents a cost-effective solution.

#### Hybrid Alternative

- A few SAC members expressed support for the hybrid alternative, citing the following reasons:
  - Maintains local and regional transportation routes; and
  - Encourages creativity in city building.

### 4. Next Steps

Next SAC meeting: To Be Determined.





## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study

### Stakeholder Advisory Committee Meeting #6

Monday, April 13, 2015

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 308/309

### AGENDA

#### ***Meeting Purpose***

Present and discuss:

- Optimizing the Remove (boulevard) alternative
- Evaluation of the Hybrid option

#### **6:30 pm      Agenda Review, Opening Remarks and Introductions**

- Liz Nield, Lura Consulting, Facilitator
- John Livey, City of Toronto
- John Campbell, Waterfront Toronto

#### **6:40 pm      SAC Member Briefing: Project Update and Evaluation Results**

- Chris Glaisek, Waterfront Toronto
- Don McKinnon, Dillon Consulting

#### **7:20 pm      Discussion**

*Public Works and Infrastructure Committee and Toronto City Council will soon consider what to do with the Gardiner East. Thinking about the results of the additional work and updated evaluation...*

- What are the most important considerations in making this decision?
- What other advice do you have on making a decision that involves finding a balance among diverse priorities?

#### **8:25 pm      Summary/Closing**

#### **8:30 pm      Adjourn**

## Appendix B – List of Attendees

### SAC Meeting #6 List of Attendees

Beach Triangle Residents' Association  
Canadian Automobile Association – South Central Ontario  
CodeBlueTO  
Corktown Residents and Business Association  
Don Watershed Regeneration Council  
Gooderham & Worts Neighbourhood Association  
Purolator Courier Ltd.  
Toronto Centre for Transportation  
Toronto Financial District BIA  
Toronto Industry Network / Redpath Sugar  
Toronto Society of Architects  
Toronto Urban Renewal Network  
Transport Action Ontario  
Unionville Ratepayers Association  
Urban Land Institute  
Walk Toronto  
West Don Lands Committee

### List of SAC Members Unable to Attend

Canadian Courier and Logistics Association  
Canadian Urban Institute  
Civic Action  
Cycling Toronto  
Evergreen  
Federation of North Toronto Residents Association and People Plan Toronto  
Film Ontario  
Food and Consumer Products of Canada  
Greyhound  
Heritage Toronto  
Lake Shore Planning Council  
Leslieville BIA  
Ontario Professional Planners Institute - Urban Design Working Group  
Ontario Public Transit Association  
Ontario Trucking Association  
Professional Engineers Ontario - Working Group, East Toronto Chapter  
Retail Council of Canada  
Roger's Centre  
South Riverdale Community Health Centre  
St. Lawrence Neighbourhood Association  
Toronto Association of BIAs  
Toronto Board of Trade  
Toronto Community Foundation  
Toronto Environmental Alliance

## Appendix C – SAC Questions of Clarification, Feedback and Advice

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

**Q. I don't quite understand the hybrid option. Could you explain it again?**

**A.** The hybrid option largely maintains the existing Gardiner Expressway as it is today with the same configuration and number of lanes. The major change is the removal of the Logan Avenue on/off ramps, which would be replaced with a new six-lane at-grade boulevard and the creation of new on/off ramps and a new access road east of Cherry Street in the Keating Channel Precinct.

**C.** It would be helpful to include more visuals at this point in the presentation to better illustrate the proposed changes (e.g., ramp connections) and differences between the alternatives.

**Q. Is there a traffic light at the connection near the mouth of the Don River?**

**A.** This is where the Don Roadway would connect to Lake Shore Boulevard at a signalized intersection. It is an existing signal. Some changes would be made to the intersection to improve its existing function (e.g., adding a left turn lane).

**Q. In the remove alternative can you explain how people will be able to continue westbound on Lake Shore Boulevard?**

**A.** In the remove alternative, you would continue driving westbound on Lake Shore Boulevard by driving around the on/off ramps to the Gardiner Expressway. If your destination is the Gardiner Expressway, you would access it via the ramps approaching Jarvis Street.

**Q. [Referring to Auto Travel Times] Why is there an increase in travel time from E to D (Kipling/Lake Shore to Union Station) in the remove alternative?**

**A.** With this alternative there will be greater attraction to travel across the south end of the City to new developments in the east end (e.g., Port Lands). Some cars may choose to exit earlier, even though their destination is further east.

**C.** The travel time for that scenario is worse in the remove alternative than it is the hybrid alternative.

**A.** We may find under the hybrid alternative, even if the Gardiner remains, that some people will exit the new Cherry Street ramp to the Port Lands. Some people may also choose to exit earlier and use Lake Shore Boulevard as an alternate to the Gardiner Expressway.

**Q. [Referring to Auto Travel Times] It may be helpful to split out where the increase in travel time is coming from in C to D (Victoria Park/Kingston to Union Station). For example two minutes from the removal of the Logan Avenue on/off ramps and three minutes from traveling from the Don River to Jarvis Street.**

**A.** Several factors are being reflected in the model. The removal of the lower ramps is the biggest change with the hybrid alternative; however there are also other changes that contribute to the increase in travel time.

**A.** The increase in travel time is not just from the removal of the Logan Avenue ramps, it's now the fact that you are traveling on an arterial in the remove alternative. The increase in travel time is not isolated to only that section.

**C.** When I look at the chart I see increases in travel time in each of the origin destination pairs under the remove alternative. C to D in particular includes the removal of the Logan Avenue ramps which explains the additional two minutes under the remove alternative.

**A.** The difference between the two alternatives from C to D is the difference in travel time from the Don River to Jarvis Street. The hybrid alternative maintains the option of using the Cherry Street ramps to access the Gardiner Expressway to get to Jarvis Street, while under the remove alternative, vehicles coming from Victoria Park Avenue need to pass through an at-grade boulevard.

**Q. It would be helpful to clarify your assumptions about traffic levels. Are you making assumptions about the proportion of people using different modes of transportation or alternate routes? My feeling is that there has been a cultural change and regardless of which alternative is selected less people will choose to drive downtown.**

**A.** The graph presented earlier illustrates that the increase in downtown commuters has been absorbed primarily by transit. The volume of commuters on the Gardiner Expressway has flat lined; it has been the same for the last 20 years. The expectation is this will not change. There will not be a decrease in the demand for automobile use in Toronto; the limiting factor is available road capacity. For the most part, 95 percent of new commuter demand is going to be accommodated through transit.

**Q. [Referring to Auto Travel Times] Have you done any analysis to determine what travel times would be from each of the origin points to the First Gulf site comparing the hybrid and remove options?**

**A.** The City does not have a formal development application from First Gulf. There is still some uncertainty about the demand to travel to and from the site. The volumes we have assumed are for 25,000 jobs at the First Gulf site.

**Q.** Why then is the hybrid alternative even being considered?

**A.** There is a general understanding about what is being proposed at that site. First Gulf does recognize that the majority of workers would use transit to access the site; automobiles would not be the dominant means of transportation.

**Q. Is the increase in travel time due to decreased levels of service or congestion?**

**A.** Level of service is a description of the resulting outcome of the volume moving through a roadway. The Remove option reflects the removal of some amount of road capacity and the conversion of elevated freeway lanes to an at-grade boulevard. It's a combination of the change in the concept that is slowing traffic down.

**C.** There must be a way to present this information to help people understand that travel times will increase regardless of the alternative.

**A.** Even if we did nothing travel times in the City will increase as a result of growth.

**Q. What is the modal shift projection with respect to cyclists?**

**A.** We have assumed a higher mode split for pedestrians and cyclists. They currently account for 5,900 out of 157,000 commuters during peak hour.

**C.** Perhaps you could provide those at the public meeting.

**Q. Why is there no change in the percentage uptake by cars in those accessing downtown in the base case from 2012 to 2031?**

**A.** The reason is that the roads are at capacity. There may be an increase on other routes, but the Gardiner Expressway is at capacity. It is important to note that these travel times are an average of all the various routes that commuters use between the origin and destination of their trip.

**C. The lenses that I would like to see applied to this decision are city building, cost and sustainability. We also need some perspective on what we're talking about. This is not a transportation study. Given the fact that we're talking about half a billion to maintain the status quo (i.e., the hybrid alternative),**

from my perspective nothing presented suggests that the hybrid can be a better city builder than the remove alternative.

**C. I fully concur with the previous conclusions. From what I understand, the hybrid scheme loops around taking a wider turn to reach down from the Don Valley Parkway (DVP). After that does it touch down on Cherry Street to become a boulevard or is it elevated the entire way?**

**A.** It's elevated the entire way. The original vision for the hybrid alternative was to remove the existing connection from the Gardiner Expressway to the DVP and put it tight against the rail line, however that was not feasible. The alignment we need to follow is essentially the existing alignment of the Gardiner Expressway; it was designed that way for a reason. For the most part, the hybrid alternative maintains the existing DVP/Gardiner infrastructure.

**C.** The Toronto Society of Architects does value the potential of the remove alternative to support city building in that area (e.g., reconnecting the city to the waterfront).

**Q. I also concur with the previous comments. I have some concerns about the presentation and the evaluation of alternatives. The hybrid option interferes with the city building and urban design aspirations of the Keating Channel, West Don Lands and East Bayfront areas. Adding more infrastructure via the Cherry Street ramps is inconsistent with the Michael Van Valkenburg plan to activate the Keating Channel and connect it to the communities being developed around it. There has not been an appropriate articulation of the negative impacts of the hybrid alternative on the urban design work that has been done in the area. None of the benefits of the remove alternative (i.e., removing the infrastructure barrier to the waterfront) are apparent in the hybrid alternative. The presentation doesn't answer those negative impacts.**

**A.** The removal of the eastbound Lake Shore Boulevard lanes would create an opportunity for a public promenade on north side of the Keating Channel. I do appreciate your comments about the impact of new ramps that would create a barrier. There will be an opportunity for a new pedestrian crossing at Munition Street.

**C.** But there would not be an opportunity for cafes along the promenade if the elevated Gardiner Expressway remains. Also, in terms of the longer travel times presented, we're talking about three to five minutes. That should be quantified as a minimal extension of travel time.

**C. I also agree with previous comments. We may be underestimating the way the future is going to be different than the present. The Gardiner Expressway was built to service an industrial area. Sixty years later it has lived out its lifespan. What are the estimates of the lifespan of the hybrid alternative? I can't imagine that the travel patterns and options of the future will be the same as the ones we are planning for. Why saddle our grandchildren with the debt to pay for infrastructure they likely will not use? Spend more time presenting the viability of the hybrid option. A more sensitive evaluation of the different modes of transportation is also needed. Also, public feedback provided at the deputations to PWIC expressed concerns about the quality of development in the East Bayfront. The potential ramps north of the Keating Channel would extend the blight.**

**C. My concern with the hybrid alternative is that it maintains the existing structure that is falling apart. How much can be done to really extend the life of the elevated expressway. I really don't like the idea of the extra ramps; they would become even more of a barrier between the City and the Port Lands. My preference is the remove alternative for safety and aesthetics purposes.**

**C. It's important to consider the regional context of the Gardiner Expressway. It forms a ring road linking up the 400 series highway, which is an asset in the City. I'm having trouble imagining cafes in**

**the remove alternative along a boulevard with four lanes in each direction, especially when you consider Lake Shore Boulevard east of the Don River. It's not welcoming; you don't see too many pedestrians and cyclists. In general, the remove alternative would have a negative impact on the region from a transportation standpoint.**

**Q. We haven't seen a lot of the Jarvis Street connection in the remove alternative. Is it similar to the connection presented in the hybrid alternative?**

**A.** It's a little different because of the conditions on lower Yonge Street. There is a possibility of using Harbour Street. The actual configuration (e.g., corridors, ramps, signals, etc.) would be explored in the design phase of the preferred alternative.

**C.** In a perfect world we would have made different investments in transit that would have enabled more choices from a transportation perspective. It is important not to impact access between the downtown core and the region. There has been some interesting work and award winning work completed in the context of the Gardiner Expressway (e.g., Underpass Park and Fort York Visitors Centre). We need to push ourselves when looking at the hybrid option to think more creatively.

**C. My concern is about the environmental assessment (EA) process and how the results are weighted. The previous phase of the EA presented the results of the evaluation. At the moment it looks as if there is no recommendation of a preferred alternative.**

**A.** The information that will be presented to the public will be in a similar format to what we presented previously. The intent is to present the results of the additional work directed by the PWIC and obtain feedback to inform the recommended alternative. Weighting is an important factor, but it is not a technical exercise.

**C.** My point is that someone is going to do the weighting. I don't want to leave it to Council.

**C. It is important to present strong evidence to support whichever recommendation you make. The biggest objection to the remove alternative will likely come from the transportation sector even though the travel times have improved. I am supportive of the remove alternative. If that is also what you plan to recommend make sure you have the evidence to support it.**

**C. First Gulf lobbied Council with its own proposal which is why the hybrid alternative is being considered. This process has become a waste of time for taxpayers and the City. It is important to consider the results of a study completed by Hemson Consulting which indicates that it is unlikely that this area will evolve into the mixed-use commercial development First Gulf is proposing. It would be unfortunate to maintain the Gardiner Expressway because one developer is proposing to build office towers but may end up building big box stores.**

**Q. You mentioned only a minority of the commuters that use the Gardiner Expressway use it as a through route. The way that information is presented is confusing and should be clarified.**

**A.** What you said is accurate. How important is it to maintain that connection for 20 percent of traffic – that's a big question. I can't answer it alone. It's something we'd like feedback on. There would be a reduction of the 20 percent under the remove alternative as people would opt for other routes. The importance of that link and the number of users needs to be considered.

**Q.** The staff report to the PWIC did include a recommendation for the remove alternative. What I've seen tonight seems to reinforce that recommendation. Has anything about your recommendation changed?

**A.** We will be including the same level of analysis in the report to ensure Council receives good information. We are still looking for feedback to help us with us with the recommendation.

**A.** In a sense we have to look at two time periods in terms of impact – construction and long-term. We need to balance the short-term construction impacts with long-term benefits. All of the alternatives include a period of construction (i.e., delays, lane closures, detours, etc.) which need to be carefully considered.

**C.** Drop the 2012 base case numbers in the chart about travel times (i.e., find a better way to show that travel time increases under all cases including maintain).

**C** I am not impressed with the hybrid alternative which is really the maintain alternative plus the removal of the Logan Avenue on/off ramps. It does not contribute to city building. There is also the fact that it needs to be paid for; the money could be better spent elsewhere. There is a need for a financing strategy.

**C.** I prefer the hybrid alternative because there is less impact on traffic. If the expressway is already at capacity, removing it will displace current traffic onto side streets. The remove option will also slow down traffic on the DVP and lead to more infiltration on side streets.

**C.** Two criteria that need to be considered more are cost and city building. There isn't really a ring road – you can only approach the City from three sides. The origin destination study results indicate the connection is immaterial. People will travel downtown whether the expressway is there or not. Also, consider the money saved through the remove alternative or gained through development should be reinvested in transit.

**C.** I agree with previous points that were made. There is no doubt that the impact on commercial activity is a point of concern. Car traffic is also a problem. By 2031 there is going to have to be something else to reduce the amount of cars that travel downtown (e.g. congestion tax). The legacy we would be losing by going with the hybrid option is incredible.

## Appendix D – Additional Comments from SAC Members

### **West Don Lands Committee:**

As I think you could tell, I was very disappointed in the technical presentation at tonight's SAC meeting. I do not think that in its present form it is suitable for a public meeting that aims at high quality information. In the past, the EA has provided high quality, detailed reporting of the study results and a thoughtful and credible assessment of the alternatives. Tonight's presentation strayed far from that standard.

The explanation of the hybrid option was confusing and incomplete, crucial information such as the approximate location and design of the proposed ramps at Cherry Street and associated service roads was missing, the information comparing the Hybrid option and the Remove option seemed to be very unbalanced, to the detriment of the Remove option. The factors that had led city staff to support to the Remove option as the preferred alternative in the past were not in evidence and not applied in any rigorous way to the Hybrid option. The negative urban design impacts on the Central Waterfront of the Hybrid option were ignored, even though an impetus for the EA in the first place was to look at options for ameliorating effects of the Gardiner between Jarvis and the Don River. (What has happened to that priority?) The significant improvement in the transportation effects of the Remove option were treated as insignificant, as compared to the neutral effect of the Hybrid design. In the end, the impression is left that the EA and the City have abandoned the rigorous work that led to the Remove option being put forward as the preferred option in favour of what is essentially the Do Nothing option, with a tweak that addressed the concerns of First Gulf, but worsens the urban design conditions along the Keating Channel. How can this be explained in light of the evaluation criteria that had been established for the EA up to this point????

I hope I am wrong about the direction that this is going. I hope that what we see on Wednesday night will have a higher level of quality and integrity. I am happy to discuss this in more detail, if that is helpful.

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### **Code Blue TO:**

There was a lot of information packed into the stakeholders meeting on the Gardiner East EA on April 13. As a result there was not enough time for detailed examination of the presentation and its implications.

The presentation:

1. The focus of the presentation is traffic capacity, which largely understates the other significant aims of the EA. Council direction regarding further study of goods movement and economic effects does not change the underlying goals and should not be given more prominence in the presentation. Many people at public meetings will be seeing this information for the first time and need to know more than travel times. The EA is not only comparing the Hybrid and Remove options. All of the options should be listed using the original evaluation



chart. This will help put the Hybrid option in context, a context that would show that it is very similar to the Maintain Option. Comparing the Hybrid to Remove options only in regards to traffic and economic impact is not the goal of the EA.

2. In regards to capacity numbers, what people really want to know is if the change were to happen right now what would the effect on travel times be? 2031 is 16 years off and a very abstract concept for most. There is also no mention of the potential of capacity limiting measures such as limiting truck access during peak hours or congestion road pricing. Some perspective on the significance of peak hour commuters travelling along this route would be useful - an LRT or perhaps SmartTrack implementation would easily carry more passengers than the existing roadways.

3. Most of the material shows the alternatives in a birds eye or map view. This understates the effect that the elevated highway has at ground level. Vague indications about additional ramping in the Hybrid option doesn't begin to describe how that will interact with the waterfront and surrounding potential development.

4. While Net Present Value (NPV) has a place in analysis, it should be listed in the appendix, not the presentation. Actual dollars are what the public and politicians will have to deal with over the coming decades.

Analysis of the options:

The Hybrid option can be summarized as "half the benefits for twice the cost". It may help the First Gulf site but that comes at the expense of the Keating Channel and the waterfront from Jarvis to the Don River.

It is our position that the recommended option should be the best choice for cost, sustainability, and city-building.

We urge your team to re-recommend the Remove/Boulevard option. It carries a significantly lower price tag, will require a lower level of ongoing maintenance, opens up the waterfront to the city, connects the East Bayfront through the Keating Channel, Port Lands, and First Gulf site while adding to the tax base and generating revenues to pay for the project.

The choice comes down to all of these very real benefits for the city versus a few minutes of travel time during rush hour for a very small group of commuters.

## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study Stakeholder Advisory Committee - Meeting 15-7

Tuesday, July 21, 2015 | 6:30 – 8:30 pm  
Metro Hall, 55 John Street, Room 310

### Meeting Summary

#### 1. Agenda Review, Opening Remarks and Introduction

Ms. Liz Nield, CEO, Lura Consulting, began the seventh Stakeholder Advisory Committee (SAC) meeting by welcoming committee members and thanking them for attending the session. She introduced the facilitation team from Lura Consulting and led a round of introductions. Ms. Nield reviewed the meeting agenda and reminded SAC members that on June 11, 2015 Toronto City Council approved the "hybrid" option as the preferred alternative for the Gardiner East Environmental Assessment (EA). She explained that the purpose of the meeting was to present and obtain input on the high-level design alternatives prepared by the EA team.

Mr. John Livey, Deputy City Manager, City of Toronto, also welcomed SAC members to the meeting. In his remarks, Mr. Livey emphasized the importance of the SAC in helping the project team better understand community issues and stakeholder perspectives. He noted that the high-level design alternatives for the preferred alternative are a work in progress and that input from SAC members will help the EA team refine the options in advance of the report to the Public Works and Infrastructure Committee (PWIC) in the Fall.

Chris Glaisek, Vice President, Waterfront Toronto, also addressed the SAC committee and thanked them for attending the meeting. Mr. Glaisek noted that the project team is focusing on developing a preferred alignment for the hybrid option at Council's direction. As part of the process, the EA team will be drawing on information from technical studies and feedback from stakeholders and the community, as well as exploring public realm and urban design opportunities.

The meeting agenda is attached as Appendix A, while a list of attending SAC members can be found in Appendix B.

#### 2. SAC Member Briefing

Don McKinnon, Project Manager, Dillon Consulting, presented a summary of the work completed to date in the current EA phase and an overview of the high-level design alternatives of the hybrid option, covering the following topics:

- June City Council decision
- Purpose of the meeting
- Design constraints and considerations
- Alternative design options
- Public realm opportunities
- Discussion

### 3. Facilitated Discussion

The following provides a summary of the recurring themes and ideas discussed by SAC members on the material presented. More detailed accounts of the discussion can be found in Appendix C (Q & A) and Appendix D (notes from breakout sessions on alternative designs). Appendix E includes written comments from SAC members following the meeting.

#### General Comments

- Consider integrating elements of the “Viaduct” and updated First Gulf design options in the high-level design alternatives prepared by the EA team (i.e., alignment close to the rail corridor, ramp locations).
- Consider a two-lane expressway in each direction without any ramps or connections east of Jarvis Street.
- Lower the height of the Gardiner Expressway, if the rail spur will be removed.
- Evaluate the high-level design alternatives of the hybrid option utilizing the criteria used in earlier phases of the EA.
- Ensure re-development opportunities in the Port Lands are not negatively impacted.
- Study examples from other jurisdictions (e.g., Paris and Ohio).
- Integrate urban design and public realm improvements in the design alternatives (e.g., bridge with architectural significance).

#### Option 1: Council-Reviewed Hybrid

- Consider the negative impacts of locating the on/off ramps at Cherry Street (e.g., attract traffic, affect the surrounding road network, decrease the value of private and public land).
- Consider the quality and quantity of developable sites; this option decreases opportunities for re-development.
- Consider a no-ramp option.
- Consider opportunities for public realm improvements (e.g., playground under the expressway).

#### Option 1A: Revised Hybrid with Realigned Ramps

- Consider the physical and psychological impacts of the proposed on/off ramps on opportunities for re-development, access to the waterfront and local viewsheds.
- Consider opportunities for programming, commercial and architectural design to animate the public realm surrounding the elevated expressway.

#### Option 1B: Revised Hybrid with Westbound On-Ramp Only

- Clarify the rationale for adding the on-ramp; it would negatively impact circulation at the Jarvis Street off-ramp and on Cherry Street, decrease opportunities for re-development and make Villiers Island less desirable.
- Consider including an off-ramp east of the Don Roadway.
- Consider public realm improvements on the water’s edge (e.g., waterfall).
- There was varying opinion regarding access to the water’s edge associated with this option
- Consider the impact of this option on Queens Quay (e.g., alignment and importance in the local street network).

**Option 2: Realigned Hybrid with 70km/h Link**

- Strongly support the movement of infrastructure away from the Keating Channel, increasing development and public realm opportunities.
- Consider moving the on/off ramps east of Cherry Street or revise the option to remove the on/off ramps.

**Option 3: Realigned Hybrid with 60km/h Link**

- Identified as the "superior" hybrid option.
- Strongly support the movement of infrastructure away from the Keating Channel in this option, increasing opportunities for re-development and public realm improvements.
- Consider relocating the on/off ramps within the lanes of the Gardiner Expressway.
- Consider the trade-offs of stacking Lake Shore Boulevard beneath the Gardiner Expressway (e.g., noise pollution, efficient use of land, etc.).

**Option 4: Rail Flyover with 80km/h Link**

- Move the Gardiner Expressway and Lake Shore Boulevard north, closer to the rail corridor.
- Lower the design speed of the Gardiner/DVP connection to bring it closer to the rail corridor.
- Maintain different alignments for Lake Shore Boulevard and the Gardiner Expressway (i.e., do not stack them).
- Consider the visual and physical impact of the height of the elevated expressway to accommodate the rail corridor.
- Consider removing both the on/off ramps from the design and rely on the Jarvis Street ramps to accommodate traffic volumes.
- Consider merging the re-developed Gardiner Expressway with the existing structure west of Cherry Street.

**4. Next Steps**

Next SAC meeting: September 2015



## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study

### Stakeholder Advisory Committee Meeting #7

Tuesday, July 21, 2015

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 310

### AGENDA

#### *Meeting Purpose*

- On Thursday, June 11, 2015 Toronto City Council approved the "hybrid" option as the preferred alternative for the Gardiner East Environmental Assessment. The project team has developed high-level design alternatives. SAC members will be given an opportunity to review and provide comments on each of the design alternatives as well as on public realm opportunities in a workshop format.

**6:30 pm**      **Agenda Review, Opening Remarks and Introductions**

- Liz Nield, Lura Consulting, Facilitator
- John Livey, City of Toronto
- Chris Glaisek, Waterfront Toronto

**6:40 pm**      **SAC Member Briefing: Project Update and Next Steps**

- Don McKinnon, Dillon Consulting

**7:00 pm**      **Discussion**

Thinking about the following components: 1) alignment of infrastructure elements; 2) development opportunities; and 3) public realm, please review each of the initial design alternatives and discuss:

- What do you like about the initial design?
- What, if anything, concerns you, why?
- What refinements, if any, would you like to see explored?
- Constructability and cost considerations

**8:00 pm**      **Report Back**

**8:25 pm**      **Summary/Closing**

**8:30 pm**      **Adjourn**

## Appendix B – List of Attendees

### SAC Meeting #7 List of Attendees

Beach Triangle Residents' Association  
Gooderham & Worts Neighbourhood Association  
St. Lawrence Neighbourhood Association  
Federation of North Toronto Residents Association / People Plan Toronto  
Unionville Ratepayers Association  
West Don Lands Committee  
South Riverdale Community Health Centre  
Transport Action Toronto  
Toronto Urban Renewal Network  
Urban Land Institute  
CodeBlueTO  
Civic Action  
Toronto District Financial BIA  
Corktown Resident & Business Association  
Toronto Industry Network

#### Invited Guests:

Councillor McConnell's Office  
Toronto Region Conservation (TRCA)  
Castlepoint Numa  
First Gulf

## Appendix C – Questions and Answers

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

**Q. Could you please clarify the relationship between the work conducted as part of the environmental assessment (EA) process and the work directed by City Council?**

**A.** The high-level design alternatives for the hybrid option are part of the EA process. It is the step in the EA when we refine the design of the preferred alternative before submission to the Ministry of the Environment and Climate Change (MOECC). We will likely adopt a two-step approach in terms of reporting to PWIC and City Council to allow for more consultation before submitting the report to the MOECC.

**Q.** Will any new designs be evaluated against the same criteria matrix used earlier in the EA process?

**A.** Yes, we intend to use those criteria as the basis for evaluation in this phase of the EA.

**Q. [Referring to Option 1B] Is there potential for a shorter eastbound ramp than what is currently there?**

**A.** Yes, and that is the kind of feedback we are looking for in the breakout sessions.

**Q. [Referring to Option 2] There are only two lanes for each travel direction – how will this affect traffic?**

**A.** It's the same as today.

**Q. The Gardiner Expressway and Lake Shore Boulevard are mostly parallel to each other. Where do they branch off?**

**A.** They branch off at Munition Street.

**Q. For Options 2, 3, and 4 what is the timeline for demolition and construction?**

**A.** We have not prepared construction phasing at this point in the process, but it is something that we will be working on in the months ahead.

**Q. Have you considered expanding the Don Roadway where it connects with the Don Valley Parkway (DVP) in any of these options? The signalized intersection can be a pinch point at times and may worsen as development plans south of the Keating Channel are implemented.**

**A.** It's certainly something that we can explore as we refine the design alternatives, potentially by adding more lanes.

**Q. The perceived blight of the elevated structure could be addressed by raising the rail spur and lowering the Gardiner Expressway alongside Lake Shore Boulevard. Is this feasible?**

**A.** In theory it is possible, but that is an idea that can be further discussed during the breakout sessions. Also, the long-term future of the rail spur is unknown at this time – it may not be needed.

**Q. Why has there been no information presented about the tunnel option discussed by Council?**

**A.** The tunnel option was screened out early in the EA process as part of determining the Replace option. The reasons for doing so are documented in the 2014 report to Council.

**C. A fifth criterion should be added to the study to ensure that future development proposals, particularly in the East Bayfront community, consider the impact of urban design and development constraints (i.e., do not build a wall of condos).**

**Q. Is there a real estate development component to this study?**

**A.** Yes, absolutely it is part of evaluating the economic benefits component of the EA work.

**Q. [Referring to the “viaduct” option] Could you explain the cross-section?**

**A.** The cross-section depicts the viaduct option fitting within the columns and below the elevated Gardiner Expressway to provide a sense of scale.

**Q. Will you be taking into consideration the impact of the conditions on the north side of the Keating Channel (i.e., the expressway alignment) on the south side of the Keating Channel/Villiers Island?**

**A.** Yes, definitely.

**C. There are certain elements of the options that were not discussed in the breakout sessions that could be incorporated as the design alternatives are refined. For example, the viaduct option has some interesting features (e.g., bringing the alignment closer to the rail corridor). The way the ramps are considered in the updated First Gulf proposal was also very interesting.**

**C. If you are a looking for a politically viable option that would appeal to Councillors in both downtown and Scarborough ridings, consider a two-lane expressway in each direction without any ramps or connections east of Jarvis Street.**

**C. The opportunity to lower the height of the Gardiner Expressway, if the rail spur will be removed, would be welcomed.**

**A.** Yes, the expressway does not need to be as high as it is today if there is no railway to accommodate.

**Q. How far west will the public realm improvements be considered?**

**A.** Public realm improvements will be considered up to Jarvis Street – we are still working within the scope of the EA.

**C. Is it possible for you to circulate the materials from tonight’s meeting so we can share them with our respective organizations?**

**A.** We are still early in the design process. We will be in a better position to release materials in September when they are packaged with the report to PWIC.

**Q. When you report to PWIC, will you be including an evaluation of the options in relation to the study goals and criteria?**

**A.** We could do a high level evaluation using the criteria from earlier phases of the EA, but we need to refine the criteria for this phase of EA. The intent is to present the trade-offs of each design alternative to ensure committee members understand the key differences between them.

**Q. You mentioned the criteria will be adjusted, can you explain this further?**

**A.** The criteria that were used in the evaluation of alternatives will be used as a starting point to develop the criteria to assess the hybrid options.



**Q. Is the report to PWIC in September for informational purposes or to receive further direction?**

**A.** At this point, the report is intended for their information and input, we are not asking for a recommendation. We will also be reporting on other elements directed by Council (e.g., tunnel option, road pricing, etc.).

**Q. Why will the design alternatives presented this evening be subject to different criteria than what was used earlier in the EA process?**

**A.** We are at a working at a different level of detail in this step of the EA, compared to earlier phases of the EA. The criteria that we will use to evaluate the hybrid options will be at least as detailed (or even more detailed) than the criteria used to evaluate the alternative options.

**Q. Is it possible to do a side-by-side comparison using the existing criteria?**

**A.** Not exactly, as the criteria will change due to the limited variation among the hybrid options. For instance, most of the variation in the options presented this evening is east of Cherry Street, whereas there was considerable variation in the alignments of the alternatives considered in previous phases of the EA.

**Q. Will fewer options be presented to PWIC than the four or five presented this evening?**

**A.** Not necessarily, we haven't heard anything to suggest that.

## Appendix D – Notes from Facilitated Breakouts

### Option 1: Council Reviewed Hybrid

- The location of the on/off ramps at Cherry Street will attract traffic, affect the surrounding road network and negatively impact public and private lands in the precinct.
- Look at the quality and quantity of development; this option has less desirable sites for re-development / decreases opportunities for re-development
- Consider a no-ramp option.
- Consider the impact of tall buildings north of Lake Shore Boulevard on sites to the north.
- Consider the impact of putting a playground under the expressway.
- There is no improvement to the East Bayfront community.
- Clarify how residents will be able to access the new street connection to the Unilever site.
- Lake Shore Boulevard is two-sided for only two blocks.

### Option 1A: Revised Hybrid with Realigned Ramps

- The location of the ramps impacts re-development opportunities (e.g., parcels trapped between the ramps).
- The elevated expressway and on/off ramps create a barrier to the waters' edge and affect opportunities to animate it.
- Consider programming, commercial and architectural design (e.g., lighting) opportunities as part of the EA along the edge of the Keating Channel.
- The elevated expressway and on/off ramps will have a negative visual impact on Villiers Island.
- This option removes pressure on Jarvis Street over Option 1A.
- Consider impacts to landowners (i.e., constructability and implementation).
- Consider the area west of Cherry Street in the design alternative.
- Include infrastructure for events when building it.
- A benefit is no overhead structure above Lake Shore Boulevard.
- The new street/intersection that is part of the Unilever site is not ideal.
- This option is similar to the original hybrid.

### Option 1B: Revised Hybrid with Westbound On-Ramp Only

- This option would worsen conditions at the Jarvis Street off-ramp.
- Consider including an off-ramp east of the Don Roadway.
- Consider an artistic or architectural design feature at the water's edge (e.g., waterfall).
- Retaining a ramp connection has a negative impact on the water's edge.
- This option increases access to the water's edge, consistent with Lower Don Lands Master Plan.
- Clarify the rationale for adding the on/off ramps.
- This option impacts Lake Shore Boulevard and future re-development opportunities.
- This option will incur a negative impact on Cherry Street and make Villiers Island less desirable.
- This option is better than the original Council approved hybrid, but still negatively impacts the surrounding area.
- Queens Quay will become a much more important main street.
- Queens Quay should have a stronger prominence.
- Queens Quay doesn't have to dip down in this option.

**Option 2: Realigned Hybrid with 70km/h Link**

- SAC members liked this Option more than Option 1 but less than Option 3 as it moves infrastructure away from the Keating Channel, increasing development and public realm opportunities.
- SAC members expressed concerns about the on/off ramps; some suggested the ramps should be moved further east away from Cherry Street which is the gateway to the Port Lands, while others suggested looking at this option without any on/off ramps.
- Concerns were also expressed that the ramps in this option will bring more traffic to the Keating Channel area.

**Option 3: Realigned Hybrid with 60km/h Link**

- SAC members repeatedly identified Option 3 as the "superior" Hybrid option as it moves infrastructure away from the Keating Channel creating the greatest amount of developable land while preserving access to the water's edge.
- There was a request to move the on/off ramps inside the Gardiner Expressway lanes, rather than outside them.
- There was varying opinion whether Lake Shore Boulevard should be located beneath or adjacent to the new expressway east of Cherry Street; noise pollution was cited as more of a problem when the roads are stacked on top of one another even though this alignment consumes less land. Implementing a lower design speed was suggested to reduce the effect of noise pollution.
- SAC members expressed concerns about how drivers will adjust to the lower ramp speeds; they recommended slowing down traffic well before the ramps to allow for safe transition to/from the DVP.
- There is a desire to consolidate and move all infrastructure as far north as possible to free up and animate the water's edge.
- SAC members suggested undertaking an economic cost-benefit analysis for this option, along with land value and value uplift calculations, to determine whether the extra capital costs are worthwhile.
- Some SAC members questioned why this slow design speed is being examined when the Remove alternative was not considered viable for the same reason.

**Option 4: Rail Flyover with 80km/h Link**

- SAC members suggested moving the Gardiner Expressway and Lake Shore Boulevard north, closer to the rail corridor, similar to the independent scheme put forward by the Bedford/Millward/DTAH group.
- SAC members noted that the elevation of the Gardiner Expressway/DVP connection over the railway corridor will have a significant visual and physical impact on the surrounding area, particularly on Corktown Common Park.
- Feedback suggested lowering the design speed of the Gardiner/DVP connection to 60 or 70 km/h.
- Consider removing both the on/off ramps from the design and rely on the Jarvis Street ramps to accommodate traffic volumes.
- Comments noted that Lake Shore Boulevard is better when moved out from under the Gardiner Expressway.
- SAC members advised against merging the redeveloped Gardiner Expressway with the existing structure right at Cherry Street.

- SAC members expressed concerns that the new on/off ramps west of Cherry Street will cause traffic congestion as currently experienced at the Jarvis Street/Lake Shore Boulevard on/off ramps.
- Feedback indicated that the alternative requires heavy infrastructure for a potentially high cost without much benefit.
- SAC members feel there are good parcels for development along the Keating Channel.
- Comments indicate that the design of the on/off ramps in this Option is better than the design in the original Hybrid Option.
- Feedback suggested locating the on/off ramps on the inside of the Gardiner rather than the outside.
- The westbound on-ramp could use the space south of the rail corridor for a cloverleaf ramp design.
- Some SAC members commented that this is the best option but also the most expensive and complex.
- Make the new elevated Gardiner Expressway an iconic piece of infrastructure.

**Other comments:**

- Ensure that any option selected considers overall impact on potential Villiers Island and Port Lands uses.
- Study examples from other jurisdictions (e.g., Parisian highways are now being converted to pedestrian promenades, Cleveland Ohio Highway I90 Lakeshore Expressway which features an L turn managed by lights and rumble strips).
- Create a signature architecturally pleasing bridge similar to the Prince Edward Viaduct to mitigate the effects of the infrastructure.
- Widening the rail bridge would reduce the costs of flyover options and could improve flood conveyance.

## Appendix E – Additional Written Comments from SAC Members

### Gooderham & Worts Neighbourhood Association

- A point I tried to make during the table discussions but which didn't get into the reports is that the context for on and off ramps needs some thought. They don't exist in empty space but have an effect on surrounding streets. It wouldn't be acceptable to have them directing traffic through fine-grained local neighbourhoods.
- Could future reports and presentations include estimates of traffic levels over 24 hours as well as during rush hours? It would be valuable for people to know how many vehicles and/or people would be the beneficiaries of whatever the various options would cost.
- Again, please do not leave East Bay Front, i.e. west of Cherry Street, out of consideration. The continued presence of the expressway risks encouraging the sort of development that everyone hates farther west.
- It would be useful to SAC members to receive the report of the meeting ASAP, while the details of the presentations are reasonably fresh in our minds. As well, any material that can be posted for circulation to members of the associations we represent would be very valuable.

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### Unionville Ratepayers Association

At the Stakeholder Advisory Committee meeting on Tuesday, July 21, there was a lot of interest in tightening up the curve between the DVP and the Gardiner – to open up more developable land to the south. The down side is the reduced speed limit on the curve (50 kph posted, 60 kph design), which will require deceleration zone, rumble strips and signs.

As an FYI – there definitely are precedents across the GTHA for even lower speeds connecting two expressways. For example, from the 407 to the 404, at least two of the connectors have 30 kph limits, with no rumble strips. I'm sure other such cases exist. So don't be afraid to push the speed envelope downward on the connector!

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### CodeBlueTO

It is important that the EA continues to search for solutions that will best satisfy the stated goals of the process:

1. Revitalize the Waterfront
2. Reconnect the City with the Lake
3. Balance Modes of Travel
4. Achieve Sustainability
5. Create Value

Transportation engineering decisions must be informed by these goals. If these criteria become subservient to the engineering the EA runs the risk of becoming irrelevant and will not have fulfilled its mandate.

All alternatives developed through the EA process must go through the same rigorous review and be compared to the same criteria. The results of this analysis should be clearly presented in every report cycle.

In light of Council direction to examine options for an elevated ramp connection between the Gardiner East and the Don Valley Parkway we would like to emphasize some principles derived from the EA goals. The recommended alternative should:

1. Create a viable Keating Precinct with well-portioned building blocks, access to the Keating channel, and a strong relationship to the Don River mouth.
2. Include a viable Keating Channel north-side promenade.
3. Reinforce Cherry St. as the principal multi-modal transportation entryway into the Port Lands.
4. Improve the trail/open space connections to the Don Greenway (north/south) and Lake Shore Pathway (east/west).
5. Complement the restored Don River Mouth configurations.
6. Improve north-south connections through the study area creating safe, attractive, complete and integrated streets for all modal users.
7. Improve the quality of East Bayfront development sites.
8. Treat the roads in the study area as a network when discussing the movement of vehicles, transit, bicycles, and pedestrians.
9. Include project costing that is comprehensive in the analysis of the economic benefit in the study area and adjacent Villiers Island. This analysis should be based on the commercial value of developing the land, potential tax revenues, and jobs created/supported. The direct and indirect revenues for the City as a result of any proposed solution should be included in the present value analysis.

SAC #7 was largely spent reviewing notional concepts for elevated ramp connections between the Gardiner East and the Don Valley Parkway and how they affected developable land in the Keating Precinct. Our concerns related to all of the concepts:

1. The need for additional ramps to connect the Gardiner East with Lakeshore Blvd. has not been demonstrated.
  - The identified peak hour vehicle count westbound on the Gardiner east is 4500. If the Logan ramps are removed, this would be reduced to 2,700. The westbound peak hour traffic on Lakeshore Blvd. is 700. This would increase to 2500 if the Logan ramps are removed. Even if Lakeshore were reduced to two through lanes in the study area it would have plenty of capacity to handle this vehicle load. It was previously reported that 21% of vehicles entering the study area from the north and east travel beyond downtown. Using this statistic, 378 of the additional 1800 travelling westbound on Lakeshore Blvd. would be using the first available ramp onto the Gardiner. In conjunction with the intersection improvements previously noted, the westbound ramp at Jarvis St. should be capable of handling this load without constructing ramps at Cherry St.
2. The role of Lakeshore Blvd. has not been reassessed.
  - If Lakeshore Blvd. is designed primarily as a vehicle conveyance instead of a complete street with viable development on both the north and south sides its design parameters will have to be adjusted. The EA has thus far identified that a total of four lanes in each direction on the combined Gardiner East/Lakeshore Blvd. is sufficient to carry vehicular

traffic at peak hour. If the elevated ramp connection is kept, this would indicate that two through lanes on Lakeshore Blvd. is sufficient.

- If Lakeshore Blvd. is treated as a “collector” for the Gardiner East, its alignment will need to be reconsidered.
  - Queen’s Quay may have to be designed as the main or high street of the East Bayfront and Keating Precincts.
3. None of the options presented contemplates improvement to conditions in the study area to the west of Cherry St. This leaves half of the EA study area with an unfulfilled mandate.
  4. Consolidating all intensive arterial road infrastructure as far north as possible along the railway corridor will yield an option that will more closely meet the goals of the EA.
  5. The role of Cherry St. as a welcoming multi-modal gateway the Port Lands is very important and has not been considered.

None of the alternatives presented adequately addresses the goals of the EA. Particular concerns include:

1. The impact of options 1 a/b/c on the Keating Channel Precinct, the north side of Villiers Island, and Cherry St. is overwhelmingly negative and does not fulfill any of the evaluation criteria.
2. Given the significance of Cherry St. and the Lakeshore/Cherry intersection as a Gateway to the Port Lands and the principal connector to the city core, placing ramps at Cherry St. impairs the quality of that connection by adding infrastructure is not consistent with the goals of the EA nor does it support the goal of extending the City into the Port Lands.
3. The impact of the “Flyover” option 4 on views from Corktown Common needs to be assessed.

We suggest that further study and refinement of the alternatives is needed. Specifically:

1. All alternatives should be presented with a option that removes all Cherry St. ramps.
2. All alternatives must address the study area between Jarvis and Cherry St.
3. Alternative 3 should be designed with the lowest possible connecting ramp speed to minimize its footprint and impact on the vicinity.
4. “Flyover” alternative 4 should contemplate going over the storm water treatment plant. It should also have an additional option at the lowest possible connecting ramp speed to minimize its footprint and impact on the vicinity.
5. The Viaduct and First Gulf proposals should be seriously considered and measured in the same evaluation matrix as the staff generated alternatives.
6. Analysis of travel times should not be limited to vehicles but include transit passengers, bicycles, and pedestrians expected to be travelling through the study area. Projections should be based on realistic expectations of future traffic levels and modal splits not on the pattern of late 20th century habits.

## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study Stakeholder Advisory Committee - Meeting 15-8

Tuesday, September 1, 2015 | 6:30 – 8:30 pm  
Metro Hall, 55 John Street, Room 308/309

### Meeting Summary

#### 1. Agenda Review, Opening Remarks and Introduction

Mr. David Dilks, President, Lura Consulting, began the eighth Stakeholder Advisory Committee (SAC) meeting by welcoming committee members and thanking them for attending the session. He introduced the facilitation team from Lura Consulting and led a round of introductions. Mr. Dilks reviewed the meeting agenda and explained that the purpose of the meeting was to present the alternative design concepts for the hybrid option as well as to obtain SAC input on the results of the initial screening process and proposed approach to the alternative design evaluation. He added that these SAC meeting summaries are circulated to members for comment, prior to posting the final versions on the project website.

Mr. John Livey, Deputy City Manager, City of Toronto, outlined the next steps in the EA study process which include interim progress report to the Public Works and Infrastructure Committee in mid-September, followed by a round of stakeholder and public consultations in October and November. He noted that in the meantime, the project team will be working on the evaluation of the alternative designs as well as the public realm concepts. The project team expects to submit a final report to Council in early 2016.

John Campbell, President, Waterfront Toronto, noted that the project team has been working on the alternative design concepts, focusing on the segment between Cherry Street and Don Roadway. Mr. Campbell conveyed the project team's appreciation of the feedback and comments provided by SAC members, particularly as the EA approaches completion.

The meeting agenda is attached as Appendix A, while a list of attending SAC members can be found in Appendix B.

#### 2. SAC Member Briefing

Don McKinnon, Project Manager, Dillon Consulting, presented a summary of the work completed in the current phase of the EA as well as an overview of the alternative design concepts for the hybrid option, covering the following topics:

- What we heard at SAC #7
- Initial screening process and outcomes
- Alternative design concepts
- Process for selecting alternative evaluation criteria
- Process/Next Steps



### 3. Facilitated Discussion

The following provides a summary of the recurring themes and ideas discussed by SAC members on the material presented. More detailed accounts of the discussion can be found in Appendix C (Q & A).

#### Alternative Hybrid Concepts

- Highlight the distinguishable features or unique benefits of each alternative concept; they appear to be very similar.
- Clarify whether Lake Shore Boulevard will function as a high-end urban boulevard with public realm features or as a roadway primarily for vehicles.
- Expand the discussion on alignment of the hybrid to focus on how it fits within a system of roads that will service the area (including Lake Shore Boulevard).
- Limit the amount of overhead infrastructure above Cherry Street.
- Ensure that the alignment of the elevated expressway maximizes the quantity of developable land along the Keating Channel.
- Downplay the discussion on speed and travel time associated with each concept and focus the conversation on other important topics such as public realm improvements.
- Consider modelling a no- or one-ramp option and include this among the options presented to Council.
- Locate ramps away from the southern edge of the Gardiner Expressway as much as possible to support high-quality development north of the Keating Channel.

#### Evaluation Criteria

- Include criteria that consider the lost potential for high-quality development north of Queens Quay and along East Bayfront (i.e., development that would have occurred if Council's decision had been to remove the elevated expressway).
- Ensure criteria evaluating safety include the safety of all road users, including cyclists and pedestrians.
- Ensure the evaluation criteria consider a fulsome range of topics beyond travel time and speed.
- Other criteria suggested by participants include:
  - Quality and quantity of developable land;
  - Long-term flexibility (e.g., de-constructability, modular development);
  - Sustainability (e.g., ability to adapt to change);
  - Resilience to extreme weather considerations (e.g., flooding);
  - Future access to the Port Lands; and
  - Quality of life/liveability for residents near the expressway (e.g., travel/walk time for pedestrians, noise levels, vibrations).
- Ensure coordination and consistency between the different EAs focused on revitalizing the waterfront in terms of evaluation criteria.

#### Public Realm Improvements

- Prioritize public realm improvements for the area between Jarvis and Cherry in the concept plans.
- Provide examples of the public realm improvements that are feasible between Jarvis and Cherry.
- Make sure public realm improvements are a prominent part of future presentations.

## **Costs**

- Clarify the cost differences of the alternative concepts.
- Consider presenting a broader concept of costs beyond the straight financial cost of each alternative (e.g., reflective of economic, social and environmental factors).
- Ensure cost estimates fully reflect the public realm benefits/costs of the hybrid alternative.
- Reflect the cost of renewing the Martin Goodman Trail in cost estimates of each concept.

## **4. Next Steps**

Next SAC meeting: October 2015

Post Meeting Update: An additional SAC meeting has been added to the project schedule and will take place in October 2015, preceding the SAC meeting planned for November 2015.



## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study

### Stakeholder Advisory Committee Meeting #8

Tuesday, September 1, 2015

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 308/309

### REVISED AGENDA

#### **Meeting Purpose**

- Present and discuss the alternative design concepts for the hybrid option, the screening process and outcomes, and proposed approach to the design alternative evaluation.

#### **6:30 pm      Agenda Review, Opening Remarks and Introductions**

- David Dilks, Lura Consulting, Facilitator

#### **6:40 pm      SAC Member Briefing: Project Update and Next Steps**

- Don McKinnon, Dillon Consulting

Presentation to include:

- What we heard at SAC Meeting #7
- Alternative design concepts
- Initial screening process and outcomes
- Draft design alternative evaluation
- Process and next steps

#### **7:00 pm      Facilitated Discussion**

1. Thinking about the initial screening of the alternative design concepts and screening outcomes:
  - What do you like?
  - What, if anything concerns you? Why?
  - What refinements, if any, would you like to see explored?
2. Thinking about the alternative designs and the proposed approach for their evaluation:
  - What evaluation criteria are important to you and should be considered?
  - What other advice do you have for the project team on the evaluation of alternative designs?

#### **8:25 pm      Summary/Closing**

#### **8:30 pm      Adjourn**

## Appendix B – List of Attendees

### SAC Meeting #8 List of Attendees

Beach Triangle Residents' Association  
Canadian Courier and Logistics Association  
Civic Action  
CodeBlueTO  
Cycling Toronto  
Gooderham & Worts Neighbourhood Association (GWNA)  
Heritage Toronto  
St. Lawrence Neighbourhood Association  
Toronto Financial District BIA  
Toronto Urban Renewal Network  
Transport Action Ontario  
Unionville Ratepayers Association  
Walk Toronto  
West Don Lands Committee

Invited Guests:

Mayor's Office  
Deputy Mayor PamMcConnell's Office  
Castlepoint Numa

## Appendix C – Facilitated Discussion

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

**Q. Are the kilometres per hour (km/h) associated with each concept the design or posted speeds?**

**A.** They refer to the design speed; the posted speed would be about 10 km/h less.

**C.** The proposed concepts do not appear to include public realm improvements west of Cherry Street, along the East Bayfront, other than aesthetic improvement to the Jarvis St. underpass. I am concerned about the impact to current and future residents. The evaluation criteria should consider the possibility of new development north of Queens Quay and along East Bayfront without the highway. The Remove alternative did propose significant improvements west of Cherry Street; it is necessary to evaluate what has been lost by not being able to make those improvements. My understanding is that this is a continuation of the EA process, which means the area west of Cherry Street is within the scope of the study area and should be considered more thoughtfully in the concepts.

**A.** In terms of the area west of Cherry Street, the intent is to look at public realm improvements (e.g., streetscaping) under the EA. We are not anticipating any major infrastructure improvements that would require further EA approval. There certainly is a commitment to look at public realm improvements in that particular area.

**Q. Will the evaluation criteria include the benefits of potential development?**

**A.** Any improvements proposed within the corridor and how they would complement development will be looked at.

**Q. Does the streetscape experience include the experience of crossing Lake Shore Boulevard?**

**A.** Yes it does.

**Q. During the presentation, the criteria for safety focused mainly on the elevated expressway users. Can you speak to safety in terms of active transportation around the expressway? For example, the areas around the expressway on/off ramps tend to have more aggressive drivers, which is another issue of road safety. Also, are maintenance costs assumed to be the same for all of the concepts or will they vary?**

**A.** Any potential variation in the alternative designs in terms of cyclist and pedestrian safety will be examined. In terms of costs, there is certainly potential for some variation.

**Q. When can we expect to see how the public realm in the area between Jarvis and Cherry Streets will be treated?**

**A.** That will likely be November, possibly late October. Six slides depicting public realm improvements east of Jarvis Street were presented at the last SAC meeting. We will discuss public realm strategies and recommendations at the October SAC meeting, and in greater detail at the November meeting

**Q. Is there a reason the timing is in November (e.g., PIC #5 meeting)?**

**A.** It is based on the cycle of SAC and PIC meetings.

**C.** If you are presenting this material to the Public Works and Infrastructure Committee (PWIC) in September, consider including content about public realm improvements between Jarvis and Cherry Streets.

**Q.** The three concepts, which are all very similar, meet the EA requirements for cars, but not other users. There was no mention of no or less ramps in any of the concepts. Perhaps it would make sense

**to present more of a compromise (i.e., a concept with one or no ramps) to Council, given the varying support of Councillors.**

**A.** One of the concepts we looked at involved one ramp but we heard concerns about traffic problems with only one ramp. A no-ramp option would lead to significant traffic issues.

**C.** I would like to see a no- or one-ramp concept modelled. If it was presented as an option, Council would at least have the opportunity to say they are not interested in looking at that kind of compromise.

**Q. At the last SAC meeting, a proposal prepared by an external team featuring a viaduct option was presented. Is that proposal reflected in the options presented this evening?**

**A.** There were a few options proposed by external teams, including the viaduct option. Most of them are similar to the alternative solutions that were examined earlier in the EA study process. There are aspects of these options that we are trying to accommodate within the hybrid options.

**C.** I am concerned that instead of looking at a fulsome range of EA criteria there is more of a focus on the vehicle user experience of the elevated ramp. The criteria should not focus only on travel-related issues (e.g., time or speed) as each hybrid option has different spinoff benefits. As a second point, the quality in addition to the quantity of developable land should be considered by the evaluation criteria. There is also a need to clarify whether Lake Shore Boulevard will be used primarily to convey vehicles or whether it could be more of a high-end street with public realm features.

**Q. The new ramps will require actual shoulder widths – how much wider will they be than the current ramps?**

**A.** They are currently two metres wide; they would be widened out to about four metres. There are currently two lanes in the elevated expressway that serve as connections to the Logan Avenue ramps that would no longer be needed, resulting in a new overhead structure that is a lot narrower than what it is today. The ramps going over the Don River would certainly be wider compared to what they are now.

**Q. Is the overhead structure from Cherry to Jarvis Streets also going to be two lanes? Will it be narrower than it is today?**

**A.** It will be two lanes in each direction and narrower than it is today.

**Q. At what point will the new overhead structure begin to narrow down?**

**A.** The exact location requires additional study, but it will be east of Cherry Street. There will be a rethink on the entire Gardiner Expressway in terms of its design, to consider the new alignment and connection with the re-decking taking place west of Jarvis Street.

**Q. Will you evaluate the number of lanes that are necessary on Lake Shore Boulevard?**

**A.** With the realignment of Lake Shore Boulevard through the Keating Channel, there is an opportunity to reconsider the number of lanes. However, we are not anticipating any changes to the lane configuration west of Cherry Street, unless this is being considered in another study.

**Q. [Referring to Concept 3] There has been some discussion as to whether the ramps to/from Cherry Street can be located in the middle (of the split configuration) and away from the southern edge of the elevated structure. The concern is that ramps along the southern edge will not support nearby high-quality development.**

**A.** Yes, that is what is depicted in the concept. It was not depicted on the north side of the westbound on ramp because of the location of the stormwater management facility.

**C. I think it is more important on the south side.**

**Q. I want to emphasize that Cherry Street should be kept free of any additional elevated infrastructure. I see the ramps are continuing to the west of Cherry Street, are there other opportunities to reduce their impact?**

**A.** The intent to this point has been not to widen the overhead infrastructure any more than what it is today. If there is an opportunity to narrow it further, we are exploring.

**Q. Is the de-construction of the elevated highway being considered as a criterion? It is worth considering in terms of long-term flexibility?**

**A.** It's something to think about; it could tie in to the sustainability aspects of the EA.

**C. The angle of sustainability and ability to adapt to change over time is worth weighing. We have seen dramatic changes in recent decades that were not expected (e.g., with technology). Sustainability should be included in evaluation criteria in some form.**

**C. Building off that point, changes in weather and extreme weather should also be considered in terms of the resiliency of the designs.**

**A.** There is certainly an expectation from the Ministry of the Environment and Climate Change to consider climate change in the expressway design.

**C. Prioritize public realm improvements west of Cherry Street. It appears that any changes will only benefit the area east of Cherry Street – this is not ok with existing residents.**

**C. The redevelopment of the Port Lands will generate all kinds of new traffic. Future access to the Port Lands should also be considered as a criterion.**

**C. Find a way to include quality of life in the criteria, particularly for the people who live in the surrounding area (e.g., St. Lawrence Market, Distillery District, Queens Quay, East Bayfront). The number of residents affected by the highway is considerably more than the number of drivers who benefit from its use.**

**C. Explore and highlight the options that have clear and distinguishable benefits (e.g., the trade-off of two versus three lanes on Lake Shore Boulevard).**

**A.** During the alternative solution stage, we did look at the impact of different lane reductions. The results typically indicate an increase in travel times, for which there is little appetite.

**Q. You mentioned that you would be looking at the ramps in more detail – can you speak to that?**

**A.** We will be looking at the ramps in more detail from the point of view of their alignment, grade, exact location, length, where they merge with Lake Shore Boulevard, property needs, and confirming right-of-way requirements, etc.

**C. I appreciate work that the EA team has done, since Council's decision to proceed with the hybrid option. It is important to ensure that the east Keating District is viable and has the potential to be a strong transitional area between the City and the Port Lands. Everything that can be done to maximize the quantity and quality of development along the Keating Channel should be done.**

I am also interested in the potential collateral benefits of expanding the railway bridge (e.g., mitigating flooding on Broadview Avenue), particularly in terms of costing. It is also extremely important to ensure that costing fully reflects public realm benefits, not just in the Keating Channel or defined by land sale revenues. A more robust and wide-ranging evaluation of costs is needed.

It also needs to be emphasized that the concepts that leave infrastructure on the north side of the Keating Channel will potentially have negative effects on any development on the Villiers Island Precinct. That said there is a need for a more robust look to understand the true cost-benefits of this alternative.

**It would also be helpful to have some concrete examples of what we can expect in terms of public realm benefits between Jarvis and Cherry Streets and what is feasible.**

**A.** You have raised some very important points. We are essentially trying to decide between variations of an alternative that have the same underlying assumptions about the area between Jarvis and Cherry Streets. We understand that something needs to be done to improve the liveability of that area and we will look at this closely.

**C. A big part of the campaign to maintain the Gardiner Expressway focused on public realm improvements under the structure; we'd like to see them.**

**C. Please consider using only the posted speed in presentations to Council or the public to avoid confusion if the terms "design speed" and "posted speed" are both used.**

**C. The Martin Goodman Trail has not been mentioned. The cost of renewing the trail should be included in each of the concepts.**

**A.** Absolutely, the continuation of the Martin Goodman Trail through the Keating Precinct is included in all the options. The next stage will include details about how the Trail will be integrated with the road alignment in all the options.

**C. Opening up sites for potential development south of the expressway, closer to the waterfront and away from the rail corridor would lead to higher quality neighbourhood development. My understanding is that the impact on travel times across all the concepts is similar; this has helped move the conversation forward to now enable us to discuss other elements of the study (e.g., public realm). I would be concerned to see the introduction of another concept that re-opens the conversation on travel times.**

**C. We should be thinking about this from the perspective of a system of roads, not individual roads or the hybrid in isolation. That might be a way to reintroduce Lake Shore Boulevard into the conversation and open up discussion about its future design. It is an important component of the EA study.**

**Q. Will Lake Shore Boulevard be updated to modern standards?**

**A.** Yes.

**C. Consider the following as measureable criteria to assess the experience of living near the expressway – travel time for pedestrians, noise levels, vibrations.**



**C. Consider doing research on population estimates for East Bayfront and Keating Channel to understand how many people will be affected by the highway compared to the number of drivers who use the eastern segment of the Gardiner Expressway.**

**Q. Is the plan to present the costs the same way they were presented during the last round? Will considerations such as land value, tax base be rolled in, or be presented separately? The way this information is presented will help clarify which one of these alternatives is in fact the best for the City.**

**A.** We have not decided how that information will be presented. We will absolutely look at the costs and benefits of each concept.

**C. Consider a broader conception of costs.**

**C. It is important to consider how information about costs is presented. Figures can be easily misrepresented. It is important to present the information in a way that people recognize the value of the broad range of issues being reflected in the costs.**

**Q. Will Lake Shore Boulevard be redesigned as an urban street or a highway?**

**A.** It will be an urban street.

**C. In terms of evaluation criteria, there are so many EAs currently underway for this section of the waterfront. Ensure all those EAs are reviewed in the context of this EA to ensure a timely completion and that there is consistency in how evaluation is approached.**

**C. I would like to reinforce the idea of walk times as an indicator of liveability. The focus of the debate between the boulevard and hybrid options was after all about travel time for vehicles.**

## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study Stakeholder Advisory Committee - Meeting 15-9

Tuesday, October 20, 2015 | 6:30 – 8:30 pm  
Metro Hall, 55 John Street, Room 310

### Meeting Summary

#### 1. Agenda Review, Opening Remarks and Introduction

Liz Nield, CEO at Lura Consulting, welcomed Stakeholder Advisory Committee (SAC) members and thanked them for attending the session. Ms. Nield introduced the facilitation team from Lura Consulting and led a round of introductions. She reviewed the meeting agenda and explained that the purpose of the meeting was to present and discuss the proposed evaluation criteria and hybrid urban design concepts.

Chris Glaisek, Vice President, Planning and Design at Waterfront Toronto, also welcomed SAC members. Mr. Glaisek explained that the design of the Hybrid option has been narrowed down to three main alternatives, each with sub-components that can be mixed and matched. He also noted that since the last SAC meeting, Hargreaves & Associates has been exploring potential public realm improvements for each alternative to provide a better sense of how the public spaces surrounding each alternative alignment might look like in three areas: west of Cherry, Cherry to Don, and east of the Don. Mr. Glaisek also briefly outlined the next steps in the project which include a SAC meeting in November to present the results of the evaluation, followed by a public information centre (PIC) in December. The project team anticipates reporting the results of this phase of the EA to the Public Works and Infrastructure Committee (PWIC) in early 2016.

David Stonehouse, Director, Waterfront Secretariat at City of Toronto, briefly reviewed the staff recommendations included in several reports submitted to Executive Committee, PWIC and Council in September which covered the following topics:

- Tunnel Option;
- Tolling and Road Pricing Options;
- Strategic Rehabilitation Program;
- Hybrid Alternative Design Concepts;
- Accelerated Repairs.

The meeting agenda is attached as Appendix A, while a list of attending SAC members can be found in Appendix B.

## 2. SAC Member Briefing

Don McKinnon, Project Manager at Dillon Consulting, and Gavin McMillan, Senior Principal at Hargreaves & Associates presented the work completed since the last SAC meeting covering the following topics in two parts to allow for focused discussion:

### Part I – Don McKinnon

- Process / Next Steps
- What We Heard at SAC #8
- Updated Evaluation Criteria

### Part II – Don McKinnon and Gavin McMillan

- Review of Viaduct and Consolidated Proposals
- Urban Design Update

## 3. Facilitated Discussion

The following provides a summary of the recurring themes and ideas discussed by SAC members on the material presented, as well as written feedback from SAC members. More detailed accounts of the discussion can be found in Appendix C. Appendix D includes additional written comments submitted by SAC members following the meeting.

### Proposed Evaluation Criteria:

#### *General Comments*

- Ensure the public understands there is no significant difference among the alternatives for certain criteria (e.g., list the criteria that have been deleted from the evaluation process).
- Ensure consistency when presenting capital costs but also ensure they are current (e.g., present them in 2013 and 2016 dollars if necessary).
- Measure the quality and value of active transportation, recreational and development opportunities (in addition to quantifying them).

Feedback about specific criteria is included in Table 1 (next page).

**Table 1 - Feedback on Proposed Evaluation Criteria**

Study Lens	Criteria Group	Criteria	Feedback
<b>A. Transportation and Infrastructure</b>	A.1 Automobiles	A 1.1 Commuter Travel Time	<ul style="list-style-type: none"> <li>Clarify how &lt; or &gt; 2 minutes was chosen as the metric for this criterion.</li> </ul>
	A.3 Pedestrians	3.1 North-South Sidewalks	<ul style="list-style-type: none"> <li>Add a measure to assess pedestrian access to the water's edge and Keating Channel.</li> <li>Consider adding a measure to assess pedestrian crossing times.</li> <li>Clarify why crossing distance has been removed.</li> </ul>
		3.2 East-West Sidewalks	<ul style="list-style-type: none"> <li>Clarify if the location and effect of on-off ramps to the Gardiner will be included as a measure.</li> <li>Add a measure to assess access to the Don River.</li> <li>Consider the opportunity to create an east-west pedestrian promenade along the Keating Channel.</li> </ul>
	A.4 Cycling		<ul style="list-style-type: none"> <li>Consider whether there is a need to distinguish between commuter cycling routes and recreational cycling routes – including routes to water's edge.</li> <li>Include measures to assess the quality of cycling routes; quality and connectivity are both important.</li> </ul>
	A.5 Movement of Goods		<ul style="list-style-type: none"> <li>Clarify why construction impact is only considered for this sub category – it should be included for all transportation modes or confined to A.7.</li> <li>Consider network flexibility in this criteria group.</li> </ul>
	A.6 Safety	A 6.1 Pedestrian Conflict Points	<ul style="list-style-type: none"> <li>Consider conflicts created by Gardiner on-off ramps.</li> <li>Consider the effect of road reconfiguration at the Lake Shore Boulevard/ Jarvis Street on this criterion.</li> </ul>
		A 6.2 Cyclist Conflict Points	<ul style="list-style-type: none"> <li>Consider conflicts created by Gardiner on-off ramps.</li> <li>Add a measure to assess the presence of poor sightlines.</li> </ul>
		A 6.3 Motorist Conflict Points	<ul style="list-style-type: none"> <li>Consider a measure to assess opportunities to improve safety through improved sightlines or adding shoulders.</li> </ul>

Study Lens	Criteria Group	Criteria	Feedback
	A.7 Construction Impact	A 7.1 Duration	<ul style="list-style-type: none"> <li>Consider whether the duration, extent and precise nature of the travel disruption are more significant factors than the length of the construction period.</li> </ul>
		A 7.2 Transportation Management	<ul style="list-style-type: none"> <li>Consider the potential impact on vehicular traffic.</li> </ul>
<b>B. Urban Design</b>	B.1 Planning	B 1.2 Consistency with Precinct Plans and Other Plans and Initiatives	<ul style="list-style-type: none"> <li>Add a measure to assess the impact of development on Cherry Street as a major gateway/connector between the City Centre/West Don Lands and the extension of the City into the Port Lands.</li> <li>Add the Villiers Island Precinct Plan and the Lower Don Lands Framework Plan to the list.</li> </ul>
		<i>B 1.3 Impact on Keating Channel East (proposed new criterion)</i>	<ul style="list-style-type: none"> <li>Add a measure to assess the ability to create a viable new precinct that connects the Port Lands to the rest of the City (i.e., ability to maximize the development potential of the City-owned lands in the Keating Channel precinct).</li> </ul>
	B.2 Public Realm	B 2.1 Streetscape	<ul style="list-style-type: none"> <li>Add a measure to assess: <ul style="list-style-type: none"> <li>the opportunity to create a successful east-west spine to support development in the Keating Channel precinct.</li> <li>quality of place throughout the Keating Channel Precinct.</li> <li>the ability to improve degraded or absent north-south connections to the water's edge.</li> <li>the ability to create an attractive pedestrian realm.</li> <li>Consider the effect of road reconfiguration at the Lake Shore Boulevard/ Jarvis Street on this criterion.</li> </ul> </li> </ul>
		B 2.2 View Corridors	<ul style="list-style-type: none"> <li>Add a measure to assess: <ul style="list-style-type: none"> <li>the opportunity to improve visual connections between precincts and transportation routes</li> </ul> </li> </ul>

Study Lens	Criteria Group	Criteria	Feedback
			<ul style="list-style-type: none"> <li>and the water's edge.</li> <li>○ the opportunity to improve visual connections to the Don River Mouth.</li> <li>○ minimizing the impact of elevated infrastructure on view corridors.</li> </ul>
		B 2.3 Amount of Public Realm	<ul style="list-style-type: none"> <li>• Expand the measure to assess the "quality" of the public realm not just the quantity.</li> <li>• Add a measure to analyze the impact on public realm plans for the Keating Channel Precinct.</li> </ul>
		B 2.4 New Park Land	<ul style="list-style-type: none"> <li>• Include a measure to assess the quality of surplus land.</li> </ul>
	B.3 Built Form	B 3.1 Street Frontage	<ul style="list-style-type: none"> <li>• Expand this criterion to look at the relative potential for creating viable/quality development sites with potential for high quality retail along Lake Shore Boulevard or an extended Queen's Quay.</li> </ul>
		B 3.2 [Referred to in participant feedback]	<ul style="list-style-type: none"> <li>• Clarify why references to built form opportunities including constraints created by location of transportation infrastructure (including ramps) were removed as they are key considerations in terms of comparing the urban design impacts of the design alternatives.</li> </ul>
<b>C. Environment</b>	D.2 Natural Environment	C 2.4 Storm Water Quality	<ul style="list-style-type: none"> <li>• Reinstate potential to reduce paved/non-permeable surfaces.</li> </ul>
		C 2.5 Microclimate/Heat Island Effect	<ul style="list-style-type: none"> <li>• Retain this criterion as there is potential for varying degrees of concrete among the three Hybrid options.</li> </ul>
<b>D. Economics</b>	D.3 Fiscal Net Benefit	D 3.1 Capital Cost and Funding	<ul style="list-style-type: none"> <li>• Share the cost of the railway bridge extension in Alternative 3 with other projects that would potentially benefit from any flood conveyance improvements.</li> </ul>
		D 3.3 Public Land Value	<ul style="list-style-type: none"> <li>• Include a measure or criterion to capture spin-off</li> </ul>

Study Lens	Criteria Group	Criteria	Feedback
		Creation	<p>advantages or disadvantages of longterm economic activity (e.g. future revenue created as a result of new development).</p> <ul style="list-style-type: none"> <li>• Include a measure to assess the economic benefit of increased development.</li> <li>• Explain or clarify that an evaluation exercise will be completed to assess the land freed for redevelopment in the evaluation criteria.</li> <li>• Ensure public land distribution proceeds reflect the varying quality of the development sites created by each alternative.</li> <li>• Expand public land value creation to include: <ul style="list-style-type: none"> <li>○ A measure to assess potential positive or negative impacts on the value of adjacent lands (e.g., publicly owned lands along the Keating Channel in the Villiers Island precinct).</li> <li>○ The comprehensive valuation of the future economic activity that will be generated under the build-out of the three alternatives.</li> <li>○ An assessment of any positive or negative impacts on the development pace of precincts currently being planned (e.g., Keating, Villiers and Film Studio District).</li> </ul> </li> </ul>

## Proposed Urban Design Concepts:

### *General Comments*

- Consider minor road improvements on Lake Shore Boulevard west of Cherry Street, particularly to enhance north-south connectivity and relationship to new developments in the area.
- Consider making the Lake Shore Boulevard and Lower Jarvis Street intersection a “scramble” crossing if no structural modifications are possible.
- Locate cycling routes/trails near the water as much as possible.
- Continue the Lower Don Trail south to Villiers Island along the Don River without merging the route with the street grid.
- Provide more information about the need for on-off ramps close to Cherry Street in the EA reporting (e.g., supporting data, space requirements as well as their impact on surrounding streets and local traffic, developable land, environment, and quality of life).
- Consider that the needs and quality of life of local residents should not be sacrificed for the convenience of a small percentage of Expressway drivers.
- Consider providing three-dimensional renderings to provide SAC members and the public with a ground-level perspective on the qualitative differences between Alternatives 2 and 3.
- Participants expressed support for Alternative Designs 2 and 3 (both with the realigned Lake Shore Boulevard) as they both increase:
  - The potential to unlock development in the Keating and Villiers Island precincts.
  - Opportunities for active transportation and recreation uses along the Don River that connect the Keating Channel Precinct with the Port Lands and re-naturalized river mouth.

### *Alternative Design 2*

- Participants expressed support for Alternative Design 2 (with the realigned Lake Shore Boulevard in Alternative Design 3) as it would increase:
  - Opportunities to unlock development in the Keating and Villiers Island precincts.
  - Opportunities for active transportation and recreation uses along the Don River that connect the Lower Don Trail to Villiers Island.
- Consider reversing the vertical relationship between the Gardiner Expressway and Lake Shore Boulevard so that the Boulevard is higher than the Expressway to:
  - Minimize the perceived visual barrier caused by the Expressway, and;
  - Explore opportunities to create a double-sided street along Lake Shore Boulevard.

### *Alternative Design 3*

- Participants expressed support for Alternative Design 3 as it would increase:
  - Opportunities to unlock development in the Keating and Villiers Island precincts.
  - Opportunities to create iconic destinations and architectural structures along the Don River (e.g., park, bridge).
  - Opportunities for active transportation and recreation uses along the Don River that connect the Lower Don Trail to Villiers Island.

## 4. Next Steps

Next SAC meeting: January 14, 2016, 6:30 to 8:30 p.m., Metro Hall, Room 310.





## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study

### Stakeholder Advisory Committee Meeting #9

Tuesday, October 20, 2015

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 310

### AGENDA

#### *Meeting Purpose*

- Present and discuss the proposed evaluation criteria, hybrid urban design concepts and next steps.

#### **6:30 pm      Agenda Review, Opening Remarks and Introductions**

- Liz Nield, Lura Consulting, Facilitator

#### **6:40 pm      Project Update and Next Steps**

- Don McKinnon, Dillon Consulting
- Gavin McMillan, Hargreaves & Associates

Presentation to include:

##### Part I

- Update from Executive Committee, PWIC and Council
- What We Heard at SAC Meeting #8
- Process/Next Steps
- Updated Evaluation Matrix
- Facilitated Discussion

##### Part II

- Urban Design Update
- Review the Viaduct and Consolidated Proposals
- Facilitated Discussion

#### **7:00 pm      Facilitated Discussion – Evaluation Criteria and Urban Design Concepts**

1. Thinking about the proposed evaluation criteria:
  - What is missing, or is there anything further that you would you like to see explored?
2. Thinking about the urban design concepts presented:
  - What do you like?
  - What concerns you and why?

## Appendix A – Agenda

- Do you have any additional advice to the project team as they move forward to flesh out the urban design plans?

**8:25 pm**      **Summary/Closing**

**8:30 pm**      **Adjourn**

## Appendix B – List of Attendees

### SAC Meeting #9 List of Attendees

Beach Triangle Residents' Association  
Civic Action  
CodeBlueTO  
Cycling Toronto  
Gooderham & Worts Neighbourhood Association  
Heritage Toronto  
St. Lawrence Neighbourhood Association  
Toronto Financial District BIA  
Toronto Industry Network/Redpath Sugar  
Transport Action Toronto  
Urban Land Institute  
Walk Toronto  
West Don Lands Committee

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

### *Facilitated Discussion – Part I*

**Q. Since there is already construction happening on the west end of the Gardiner Expressway that is scheduled for completion in October 2016 – what does the P3/AFP model under the Strategic Rehabilitation Program entail?**

**A.** The rehabilitation taking place in the west is using conventional construction methods (e.g., jackhammering, re-pouring roadways, etc.) and applies to only a small segment of the Gardiner Expressway. The program being studied would involve saw-cutting sections of the Expressway in the remainder of the corridor and replacing them with pre-fabricated pieces. The rehabilitation scheduled to October 2016 applies to a small section of the Expressway between Strachan Avenue and approximately Bathurst Street, however rehabilitation is still needed east of there. The rehabilitation program includes: 1) accelerating the repairs, and 2) seeking a partner to design, build, finance, operate and maintain the Expressway.

**Q. Will the elevation of the Don Roadway and Lake Shore Boulevard intersection change as a result of the Don River Naturalization and Flood Protection project? Is there any clarity regarding the future of the rail spur near the intersection?**

**A.** We are accommodating the rail spur in our design work to allow for the possibility of the rail link being rebuilt in the future – whether the rail spur will be rebuilt is a longer-term decision. As part of the Don River flood protection work; the elevation of the intersection will likely be higher, however the elevations are not yet confirmed. We are talking in conceptual terms about replacing the bridge with a wider, higher and slimmer structure.

**Q. To clarify, evaluation criteria that have been removed from the matrix are no longer included because there is no significant difference among the alternatives, correct?**

**A.** Yes, the suggested deletions were made because those criteria or measures are no longer applicable or there is no significant difference among the alternatives.

**C. It would be useful to list all the criteria that have been deleted when presenting this to the public. It has come up in previous meetings that people would like to see an “apples-to-apples” comparison in this process. If there is no significant difference among the alternatives it is important for people to know that.**

**A.** One of our objectives is to simplify this process by trying to focus on the criteria and measures where there is differentiation.

**Q. What time horizon is being considered in terms of future traffic demand on the Don Roadway given the longterm development of the Port Lands? The Don Roadway is going to be source of traffic as people start inhabiting the Port Lands – is that being considered in this process?**

**A.** Transportation forecasting is based on the year 2031 and assumes development in the Port Lands, so yes it is being considered. Forecasting also includes impacts from a potential entrance on the First Gulf property. There is a separate transportation study that is looking at the Port Lands and South of Eastern area to determine how the street network could be enhanced to accommodate more demand in the future.

**Q. Criterion B 2.4 New Parkland should include measures for quality surplus land, not just the quantity. Why was criterion C 2.5 Microclimate / Heat Island Effect struck out? There is potential for varying degrees of concrete in the three options – I would think this still applies.**

**A.** It is based on our ability to measure that particular criterion and come up with meaningful differences among the alternatives.

**C. There is a qualitative difference among the alternatives in terms of piers, elevated ramps, and the existing Expressway.**

**Q. The measure for criteria group A.4 Cycling focuses only on connectivity to other planned and existing routes. The quality of the route should be considered as well (e.g., lighting, drainage).**

**A.** Is that a comment on how the facility should be designed or whether different alternatives provide different opportunities for the quality of the cycling experience?

**C. It's about how the different alternatives can improve the experience. Sections of the Martin Goodman Trail are located underneath the Expressway – there is no lighting and water falls down from the elevated structure at these sections of the trail.**

**A.** Measures for quality of place, whether for walking or cycling, are captured under the criteria group B.2 Public Realm.

**A.** Yes, that is true. However there may be a desire to single out specific elements of the alternative (e.g., cycling lanes) or certain options that provide a better quality experience, but we do have to be careful not to double count the measures.

**C. If the quality of the trail is poor, no one will use it. There is a section of the Lower Don Trail that passes beneath the railway corridor. On a map the trail looks nice, but in reality a lot of people don't use this section because it feels like riding through a sewer pipe. Quality and connectivity are both important.**

**A.** Linear and quantitative amounts could be measured for high-quality environments.

**A.** Another related topic is the quality of development space – not all development space will be the same. We recognize that certain concepts provide an opportunity for higher-quality development space than others. We appreciate that when it comes to trails it is not just a quantitative linear measure.

**Q. What specific measures will be used to assess Economic Competitiveness – it would be a good idea to include the assumptions behind them?**

**A.** The measures included in the matrix are the same measures used during the evaluation completed earlier in the EA. The proposed Hybrid options provide the same transportation function – the question is whether there is a difference among them from an economic competitiveness standpoint. This is likely one of the measures where there is not a lot of difference among the options. We are carrying this measure forward as there are stakeholders in the community who have concerns and would question its absence.

**Q. What does “ability to accommodate future changes to the Gardiner – LSB corridor” under A 1.3 Road Network Flexibility / Choice mean?**

**A.** Simply, it assesses whether one of the alternatives would be more amenable than the others to changes in alignment 20 or 30 years from now.

**Q. Does the measure for criteria group A 2.1 Transit Impact include the East Bayfront LRT?**

**A.** It relates back to flexibility and creating opportunities to bring transit through the Keating area. We are not proposing a new LRT line as part of this process.

**Q. “Presence of free turns” is crossed out from the measures for criteria group A 6.1 Pedestrian Conflict Points – does this refer to channelized turns or something else?**

**A.** It refers to turns to access on-ramps to the Expressway, for example, at Jarvis Street that are not within intersections. There are no examples of these turns between Cherry Street and the Don Roadway.

**Q. A measure to assess the economic benefit of increased development should be added to the section under Economics.**

**A.** The current thinking is to undertake an evaluation of the lands that would be available for redevelopment under the various Hybrid options as well as costing. This includes land within the Keating area as well as the south edge of the Keating Channel/north side of Villiers Island in terms of land benefit created by moving the current Expressway further north of the Keating Channel.

**C. Could that be reflected in the evaluation criteria?**

**A.** Yes, it can be provided for clarification.

**Q. You mentioned that capital costs will be presented in 2013 dollars; I assume that is for consistency.**

**A.** We have not made a final decision on that. We appreciate the need to link back to the numbers that were previously prepared and the desire to keep the time scale consistent.

**C. If you do report in 2013 dollars, you should also report in 2016 dollars too.**

**A.** Whichever year we land on we will be consistent.

**Q. Did the proponents of the Consolidated Plan specify what would be at the bottom of the building that is now underground?**

**A.** No, there appears to be some detail lacking.

**Q. You stated that the Viaduct Option does not serve the north-south streets – can you explain this?**

**A.** Access to north-south streets from the Viaduct Option would only be possible at either end of the Viaduct, or ramps sloping down to Yonge Street as an example, would have to be added.

**Q. Both these proposals have the de facto effect of moving the Expressway north. What consideration has been given to noise impacts on existing and new neighbourhoods north of the Expressway? The current structure amplifies noise in the St. Lawrence neighbourhood.**

**A.** There is a potential for noise to impact neighbourhoods north of the Expressway in the Consolidated Plan. There is also potential to mitigate the noise, but it is something that would have to be looked at further.

### *Facilitated Discussion – Part II*

**Q. The presentation gave the impression that sections of the Martin Goodman Trail are incomplete. The trail is there, but the problem is that it switches from the north side of Lake Shore Boulevard to the south side without the necessary road crossings. Some sections of the trail were constructed but not completed with wayfinding (e.g., painted lines, signs). Both the Martin Goodman and Lower Don Trails should be located near the water as much as possible – people like the Lower Don Trail because it is primarily a park trail along the water.**

**A.** The north side of the Keating Channel is not intended for bike use, but it would not be prohibited. We can explore opportunities to continue the work done on the Martin Goodman Trail on Queens Quay.

**C. Alternative Design 3 with the straightened Lake Shore Boulevard is interesting. It is probably one of the only opportunities to have a park with frontage on the Don River which could become an iconic space for Toronto. Opportunities to increase connectivity to the open space on the north side of the Expressway should also be explored. The crossing over the Don River could also become an architectural feature if it is treated like a bridge (e.g., Prince Edward Viaduct).**

**Q. Is the plan to maintain Lake Shore Boulevard as it is or are you exploring ways to improve traffic flow?**

**A.** Lake Shore Boulevard east of the Don River is open game; the road needs to be redesigned. There is also opportunity for some redesign through the Keating Channel area. Things are more restrictive west of Cherry Street. There are many intersection improvements being proposed by the City to address existing concerns (e.g., safety). Changes to improve the pedestrian experience do not involve major infrastructure changes to Lake Shore Boulevard.

**C. Consider minor roadway modifications on Lake Shore Boulevard west of Cherry Street, particularly to enhance north – south connectivity.**

**A.** The Lower Yonge Precinct study may include roadway improvements along Lake Shore Boulevard.

**Q. Alternative #3 is my preference – I like the idea of opening the mouth of the Don River and creating a destination. I don't quite understand references to ramps inside the elevated Expressway – can you please explain this?**

**A.** Essentially, there will be two lanes of traffic travelling westbound from the Don Valley Parkway and two more lanes coming up to the Expressway from Lake Shore Boulevard for a total of four westbound lanes. The two lanes connecting the Expressway to the DVP will be the outer two lanes. Travelling in the reverse direction, the two outer lanes of the Expressway would connect to the DVP while the two inside lanes would slope down, connecting to the eastbound Lake Shore Boulevard.

**C. I do like the idea of the two lanes opening up the interior of Expressway.**

**C. I am concerned about how the Lower Don Trail merges into this area. Consideration should be given to continue the trail under the bridge feature alongside the river to connect it with Villiers Island without becoming part of the street grid. It will be a challenge to maintain the trail near the sediment management area, but that can be overcome through detailed design. The third alternative provides more opportunity to play with these ideas. The Unilever site provides further opportunities on the east side of the river.**

**C. On a vertical plane, consider reversing the relationship between the Gardiner Expressway and Lake Shore Boulevard in Alternative 2. Essentially, this means playing with the current elevation so that Lake Shore Boulevard is higher than the Gardiner Expressway. There is potential to do this particularly if the Boulevard is going to be raised as part of flood protection work. The benefit is that the Expressway is kept low and out of sight from the community. The railway spur would go over the Expressway. I can submit drawings and additional comments to explain this further.**

**C. If elevating Lake Shore Boulevard is feasible, it may provide the opportunity to develop the space north of the Gardiner Expressway to create a double-sided street experience.**

**C. The section of the trail proposed near the railway corridor and the sediment treatment plant does not sound very pleasant.**

**A.** We are aiming to provide the same basic level of service to the trail system in the three alternatives so that one isn't better than the other. The trail can be designed so that passing by the sediment facility can be a positive experience.

**Q. It was mentioned that the Consolidated and Viaduct Proposals do not provide north-south connections from Lake Shore Boulevard – can you clarify this?**

**A.** By the nature of these options they are either above the rail corridor or tied up against the rail corridor – access is at either end of the Gardiner Expressway. There is however full north-south access on Lake Shore Boulevard.

**Q. Do you have data on where people travel to when they come into the City via the Gardiner Expressway?**

**A.** We have Bluetooth data which picked up signals from people driving into or out of the area. We can follow-up on how far the data carries into the downtown.



### Transport Action Ontario

Thank you very much for your presentations and generating great discussion at last week's SAC meeting.

As requested, I have prepared some drawings to illustrate what came to my mind after Gavin's presentation involving a different vertical approach to Option 2 (with the Option 3 version of the Lake Shore Boulevard alignment). With minor exceptions, the horizontal is effectively the same as presented; the focus is on the vertical. In that respect, this could perhaps be thought of as "Option 2A."

Starting from around Cherry Street, where the Gardiner Expressway is elevated and Lake Shore Boulevard is below, heading east, three things begin to happen:

1. The Gardiner Expressway dives down at -3% (assumed maximum based on 400-series highway standards; if steeper permitted, may yield some improvement (?));
2. Lake Shore Boulevard, after descending slightly to maintain vertical clearance while still beneath the Gardiner Expressway, shoots up at 4%; and
3. The rail spur gently ascends towards the Don River crossing instead of descending like it does today.

The eastbound Lake Shore lanes jut out from below the Gardiner on the south side and hug the edge immediately south of it after clearing the east limits of the Cherry St intersection. Once east of the Stormwater Management Facility on the north side of Lake Shore, the westbound Lake Shore lanes swing out to the north side of the Gardiner to clear the way for the Gardiner to descend while Lake Shore ascends as they occupy the same elevation range. The westbound lanes of Lake Shore during this northern swing-out are occupying the space Gavin identified as undevelopable in his presentation due to noise and odours associated with the future sediment control facility for the Don. It is around this point that a shorter ramp structure can take shape in the left lanes.

When the Gardiner is low enough below Lake Shore and Lake Shore high enough above the Gardiner, the westbound Lake Shore lanes swing overtop the Gardiner as Lake Shore meets the rail spur. Both the Gardiner and Lake Shore level off vertically to very gentle grades, as the Gardiner swings away north to the DVP and Lake Shore heads across the Don River towards Logan Ave (using the Option 3 alignment in the attached). Lake Shore is much higher in Option 2A, as is the rail spur, as the rail spur and Lake Shore are both above the Gardiner just west of the proposed sediment control facility for the Don Mouth Naturalization. The rail spur (along with Lake Shore) is at about the same elevation as the main line rail corridor (Kingston subdivision) further north at its crossing with the DVP, and the Gardiner also at about the same elevation as the DVP at its crossing with the Kingston subdivision. Considering that flood protection measures would raise Lake Shore Blvd across the Don River anyway, this would be an incremental rising. At Don Roadway, Lake Shore would be at an elevation of around 81m in Option 2A, which appears to be less than 2m higher than it would have been for flood protection based on a waterfront graphic I have that indicates the crossing would be between 79 and 80 metres crossing the Don River on a new, higher bridge. I would expect this to result in a modest incremental cost on earthworks while reducing the concrete quantities involved in the Gardiner as less of the Gardiner structure is elevated in Option 2A.

The descent of Lake Shore east of the Don River is shown as a very gentle 0.8%, out of consideration for the rail spur. Marginally steeper may be acceptable - if so, wonderful, but I assumed less than 1% would

be sought by the railway. Lake Shore (and the rail spur) would reach its existing grade around Bouchette St.

It also appears that staging opportunities may improve with Option 2A, as one may expect fewer vertical conflicts between old and new expressway structures across the Don River, creating potential opportunities for enhanced traffic staging strategies that would both reduce the duration of detours and perhaps also the associated costs from detour works.

As discussed at the meeting, this opens up interesting public realm benefits as the Gardiner becomes more "out-of-sight, out-of-mind" with Lake Shore at a higher elevation than the Gardiner in the eastern half of the Keating precinct. The development frontages on the higher portions of Lake Shore would, by extension, also be at a higher elevation. Among other things, it creates opportunities to hide parking in a flood-sensitive area that may not otherwise have been viable. The sediment control facility structure could also be tucked under Lake Shore like Gavin suggested, similar to the slide that showed it tucked under the Gardiner in option 3 - the south wall would have to be inoffensive, however, with noise and odours directed towards the north side of Lake Shore.

The attached drawings are intended to be roughly geographically representative but are not to scale; I've included just enough to convey the concept so that the details can be looked at by the team. I hope this is useful and constructive and I would be very interested in any results of a more detailed review of this Option 2A.

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### West Don Lands Committee

Although I was not at SAC #9, the draft evaluation matrix was shared with me. Without having the benefit of the discussion at the meeting, below are my comments and a few questions. I expect that much of what I have noted was already covered by meeting participants, but if not, I hope this might be helpful.

*[The feedback provided by the West Don Land Committee on the evaluation criteria has been integrated in the table on page 3].*

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### CodeBlueTO

Alternatives 2 and 3 presented at SAC #9 in tandem with the realignment of Lake Shore Boulevard have great promise to improve the Hybrid design and unlock the development potential of the Keating Channel precinct and Villiers Island. These changes would allow for the Don River to be opened up to north-south views through to the Port Lands. It will also make possible better active transportation and recreation uses along the Don that connect the Keating Channel Precinct with the Port Lands and re-naturalized river mouth. It would be very helpful to have some three-dimensional renderings or virtual "walk-throughs" of the alternatives from a ground-level perspective to help the SAC, the public, and politicians understand the qualitative differences among them.

The preliminary concepts for making the study corridor more accommodating to non-automobile use were encouraging. We would like to reiterate that re-engineering Lake Shore Blvd. should continue to the west of Cherry Street. While the elevated structure is not expected to change significantly in this

area, this should not limit a fulsome investigation of the potential to improve Lake Shore Blvd. and its relationship to north-south connections and new development throughout the study area.

The backing traffic studies to justify including new ramps on and off of the elevated structure at Cherry St. have still not been tabled. We expect that this information would be transferable to the promised feasibility study of the Viaduct option. It is important to have all of the facts that support critical design decisions presented to the SAC and included in EA reporting.

The changes to the Evaluation Matrix Criteria largely make sense but there are two concepts that were brought up at the SAC meeting that we would like to emphasize:

When it comes to active transportation, recreation opportunities, and developable land, (add comma) it is less important to quantify them in length and area than it is to measure their quality and value.

Secondly, in the Fiscal Net Benefits criteria there is no mention of any spin-off advantages or disadvantages in terms of longterm economic activity and tax base. Adjacent areas such as Villiers Island also need to be included in any net benefit analysis. Land sales and direct costs do not begin to describe the differences in net economic benefits among the different schemes.

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### **Gooderham & Worts Neighbourhood Association**

Under economics, I have a note that the increase in land values for the north shore of Villiers Island would be considered, but this is not included in the matrix. I would like to see the evaluations for each option.

Also, in economics, we have always indicated that we would like the economics to show, not just the land values, but also the possible future revenue created via property and retail taxes etc.

\*\*\*

I very much regret not being able to attend the SAC meeting last week. I have seen the draft evaluation matrix and have these comments:

1. I endorse the comments that have been sent to you on behalf of CodeBlueTO.
2. I support CodeBlueTO's request that you provide us with all possible data regarding the need for on-off ramps close to Cherry St. As well as the issue of whether or not traffic volume makes them necessary, the effects that such ramps have on surrounding streets and neighbourhoods should be taken into account. In addition to the amount of space they would take up, reducing the quantity of developable land, their effect on development around them and the quality of life of inhabitants and visitors could reduce the value of neighbouring sites. On-off ramps generate traffic which would have to find its way through local streets creating all the kinds of nuisance that traffic generates. Noise and air pollution as well as danger to pedestrians would deter buyers of homes and other buildings. The effect on pedestrian safety would mean more choices to drive within the precinct, surely the opposite of what is desired.
3. The existing on-ramps at Jarvis and Lake Shore make Lower Jarvis a very nasty place for much of the day and are the main reason the intersection is such a horror for pedestrians. If no modification of them is possible, perhaps making this a "scramble" intersection is the solution.

This is urgent given the imminence of major amount of pedestrian and bicycle traffic from the Daniels development at Jarvis and Queens Quay.

4. The effect of any road reconfiguration on traffic at the Lake Shore Boulevard/ Jarvis Street intersection, i.e. whether to increase or decrease the number of vehicles accessing the Expressway there, must be considered in both pedestrian safety and urban design categories.
5. We know from traffic studies that the number of people who really need to drive on the highway is most likely exceeded by the number of people who live and will soon be living close to it. The needs and quality of life of the larger number must not be sacrificed to the convenience of the smaller number.

## **Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study Stakeholder Advisory Committee - Meeting 16-10**

Thursday, January 14, 2016 | 6:30 – 8:30 pm  
Metro Hall, 55 John Street, Room 310

### **Meeting Summary**

#### **1. Agenda Review, Opening Remarks and Introduction**

Ms. Liz Nield, CEO at Lura Consulting, welcomed Stakeholder Advisory Committee (SAC) members and thanked them for attending the session. Ms. Nield introduced the facilitation team from Lura Consulting and led a round of introductions. She reviewed the meeting agenda and explained that the purpose of the meeting was to present and discuss the evaluation of the alternative designs for the hybrid option and urban design concepts for the study area that will be presented at the public forum on January 19, 2016.

Mr. John Livey, Deputy City Manager, City of Toronto, also welcomed committee members and thanked them for their ongoing interest and support throughout the study process. Mr. Livey briefly highlighted the common features of the three alternative designs for the hybrid option (e.g., maintain corridor capacity, removal of the Logan Avenue on-off ramps, create a multi-use pathway, etc.). He welcomed input from SAC members on the design alternatives and urban design concepts, noting that their previous feedback had helped the project team refine the alternatives. Mr. Livey also outlined the next steps in the study process which include reporting to the Public Works and Infrastructure Committee (PWIC) in February and City Council in March. The EA will subsequently be completed and submitted to the Ministry of the Environment and Climate Change (MOECC) for approval.

Chris Glaisek, Vice President, Planning and Design at Waterfront Toronto, thanked committee members for their continued support and commended them for remaining focused and dedicated as the study evolved based on direction from City Council. He assured SAC members (noting that many members had supported the remove alternative) that much work has been done on the design alternatives for the hybrid option to facilitate the creation of a vibrant Keating Precinct.

The meeting agenda is attached as Appendix A, while a list of attending SAC members can be found in Appendix B.

## 2. SAC Member Briefing

Don McKinnon, Project Manager at Dillon Consulting, presented the work completed since the last SAC meeting. He covered the following topics:

- Gardiner East EA Background
- New work since June 2015 Council Meeting:
  - Third-Party Proposals
  - Hybrid Design Alternatives Development
  - Gardiner East Corridor Public Realm Plan
  - Hybrid Design Alternative Evaluation
- Next Steps

## 3. Facilitated Discussion

The following provides a summary of the recurring themes and ideas discussed by SAC members on the material presented. More detailed accounts of the discussion can be found in Appendix C.

### Hybrid Design Alternatives

- Provide more details highlighting the trade-offs and benefits of each option (e.g., Option 1 impacts the new Cherry Street alignment, Option 3 is safer when traveling southbound on the Don Valley Parkway, the land value uplift of Options 2 and 3, reduced construction impacts of Options 2 and 3).
- Include rendering showing conceptual elevations of each option to provide visual examples of ramp locations and to identify potential impacts to adjacent land uses.

### Gardiner East Corridor Public Realm Plan

- Continue to examine ways to improve the Jarvis Street and Lake Shore Blvd. intersection, particularly near the east bound ramp to the Gardiner Expressway to increase driver awareness of pedestrians and pedestrian safety and comfort (e.g., a pedestrian scramble, changing the elevation of the roadway, changing signalization).
- Provide visual examples of public realm improvements for the stacked portion of the corridor (i.e., under the Gardiner Expressway), not just intersections.
- Consider the need for further discussion regarding the location of cycling lanes in the study area.
- Include information about improvements (and related benefits) to the Don Roadway.
- Include cross-sections and concepts for public realm improvements east of the Don Roadway.

### Hybrid Design Alternatives Evaluation

- Explain the short-term and long-term differences in construction costs for each option to clarify the evaluation results for the Global Regional Economics category.
- Consider including development charges and future property taxes in the estimates for land value creation.
- Combine the estimated lifecycle infrastructure costs and land value creation benefits to provide net results for each option.
- Integrate the land value creation benefits and public realm costs to provide net results for each option.

- Ensure the difference in land value of waterfront and land locked parcels is accurately reflected in the land value creation benefits.

#### **Presentation**

- Clarify which land parcels are publicly and privately owned (e.g., areas freed for development, Keating Channel and Villiers Island).
- Provide land use details on conceptual diagrams to indicate which areas or buildings are commercial, residential, etc.
- Improve the legibility of text and visuals in the slide deck and ensure accessibility requirements are met (e.g., provide better colour contrasts on multiple slides; enhance red/green/yellow colour contrast on evaluation summary slide for those who cannot distinguish between colours).
- Add metres to Green Gardiner cross section slide.

#### **4. Closing Remarks**

Ms. Nield thanked SAC members for contributing their feedback and adjourned the meeting at 8:20 pm.



## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study

### Stakeholder Advisory Committee Meeting #10

Thursday, January 14, 2016

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 310

### AGENDA

#### *Meeting Purpose*

- Present and discuss the evaluation of the alternative designs for the hybrid option and urban design concepts for the study area.

#### **6:30 pm      Agenda Review, Opening Remarks and Introductions**

- Liz Nield, Lura Consulting, Facilitator
- John Livey, City of Toronto
- Chris Glaisek, Waterfront Toronto

#### **6:40 pm      Presentation**

- Don McKinnon, Dillon Consulting

#### **7:30 pm      Facilitated Discussion**

1. Thinking about the results of the evaluation of the alternative designs for the hybrid option...
  - What do you like? What concerns do you have?
  - What advice do you have for the project team?
2. Thinking about the urban design concepts presented for the study area...
  - What do you like? What concerns do you have?
  - What advice do you have for the project team?
3. Thinking about the material presented, what feedback or advice do you have to improve the clarity of the presentation in preparation for the upcoming public forum?

#### **8:25 pm      Summary/Closing**

#### **8:30 pm      Adjourn**



## Appendix B – List of Attendees

### SAC Meeting #9 List of Attendees

Beach Triangle Residents' Association  
Castlepoint Numa  
CivicAction  
CodeBlueTO  
Corktown Residents and Business Association  
Cycle Toronto  
Evergreen  
Federation of North Toronto Residents Association  
First Gulf  
Gooderham and Worts Neighbourhood Association  
Heritage Toronto  
St. Lawrence Neighbourhood Association  
Toronto Financial District BIA  
Toronto Industry Network / Redpath Sugar  
Toronto Urban Renewal Network  
Transport Action Ontario  
Unionville Ratepayers Association  
Urban Land Institute  
Walk Toronto  
West Don Lands Committee

Mayor's Office  
Councillor Pam McConnell's Office  
Councillor Jaye Robinson's Office

## Appendix C – Detailed Summary of Q&A and Discussion

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

**Q. When will the project team be reporting to City Council?**

**A.** We will be reporting first to PWIC in February, followed by City Council in March.

**Q. It is very difficult to cross Lake Shore Boulevard at Jarvis Street on the east side of the intersection because of traffic turning to access the east bound ramp to the Gardiner Expressway. Drivers do not look for pedestrians. There will be a huge new residential development south of the intersection, increasing the number of people who cross through the intersection. Is there a way to encourage drivers to be more considerate of pedestrians (e.g., pedestrian scramble, adjusting signal timing, or more signs)?**

**A.** The City is aware of the challenges at this intersection. This is something that the City can take away for further consideration.

**C. The level of the roadway could be modified as another mechanism to make drivers more aware of the pedestrian crossing.**

**Q. When presenting the results of the Public Land Value Creation, it is important to remind people that the Keating Channel Precinct and Villiers Island are all publicly owned land. Also, is the reason that Hybrid Options 2 and 3 are not the same in terms of Global Regional Economics because of construction costs?**

**A.** Yes.

**C. It could be worth breaking down those costs further to show the impacts of each option over the longer-term, otherwise it is misleading.**

**A.** The result is based on the indicator used to assess construction impacts.

**C. My concern is too much emphasis will be placed on the costs. As a further comment, concepts of potential public realm improvements should highlight examples for both stacked and unstacked portions of the Gardiner Expressway and Lake Shore Boulevard.**

**A.** We did not create renderings for the underside of the whole length of the study area. Intersections are the highest priority areas.

**C. It would be helpful if there were ideas to improve the conditions in the longer stretches of the corridor, not just at intersections.**

**Q. The concern raised earlier about the Lake Shore Boulevard and Jarvis Street intersection is primarily about southbound traffic on Jarvis Street turning left to access the on-ramp to the Gardiner Expressway. This could be addressed if left turns were permitted only through an advanced green arrow and timed so pedestrians can cross safely. Is it necessary to add a dedicated left turn lane to enable this?**

**A.** Through this conversation, three issues have been identified about this intersection. The City is aware of about half a dozen issues. This intersection is a good candidate for further review beyond this study.

**C. There used to be a similar issue at Yonge Street at Lake Shore Boulevard that has since been addressed.**

**A.** The Lake Shore Boulevard intersections at Yonge and Sherbourne Streets have been improved. The Lake Shore Boulevard and Jarvis Street intersection will have to be addressed further beyond this study.

**Q. Should future benefits from development charges, s. 37 funding or property taxes be included in the Public Land Value Creation results, which is currently based only on the sale of public land?**

**A.** The argument could be made that land freed for development will lead to additional benefits, considering the prime location. It is a fair point that could be included in the report.

**Q.** I am concerned that the conceptual pedestrian and bicycle network presented will be finalized without further discussion through this study process. More discussion is needed to identify the location of the bike lanes (e.g., street level or grade-separated). I would prefer if the bike lanes were on the street as part of a pedestrian oriented street. This plan appears to have come from nowhere and was not adequately discussed.

**A.** This plan has been included in every presentation throughout the study process. The cycle lanes have always been depicted on the north side of Lake Shore Boulevard which enables continuous connections to other existing trails and is much safer than an on-street configuration.

**C.** Statistics indicate that on-street bike lanes are safer than those located near streets due to issues created by traffic turning through signalized bike lanes.

**A.** This plan was developed by the City in conjunction with cycling stakeholders.

**C.** The conceptual bicycle network is based on the original Martin Goodman Trail from the 1970s, which was not fully implemented. In the last few years momentum has shifted to segregated cycle routes.

**Q.** Firstly, could it be argued that Hybrid Option 3 is safer when traveling south on the Don Valley Parkway beginning north of the rail bridge, making it easier to direct drivers where they need to go compared to the option that would do this south of the rail bridge?

**A.** There was a slight positive attribute to this in Hybrid Option 3. The advantage of the southbound movement is that the lanes narrow to adjust to various conditions in the corridor prompting drivers to slow down. Hybrid Option 3 widens the east side of the underpass of the rail bridge which allows the curve to start sooner.

**A.** If it is safer, it is worth mentioning. Secondly, I did not hear any information about improvements associated with widening Don Roadway. That is another point worth making as this impacts the Port Lands. I also want to reiterate that the Public Land Value Creation results should emphasize the land value uptick of Hybrid Options 2 and 3. You should reinforce these are real dollars and suggest that there could be an offset to these numbers.

**C.** If Hybrid Options 2 or 3 will be recommended, combine the costs and public land value created to present them more favourably. Separating the costs and value created is a disservice to both options.

**Q.** [Referring to Slide 13 – The Green Gardiner Plan] What unit of measure are the numbers in the schematics? It would be helpful if the units were marked. It would also be helpful to identify the land uses surrounding the parcels freed for future development throughout the presentation – are they residential, commercial, or industrial? The distinction is important.

**A.** We can certainly clarify that.

**Q.** You spoke about West of Cherry and the Keating Precinct areas, but I didn't hear anything about the area east of Don Roadway.

**A.** We will emphasize and speak to that at the PIC on Tuesday. The intent is to open up the corridor and improve the public realm (e.g., landscaping, etc.).

**Q.** Have any cross-sections been prepared for that area?

**A.** I think we have cross sections that are not shown. I can look into that.

**C. The pale gray font used in the presentation will be illegible at the public forum venue, particularly at the back of the room.**

**C. Regarding the conceptual bicycle plan, the proposal is in fact compatible with latest thinking about bicycle trail planning. Eglinton Connects is a good example where the bike trail is beside the sidewalk but elevated from the road. The situation on Richmond and Adelaide Streets is still problematic, but the best option in an intensely urban situation. Lake Shore Boulevard is still a high speed road that is not suitable for that kind of approach. The City's 10-year bicycle plan is being presented to PWIC in February, so please ensure that plan is consistent with the one included here. Secondly, I happen to be colour blind and could not decipher the results depicted on the evaluation slide – please consider different colour combinations to depict them.**

**C. [Referring to Slide 77 – Public Land Value Creation] Two of the land parcels depicted in the Public Land Value Creation slide, immediately east of the New Cherry Street alignment, are in fact privately owned. Secondly, Hybrid Option 1 carves through the north portion of parcel A. Lastly, the Public Land Value Creation results appear to be based on an apples-to-apples comparison of waterfront and land locked land, which is not necessarily accurate. The land parcel information needs to be corrected before the PIC.**

**Q. At the last SAC meeting, different alignments for Lake Shore Boulevard were presented. One of the alignments included the possibility of creating a new public park near the mouth of the Don River. Are those alignments still on the table?**

**A. That particular alignment of Lake Shore Boulevard was taking land away from the Toronto and Region Conservation Authority's (TRCA) sediment control area. The TRCA was not in a position to confirm if that would be acceptable and preferred to maintain flexibility within the area. It also created other challenges at nearby intersections. This configuration of Lake Shore Boulevard is probably the best. The other alignments explored can be included in the EA report.**

**Q. Will you be presenting the table of evaluation results at the public meeting? Does this infer you will ultimately be recommending Hybrid Option 3?**

**A. The evaluation results will be presented at the public meeting.**

**Q. Are the total cost numbers inclusive of public realm improvements?**

**A. No, they are separated.**

**C. I would like to reiterate the comment made earlier that separating them is misleading.**

**A. At this stage of the EA, we are trying to reduce or eliminate the common elements and focus on differences between the options. The conditions between Cherry Street and the Don Roadway are the same across the three hybrid options.**

**C. There is a \$10 million difference between Hybrid Option 1 and Hybrid Options 2 and 3. Why is that not considered? I also did not realize that the same value per acre was used across all three options in the Public Land Value Creation results. Prime waterfront land is not the same value as land located between a highway and a rail corridor.**

**A. We will take this into consideration.**

**Q. Could you clarify why 2013 dollars are still being used in the costing? How long will you be using these units?**

**A.** It is for comparison purposes; we don't usually change numbers that were previously publicly presented. There won't be any future comparison after a decision has been made. Any further costing would be presented in current dollars.

**C. Do the evaluation results focus only on the horizontal elements of the alternative or do they also consider the vertical elements? The reason I ask is that at the last SAC meeting we talked about possibly changing the elevation of the expressway. Was any analysis completed to assess the feasibility of doing so?**

**A.** We have not changed the configuration of the expressway.

**Q. Is the vertical a detailed design issue then?**

**A.** Fundamentally the concept would not change but there may be some tweaking during the detailed design stage.

**Q. Was it feasible to lower the elevated expressway above the river, while raising Lake Shore Boulevard?**

**A.** I am having difficulty understanding your concept; perhaps we can continue this conversation after the meeting.

**Q. Can Hybrid Options 2 and 3 be built before tearing down the current elevated expressway?**

**A.** You can build more of Hybrid Option 3 than Hybrid Option 2 before tearing down the existing expressway. There is some advantage of 3 over 2.

**Q. Is the eastbound off ramp past Cherry Street a single lane?**

**A.** It's a double lane.

**C. Not much space on the elevated portion of the expressway will be allocated to those lanes. It is going to be similar to the Spadina Avenue exit which is backed up for kilometres.**

**A.** It is not different from what currently exists at the Logan Avenue exit.

**C. Yes and that is also backed up. In this situation, the backup is going to start earlier because of the signalized stop at the Munition Street intersection.**

**A.** We can look further into this matter.

**C. Most of us intuitively like Hybrid Options 2 and 3. I am worried that Council will pick Hybrid Option 1 based on the lower costs. Is there anything else that has not been quantified that would add value to Hybrid Options 2 and 3?**

**A.** There are other benefits that were not included, but the differences were insignificant.

**Q. I am concerned about what the corridor will look like at the detailed design stage. I would appreciate being able to see an elevation of where the on-off ramps start and end to visualize the potential impact on land freed for development.**

**A.** The City will do that.

**APPENDIX D –  
ECONOMIC COMPETITIVENESS AND GOODS MOVEMENT  
WORKING GROUP MEETING SUMMARIES**



**Gardiner Expressway Environmental Assessment  
Economic Competitiveness Working Group**

**Meeting #1 – Think Tanks and Industry Associations  
Meeting #2 – Real Estate Owners and Developers  
Meeting #3 – Employers**

**Thursday, December 11, 2014  
Waterfront Toronto, 20 Bay Street, Suite 1310, Toronto, ON**

**A. Working Group Summary**

On December 11, 2014, Waterfront Toronto and the City of Toronto hosted three working group sessions to further study the impact of the Gardiner Expressway and Lake Shore Boulevard Reconfiguration Environmental Assessment and potential impacts on the economic competitiveness of the immediate study area and Downtown Toronto.

The three sessions aimed to gather a broad range of perspectives and included the following working groups:

1. Think Tanks and Industry Associations;
2. Real Estate Owners and Developers;
3. Employers.

The selected organizations were chosen as Working Group members in order to provide feedback on the economic implications of the various alternatives being considered for the Gardiner East and Lake Shore Boulevard. Their understanding of the downtown area and the potential impact of this project were highlighted and will help the project team shape a better-defined vision for reconnecting downtown to the waterfront.

This document summarizes the facilitated discussion, Q&A, feedback and advice offered in the three separate working group sessions. Please see the ensuing Sections 1-3 for a more detailed summary of the meetings.

## B. Summary of Key Themes, Ideas & Advice

The following table summarizes the key themes, ideas and advice that were discussed by Working Group members across the three different groups. A copy of the agenda (including the list of discussion questions) is included in Appendix A. A list of attendees is provided in Appendix B.

Theme	Description
Access to public transit in general (not just in relation to the Gardiner EA) is seen as a key concern for improving the appeal of Downtown.	<ul style="list-style-type: none"> <li>• Building owners indicated that main concern for their tenants/employees is that there is accessibility to Union Station (in particular), the PATH system and the Gardiner.</li> <li>• Employers pointed out that a majority of their employees use either GO Transit or TTC to get to work.</li> <li>• Changing demographics and the preference of younger workers to live downtown means that transit options should adjust to this shift.</li> </ul>
Potential decreased productivity and economic impacts of Gardiner construction alternatives.	<ul style="list-style-type: none"> <li>• Traffic is already bad Downtown and Gardiner construction will only make it worse.</li> <li>• The “disruption time” of Gardiner construction would likely lead to increased traffic congestion, negatively impacting productivity and therefore economic competitiveness.</li> </ul>
Downtown Toronto is not the only area impacted by this project.	<ul style="list-style-type: none"> <li>• The Gardiner study impacts not only businesses/employees downtown, but those outside of the downtown core/GTA as well.</li> <li>• Access/connectivity to Downtown is seen as important, but high rent costs also play a part. Some businesses are moving just outside of core as a result.</li> </ul>
Waterfront access related to Downtown’s appeal.	<ul style="list-style-type: none"> <li>• Waterfront access is seen as important (especially for employers who are moving down to the South Core).</li> <li>• However, importance of Union Station as mass transit hub is still seen as more crucial.</li> </ul>
Potential for Waterfront in the form of commercial development as well as real estate/development.	<ul style="list-style-type: none"> <li>• Waterfront and Port Lands present a great opportunity in many ways.</li> <li>• More mixed-use buildings should be considered.</li> <li>• Connectivity to the Downtown/South Core business areas is very important.</li> <li>• Major competition right now are growing business areas in Mississauga, Brampton, Markham and Scarborough.</li> </ul>

## C. Next Steps

Mr. Springer and Mr. Kintala thanked WG members and the project team for attending and adjourned the meeting. Mr. Medeiros indicated that future discussions on the Gardiner EA and related economic competitiveness issues will take place in early 2015.

Next WG meeting: Thursday, March 26, 2015.





**Gardiner Expressway EA  
Economic Competitiveness Stakeholder Meetings**

December 11, 2014

Location: Waterfront Toronto - 20 Bay Street, Suite 1310, Toronto, ON

**PURPOSE STATEMENT**

The purpose of these stakeholder meetings is to understand the role of the Gardiner Expressway and Lake Shore Boulevard in the economic competitiveness of the City of Toronto within the context of the global economy.

**AGENDA**

Item	Lead
Meeting Start and Introductions	HR+A
Project Introduction	WT & HR+A
Context on Economic Competitiveness	HR+A
Q&A	HR+A
Conclude Meeting	WT

**QUESTIONS – MEETING #1 (Think Tanks and Industry Associations)**

- What do you attribute the success of Downtown Toronto to?
- What are the main threats to Toronto’s economic competitiveness? Downtown Toronto?
- Who is Downtown’s competition? Toronto’s competition?
- How important is waterfront access to further strengthen Downtown’s appeal?
- Are there any infrastructure investments that Toronto should make to further strengthen the economic appeal of Downtown?
- What weaknesses does Downtown Toronto currently have? Which of these should it address in the short term?
- How has the growth in Toronto affected your organization or industry?
- How will the planned intensification of Downtown Toronto and the waterfront affect your organization or industry?

**QUESTIONS – MEETING #2 (Real Estate Owners and Developers)**

- Please describe your holdings and projects in downtown Toronto.

- How important is Downtown infrastructure to attracting office tenants? Retail tenants? Households? How do you see that changing over the next 5 years and beyond?
- How has the growth in Toronto affected your organization or industry?
- How will the planned intensification of Downtown Toronto and the waterfront affect your organization or industry?
- What submarkets pose competition to Downtown Toronto and the waterfront? What makes them competitive?
- How important is waterfront access to your property?
- What weaknesses does Downtown Toronto currently have? Which of these should it address in the short term?

### **QUESTIONS – MEETING #3 (Employers)**

- Please describe your business presence in downtown Toronto.
- Why did you choose to locate in Downtown? Why not in the broader GTA?
- Where do your employees live? How do they get to work? Have you collected data that could answer these questions? How is that changing or how do you expect that to change over the next 5 years and beyond?
- How has the growth in Toronto affected your organization or industry?
- How will the planned intensification of Downtown Toronto and the waterfront affect your organization or industry?
- How important is waterfront and amenity access to you and your employees?
- What can the City do to improve the appeal of Downtown to your employees and other businesses?
- What weaknesses does Downtown Toronto currently have? Which of these should it address in the short term?

## Appendix B – List of Attendees

### Working Group Meeting List of Attendees

#### **Think Tanks and Industry Associations**

Civic Action  
Martin Prosperity Institute  
Ryerson University (Ryerson City Building Institute)  
Toronto Financial District BIA  
Toronto Region Board of Trade  
Urban Land Institute

#### **Real Estate Owners and Developers**

Brookfield Properties  
Build Toronto  
Cadillac Fairview  
Cadillac Fairview  
Colliers International  
First Gulf  
GWL Realty Advisors  
Menkes Developments Ltd.  
Oxford Properties  
RealPAC

#### **Employers**

CBC  
National Bank of Canada  
Royal Bank of Canada  
SunLife



## **Gardiner Expressway East Environmental Assessment Economic Competitiveness Working Group – Stakeholder Update**

**Monday, March 30, 2015  
Waterfront Toronto, 20 Bay Street, Suite 1310, Toronto, ON**

### **1. Meeting Purpose**

On March 30, 2015, Waterfront Toronto and the City of Toronto hosted an update meeting for the Gardiner EA Economic Competitiveness working group. The purpose of the session was to present draft findings from the economic evaluation of the EA alternatives, and solicit feedback from stakeholders.

Previously on December 11, 2014, Waterfront Toronto and the City hosted three working group sessions to discuss potential impacts on the economic competitiveness of the immediate study area and Downtown Toronto. The three sessions aimed to gather a broad range of perspectives and included the following working groups:

4. Think Tanks and Industry Associations;
5. Real Estate Owners and Developers; and
6. Employers.

The March 30th stakeholder update combined the three working groups into one larger meeting to present and discuss the draft economic evaluation findings.

The meeting agenda is attached as Appendix A and a list of participants is included in Appendix B.

### **2. Presentation Summary**

Mr. Antonio Medeiros of Waterfront Toronto began the meeting by thanking participants for attending the stakeholder update as well as the December working group sessions. He then introduced the project team, including Kumar Kintala of HR&A Advisors and Don McKinnon of Dillon Consulting.

Mr. McKinnon began the presentation by reiterating that the EA Study Area includes the area between approximately Jarvis Street to Leslie Street to the east. He discussed the Public Works and Infrastructure Committee referral decision and that the City of Toronto had been directed to work with Waterfront Toronto and community stakeholders to review and further investigate the recommended option ("Remove" alternative) under the EA process to mitigate congestion concerns. He added that the project team was directed to prepare an additional option (the "hybrid" alternative) that combines the maintain and replace components to preserve expressway linkage and functionality between the Gardiner Expressway and Don Valley Parkway. The hybrid alternative was to be evaluated against the EA criteria in addition to: transportation functionality, impacts on key economic sectors, cost benefit, future land use considerations, public transit components, environmental impacts, and neighbourhood growth and compatibility.

Mr. Kumar Kintala of HR&A Advisors then followed, with a summary of the additional economic evaluation that was carried out for the remove and hybrid alternatives. The evaluation considered three criteria groups: Regional Economics, Local Economics and Fiscal Net Benefits. This was underpinned by a series of analyses, including: Case Studies, Stakeholder Consultation, Site Selection Research, and Cost-Benefit Analysis.

With respect to Regional Economics, it was found that for both alternatives, those who drive downtown during peak periods would likely face slightly longer travel times than now. In addition, some residents who drive to/from Toronto's entertainment venues (e.g., Air Canada Centre, Rogers Centre, Harbourfront Centre) may encounter longer travel times with the remove (boulevard) alternative, especially during peak periods.

The Local Economics criteria group focused on business activity in the study area. Under the remove (boulevard) alternative, removal of the elevated expressway may result in net additional jobs along the corridor from Yonge to Carlaw. It was found that both alternatives would support commercial development east of the Don River.

Next steps were then discussed, including continued stakeholder engagement and the upcoming public meetings in Toronto and Scarborough on April 15 and 20, respectively. The floor was then opened up to meeting attendees for questions and comments.

### 3. Facilitated Discussion

The following provides a summary of the key comments, questions, ideas and advice raised by working group members following the presentations.

- **Comment:** From a policy perspective, the road network must provide for essential network use, including goods movement. In general, the transportation aspect of the study must come across stronger, and must consider the entire network perspective. The study should also consider comparable changes in downtown in other, similar-sized cities (e.g., Chicago, Vancouver, San Francisco) and consider the investment in transit infrastructure those cities have experienced.
- **Comment:** The analysis would benefit from showing the net growth and fiscal net benefits of the alternatives. The cost-benefit analysis of the alternatives is also very important, and it is tougher to give detailed feedback without this information.
- **Comment:** The live-work relationship was the most important factor for the workforces of surveyed employees in the Downtown area, as well as access to transit options such as Union Station (in particular), the Gardiner and the PATH system. The analysis also needs to build in more sensitivity to transit availability, in addition to land-use growth downtown.
- **Question:** The presented analysis only refers to the remove and hybrid alternatives; are the other options (in particular, maintain) no longer being taken into consideration?  
**Answer:** The purpose of this meeting is to show further analysis of the hybrid option in comparison to the impacts of the remove alternative, in response to Committee direction.
- **Question:** How is transit sensitivity being taken into account in this analysis?  
**Answer:** Transit options are taken into account in the City plans as they relate to the alternatives

for the Gardiner Expressway. The difference in transit trips between the alternatives, however, is not the single determining or most important factor. Transit also depends on the land-use projections and plans for the study area; the overall network changes will depend more on land-use changes.

- **Comment:** The transit and connectivity portion of the analysis should also consider the impacts of economic competitiveness and retaining jobs in downtown versus growing business areas in Mississauga, Vaughan, Brampton, Markham and Scarborough. Ultimately, the Gardiner study impacts not only businesses/employees downtown, but those outside of the downtown core/GTA as well.
- **Question:** Are new forms of transit – including the Union-Pearson Express, expanded GO transit and TTC connections, tunnel to Billy Bishop airport – also being accounted for in relation to congestion and traffic downtown?  
**Answer:** Some of these new forms of transit have been included in the modelling. Another factor to consider is that the population-to-employee-living-downtown ratio has changed in recent years, and we now see a younger generation of employees living downtown/closer to work, indicating a good work/life balance. This also has an impact on traffic and congestion patterns, particularly during peak periods.



**Gardiner Expressway EA**

Economic Competitiveness Working Group Stakeholder Update

Monday March 30, 2015

Time: 11:00am – 1:00 pm

Location: Waterfront Toronto, Boardroom 18, 20 Bay Street, Suite 1310, Toronto, ON

**PURPOSE STATEMENT**

The overall purpose of these stakeholder meetings is to understand the role of the Gardiner Expressway and Lake Shore Boulevard in the economic competitiveness of the City of Toronto.

The purpose of today’s meeting is to present draft findings from the economic evaluation of the alternatives for the Gardiner Expressway and Lake Shore Boulevard, and solicit feedback from stakeholders.

**AGENDA**

<b>Item</b>	<b>Lead</b>
Agenda Review and Introductions	Tony Medeiros, Waterfront Toronto
Recap and Review of Evaluation Findings	Kumar Kintala, HR&A Advisors
Discussion of Findings with Stakeholders	All
Next Steps and Conclude Meeting	Tony Medeiros

## Appendix B – List of Attendees

### Working Group Meeting List of Attendees

Brookfield Properties  
Build Toronto  
Cadillac Fairview  
City of Toronto  
First Gulf  
Martin Prosperity Institute  
Oxford Properties  
REALpac  
Royal Bank of Canada  
Ryerson City Building Institute | Ryerson University  
Toronto Financial District BIA  
Toronto Region Board of Trade





## **Gardiner Expressway East Environmental Assessment Goods Movement Working Group – Stakeholder Update**

**Monday, March 30, 2015  
Waterfront Toronto, 20 Bay Street, Suite 1310, Toronto, ON**

### **4. Meeting Purpose**

On March 30, 2015, Waterfront Toronto and the City of Toronto hosted an update meeting for the Gardiner EA Goods Movement working group. The purpose of the March 30 session was to present draft findings from the consultations and goods movement analysis, and to solicit feedback from stakeholders.

The meeting agenda is attached as Appendix A and a list of participants is included in Appendix B.

### **5. Presentation Summary**

Mr. Antonio Medeiros of Waterfront Toronto began the meeting by thanking participants for attending the stakeholder update as well as for participating in the prior goods movement consultations carried last December. Mr. Medeiros introduced the project team, including Robert Graham and Peter Harrison of CPCS and Don McKinnon of Dillon Consulting.

Mr. McKinnon began the presentation by reiterating that the EA Study Area includes the area between approximately Jarvis Street to Leslie Street to the east. He discussed the Public Works and Infrastructure Committee referral decision and that the City of Toronto had been directed to work with Waterfront Toronto and community stakeholders to review and further investigate the recommended option (“Remove” alternative) under the EA process to mitigate congestion concerns. He added that the project team was directed to prepare an additional option (the “hybrid” alternative) that combines the maintain and replace components to preserve expressway linkage and functionality between the Gardiner Expressway and Don Valley Parkway. The hybrid alternative was to be evaluated against the EA criteria in addition to: transportation functionality, impacts on key economic sectors, cost benefit, future land use considerations, public transit components, environmental impacts, and neighbourhood growth and compatibility.

Robert Graham of CPCS noted that his firm had carried out an analysis of goods movement as part of the EA. Mr. Graham provided a summary of goods movement in the study area, including comparisons of the study area to other major highways/corridors in the GTA with respect to peak hour and daily truck traffic, truck trip ends and origins, as well as share of total traffic by time (i.e., what share of overall traffic in the study area was attributed to trucks by time of day). He noted that small- and medium-sized commercial vehicles make up a much larger share of the total goods movement traffic downtown. Also, in a sample of truck GPS data, only approximately 20% of the trucks travelling on the Gardiner between Bathurst and the DVP travelled through without stopping, indicating that the majority of truck trips

captured in the sample were using the Gardiner to access (enter or leave) the downtown area, not travel through it.

Mr. Graham then summarized the stakeholder consultations that had been carried out with goods movement stakeholders in the study area, including three main groups: industrial and manufacturing, retail, and courier and logistics. Of the 19 stakeholders that participated in consultations, 17 indicated they would prefer to maintain the elevated expressway, while only 2 indicated they would support the remove alternative. With respect to the remove alternative, common concerns identified by the stakeholders included: road capacity, travel time, reliability, alternate routes, impact of construction, safety, and long term investment.

Travel time, reliability and cost were identified as the key concerns and the table below summarizes how these were prioritized by the different goods movement stakeholder groups.

	Travel Time	Reliability	Cost
Industrial and Manufacturing	Secondary Priority	Secondary Priority	Top Priority
Retail	Secondary Priority	Top Priority	Secondary Priority
Courier and Logistics	Top Priority	Top Priority	Secondary Priority

Legend

	Top Priority
	Secondary Priority

The evaluation of impacts was discussed for travel time, reliability and cost under the hybrid and remove alternatives.

City of Toronto staff noted that traffic incidents are much more impactful (leading to longer delays) on the Gardiner as opposed to Lake Shore Boulevard. The EA team modelled how the two alternatives (remove and hybrid) would respond to an incident that makes one lane unavailable for use. Analysis indicates a change in overall travel speeds would be -0.5 km/h on Lake Shore Boulevard versus -4.5 km/h on the Gardiner due to an incident under the hybrid alternative. Under the remove alternative, an incident would lead to an expected -2 km/h change on Lake Shore.

Next steps were then discussed, including continued stakeholder engagement and the upcoming public meetings in Toronto and Scarborough on April 15 and 20, respectively. The floor was then opened up to meeting attendees for questions and comments.

## 6. Facilitated Discussion

The following provides a summary of the key comments, questions, ideas and advice raised by working group members following the presentations.

- Question:** For the sample of truck GPS data, was this based on a yearly average or a specific month?  
**Answer:** The GPS data was based on October 2014 data, in order to analyze data from a month with the highest expected traffic volume.
- Question:** For the analysis showing that the remove alternative would see an average increase of vehicle travel time of an additional 2 to 3 minutes per trip over hybrid, it is hard to believe

this number is so low. Whenever there is a closure/incident on the Gardiner, the impact is much heavier on Lake Shore Boulevard.

**Answer:** For the modelling, we use standard conditions under AM peak period and look towards future scenarios by building in assumptions about people's behavior and adaptation. For example, there would be expected changes in mode of transportation, off-peak vs. on-peak travel, telecommuting, etc. The modelling results do not show a sudden change (due to a traffic incident, for example). Rather they are an average and take into account people adjusting their behavior and approach over time under the different alternatives.

- **Question:** Does the modelling take secondary impacts into account (i.e., impacts on local traffic and businesses near the study area)?  
**Answer:** Yes, the modelling is comprehensive and includes a number of scenarios that take into account potential impacts on local traffic, parking, businesses, property values, etc. The modelling also includes peak-hour modelling scenarios based on expected changes in the network, though the focus is on the study area/corridor.
- **Question:** For the truck traffic study, what kind of vehicle was used (car, tractor trailer, etc.)?  
**Answer:** An average vehicle type was used in order to take into account the different vehicle types that use the Gardiner Expressway.
- **Question:** How long is the study area for the presented analysis?  
**Answer:** The area studied is approximately 1.8 km from Jarvis Street to Cherry Street.
- **Question:** How long is the demolition/construction expected to be under the different alternatives?  
**Answer:** The City's rehabilitation program for the Gardiner East is 6 years. With respect to the construction timelines for the remove and hybrid options, overall implementation is expected to be around 6 years for both alternatives, although the remove alternative has a more complicated construction aspect to it – longer detours will be needed.



### **Gardiner Expressway EA**

Goods Movement Working Group Stakeholder Update

Monday March 30, 2015

Time: 9:00am – 11:00 am

Location: Waterfront Toronto, Boardroom 18, 20 Bay Street, Suite 1310, Toronto, ON

### **PURPOSE STATEMENT**

Waterfront Toronto and the City of Toronto have engaged Dillon Consulting, who have retained CPCS, a strategy consulting firm specializing in the transportation sector, to study the implications of the Remove Alternative on the movement of goods, and in particular:

- To provide a better understanding of the nature of goods movement in the study area;
- To provide a framework for assessment of the consequences (both positive and negative) of the implementation of the Remove Alternative for goods movement in the Greater Toronto Area; and
- To provide high level recommendations for mitigating the negative impacts of constraints on affected goods movement companies in the corridor based on work already undertaken in the Environmental Assessment.

CPCS has held consultations with goods movement stakeholders and carried out an analysis of the movement of goods in the GE/LSB corridor in order to support the overall Environmental Assessment.

The purpose of today's meeting is to present draft findings from the analysis, and solicit feedback from stakeholders.

### **AGENDA**

<b>Item</b>	<b>Lead</b>
Agenda Review and Introductions	Tony Medeiros, Waterfront Toronto
Recap and Review of Evaluation Findings	Robert Graham, CPCS
Discussion of Findings with Stakeholders	All
Next Steps and Conclude Meeting	Tony Medeiros

## Appendix B – List of Attendees

### Working Group Meeting List of Attendees

Canada Post  
City of Toronto  
Ports Toronto  
Redpath Sugar  
Siltech Corporation  
St. Lawrence Market BIA  
Toronto Industry Network  
University of Toronto

**APPENDIX E –  
CONSULTATION SUMMARIES BY ROUND**

# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study



## Round One Consultation Report

Prepared by Lura Consulting for:  
The City of Toronto and  
Waterfront Toronto

July 2013

Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and  
Integrated Urban Design Study - Round One Consultation Report

This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Gardiner Expressway/Lake Shore East Boulevard Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. If you have any questions or comments regarding this report, please contact:

**Liz Nield**

Facilitator's Office

505 Consumers Road, Suite 1005

Toronto, Ontario M2J 4Z2

Project Hotline: 416-479-0662

[info@gardinereast.ca](mailto:info@gardinereast.ca)

[www.gardinereast.ca](http://www.gardinereast.ca)





## Table of Contents

Introduction .....	1
Background .....	1
Purpose of the Gardiner East EA Consultations.....	2
Report Contents.....	3
Round one Consultation Process Overview.....	4
Communication and Promotional Tactics.....	4
Consultation Resources .....	6
Consultation Activities .....	7
Summary of Participant Feedback.....	10
Feedback on the Key Ideas .....	11
Additional Comments and Feedback.....	18
Next Steps .....	21

### Appendices:

Appendix A – Communication and Promotional Materials

Appendix B – SAC Meeting Summary

## INTRODUCTION

### Background

The City of Toronto and Waterfront Toronto have resumed the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study.

In 2008, City Council authorized a partnership between the City of Toronto and Waterfront Toronto to examine the potential reconfiguration of the easterly portion of the Gardiner Expressway between Jarvis Street and Logan Avenue. The Gardiner East EA and Urban Design Study was formally initiated following the approval of the study Terms of Reference (ToR) by City Council and the Minister of the Environment in 2009 and proceeded until mid-2010. It was resumed earlier this year and is scheduled for completion in 2015.

The Study Area defined in the 2009 Terms of Reference has been expanded in three directions:

- to include the area between Jarvis Street west to Yonge Street to allow for the transition from an at or below grade roadway to the above grade Gardiner Expressway.
- to include some land north of King Street to capture the impact of potential changes to the Richmond-Adelaide DVP ramps.
- to extend the area of Lake Shore Boulevard east of Logan Avenue to ensure that any issues related to tying in to the existing at-grade segment of Lake Shore Boulevard are covered.

This is consistent with the Terms of Reference language that reads “The Study areas will be confirmed in the EA and will need to consider the alternatives to be examined and the geographic extent of the potential project effects (negative and positive)”. The revised (current) Study Area is shown in Figure 1.



Figure 1: Gardiner East EA Study Area

# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round One Consultation Report

The EA will examine four alternatives:

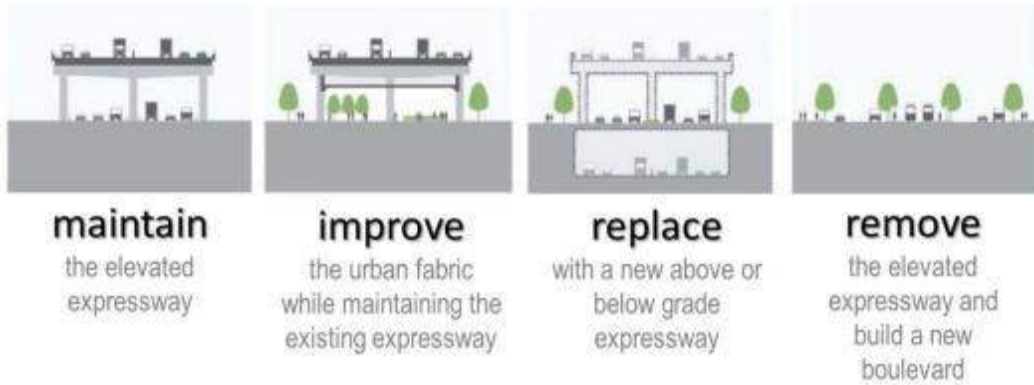


Figure 2: Conceptual renderings of the Alternatives

The following five goals were developed to provide guidance for the project, and can be found in the approved ToR:

1. Revitalize the Waterfront
2. Reconnect the City with the Lake
3. Balance Modes of Travel
4. Achieve Sustainability
5. Create Value

As illustrated in Figure 3, four evaluation lenses – Urban Design, Transportation & Infrastructure, Environment and Economics – will provide the structure for the evaluation of the alternatives in the EA along with Constructability and Timing considerations.



Figure 3: Evaluation Lenses

## Purpose of the Gardiner East EA Consultations

As outlined in the ToR, public consultation is an important component of the Gardiner East EA and Urban Design Study. The City of Toronto and Waterfront Toronto recognize the importance of engaging stakeholders and the public to provide opportunities for feedback throughout the EA, while ensuring consultation activities comply with Ontario’s Environmental Assessment Act.

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round One Consultation Report

The objectives of the consultation process are to:

1. Generate broad awareness of the project and opportunities for participation throughout the EA process.
2. Facilitate constructive input from consultation participants at key points in the EA process, well before decisions are made.
3. Provide ongoing opportunities for feedback and input, and for issues and concerns to be raised, discussed, and resolved to the extent possible.
4. Document input received through the consultation process and to demonstrate the impact of consultation on decision-making.

The Gardiner East EA and Urban Design Study will include five rounds of public consultation to ensure multiple opportunities for participation as part of an inclusive and transparent consultation process. Round One of the public consultation process was held between May 28<sup>th</sup> and June 28<sup>th</sup>, 2013, and successfully engaged over 5,000 individuals.

Engagement was facilitated through several complementary consultation approaches including: a stakeholder advisory committee meeting, public forum, web-enabled consultations, and social media. A review of the input received reveals common themes, concerns and viewpoints brought forward by the project's stakeholders and members of the public, and will be used to inform and shape the next phase of the EA and related consultation activities.

### Report Contents

This report provides a description of the consultation and engagement activities undertaken as part of Round One of the Gardiner East EA and Urban Design Study, as well as a summary of the feedback received from the consultation activities that were undertaken. Section 2 provides an overview of the consultation process, the various consultation approaches used to reach and engage different audiences, and the communication and promotional tactics used to encourage participation.

An overview of the feedback received is organized into key themes in Section 3, and provides a compilation of the comments and suggestions that emerged from the consultation process. Next steps in the EA and Urban Design Study process are outlined in Section 4.

## ROUND ONE CONSULTATION PROCESS OVERVIEW

To fulfill the objectives of the consultation strategy in the approved ToR, a multi-faceted approach targeting key stakeholders and the general public through complementary communication, promotional and engagement tactics was adopted. A range of consultation activities were also utilized to provide multiple opportunities for public participation as part of an inclusive and transparent consultation process.

The purpose of Round One of the consultation process was to:

1. Reintroduce the EA and Study process and provide a refresher on the approved EA Terms of Reference;
2. Identify any changes to the Study since the approved 2010 Terms of Reference (i.e. Study Area extents);
3. Obtain feedback from participants to inform the development of alternative solutions; and
4. Share information on case studies and innovative options.

## Communication and Promotional Tactics

### Project Website

A project website ([www.gardinereast.ca](http://www.gardinereast.ca)) was established to serve as a landing spot for all information and consultations for the Gardiner East EA and Urban Design Study. The website includes a comprehensive overview of the study, relevant documents and resources, information about consultation events and opportunities to provide feedback, including an online interactive tool. The project website also included links to City of Toronto and Waterfront Toronto webpages containing additional background information about the EA and Urban Design Study.

### Social Media

Twitter and Facebook were used as promotional tactics to increase awareness about the Gardiner East EA and Urban Design Study and to encourage broad participation. The Twitter handle @GardinerEast and Facebook page facebook.com/GardinerEast were embedded in various communication materials and consultation resources to generate followers organically. Tweets and Facebook updates were used to advertise the Public Forum. They were also integrated during the event to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was also used on all tweets to promote and track discussion.

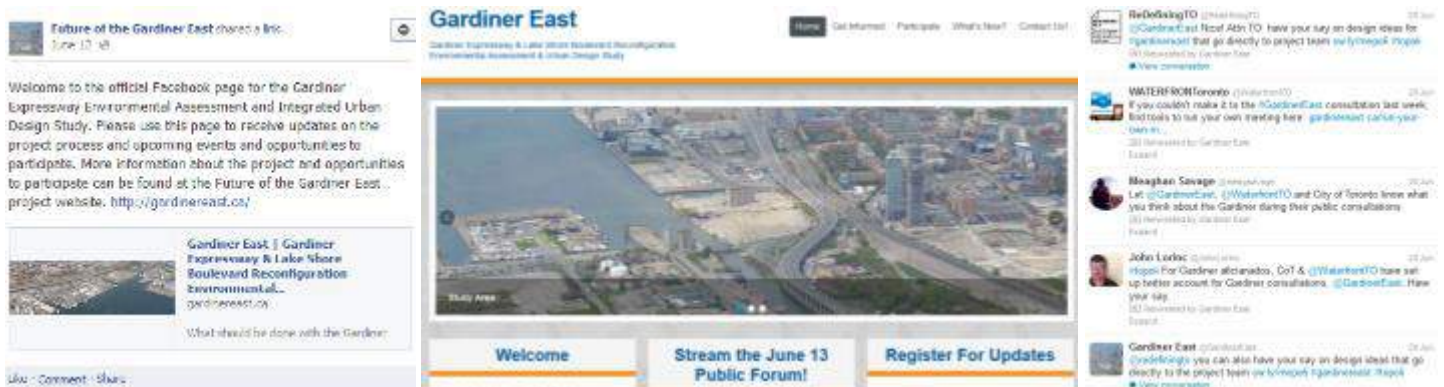


Figure 4: Screen shots of the project website and social media activity

### ***Public Notice/Invitation/Media Coverage***

A combination of public notices, media briefings, and invitations was utilized to promote stakeholder and public awareness of consultation activities:

- An e-mail invitation was sent to 6,600 subscribers (industries, professional organizations, community associations, transportation groups, numerous individuals, etc.) on Waterfront Toronto's extensive contact list database;
- Existing communications channels of the City of Toronto and Waterfront Toronto (websites, Councillor distribution lists, Waterfront Toronto e-newsletter) were used to promote details about the upcoming Public Forum;
- A media briefing was hosted by the City and Waterfront Toronto at City Hall on Wednesday June 12, 2013;
- A News Release about the Public Forum and online engagement opportunities was issued by the City and Waterfront Toronto, which combined with the media briefing resulted in substantial media coverage of the project and Public Forum;
- An e-blast was used to inform e-mail subscribers to the project's website about online opportunities to submit comments and feedback.

### ***Media Advertising***

As per mandatory provisions for public notice concerning EAs, a formal notice was published in the Toronto Star on May 31, 2013 to inform Torontonians about the resumption of the study and upcoming Public Forum. Public notices were also printed in the following community newspapers: Beach/Riverdale Mirror, East York Mirror, North York Mirror, City Centre Mirror and Scarborough Mirror.

### ***Facilitator's Office***

A "one-window" point of contact for the project was established, with dedicated phone, fax and email connections to facilitate communication. The "one-window" customer service centre will provide basic information about the project and serve as a focal point for receiving questions/comments and providing responses throughout the study. The contact details for the Facilitator's Office are listed below:

**Facilitator's Office**  
**505 Consumers Road, Suite 1005**  
**Toronto, ON M2J 4V8**  
**P: 416-479-0662**  
**E: [info@gardinereast.ca](mailto:info@gardinereast.ca)**

Copies of the public notice and media briefing used to promote participation in the consultation process can be found in *Appendix A*.

# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round One Consultation Report

## Consultation Resources

A number of resources were developed to facilitate participation throughout Round One of the consultation process. These resources were made available on the project website and at the Public Forum. An overview of each resource is provided below.

### Discussion Guide

A Discussion Guide was developed to summarize information about the Gardiner East EA and Urban Design Study in one convenient package. The Discussion Guide contained key background information, as well as an overview of the alternatives and “key ideas” – which provided the focus for the Round One consultations. It was intended to provide consultation participants with a focused tool to learn about the EA and Urban Design Study and provide feedback. The enclosed feedback form was designed to capture the three most important and three least important “key ideas”, as selected by participants. The Discussion Guide was provided to participants at the Public Forum.



Figure 5: Screen shot of Discussion Guide

### Workshop-in-a-Box

A modified version of the Discussion Guide was created to enable self-led group discussions. The Workshop-in-a-Box contained the same key background information and overview of the study alternatives. It also included instructions for community groups to facilitate their own discussion and document concerns and/or comments about the EA and Urban Design Study. Feedback collected during the groups discussions could be submitted online or through the Facilitator’s Office.

### Overview Presentation

A presentation was developed to provide an overview of the Gardiner East EA and Urban Design Study including: the scope and objectives of the project, case studies from other jurisdictions, and the key ideas relating to each alternative. The presentation was delivered at the Public Forum. A PDF version of the presentation is available in the Document Library on the project website.

### Public Forum Panels

Over 60 panels were displayed at the Public Forum to provide attendees with an overview of the project and more detail about the alternative design concepts submitted by six international design teams as part of an international design competition. Space was also provided for attendees to provide their feedback directly on the panels at the Public Forum. A PDF version of the panels is also available in the Document Library on the project website.

Copies of the consultation resources described above are available for viewing through the project website – [www.gardinereast.ca](http://www.gardinereast.ca).

## Consultation Activities

The following consultation activities were implemented to ensure broad participation from key stakeholders and members of the public.

### *Stakeholder Advisory Committee (SAC) Meeting*

A SAC meeting with key interest groups and community associations was held on May 28<sup>th</sup> 2013 at Metro Hall. The SAC was originally formed when the EA began in 2010 and was reconstituted in the Spring of 2013 – with a refreshed membership – once the EA was resumed by the City and Waterfront Toronto. The purpose of the meeting was to reorient stakeholders with the project, and receive feedback on the overview presentation in preparation for the Public Forum. The format of the meeting consisted of a series of presentations, a question and answer period, and an open discussion about the material presented.

A summary of the SAC Meeting can be found in *Appendix B*.

### *Public Forum*

A Public Forum was held on June 13, 2013 at the Metro Toronto Convention Centre to inform key stakeholders and the public about the scope and intent of the Gardiner East EA and Urban Design Study, and to receive feedback on the key ideas relating to the various alternatives. Approximately 300 people attended the public forum. The format of the public forum was designed to encourage as much discussion as possible through a number of different methods:

- **Discussion Guide** – The Discussion Guide (described above) was distributed to each participant to guide them through the Public Forum. Participants were able to provide comments by completing a feedback form in the Discussion Guide and handing it in.
- **Open House Display** – Over 60 panels were displayed at the Public Forum to provide attendees with an overview of the project and more detail about the alternative design concepts submitted by six international design teams as part of an international design competition. Participants were also able to provide comments directly on the panels through the use of “sticky notes”.
- **Presentation** – An overview presentation was given by a panel of representatives from the City of Toronto, Waterfront Toronto and Perkins and Will outlining the EA and Study Process, as well as Case Studies from other jurisdictions and key ideas relating to each alternative.
- **Questions of Clarification** – Following the presentation participants were given the opportunity to ask questions of clarification regarding the EA and Study Process, case studies, innovative design competition, or key ideas.



## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round One Consultation Report

- **Discussion Session** – Approximately half an hour was provided for small table discussions about the alternatives and key ideas. Where possible, a project or consulting team member joined each table to act as a facilitator, and to note feedback on a group discussion form. The comments collected during the small table discussions were reported back to the larger group at the end of the session.



Figure 6: Pictures from the public forum

### **Online Engagement**

Parallel to the face-to-face consultation activities, online options were also available to facilitate broad participation. An overview of the tools used to encourage online participation is provided below:

- **Live Webcast** – The public forum was broadcast live on the internet through the project website to enable participation across the City and beyond.
- **Recorded Webcast** – A recording of the webcast is available through the project website as a record of the event, and to enable participation by individuals who could not attend the public forum.
- **Participate Online “Do-It-Yourself” Consultation Process** – The project website included a *Participate Online* page featuring an interactive online consultation tool designed to capture feedback about the three most important and three least important key ideas relating to the alternatives. The online consultation tool was based on the feedback form in the Discussion Guide and allowed the participants to review the information and provide feedback on their own time.
- **Workshop-in-a-Box** - The Workshop-in-a-Box (described above) was available for participants to download from the project website to enable participation by community groups, associations or organizations who could not attend the public forum.
- **Social Media** – Twitter and Facebook were used to complement face-to-face discussions during and after the Public Forum. Tweets and Facebook posts were integrated during the event to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was used on all tweets to promote discussion.

Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round One Consultation Report

- **Email** – A dedicated project email address – [info@gardinereast.ca](mailto:info@gardinereast.ca) – provided stakeholders and the public with another medium to direct questions and feedback. Staff at the Facilitator’s Office ensured email communications were promptly addressed and recorded for reporting purposes.

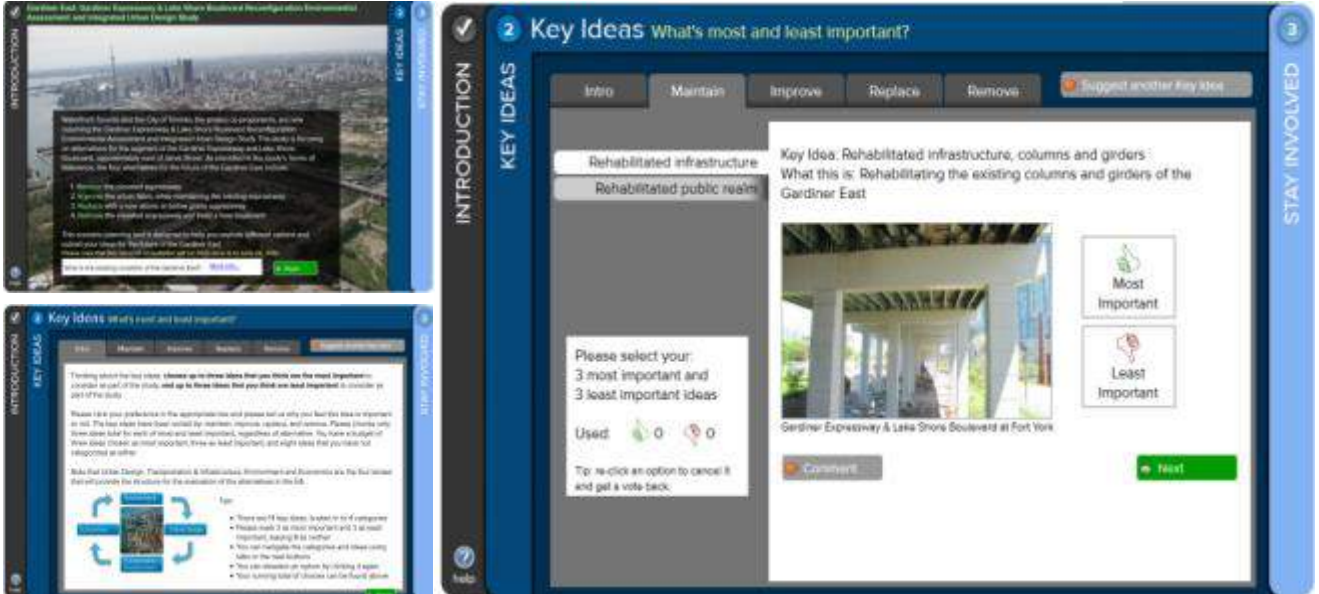


Figure 7: Screenshots of the Online Participation Key Idea by Metroquest

Over 1,000 people participated in this phase of the consultation process. The following table summarizes the number of participants by consultation activity:

Consultation Activity	Number of Participants
Stakeholder Advisory Committee Meeting	40 (invited) 20 (attended)
Public Forum	300
Live Webcast	36
Recorded Webcast	415
Online Participation Tool	1123 (visits) 367 (with feedback)
Twitter	166 followers
Facebook	37 likes
Email	51
Phone	9
Website Visits	3,195
<i>Total</i>	<i>1,400 (except absent SAC members and online feedback)</i>

## SUMMARY OF PARTICIPANT FEEDBACK

The focus of Round One of the consultation process was on 14 “key ideas” (see below) emerging from: 1) case studies compiled by the project team; and 2) design concepts submitted by six international design teams in 2010. These “key ideas” were categorized according to the four alternatives – Maintain, Improve, Replace and Remove – under consideration in the EA and Urban Design Study.



**KEY IDEA – Rehabilitated Infrastructure:** Rehabilitating the existing columns and girders of the Gardiner East. (Gardiner Expressway at Fort York).



**KEY IDEA – Rehabilitated Public Realm:** Rehabilitating the existing infrastructure (columns and girders) along with public art, public realm and lighting improvements. (Gardiner Expressway and Lake Shore Blvd at Fort York).



**KEY IDEA – Re-align Lake Shore Boulevard:** Move Lake Shore Boulevard out from beneath the expressway to allow for programming underneath. (Diller Scofidio + Refro/ Architects Alliance).



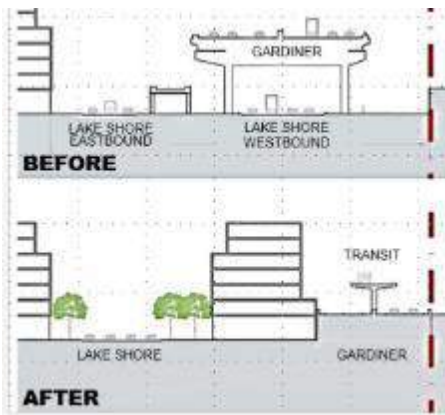
**KEY IDEA – Enhance Appearance of Expressway Infrastructure:** The structure of the Gardiner is enhanced visually through greening, landscaping or development. (KPMB Architects/ Bjarke Ingels Group).



**KEY IDEA – Enhance the Space Underneath the Expressway:** The space underneath the expressway is enhanced architecturally and dedicated to public, cultural and retail environments. (Diller Scofidio + Refro/ Architects Alliance).



**KEY IDEA – Enhance the Rail Berm edge:** The rail berm is visually enhanced and better east-west connections are achieved. (KPMB Architects/ Bjarke Ingels Group).



**KEY IDEA – New Transportation Infrastructure:** Relocating the expressway to create an urban and more pleasant city environment. (West 8 + DTAH, Cecil Balmond AGU).



**KEY IDEA – Signature Crossing of the Don River:** As an example, a new bridge could connect the Gardiner to the DVP. (Adrian Smith + Gordon Gill Architecture).



**KEY IDEA – Enhance Waterfront Connectivity:** A series of new or enhanced “gateways” are created to stitch the city to the waterfront. (West 8 + DTAH, Cecil Balmond AGU).



Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round One Consultation Report



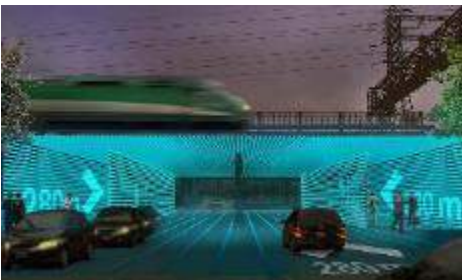
**KEY IDEA - Balance Modes of Transportation:** Maintain an expressway function and build a multi-modal Lake Shore Blvd which allows for roads, multi-use paths, transit and pedestrian promenades. (Adrian Smith + Gordon Gill Architecture).



**KEY IDEA – Incorporate Alternative Transportation:** Replaces the elevated expressway at-grade Lake Shore Blvd with opportunities for multi-use paths and transit corridors. (James Corner Field Operations).



**KEY IDEA – Transportation Multi-Modal Hub:** Create a multi-modal facility to the east of the Don River at the centre of a new city employment hub. (Office for Metropolitan Architecture/ AMO).



**KEY IDEA – Improve North South connectivity:** Re-imagine existing underpasses with improved architectural treatments and lighting to create inviting and safe access underneath the rail berm. (James Corner Field Operations).



**KEY IDEA – Enhance Public Realm:** Replaces the expressway with a landscaped multi-use Lake Shore Blvd. (James Corner Field Operations).

Figure 8: Renderings of Key Ideas

### Feedback on the Key Ideas

Participants were asked to choose the *three most important* and *three least important* key ideas to consider in developing alternative solutions. Public Forum participants provided their feedback by completing and submitting a form in the Discussion Guide, while online participants made their selections using the online participation tool on the project website. A combined total of 367 hardcopy and online feedback forms were completed.

The graphics on the next page provide a quantitative summary of the results:

### Most Important Key Ideas

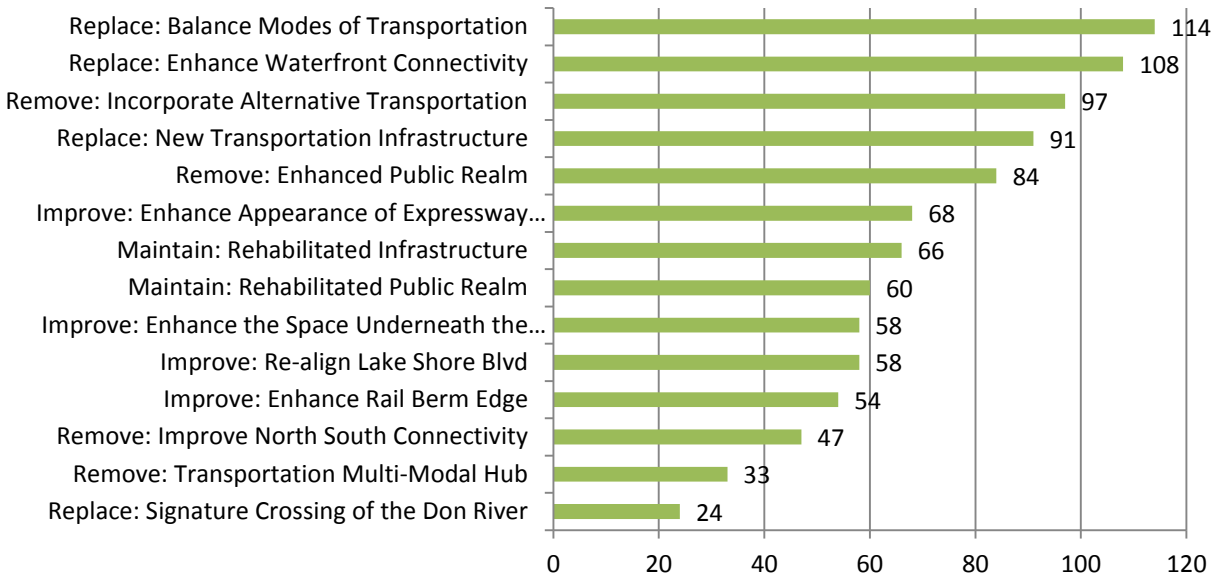


Figure 9: Most Important key ideas in descending order as chosen by participants

### Least Important Key Ideas

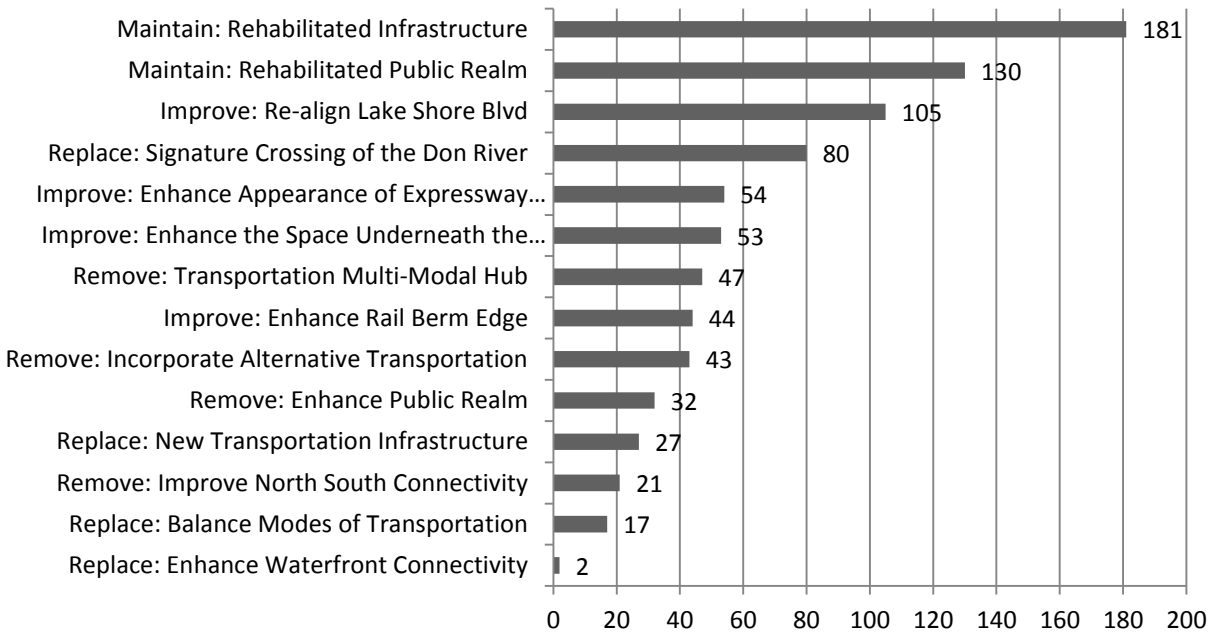


Figure 10: Least Important key ideas in descending order as chosen by participants

Feedback is summarized below (from most important to least important) according to each of the key ideas and provides a high-level synopsis of recurring comments, concerns and/or recommendations from consultation participants.

### **1. Key Idea: Balance Modes of Transportation**

This was the *most important* key idea as chosen by participants. It is clear the majority of participants support the initiative to balance modes of transportation. Comments revealed a range of opinions.

- Participants generally agree that balancing modes of transportation should be a priority. They also agree that given space restrictions, stacking transportation infrastructure would free up land, improve sight lines to the waterfront and integrate public transit while maintaining the expressway. Several comments iterated this key idea is the best option, and support it even though they acknowledge it is expensive.
- Participants also emphasized the importance of considering a full range of transportation options while focusing on place making as part of this study.
- A few commenters suggested promoting development on either side of the reconfigured road way, and using development charges to finance construction.
- Participants who were enthusiastic about this key idea also brought forward the following concerns: creating a bigger barrier to the waterfront; connecting to the Gardiner west of Jarvis and maintaining highway access for residents in the east end.
- The most frequent comment against this key idea was concern about cost. Several participants felt that this option is too expensive to build and maintain. A few also noted that funds should be allocated to make public transit more appealing to automobile drivers.
- A few comments also noted the graphic and description for this key idea were not clear enough to enable a thoughtful response.

### **2. Key Idea: Enhance Waterfront Connectivity**

There was a general consensus in opinion toward this key idea, with the overwhelming majority supporting interventions to enhance connectivity to the waterfront.

- Participants generally agree that enhancing connectivity and access to the waterfront should be prioritized regardless of which scheme is adopted. Within this group of participants, some noted that this idea that can be implemented while maintaining the expressway, while others suggested the expressway is itself a barrier and should be removed to improve connectivity.

### **3. Key Idea: Incorporate Alternative Transportation**

The quantitative results of this key idea suggest that incorporating alternative modes of transportation is relatively important to the participants.

- There was some consensus amongst participants that alternative modes of transportation should be considered equally with new transportation infrastructure, particularly while considering the City's future needs. They cited enhanced connectivity, additional greenspace, less air pollution and a beautified public realm as key benefits.

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round One Consultation Report

- Several participants who support this key idea also expressed concerns about the cost of maintaining new greenspace, and the need for strategies to minimize maintenance costs of infrastructure in general.
- At least one commenter noted the key idea should be renamed to “Prioritize active transportation and public mass transit.”
- The most common feedback against this key idea was from participants who feel that incorporating alternative modes of transportation can be accomplished without removing the expressway, or at a much lower cost.
- Several participants suggested this key idea would contribute to congestion on Lake Shore Boulevard, impairing access to the City from both the east and west ends. This could create a bigger barrier at grade once transit corridors are in place.

### ***4. Key Idea: New Transportation Infrastructure***

The results for this key idea were consistent, suggesting a preference for new transportation infrastructure. The feedback collected did however reveal a range of comments and some concerns.

- Participants generally agree that some form of reconfiguration is necessary to improve connectivity and ensure movement of vehicular traffic. Participants also believe new transportation infrastructure will contribute to sustainable development and city building.
- While some participants indicated they like the idea, they also expressed concerns about the impact on the rail corridor and how crossing the railway will be treated. At least one commenter suggested stacking transportation infrastructure above the railway. A few participants also raised concerns about private development taking priority over public space along the reconfigured roadway, and noted that there is no need to remove the Gardiner to increase developable land in the City.
- Some participants feel Lake Shore Boulevard should be transformed into a ‘true urban street’ flanked by a mix of developments and public spaces regardless of the future of the Gardiner Expressway.
- Several comments indicated that participants feel there is insufficient space downtown for new transportation infrastructure and a reconfiguration would disrupt inter-city transportation, particularly for residents in the City’s east end.
- Other comments revealed some participants think this key idea is not feasible due to the cost of developing new transportation infrastructure and that funds should be re-allocated to improve the transit system.
- A few comments also indicated some participants perceive new transportation infrastructure as an additional barrier to the waterfront which compounds the existing barrier rather than addressing it.

### ***5. Key Idea: Enhanced Public Realm***

The quantitative results indicate this key idea is relatively important to participants; however the comments also reveal a number of concerns.

- Many participants agree that efforts to revitalize the waterfront should prioritize enhancing the public realm. Several commenters however noted that Lake Shore Boulevard currently contributes

to a “negative pedestrian environment”, but has the potential to be transformed into a vibrant urban corridor like Yonge and Queen streets.

- A few participants cautioned that while removing the Gardiner is their preferred option, they feel Lake Shore Boulevard should not exceed 7 lanes as it would be undesirable to replace a barrier with another barrier.
- Other comments revealed that some participants believe that a multi-use Lake Shore Boulevard would create a wider barrier for pedestrians and cyclists than the elevated expressway.
- While many participants did not oppose enhancements to the public realm, they opposed removing the Gardiner Expressway. These participants are not entirely convinced removing the Gardiner will improve connectivity or access to the waterfront and maintain there are other strategies enhance user experience in the area.
- There is also a concern amongst participants that air pollution from vehicles will limit the lifespan of any new landscaping or greenery.

#### **6. Key Idea: Enhance Appearance of Expressway Infrastructure**

While participant opinion pertaining to this key idea was more evenly split based on the quantitative results, slightly more participants selected it as a *most important* key idea.

- Participants who support enhancing the appearance of the expressway feel that this is a reasonable strategy to improve the look of a necessary piece of infrastructure. Comments indicated ‘greening’ the expressway would be welcomed and would improve aesthetics, particularly for tourists.
- Of the participants who selected this key idea as one of their least important choices many agreed that enhancing the expressway’s appearance would be expensive and unsustainable. Some participants indicated funds would be better spent improving other parts of the city.
- Several participants also suggested that enhancements would serve as a short-term compromise rather than addressing the ongoing multiple barriers (noise, accessibility, safety, connectivity) caused by the expressway.

#### **7. Key Idea: Rehabilitated Infrastructure**

This key idea was the top ranking *least important* option, as selected by participants. While the results indicate that nearly half of all participants who submitted feedback agree the Gardiner Expressway should not be maintained through rehabilitation, approximately one fifth of participants believe it should.

- Participants who support the maintenance of the Gardiner through rehabilitation cited cost, safety, and inter-regional transportation as their primary reasons. They noted that maintaining the existing expressway is the most financially feasible option of the key ideas. The elevated expressway also ensures pedestrian and cyclist safety by separating uses, and provides sufficient capacity while serving as an important throughway across the city.
- The primary reason cited by participants against maintaining the Gardiner is the perception of the elevated highway as an antiquated, outdated structure that is past its life span. Participants expressed the need for a long-term solution that would: expand the capacity of the current



transportation network; integrate transit; enhance waterfront access; and contribute to city building.

#### **8. Key Idea: Rehabilitated Public Realm**

While this key idea was the second *least important* key idea based on the results, many participants supported it as it placed in the middle of the *most important* key idea ranking. Comments revealed:

- Participants who demonstrated support for this key idea generally agreed that rehabilitating the public realm would: utilize public space to its potential; and address the main criticism of the Gardiner Expressway as being an ‘eyesore’.
- Participants who do not support this key idea consistently reasoned that maintaining the Gardiner and rehabilitating the surrounding public realm would be an ineffective use of financial resources. They also generally agreed that the Gardiner would persist as a ‘hostile’ pedestrian environment and that cosmetic interventions would not address broader issues such as connectivity, limited transportation capacity or integrating public transit. Some participants however, felt that rehabilitation efforts could be applied west of Jarvis.
- Several participants also suggested that improving lighting and conditions under the expressway should be pursued regardless of the decision made.

#### **9. Key Idea: Enhance the Space Underneath the Expressway**

While opinion pertaining to this key idea was also evenly divided in the quantitative results, qualitative feedback contextualizes the range of viewpoints.

- There was a general consensus amongst participants that this is a great opportunity to transform underutilized public space into a public asset. They also agreed that the expressway would be perceived as less of a barrier if a mix of community and retail uses animated the space.
- Of the participants who opposed this key idea, most consider aesthetic changes to be an ineffective and inefficient use of financial resources. A few dissenting participants also noted that the area beneath the Gardiner is too windy, dusty and/or damp most of the year to create an inviting space unless it is used in connection with public transit.
- A few participants also suggested that this key idea was a duplication, and did not see distinction between it and the “Improve – Realign Lake Shore Boulevard” idea.

#### **10. Key Idea: Re-align Lake Shore Boulevard**

As one of the top three *least important* key ideas, relatively few participants believe Lake Shore Boulevard should be re-aligned.

- There was some consistency among participants who opposed this key idea as they feel re-aligning Lake Shore Boulevard out from beneath the Gardiner Expressway would create a second barrier and increase the footprint of the combined road system. Other participants noted that this key idea does not address the limited capacity or ongoing maintenance requirements of the Gardiner, which they feel should be removed.

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round One Consultation Report

- Participants who supported this key idea agreed that the space beneath the expressway is under-utilized and that there is a need to improve the public realm, particularly the pedestrian environment.
- A few participants also indicated they like the idea of mixed-use developments under the expressway.

### **11. Key Idea: Enhance the Rail Berm Edge**

Participant opinion related to this key idea was also evenly divided, however the quantitative results indicated it was generally of lower importance to participants.

- There were a range of comments from participants who selected this key idea as one of their most important choices. A few participants noted that enhancing east-west connections is important and agreed that a multi-use corridor is a good idea. A few noted the benefit of a multi-use corridor to cyclists. Other participants feel that all the underpass areas need improvement and should be addressed regardless of the alternative.
- Participants who chose the key idea as one of their least important options iterated that enhancing the rail berm would require ongoing maintenance; does not address road connectivity or improve north-south connections; is not a desirable recreation space; and should be reserved for new configurations.

### **12. Key Idea: Improve North-South Connectivity**

Interestingly, this key idea ranked relatively low on both the *most* and *least important* lists.

- Several participants agreed that at-grade interventions to improve north-south connectivity are pragmatic and cost-effective, and should be done regardless of the future of the Gardiner Expressway.
- Comments also indicated that many participants feel north-south connections can be improved without removing the Gardiner, and noted that there are many other barriers in addition to the expressway. At least one participant suggested the use of underground pathways to provide options for active transportation.
- While some commenters asserted the only way to improve the public realm, transportation or waterfront access is to remove the expressway, others strictly opposed any removal of the Gardiner.

### **13. Key Idea: Transportation Multi-Modal Hub**

While some participants were enthusiastic about this key idea, overall the response suggests that it is a relatively low priority.

- Several participants commented that developing a transportation multi-modal hub is a 'great idea' and cited diffusing density, revitalizing another area of the City and reducing reliance on Union Station as benefits of this strategy.
- There were a few participants who support the idea of a transportation multi-modal hub but who are pessimistic about the ability to implement it. Some of these commenters suggested parts of the design concept should be retained and incorporated as progressive steps of city-building and transit

development. Others noted this key idea should be considered in tandem with a downtown relief line.

- A handful of participants agreed if there is a willing developer, the design concept should be approved regardless of the future of the Gardiner Expressway.
- Several participants did not support the development of a transportation multi-modal hub, noting that it would be unnecessarily expensive and inappropriate for the proposed location.

#### ***14. Key Idea: Signature Crossing of the Don River***

This was the lowest ranking key idea in the summary of *most important* options and placed in the top five *least important* ideas. The quantitative results suggest this key idea is not a high priority to participants.

- Participants generally agree that iconic architecture or a bold sculptural intervention would benefit the City and create a visual gateway into the downtown core. However, the most frequent concern against the signature crossing cited by participants was cost.
- Many participants noted that the financial resources would be put to better use in other public realm improvements, particularly transit.
- Several participants agreed the current bridge is sufficient in capacity and could be improved through enhancements to its appearance.
- Other comments indicated that transit-oriented development, inter-city connectivity, inter-modal transportation and waterfront access are more pressing issues.

### **Additional Comments and Feedback**

Participants were also given the opportunity to submit additional comments in the Discussion Guide and online tool, as well directly through the Facilitator's Office. While the majority of the supplementary feedback reiterated the comments captured in the previous section, the following themes highlight the additional ideas and comments provided.

#### ***Additional Key Ideas***

- Participants were given the opportunity to bring forward their own key ideas. Burying the Gardiner Expressway off-shore or under the railway corridor were the most recurring new key ideas suggested by participants.
- A number of participants suggested mixing concepts from the various key ideas to develop a hybrid solution.

#### ***Financial Implications***

Several comments revealed concerns about the cost and financial implications associated with the key ideas. The general consensus amongst participants is the need to minimize construction as well as operation and maintenance costs in the long-term, although there were varying and sometimes conflicting ideas to achieve this.

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round One Consultation Report

- Commenters emphasized the need for a long-term financial plan based on a life-cycle analysis which clearly illustrates expenditures and revenue streams.
- Other suggestions included a reserve fund to ensure adequate capital for operation and maintenance costs.
- A number of participants also noted that any effort to rebuild or replace the Gardiner Expressway should pay for itself using revenue tools such as road tolls or congestion charges.
- Another suggestion was to capture revenue through development charges levied on private developments.
- There was also a clear divide in public opinion regarding the ‘cheapest option’. On the one hand, many participants iterated removing the Gardiner is more cost-effective than maintaining it, while on the other hand a roughly equal number of commenters agree maintaining the existing expressway is more cost-effective than replacing it.

### *Project Scope*

- While participants are generally supportive of the EA and Urban Design Study objectives and understand the Terms of Reference, many participants commented about the need to expand the scope of the project to include: 1) the entire Gardiner Expressway, or 2) from the Don Roadway west of Spadina. This was particularly emphasized in comments that advocated either burying the expressway or stacking it on top of the railway corridor.

### *Perceived Barriers*

Feedback from participants indicates that there is range of psychological and perceived barriers that divide the downtown core from the waterfront. The most cited barriers by commenters are the Gardiner Expressway, the railway corridor, Lake Shore Boulevard and condominium high-rise developments.

- Many participants cautioned against removing one barrier, the Gardiner, and replacing it with another barrier in the form of an expanded Lake Shore Boulevard. Some commenters even noted that a ‘Grand Boulevard’ would be more of a barrier than the existing expressway, which in their opinion contributes to safety by separating uses.
- Participants who prefer replacing the Gardiner emphasize stacking the new expressway above the railway corridor to minimize the ‘footprint’ of the transportation corridor.
- Several comments also indicated the need to address these barriers by improving north-south connectivity and enhancing the public realm regardless of the outcome of the EA and Urban Design Study.

### *Sustainability*

Participants also iterated concerns about the sustainability of various key ideas.

- Regarding the option to re-configure the Lake Shore Boulevard into a multi-use urban street, commenters revealed concerns about air pollution from vehicular traffic and questioned whether new landscaping or greenery could withstand the roadside conditions.

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round One Consultation Report

- Other concerns relating to sustainability brought forward in the feedback stress the need to consider the full range of environmental impacts. Solutions should offer an integrated, sustainable landscaped approach (e.g. include features to address stormwater management and air pollution).

### *Public vs. Private Development*

Participants also submitted a range of comments about public and private developments in the study area.

- Participants generally agree there is a need for more public space, particularly large-scale parks or greenspace in the study area. Where commenters expressed a preference for the removal of the Gardiner Expressway, they indicated it should be replaced with a mix of public and private developments.
- Many participants however made it clear they oppose the development of more condominium high-rises, which they perceive as additional barriers to the waterfront.
- On the other hand, several participants indicated development charges from private developments adjacent to the re-configured expressway or boulevard could be used to finance the project.

## **NEXT STEPS**

The feedback received during Round One of the Gardiner Expressway & Lake Shore Boulevard Reconfiguration Environmental Assessment and Integrated Urban Design Study will be used to inform and shape the next phase of the EA and related consultation activities. The next round of consultation will occur in the fall of 2013.

For more information please visit: [www.gardinereast.ca](http://www.gardinereast.ca).

**APPENDIX A –  
COMMUNICATION AND PROMOTIONAL MATERIALS**



**WATERFRONT**Toronto



# Help decide the future of the Gardiner Expressway East

## The Project

Waterfront Toronto and the City of Toronto have resumed the preparation of the Gardiner Expressway / Lake Shore Boulevard Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. Four alternatives will be considered within the study area, including: maintaining, improving, replacing, or removing the elevated expressway. Improvements to other roadways could also be required.

## The Environmental Assessment

The proposed study area for the EA is shown on the map below. Key components of an EA include consultation with government agencies, Aboriginal communities and interested persons; consideration and evaluation of alternatives; and the management of potential environmental effects. Conducting an EA promotes good environmental planning before decisions are made about a proposal.

## Get Involved

Your input into this important project is critical. The Project Team will be hosting a number of public forums, live webcasts, workshops and online opportunities for interested persons to participate in the EA planning process. We invite you to the first public forum where you can learn more about the project, the alternatives being considered and what other jurisdictions have done with elevated waterfront expressways. You will also be able to ask questions and speak directly with members of the project team, offer input and submit comments.

### Gardiner Expressway East Public Meeting

Thursday, June 13, 2013

6:00p.m. – 8:30p.m.

(open house will begin at 6:00p.m. followed by presentations at 6:30p.m.)

Metro Toronto Convention Centre

Room 701, South Building

222 Bremner Boulevard

Please register for the event at: <http://gardinerconsultation.eventbrite.com>

If you can't attend the meeting in person, you can participate and watch the meeting online. Please join us at [www.gardinereast.ca](http://www.gardinereast.ca) where you can learn about the project and contribute your insights, ideas, and views. For more information or to be added to the project mailing list, contact [info@gardinereast.ca](mailto:info@gardinereast.ca), or call (416) 479-0662.



Note: Certain disciplines will conduct investigations at a city or regional level. These areas are not defined here.

Follow us on:



Call **3 1 1**

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

**building our  
new blue edge**





**RELEASE**

## **Public Meeting to be Held on Future of Gardiner Expressway East**

Toronto – June 12, 2013 - Waterfront Toronto and the City of Toronto will co-host a public information meeting tomorrow evening, as part of the Environmental Assessment (EA) on the future of the Gardiner Expressway East, from approximately Jarvis Street to approximately Leslie Street. Members of the public and community stakeholders are being asked for their views on the four alternatives that will be considered within the study area, including maintaining, improving, replacing or removing the elevated expressway.

"This next phase of the EA presents all parties with the opportunity to explore what is possible and consider what they want for the Gardiner Expressway East in terms of design and function," said John Livey, Deputy City Manager for the City of Toronto. "The EA study process will need to deliver a practical plan that is grounded in waterfront city building objectives."

The study area represents a lower traffic density area of the highway compared to the western portion of the Gardiner Expressway. The City of Toronto has an approved budget of \$495 million for overall Gardiner Expressway rehabilitation from 2013 to 2022, including the eastern end of the elevated structure.

An Environmental Assessment is a comprehensive study under the Ontario Environmental Assessment Act of impacts caused by a development or changes to land use, such as changes to highway infrastructure. The Gardiner East EA process includes an urban design study that will consider the form and function of the existing and planned public spaces that neighbour the expressway in relation to the four alternatives being studied.

"Public feedback is an important part of an Environmental Assessment, particularly when you're considering a significant highway like the Gardiner Expressway," said John Campbell. "There is an opportunity to get people thinking about how they want to develop and revitalize this area of the City. That's why we have so many options for public involvement in this study."

Consistent with Waterfront Toronto and the City of Toronto's approach to public consultation, a robust calendar of activities has been scheduled to engage the public and solicit ideas. The public will be able to attend meetings in person (future rounds of public meetings will also be advertised and held), or participate online by watching the live webcast, or engage in the interactive sections of the website at [www.gardinereast.ca](http://www.gardinereast.ca).

The Public Information Meeting will be held:

Thursday, June 13, 2013

6:00 p.m. – 8:30 p.m.

(open house starts at 6:00 p.m. with presentations to follow at 6:30 p.m.)

Metro Toronto Convention Centre

Room 701, South Building

222 Bremner Boulevard

Please register for the event at: <http://gardinerconsultation.eventbrite.com>

A selection of high resolution images from the Urban Design Study are available on Waterfront Toronto's website at: <http://news.waterfronttoronto.ca/2013/06/gardiner-east-resumes>

-30-

Media contact:

Hillary Marshall

Waterfront Toronto

[hmarshall@waterfronttoronto.ca](mailto:hmarshall@waterfronttoronto.ca)

647-288-8048

Steve Johnston

City of Toronto

[sjohnsto@toronto.ca](mailto:sjohnsto@toronto.ca)

416-392-4391

**APPENDIX B –  
SAC MEETING SUMMARY**



**Future of the Gardiner East  
Stakeholder Advisory Committee (SAC)  
Meeting 13-1**

**Tuesday May 28, 2013 | 6:00 pm – 8:00 pm  
Metro Hall, 55 John Street, Room 308-309**

**Meeting Summary**

**1. Agenda Review, Opening Remarks and Introduction**

Mr. John Campbell, President and CEO of Waterfront Toronto, and Mr. John Livey, Deputy City Manager of the City of Toronto, welcomed Stakeholder Advisory Committee (SAC) members to the meeting and provided opening remarks.

In his opening remarks, Mr. Campbell explained the main purpose of the meeting was to reacquaint SAC members with the Future of the Gardiner East project. An Environmental Assessment (EA) was launched by the City and Waterfront Toronto to have an informed discussion and to develop practical and implementable solutions. Mr. Campbell indicated that ideas and inspiration from the six Design Ideas to be discussed today would inform the development of Alternative Solutions along with feedback from the public through the EA process. The results of the EA will result in a “made in Toronto solution.”

Mr. Livey provided a brief overview of the Gardiner Expressway in context of the City. He noted that it is a heavily used corridor that plays a vital role in the City’s prosperity. Mr. Livey also noted that the project resumed at the request of Toronto City Council. He explained that restructuring the Gardiner’s rehabilitation program to start at the western portion of the expressway allows for the resumption and completion of the EA. Mr. Livey noted a key objective is to review the options for the Gardiner East and reach a decision by spring 2014. He also emphasized the importance of public engagement during the EA process.

Following the opening remarks, the meeting facilitator Liz Nield, Lura Consulting, also welcomed SAC members and led a round of introductions. Ms. Nield provided a brief overview of the meeting agenda. She reiterated the purpose of the meeting was to reorient stakeholders with the project, while obtaining feedback from SAC members in preparation for an upcoming Public Forum.

A list of attending SAC members and a copy of the agenda is available in Appendix A.

## 2. SAC Mandate and Responsibilities

Ms. Nield provided an overview of the SAC mandate and responsibilities and asked members to review the revised SAC Terms of Reference. She noted that the purpose of the SAC is to work with the project team at key milestones during the EA process. Ms. Nield informed SAC members there will be seven (7) meetings scheduled over the next two years.

## 3. SAC Member Briefing

Three presentations were made to reacquaint SAC members with the project, and to present the results of international design submissions that were developed as part of the EA process:

1. Gardiner East Study Context and EA Process  
Presented by: Don McKinnon, Dillon Consulting
2. Case Studies  
Presented by: Merrilees Willemse, Dillon Consulting
3. Design Ideas  
Presented by: Christopher Glaisek, Waterfront Toronto

The presentations will be available online following the Public Forum in June.

## 4. Facilitated Discussion – SAC Questions, Feedback and Advice

### SAC Questions of Clarification

A summary of the discussion following the presentations is provided below. Questions are noted with **Q**, responses are noted by **R**, and comments are noted by **C**.

**Q1.** Before the project was suspended, I had the impression there would only be two design concepts. I see that there are in fact two design concepts per option. What happened during the actual pre-qualification and selection process? We had no input in either, can you speak to them?

**R1.** The competition was completed through a normal procurement or Request for Qualifications (RFQ) process. Forty (40) teams applied to the RFQ. The selection committee consisted of staff from Waterfront Toronto and the City of Toronto.

**Q2.** Were the design teams told to assume constant traffic volumes?

**R2.** General data was provided to the teams to consider in the development of the options. They were given instructions to accommodate changes in traffic. In the EA, a rigorous traffic modeling program will be followed to study each option.

Future of the Gardiner Stakeholder Advisory Committee Meeting  
May 28, 2013 – Summary Report

**Q3.** Do the concepts include factoring weather and climate as part of their environmental considerations?

**R3.** The criteria for economics will evaluate life-cycle costs to maintain each option. We are also looking at mitigating traditional environmental impacts and investigating opportunities to create new habitat, greenspace and environmental benefits.

**Q3.** But what is the ability of the new infrastructure to adapt, and be resilient to extreme weather?

**R3.** A consideration for the project will be how to build more sustainable infrastructure in general.

**Q4.** Do options presented in the design concepts transition from the new portion of the expressway east or west of Jarvis?

**R4.** The transition happens west of Jarvis, but there was some variation in the design concepts presented.

**Q5.** With respect to economics, is the economic importance of certain trips considered over others? For instance freight trips with multiple stops and deliveries versus personal vehicle trips which ultimately end up in a parking lot? Does the city have a handle on those trips?

**R5.** The Stakeholder Advisory Committee represents diverse interests which will inform the EA process. We started doing transportation modeling and research to look at users. We also completed a Bluetooth survey to determine start and end points of trips, as well as attitudinal surveys to study users' behaviours. All forms of trips (private vehicle and movement of goods and services) will be considered in the EA.

### **Proposed Approach for June 13<sup>th</sup> Public Forum**

Ms. Nield informed SAC members of the upcoming Public Forum scheduled for June 13, 2013 at the Metro Toronto Convention Centre. Ms. Nield briefly outlined the format of the meeting which will include a series of presentations followed by roundtable discussions.

Ms. Nield indicated she would send the registration information to SAC members.

### **Facilitated Discussion – SAC Questions, Feedback and Advice**

The following comments were provided by SAC members in response to the material presented. SAC members were asked to comment on presentation material and to think about what refinements could be made for the upcoming Public Forum:

- I was part of the Stakeholder Advisory Committee three years ago. I found the information and design concepts that were presented tonight hard to follow and confusing. It was difficult to visualize the design concepts in reality.
- I would suggest scheduling more time to present and review the design concepts. Display boards around the room would be helpful as well.
- My understanding is the intent is to use ideas from the design concepts in site specific interventions. It needs to be made clear that not every detail is important.
- I have a design background, but I agree that the information was presented too quickly. I think it's a good idea to provide the public with a digestible "Coles Notes" summary of each design concept.

Future of the Gardiner Stakeholder Advisory Committee Meeting  
May 28, 2013 – Summary Report

- Another way of looking at the problem is not to give too much information at this stage. There is a lot of complex material; give the public a snapshot of the features of each concept (e.g. intermodal, urbanism, landscaping) and save the details for a later meeting.
- What are the ballpark costs for each of these scenarios? You should give them some basis or explain how costs are factored into future phases of the project.
- There has been public interest in this issue for the past 20 years. The public is used to reviewing projects in silos. I think there is a danger to presenting the design concepts in silos. You want to know what they like or dislike about the components of the design concepts, correct?
- What do you want to get out the public meeting? The images are interesting but take a lot of time to unpack. How do you want people to react to them? It's too much information for a public meeting; it needs to be supplemented with boards.
  - It would be helpful if we group the ideas thematically, I think a buffet analogy fits, to unclutter the presentation.
- It is difficult to conceptualize the volume of traffic on the Gardiner. How is it different from traffic volume on the 401, or Steeles Avenue or the Yonge subway line? A basis for comparison would be helpful. You could also send the case studies to people to review as homework prior to the meeting, which would leave you more time to spend on presenting the design concepts. The case studies are practical examples, but most people don't realize there are other options out there.
- What do you want out of this forum? I agree that you need to distill the key messages. You also need to clarify whether the intent of the meeting is to collect feedback from the public or get them excited.
  - The key objective of the Public Forum is to get people's ideas of what they like, don't like and a range of possible options. The concepts are difficult to understand, some go beyond the scope of the project. We will provide context to the public.
- I also found the presentations to be confusing. It would also be beneficial to recap the vision of the study area from the City's existing planning framework (i.e. Official Plan).
- If you want to engage the public, you need to figure why the public is coming to this meeting. What do they want out of it? You need to understand what would motivate them to come to the meeting.
- I think you need to focus on half the material that was presented – the background, case studies and key elements from the design concepts. The other half of the material can be displayed on boards.

## 5. Upcoming SAC Meeting Dates

Ms. Nield thanked SAC members and the project team for attending and adjourned the meeting.

**Next SAC meeting: TBD (approximate date fall 2013).**



**Future of the Gardiner East  
EA and Integrated Urban Design Study**

**Stakeholder Advisory Committee (SAC) Meeting – 13-#1**

Metro Hall, 55 John Street, Room 308-309

Tuesday, May 28, 2013

6:00 – 8:00 pm

**AGENDA**

- 6:30 pm      Agenda Review, Opening Remarks and Introductions
- Liz Nield, Lura Consulting  
                 John Campbell, Waterfront Toronto  
                 John Livey, City of Toronto
- 6:45 pm      SAC Mandate and Responsibilities – Quick Refresher
- 6:50 pm      SAC Member Briefing
1. EA and Study Process  
                 2. Case Studies  
                 3. Innovative Design Options  
                 4. Proposed Approach for June 13<sup>th</sup> Public Forum
- 7:35 pm      Facilitated Discussion – SAC Questions, Feedback and Advice
- 7:55 pm      Upcoming SAC Meeting Dates
- 8:00 pm      Adjourn



**SAC Meeting #1 List of Attendees:**

Purolator Inc.  
Beach Triangle Residents' Association  
Heritage Toronto  
Gooderham & Worts Neighbourhood Association  
Walk Toronto  
Rogers Centre/Blue Jays  
Code Blue Toronto  
West Don Lands Committee  
Unionville Ratepayers Association  
Civic Action  
Toronto Centre for Active Transportation  
Ontario Public Transit Association  
Don Watershed Council  
Cycling Toronto  
Professional Engineers Ontario  
Canadian Urban Institute  
Federation of North Toronto Residents and People Plan Toronto  
Redpath and Toronto Industry Network  
Lake Shore Planning Council  
Ontario Professional Planners Institute – Urban Design Working Group  
Waterfront Toronto  
City of Toronto  
Councillor Shelley Carroll's Office  
Councillor Pamela McConnel's Office  
Dillon Consulting  
Lura Consulting

**List of SAC members unable to attend:**

Food and Consumer Products of Canada  
Redpath Sugar Ltd.  
Retail Council of Canada  
Toronto Association of BIAs  
Toronto Board of Trade  
St. Lawrence Neighbourhood Association  
Evergreen  
South Riverdale Community Health Centre  
Toronto Community Foundation  
Canadian Automobile Association – South Central Ontario  
Greyhound  
Transport Action Ontario  
Toronto Society of Architects  
Toronto Urban Renewal Network  
Urban Land Institute  
Canadian Urban Institute

# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study



## Round Two Consultation Report

Prepared by Lura Consulting for:  
The City of Toronto and  
Waterfront Toronto

November 2013

Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and  
Integrated Urban Design Study - Round Two Consultation Report

This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Gardiner Expressway/Lake Shore East Boulevard Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. If you have any questions or comments regarding this report, please contact:

**Liz Nield**

Facilitator's Office

505 Consumers Road, Suite 1005

Toronto, Ontario M2J 4Z2

Project Hotline: 416-479-0662

[info@gardinereast.ca](mailto:info@gardinereast.ca)

[www.gardinereast.ca](http://www.gardinereast.ca)



## Table of Contents

Introduction .....	1
Background .....	1
Purpose of the Gardiner East EA Consultations.....	2
Report Contents.....	3
Round Two Consultation Process Overview .....	4
Communication and Promotional Tactics.....	4
Consultation Resources .....	6
Consultation Activities .....	7
Summary of Participant Feedback.....	9
Feedback on the Draft Alternative Solutions.....	10
Feedback on the Evaluation Criteria.....	18
Next Steps .....	20

### Appendices:

Appendix A – Communication and Promotional Materials

Appendix B – SAC Meeting Summaries

Appendix C – Questions of Clarification

## INTRODUCTION

### Background

The City of Toronto and Waterfront Toronto are co-proponents for the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study.

In 2008, City Council authorized a partnership between the City of Toronto and Waterfront Toronto to examine the potential reconfiguration of the easterly portion of the Gardiner Expressway between Jarvis Street and Logan Avenue. The Gardiner East EA and Urban Design Study was formally initiated following the approval of the study Terms of Reference by City Council and the Minister of the Environment in 2009 and proceeded until mid-2010. It was resumed earlier this year and is scheduled for completion in 2015.

The Study Area defined in the 2009 Terms of Reference has been expanded in three directions:

- to include the area between Jarvis Street west to Yonge Street to allow for the transition from an at- or belowgrade roadway to the above grade Gardiner Expressway.
- to include some land north of King Street to capture the impact of potential changes to the Richmond-Adelaide Don Valley Parkway (DVP) ramps.
- to include some land east of Logan Avenue at Lake Shore Boulevard to ensure that any issues related to the existing at-grade segment of Lake Shore Boulevard can be addressed.

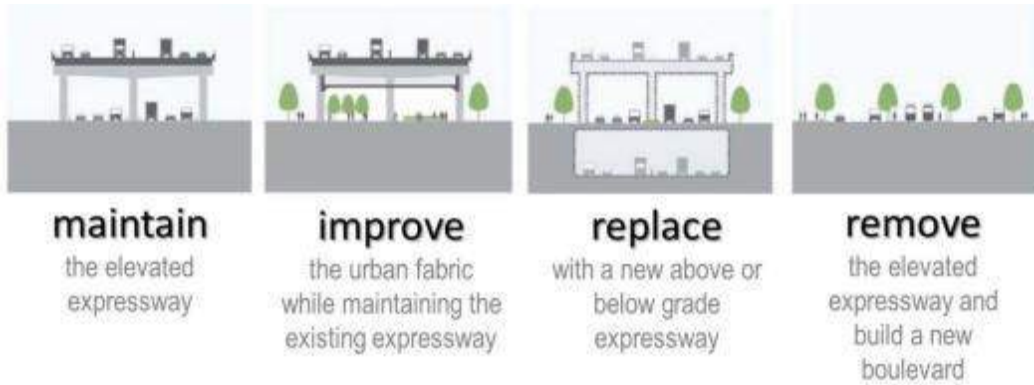
This is consistent with the Terms of Reference language that reads “The Study Areas will be confirmed in the EA and will need to consider the alternatives to be examined and the geographic extent of the potential project effects (negative and positive).” The revised Study Area is shown in Figure 1.



Figure 1: Gardiner East EA Study Area

# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Two Consultation Report

The EA is examining four alternatives:



**Figure 2: Conceptual Renderings of the Alternatives**

Five goals were identified to guide the project’s development, and can be found in the approved Terms of Reference:

1. Revitalize the Waterfront
2. Reconnect the City with the Lake
3. Balance Modes of Travel
4. Achieve Sustainability
5. Create Value

As illustrated in Figure 3, four evaluation lenses – Urban Design, Transportation & Infrastructure, Environment and Economics – continue to provide the structure for the evaluation of the alternatives in the EA, along with Constructability and Timing considerations.



**Figure 3: Evaluation Lenses**

## Purpose of the Gardiner East EA Consultations

As outlined in the Terms of Reference, public consultation is an important component of the Gardiner East EA and Urban Design Study. The City of Toronto and Waterfront Toronto recognize the importance of engaging stakeholders and the public to provide opportunities for feedback throughout the EA, while ensuring consultation activities comply with Ontario’s Environmental Assessment Act.



## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Two Consultation Report

The objectives of the consultation process are to:

1. Generate broad awareness of the project and opportunities for participation throughout the EA process.
2. Facilitate constructive input from consultation participants at key points in the EA process, well before decisions are made.
3. Provide ongoing opportunities for feedback and input, and for issues and concerns to be raised, discussed, and resolved to the extent possible.
4. Document input received through the consultation process and to demonstrate the impact of consultation on decision-making.

The Gardiner East EA and Urban Design Study includes five rounds of public consultation to ensure multiple opportunities for participation as part of an inclusive and transparent consultation process. Round Two of the public consultation process occurred between October 1<sup>st</sup> and October 31<sup>st</sup>, 2013, and successfully engaged over 1,500 individuals. Round One occurred between May 28 and June 28, 2013 and engaged more than 1,400 individuals.

Engagement was facilitated through several complementary consultation approaches including: three Stakeholder Advisory Committee meetings, two public forums, web-enabled consultations, and social media. A review of the feedback received reveals common themes, concerns and viewpoints brought forward by the project's stakeholders and members of the public. This input will be used by the Project Team to inform and shape the next phase of the EA and related consultation activities.

### Report Contents

This report provides a description of the consultation and engagement activities undertaken as part of Round Two of the Gardiner East EA and Urban Design Study, as well as a summary of the feedback received from the consultation activities that were undertaken. Section 2 provides an overview of the consultation process, the various consultation approaches used to reach and engage different audiences, and the communication and promotional tactics used to encourage participation.

An overview of the feedback received is included in Section 3, along with a compilation of the comments and suggestions that emerged from the consultation process. Next steps in the EA and Urban Design Study process are outlined in Section 4.

## ROUND TWO CONSULTATION PROCESS OVERVIEW

To fulfill the objectives of the consultation strategy in the approved Terms of Reference, a comprehensive approach targeting key stakeholders and the general public through a wide variety of communication, promotional and engagement tactics was adopted. A range of consultation activities was utilized to provide multiple opportunities for public participation as part of an inclusive and transparent consultation process.

The purpose of Round Two of the consultation process was to:

1. Provide a refresher on the EA process and approved Terms of Reference;
2. Report on the feedback collected during Round One of the consultation process;
3. Review the draft alternative solutions developed by the Project Team;
4. Introduce the evaluation criteria and process; and
5. Obtain feedback on the alternative solutions and evaluation criteria.

### Communication and Promotional Tactics

#### Project Website

During Round two, the project website ([www.gardinereast.ca](http://www.gardinereast.ca)) continued to serve as a portal for all information and engagement activities during Round Two of the consultation process. The website includes a comprehensive overview of the study, relevant documents and resources, information about consultation events and opportunities to provide feedback, including an online interactive tool. The project website also includes links to City of Toronto and Waterfront Toronto webpages which contain additional background information about the EA and Urban Design Study.

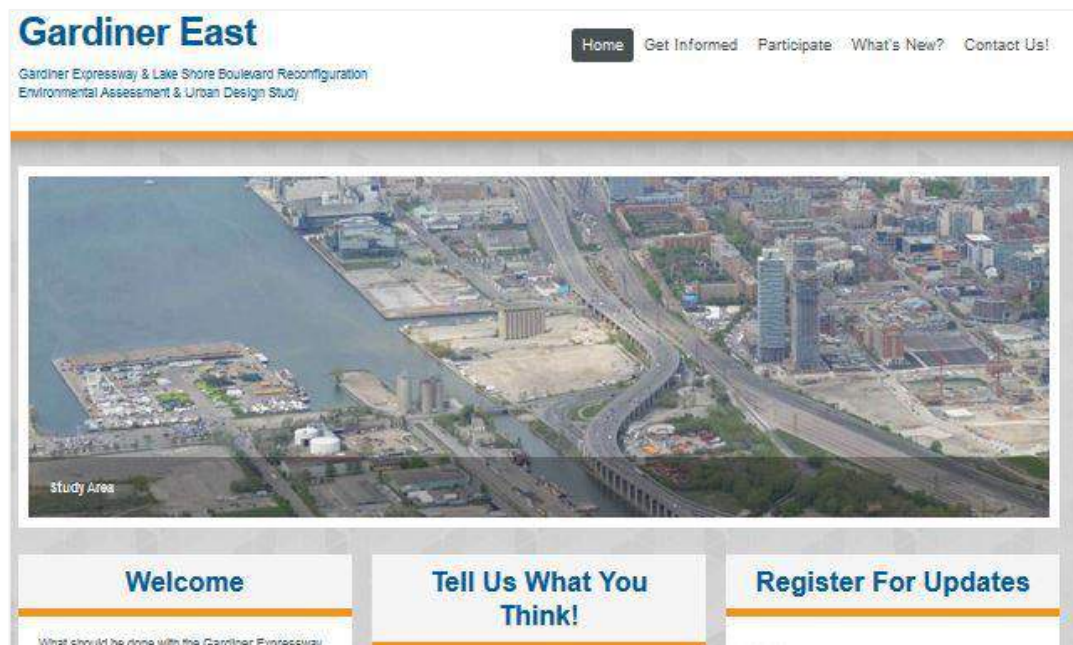


Figure 4: Screen shot of project website



# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Two Consultation Report

## Social Media

Twitter and Facebook were used as promotional tactics during Round Two of the consultation process to increase awareness about the Gardiner East EA and Urban Design Study and to encourage broad participation. The Twitter handle @GardinerEast and Facebook page facebook.com/GardinerEast were embedded in various communication materials and consultation resources to generate additional followers organically. Tweets and Facebook updates were used to advertise the Public Forum and opportunity to participate via the project website. They were also integrated during the Public Forum to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was also used on all tweets to promote and track discussion.

## Public Notice/Invitation/Media Coverage

Public notices, media briefings, and invitations were utilized to promote stakeholder and public awareness of Round Two consultation activities:

- An e-mail invitation was sent to 6,600 subscribers (industries, professional organizations, community associations, transportation groups, numerous individuals, etc.) on Waterfront Toronto’s extensive contact list database;
- Existing communications channels of the City of Toronto and Waterfront Toronto (websites, Councillor distribution lists, Waterfront Toronto e-newsletter) were used to promote details about the upcoming Public Forum;
- A media briefing was hosted by the City and Waterfront Toronto at Waterfront Toronto’s head office on Tuesday October 15<sup>th</sup>, 2013 generating significant media coverage;
- A News Release about the Public Forum and online engagement opportunities was issued by the City and Waterfront Toronto which, combined with the media briefing, resulted in substantial media coverage of the project and Public Forum;
- An e-blast was used to inform e-mail subscribers to the project’s website about online opportunities to submit comments and feedback.

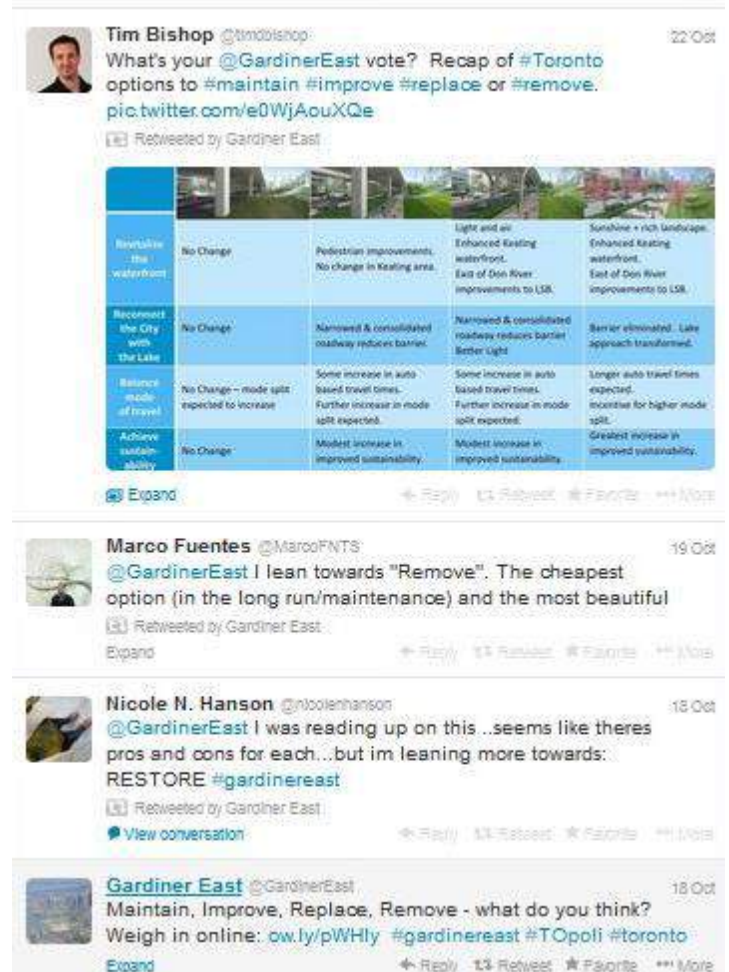


Figure 5: Screen shot of @gardinereast Twitter feed

# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Two Consultation Report

## Media Advertising

As per mandatory provisions for public notice concerning EAs, a formal notice was published in the Toronto Star on October 1<sup>st</sup>, 2013 about the upcoming Public Forum. Public notices were also posted in the following community newspapers: Beach/Riverdale Mirror, East York Mirror, North York Mirror, City Centre Mirror and Scarborough Mirror.

## Facilitator's Office

A “one-window” point of contact for the project, with dedicated phone, fax and email connections continued to facilitate communication with stakeholders and the public during Round Two. The “one-window” customer service centre provides basic information about the project in response to inquiries and will continue to serve as a focal point for receiving questions/comments and providing responses throughout the study. The contact details for the Facilitator’s Office are listed below:

**Facilitator's Office**  
**505 Consumers Road, Suite 1005**  
**Toronto, ON M2J 4V8**  
**P: 416-479-0662**  
**E: info@gardinereast.ca**

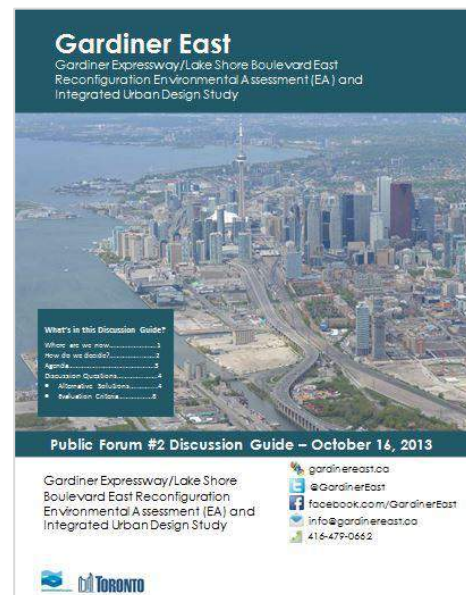
Copies of the public notice and media briefing used to generate awareness of and promote participation in the Round Two consultation process can be found in *Appendix A*.

## Consultation Resources

A number of resources were developed to facilitate participation throughout Round Two of the consultation process. These resources were made available on the project website and at the Public Forum. An overview of each resource is provided below.

## Discussion Guide

A Discussion Guide was developed to summarize information about the Gardiner East EA and Urban Design Study in one convenient package. The Discussion Guide contained key background information, as well as an overview of the alternative solutions and evaluation criteria – which provided the focus for the Round Two consultations. It was intended to provide consultation participants with a tool to learn about the EA and Urban Design Study and provide feedback. The enclosed feedback form was designed to capture comments about suggested improvements and modifications to the alternative solutions, as well as the three most



**Figure 6: Screen shot of Discussion Guide**

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Two Consultation Report

important and three least important evaluation criteria, as selected by participants. The Discussion Guide was provided to participants at the Public Forum.

### **Overview Presentation**

A presentation was developed to provide an overview of progress on the Gardiner East EA and Urban Design Study and visually conceptualize the alternative solutions and evaluation criteria. The presentation was delivered at the Public Forum and made available on the project website.

### **Public Forum Panels**

Thirteen panels were displayed at the Public Forum to provide attendees with an overview of the project as well as more detail about the draft alternative solutions and proposed evaluation criteria. Space was also provided for attendees to provide their feedback directly on the panels at the Public Forum.

Copies of the consultation resources described above are available on the project website – [www.gardinereast.ca](http://www.gardinereast.ca).

### **Consultation Activities**

The following consultation activities were implemented to ensure broad participation from key stakeholders and members of the public.

#### **Stakeholder Advisory Committee (SAC) Meetings**

During this phase of consultations, two meetings of the project's SAC – which is comprised of representatives of approximately 40 key interest groups and community associations – were held on October 1<sup>st</sup> and October 29<sup>th</sup> at Metro Hall. The purpose of the meetings was 1) to invite feedback on the overview presentation in preparation for the Public Forum, and 2) to review the proposed evaluation criteria. The format of both meetings consisted of a presentation followed by a feedback and question and answer session.

Summaries from the Round Two SAC meetings, along with a list of participating organizations on the SAC, can be found in *Appendix B*.

#### **Public Forum**

A Public Forum was held on October 16<sup>th</sup>, 2013 at the Bram and Bluma Appel Salon at the Toronto Reference Library to share progress on the project to date and obtain feedback on the draft alternative solutions and evaluation criteria developed by the Project Team. Approximately 350 people attended the Public Forum. The meeting format was designed to encourage as much discussion as possible through a number of different methods:

- **Discussion Guide** – The Discussion Guide (described above) was distributed to participants to guide them through the Public Forum. Participants were able to provide comments by completing a feedback form in the Discussion Guide and handing it in.



- **Open House Display** – Thirteen panels were displayed at the Public Forum to provide attendees with an overview of the project as well as more detail about the draft alternative solutions and evaluation criteria. Participants were also able to provide comments directly on the panels through the use of “sticky notes”.
- **Presentation** – An overview presentation was given by a panel of representatives from the City of Toronto, Waterfront Toronto, Dillon and Perkins and Will outlining the EA Process, as well as the draft alternative solutions and evaluation process and criteria.
- **Questions of Clarification** – Following the presentation participants were given the opportunity to ask questions of clarification regarding the EA Process, draft alternative solutions and evaluation process and criteria. Questions were also taken from participants online and through social media.
- **Discussion Session** – Approximately half an hour was provided for small table discussions about the draft alternative solutions and evaluation criteria. Where possible, a project or consulting team member joined each table to act as a facilitator and to note feedback on a table reporting form. The comments collected during the small table discussions were reported back to the larger group at the end of the session.

A summary of the Questions of Clarification can be found in *Appendix C*.

### **Online Engagement**

Parallel to the face-to-face consultation activities, online options were also available to facilitate broad participation. An overview of the tools used to encourage online participation is provided below:

- **Live Webcast** – The Public Forum was broadcast live on the internet through the project website to enable participation across the City and beyond.
- **Recorded Webcast** – A recording of the webcast is available through the project website as a record of the event, and to enable participation by individuals who could not attend the Public Forum.
- **Participate Online “Do-It-Yourself” Consultation Process** – The project website included a *Participate Online* page featuring an interactive online consultation tool designed to capture feedback on the evaluation criteria and draft alternative solutions. The online consultation tool was based on the feedback form in the Discussion Guide and allowed the participants to review the information and provide feedback on their own time.

Figure 7: Photos from Public Forum 2



Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Two Consultation Report

- **Social Media** – Twitter and Facebook were used to complement face-to-face discussions during and after the Public Forum. Tweets and Facebook posts were integrated during the event to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was used on all tweets to promote discussion.
- **Email** – A dedicated project email address – [info@gardinereast.ca](mailto:info@gardinereast.ca) – provided stakeholders and the public with another channel to direct questions and receive feedback. Staff at the Facilitator’s Office ensured email communications were promptly addressed and recorded for reporting purposes.

Over 1,500 people participated in this phase of the consultation process from October 1 to 31, 2013. The following table summarizes the number of participants by consultation activity:

Consultation Activity	Number of Participants
Stakeholder Advisory Committee	40 (invited)
October 1 <sup>st</sup> Meeting	20 (attended)
October 29 <sup>th</sup> Meeting	17 (attended)
Public Forum #2 October 16	350
Live Webcast	100
Recorded Webcast	369
Online Participation Tool	1,155 (visits) 436 (with feedback)
Twitter	306 followers
Facebook	66 likes
Email	65
Phone	11
Website Visits	4,093
<i>Total</i>	1,740 (excludes absent SAC members, online participation tool without feedback and website visits)

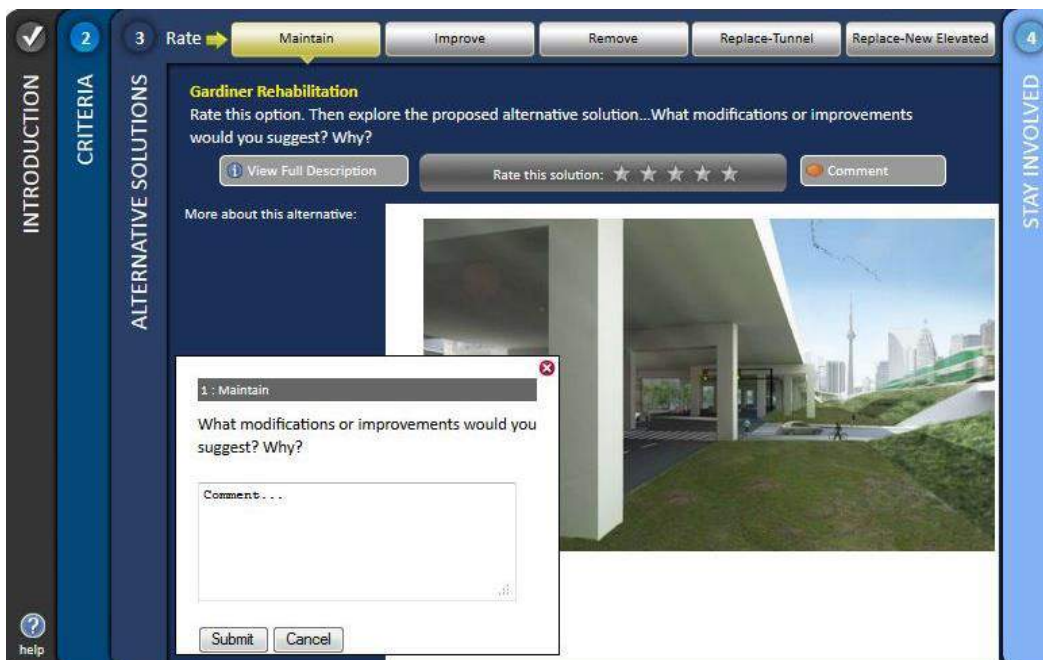


Figure 8: Screen shot of online participation tool by MetroQuest

## SUMMARY OF PARTICIPANT FEEDBACK

### Feedback on the Draft Alternative Solutions

The purpose of Round Two of the consultation process was to obtain feedback on the draft alternative solutions and evaluation criteria proposed by the Project Team. The draft alternative solutions are described below.

#### ALTERNATIVE: Maintain the Elevated Expressway



##### **Solution: Gardiner East Rehabilitation**

This solution involves repairing the existing structure, repainting, some streetscaping improvements, the potential for public and private art and potential cycling infrastructure. Traffic lanes will be maintained and will include a full deck replacement, there would also be potential for recreation under the Gardiner East.

#### ALTERNATIVE: Improve the Urban Fabric While Maintaining the Existing Expressway



##### **Solution: Consolidate Infrastructure & Improve the Public Realm**



This solution involves an improved overall experience for walking, biking, driving. In this solution Lake Shore Boulevard would be tucked under the Gardiner East, and the Gardiner East would be re-decked and opened up. There would be expanded development opportunities and improved green space that would provide a noise buffer as well as more natural areas.

#### ALTERNATIVE: Remove the Elevated Expressway and Build a New Boulevard



##### **Solution: Build a Grand Boulevard**

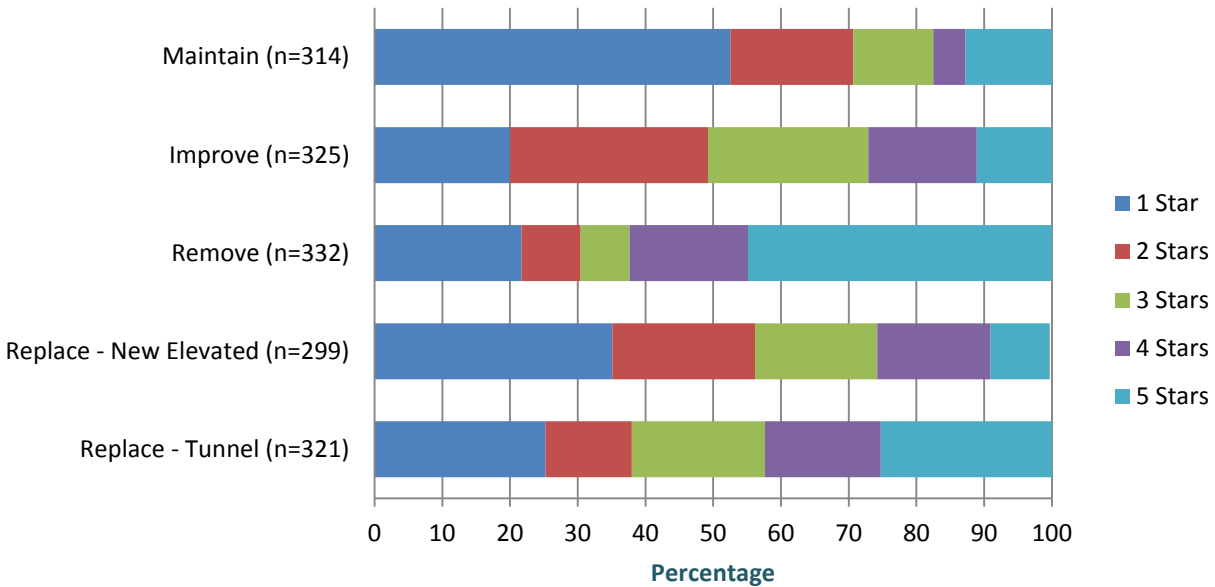
This solution involves removing the Gardiner East and replacing it with a grand-boulevard. The entire corridor will be opened up to light, air, trees and open space, and the boulevard will have maximum visibility and connectivity. Keating Precinct could expand as a major new waterfront neighbourhood and there will be an improved green corridor.

<b>ALTERNATIVE: Replace with a New Above- or Below-Grade Expressway</b>	
	<p><b>Solution: New Elevated Expressway</b>                      This solution involves replacing the Gardiner East with a new elegant elevated expressway with reduced lanes on both Lake Shore Boulevard and the Gardiner East. There would be expanded development parcels and an improved public realm.</p>
	<p><b>Solution: Tunnel</b>                      This solution involves replacing the Gardiner East with a tunnel that would function as a through route belowgrade. There would be significant capital costs associated with this solution; however it would create significant public space and offer development opportunities.</p>

Participants were asked what modifications or improvements, if any, they would suggest to the alternative solutions and why. They were also asked through the online participation tool to rate each alternative solution on a scale of 1 to 5 and provide any comments. Public Forum participants provided their feedback by completing and submitting a form in the Discussion Guide, while online participants made their selections using the online participation tool on the project website. In total, 436 hardcopy and online feedback forms were completed and submitted. Comments and suggestions submitted through email, voicemail, Twitter and Facebook were also analyzed and integrated in the summary of participant feedback.

A summary of the collected feedback is presented below (in no particular order) and organized by each alternative solution. The summary provides a high-level synopsis of recurring comments, concerns and/or recommendations from consultation participants. Common concerns repeatedly raised by participants relate to transportation capacity, longterm costs, and improving the public realm/pedestrian safety. The graphic on the following page provides a quantitative summary of the rating of each alternative solution by consultation participants.

## Rating of Alternative Solutions (MetroQuest Data)



### 1. MAINTAIN the Elevated Expressway

#### Participants in favour of this solution expressed the following feedback:

- Maintaining the Gardiner is perceived to be the lowest cost option.
- This option maintains the current transportation network and existing vehicle lane capacity – congestion is already an issue in the Gardiner/Lake Shore corridor, reducing roadway capacity would exacerbate the problem.
- The Gardiner is perceived as a beautiful gateway into the city offering spectacular views.
- Less disruption to traffic in the surrounding area will occur with this option.
- Fast moving vehicular traffic is separated from pedestrians and cyclists, reducing safety risks.
- Maintaining the Gardiner is necessary to provide connections to both local and regional travel origins/destinations.
- Removing the elevated expressway does not necessarily eliminate the physical barrier to the waterfront.
- Maintaining the Gardiner is important to Toronto’s economic development (e.g., delivery of goods and services).
- There is a ‘dearth’ of transportation infrastructure in Toronto, particularly in the east end of the city; the Gardiner should be preserved as a public asset.

#### Participants opposed to this solution expressed the following feedback:

- This option is not a long-term solution; maintaining the Gardiner is a lost opportunity to revitalize the area.
- This option does not address the high cost of ongoing maintenance.
- The structure is susceptible to deterioration from weather, salting, and general depreciation.
- It is important to address noise pollution, lack of natural light, and safety issues for pedestrians and



cyclists (e.g., concrete falling, navigating traffic, etc.)

- The waterfront remains physically divided from the rest of the city if the Gardiner is maintained.

**Suggestions for improvement include:**

- Make gradual improvements to the structure and consider new materials (e.g., limestone pillars).
- Considering huge population increases occurring in the downtown core now and into the future, add more vehicular lanes to the Gardiner.
- Add bike lanes and sound barriers within the corridor to make the area more inviting to pedestrians and cyclists.
- Improve alternative transportation modes within the corridor.
- Consider building a roof over top of the structure and create park space with spectacular city and lake views (e.g., Green Ribbon Proposal).
- Rebuild the eastern portion of the elevated expressway that was previously removed.

## **2. IMPROVE the Urban Fabric While Maintaining the Existing Expressway**

**Participants in favour of this solution expressed the following feedback:**

- This solution presents a good opportunity to bring the expressway up to modern safety standards.
- Extra bike paths and park space are good, however there is concern that there will be pressure to develop the land.
- There would be less interruption to traffic flows during the construction phase of this option.
- This option satisfies vehicle transportation capacity while incorporating other modes of transportation (e.g., cycling, transit, walking).

**Participants opposed to this solution expressed the following feedback:**

- Reducing the lane capacity of the Gardiner/Lake Shore corridor is unfavourable.
- This is an expensive option with very little improvement to transportation and public space.
- This solution does not address issues of noise and safety; people won't want to use parks next to a road and highway.
- The bike and pedestrian facility will add confusion and therefore danger, especially with the conflict created by vehicles turning right off Lake Shore Boulevard.
- There is concern that maintenance costs will continue to be an issue in the future.
- This is also a lost opportunity to revitalize the area.
- The perceived physical barrier to the waterfront still exists whether the Gardiner is maintained or replaced.
- Reducing the lane capacity on the deck to achieve lighting improvements on the ground will benefit few people and is not worth the added congestion it will create.

**Suggestions for improvement include:**

- Consider moving the Gardiner on top of the rail corridor (or closer to it) to create more open public space.
- Improving visibility for pedestrians and cyclists on ground level will improve connectivity.
- This option needs to be accompanied by transit improvements.

### 3. REMOVE the Elevated Expressway and Build a New Boulevard

#### Participants in favour of this solution expressed the following feedback:

- This represents a good opportunity for place-making and revitalizing this part of the city (through public, commercial and residential development opportunities).
- Removing the Gardiner is cost-effective in the long term (e.g., lower maintenance costs and new economic opportunities).
- This solution will result in improved connectivity between downtown and the waterfront and is more pedestrian friendly.
- Environmental benefits will be achieved with the addition of green space.
- Removing the Gardiner allows for introducing various methods of public transit.

#### Participants opposed to this solution expressed the following feedback:

- Removing the Gardiner will have a big impact on traffic within the downtown core and on Lake Shore Boulevard, creating a lot of congestion elsewhere.
- Eight or more lanes of traffic at-grade will create a car-centric environment and a bigger barrier to the waterfront for pedestrians and cyclists.
- The railway tracks still will continue to act as a barrier to the waterfront.
- Noise and air pollution will be brought down to ground level.

#### Suggestions for improvement include:

- This option would require accessible pedestrian, cyclist, and car bridges/tunnels at cross-streets to allow the flow of traffic on Lake Shore Boulevard to be maintained.
- Reduce the number of lanes from eight to four, add development on both sides of the road to transition from a car-oriented area into a productive and tax-generating neighbourhood.
- Integrate this area with the city and reduce traffic speed, so the road does not become an at-grade expressway with a few trees.
- Preserve the views that would be gained by removing the Gardiner by restricting the height of new developments in the area.
- Reduce the number of traffic lights and convert intersections to continuous-flow traffic circles/roundabouts to maintain the flow of vehicular traffic.
- Improve public transit to reduce the number of vehicles in the corridor; consider High Occupant Vehicle lanes to encourage carpooling.
- Transportation capacity in the Gardiner/Lake Shore corridor needs to address population growth occurring in the city.
- Separate cycling and pedestrian trails; multi-use trails can create conflicts and safety issues.
- Consider express and collector lanes to keep pedestrians away from high speed vehicles.
- To reduce noise and visual pollution (and to some extent, smell), the Grand Boulevard could be situated in a 'Built Valley' created by berms.

### 4. REPLACE with a Below Grade Expressway (Tunnel)

#### Participants in favour of this solution expressed the following feedback:

- This option satisfies north-south at-grade connectivity while maintaining the flow of traffic east-

west.

- Future population growth can be accommodated with an underground expressway.
- Moving the Gardiner underground presents great opportunity to improve the public realm (e.g., removes heavy traffic from neighbourhoods).
- Potential new developments in the area could contribute to offsetting the high costs of building a tunnel.

**Participants opposed to this solution expressed the following feedback:**

- There are concerns with the high cost of construction and maintenance.
- Building a tunnel for a small section of the Gardiner is impractical.
- The barrier to the waterfront created by the railway corridor will still exist.
- There are concerns that the construction period will be too long and disruptive.
- There are concerns with air quality in the tunnel.
- It is important to explore water table issues and whether the land can accommodate a tunnel.

**Suggestions for improvement include:**

- A tunnel that stretches from the DVP to Spadina Road or Exhibition Place should be considered; it satisfies traffic capacity and removes the physical barrier to a larger stretch of the waterfront.
- To offset high costs of construction and maintenance, tolls for drivers and costs to developers should be considered.
- Consider creating a tunnel that extends out into the lake, built from pre-fabricated materials. This will eliminate traffic interruptions during the construction phase.
- Build a tunnel that can accommodate future expansions.
- Restrict the height of new in-fill developments.

## **5. REPLACE with a New Elevated Expressway**

**Participants in favour of this solution expressed the following feedback:**

- The solution provides the opportunity to improve the public realm and visual aesthetic of the structure.
- The smaller footprint from a new expressway will result in more public useable space.

**Participants opposed to this solution expressed the following feedback:**

- The reduced lane capacity will result in increased traffic congestion.
- Consider rebuilding the entire Gardiner Expressway, not just the eastern section.
- This option is very costly and may create the same maintenance issues in the future.

**Suggestions for improvement include:**

- Consider moving the new expressway closer to the railway corridor to create more useable public space.
- Rebuild the eastbound and westbound lanes of the elevated expressway at different heights to add a lane in each direction and add capacity for a subway to run underneath it.
- Money should be invested in developing alternatives to car transportation (e.g., multi-modal solutions).
- A two-deck expressway would minimize the footprint and shadows at ground level.

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Two Consultation Report

- Consider deck heating technology (e.g., using Enwave) to reduce the need for salting and subsequent deterioration in the winter.
- Using Cable-Stayed technology introduces the option to swing the expressway over top of the rail corridor, and connect to the DVP further north than the current connection.
- Incorporate a transit line below the deck of a new expressway.

### Other Feedback on the Alternative Solutions

The following additional comments provided by participants are grouped into common themes below.

#### Public Realm/Connectivity

- It is important to create a mixed-use destination; we cannot assume parks and green space alone will attract people to the area.
- None of the proposed solutions seem to sufficiently address one of the public's most important criteria as determined by PIC #1: connectivity to the waterfront.

#### Cost/Economics

- Use a cost model where the full cost is paid out of road tolls.
- It would be beneficial to see more detail on life cycle costs and traffic comparisons between the solutions.
- There are financial implications associated with congestion (e.g., lost productivity, stress-related health issues, etc.).

#### Transportation Infrastructure and Considerations

- Consider switching the direction of lanes according to traffic patterns to make better use of reduced space.
- At-grade improvements should include reducing the number of intersections/ramps in the core, and improve flow for merging traffic and safety for pedestrians.
- Carefully consider traffic closures during the construction phase of each solution.
- With the Remove option, explore and present in greater detail the connection points between the DVP in the east and the elevated Gardiner in the west.
- There is concern with the lack of consultation and coordination with Metrolinx, which will be critical to the development of a comprehensive transit plan for this area in the long term.

#### Additional Suggestions and Concerns

- Consider a slightly below-grade open top expressway with trees along the edge to buffer noise.
- Align the transit corridor with the existing rail corridor which is already a barrier to the waterfront.
- The solution for the east end of the Gardiner must be coordinated with the overall solution for the remainder of the Gardiner.
- Consider population growth in conjunction with all solutions.
- With all presented solutions, noise pollution should be minimized.

Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Two Consultation Report











- Investigate and present estimated timeframes for construction period and traffic options during the construction phase.
- Increased congestion will lead to a corresponding increase in air pollution from vehicle emissions.
- Another option should be explored to treat stormwater so that the space occupied by the proposed stormwater gardens can be devoted to other uses.
- Investigate the possible reduction in the use of salt and other chemicals during winter to improve the lifespan of road materials.
- Consider the Toronto Waterfront Viaduct proposal - it increases mobility for all modes of transportation, while improving the central waterfront's urban fabric. It is also self-financed, and has the potential of becoming a big tourist attraction in the city.



**Figure 9: Participants discussing the alternative solutions**

### Feedback on the Evaluation Criteria

Evaluation criteria are often used to help guide decision-making in infrastructure projects. It is important to identify a common set of criteria to ensure decisions about city building and infrastructure development reflect the community’s needs and aspirations as the EA process continues. The following draft criteria groups have been proposed for this study.

<p><b>1. Urban Design and Public Realm</b></p>  <p>The reconfiguration will provide opportunities to improve connectivity between downtown and the waterfront while creating high-quality public spaces within the study area.</p>	<p><b>2. Economics</b></p>  <p>The reconfiguration will stimulate economic activity in the study area by enhancing land values, encouraging development, increasing municipal revenues and supporting employment.</p>
<p><b>3. Cost</b></p>  <p>Ensures the reconfiguration will be cost-effective and affordable to build, maintain and operate.</p>	<p><b>4. Transportation</b></p>  <p>The reconfiguration alternatives have the capacity to improve local and regional travel flow while creating opportunities for multi-modal transit.</p>
<p><b>5. Infrastructure</b></p>  <p>Ensures the reconfiguration will coordinate the design, construction and maintenance of new infrastructure with existing uses and functions, while sustaining local and regional transportation needs.</p>	<p><b>6. Infrastructure – Construction Stage</b></p>  <p>Ensures the reconfiguration proceeds while mitigating the impact of construction on surrounding land uses, transportation routes and utilities.</p>
<p><b>7. Social, Health, Recreation and Business</b></p>  <p>Ensures public health and minimizing impacts to recreational and business activities will be prioritized during construction.</p>	<p><b>8. Natural Environment</b></p>  <p>Ensures the proposed alternative solutions will sustain and enhance the natural environment.</p>
<p><b>9. Cultural Resources</b></p>  <p>The reconfiguration will enhance the cultural landscape and built heritage features in the study area.</p>	<p><b>10. Official Plan and Waterfront Policies</b></p>  <p>Ensures the reconfiguration will reflect the City’s land use and waterfront revitalization policies and guidelines.</p>



Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Two Consultation Report

Participants at the Public Forum were presented with the evaluation criteria above and asked to identify the top three most important and top three least important ones and provide comments. Feedback on the evaluation criteria was also collected through email, voicemail, Twitter and Facebook. The following table shows the feedback provided through all communication channels and is ordered from most important to least important as determined by participants on MetroQuest.

Criteria	MetroQuest Ranking	Comments
Urban Design and Public Realm	1	<ul style="list-style-type: none"> <li>• Create a destination rather than a place to pass through.</li> </ul>
Natural Environment	2	<ul style="list-style-type: none"> <li>• The solution must prioritize reduction of greenhouse gas emissions and environmental sustainability.</li> <li>• Prioritize stormwater management in light of climate change and recent rain events.</li> </ul>
Transportation	3	<ul style="list-style-type: none"> <li>• Toronto does not have a strong freeway network; we need the Gardiner as it is a major route.</li> <li>• The solution must meet the needs of all forms of regional and local transportation modes: car, cycling, walking, and transit.</li> <li>• An increase in commute time should not dictate the criteria.</li> <li>• New public transit should be included in all solutions.</li> </ul>
Official Plan and Waterfront Policies	4	<ul style="list-style-type: none"> <li>• Invest with attention paid to the Official Plan and the intention of making the Waterfront Policies attainable.</li> <li>• Any option that increases the amount of developable land should be pursued.</li> </ul>
Social, Health, Recreation and Business	5	<ul style="list-style-type: none"> <li>• Consider these factors after construction, and not only during construction.</li> <li>• Increasing congestion contributes to air pollution.</li> <li>• The solution should be an economical and traffic efficient option for the Gardiner to allow resources to be focused on other social, recreational, and business opportunities outside the study area. If we prioritize this criterion, the economic benefits will follow.</li> <li>• Air quality is a public health concern and should be given more weight.</li> </ul>
Cost	6	<ul style="list-style-type: none"> <li>• Cost is important, but we cannot forget the importance of the long term economic growth that will occur if we make Toronto a great city.</li> <li>• Consider economics, and not strictly cost as the primary lens regarding monetary discussions.</li> <li>• Choose a course of action that is affordable to Toronto now.</li> </ul>

Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and  
Integrated Urban Design Study - Round Two Consultation Report

Infrastructure – Construction Stage	7	No comments were received relating to this particular criterion.
Infrastructure	8	<ul style="list-style-type: none"> <li>• Choose the best solution for the long term.</li> <li>• Address connectivity with the west side of the Gardiner and the intersection with the DVP.</li> </ul>
Cultural Resources	9	<ul style="list-style-type: none"> <li>• This part of the city appears to be a blank slate, but if there are historically or architecturally important buildings they should be retained.</li> </ul>
Economics	10	<ul style="list-style-type: none"> <li>• Think about anticipated revenue from land development opportunities and maximize development sites.</li> <li>• Consider road tolls as a method for financing the options.</li> <li>• Other areas of the city will be affected by increased congestion; consider the negative economic effects related to this congestion.</li> </ul>

In addition, a more detailed set of proposed criteria was reviewed by the Stakeholder Advisory Committee at a meeting on October 29<sup>th</sup>. At that meeting, SAC members provided a wide range of comments on the proposed criteria. Following the SAC meeting, the Project Team reviewed the feedback from the SAC and made a number of changes to the proposed criteria. Subsequently, the revised criteria was posted on the project website for a two-week period from November 5 to 19, 2013 for public review. The opportunity to review and provide comment on the detailed set of criteria was promoted through the project’s website, contact list and social media. Several comments on the detailed criteria were submitted via email and reviewed by the Project Team. The comments submitted by email are included in the summary table above.



## **NEXT STEPS**

The feedback received during Round Two of the Gardiner Expressway & Lake Shore Boulevard Reconfiguration Environmental Assessment and Integrated Urban Design Study will be used to inform and shape the next phase of the EA and related consultation activities. The next round of consultation will take place in Winter 2014.

For more information please visit: [www.gardinereast.ca](http://www.gardinereast.ca).

**APPENDIX A –  
COMMUNICATION AND PROMOTIONAL MATERIALS**



WATERFRONToronto



# Help decide the future of the Gardiner Expressway East

## The Study

Waterfront Toronto and the City of Toronto are carrying out the Gardiner Expressway / Lake Shore Boulevard Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The study area for the EA is shown on the map below. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street.

Four alternative solutions are being considered:

- **Maintain** the elevated expressway;
- **Improve** the urban fabric while maintaining the existing expressway;
- **Replace** with a new above or below grade expressway; and,
- **Remove** the elevated expressway and build a new boulevard.

Changes to other transportation facilities could also be required.

## Get Involved

Your input into this next phase of the project is critical. The Project Team will be hosting a number of public forums, live webcasts, workshops and online opportunities for interested persons to participate in the EA process. We invite you to the second public forum where you can see proposed solutions within each of the four alternatives. The evaluation criteria will also be introduced for public input during the meeting and your feedback and questions are welcome.

### Gardiner Expressway East Public Meeting

Wednesday, October 16, 2013

6:30 p.m. – 9:00 p.m.

(Open house will begin at 6:30 p.m. followed by presentations at 7:00 p.m.)

The Bram & Bluma Appel Salon, Toronto Reference Library  
789 Yonge Street, Toronto (Bloor Street subway station)

Please register for the event at: [gardinereastpublicmeeting2.eventbrite.ca](http://gardinereastpublicmeeting2.eventbrite.ca)

If you can't attend the meeting in person, you can participate and watch the meeting online. Please join us at [www.gardinereast.ca](http://www.gardinereast.ca) where you can learn about the project and contribute your insights, ideas, and views. For more information or to be added to the project mailing list, contact [info@gardinereast.ca](mailto:info@gardinereast.ca), or call (416) 479-0662.



Note: Certain disciplines will conduct investigations at a city or regional level. These areas are not defined here.

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Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



**RELEASE**

## **Public Meeting to be Held on Phase II of Gardiner Expressway East Consultations**

**TORONTO, October 15, 2013** – Waterfront Toronto and the City of Toronto will co-host the next public information session on the future of the Gardiner Expressway East from approximately Jarvis Street to Leslie Street. The information session, which will take place on the evening of Wednesday, October 16, 2013, marks the beginning of the second phase of the Environmental Assessment (EA), which will consider in greater detail the four alternatives presented during phase one of the EA. The public will also be asked for feedback on the evaluation criteria that will be used to determine a preferred alternative.

“This public meeting will provide Torontonians with an opportunity to have their say about the future of this vital transportation route,” said John Livey, Deputy City Manager for the City of Toronto. “While we need to develop a practical solution that will support Toronto’s transportation needs well into the future, we know that there are a number of priorities at play, and we’re seeking input on what the public feel those are.”

The four alternatives being considered were originally presented at public meetings in June. They are:

- **Maintain** the elevated expressway;
- **Improve** the urban fabric while maintaining the existing expressway;
- **Replace** with a new above or below grade expressway; and,
- **Remove** the elevated expressway and build a new boulevard.

Following further analysis of each alternative, and drawing upon the input collected during phase one of the public consultations, the EA project team developed high level concepts. Each concept is illustrative of what could be created, but does not represent the final solution that will be taken forward for discussion by Council in spring 2014. The information collected from the public during phase two will help narrow down the number of concepts under consideration and determine the relative importance of a number of evaluation criteria.

The high level concepts and criteria are limited to the eastern end of the elevated Gardiner Expressway, which has lower traffic volumes than the western portion of the expressway. The western portion of the highway is already undergoing extensive rehabilitation and maintenance that will ensure the current elevated configuration will remain safe and in a good state of repair.

“The future of the Gardiner Expressway, whatever it ends up being, is one of the most significant infrastructure projects in Toronto,” said John Campbell, President & CEO of Waterfront Toronto. “We’ve come to a point in time when, due to the need for significant and costly rehabilitation to the existing eastern expressway, we must make a decision about the future and what we want for our downtown core.”

Consistent with Waterfront Toronto and the City of Toronto's approach to public consultation, a robust calendar of activities has been scheduled to engage the public and solicit ideas. The public will be able to attend meetings in person, or participate online by watching the live webcast, or engage in the interactive sections of the website at [www.gardinereast.ca](http://www.gardinereast.ca)

The Public Information Meeting will be held:

Wednesday, October 16, 2013

6:30 – 9:00 p.m.

Open house starts at 6:30 p.m. with presentations to follow at 7:00 p.m.

The Bram & Bluma Appel Salon, Toronto Reference Library

789 Yonge Street, Toronto (Bloor Street subway station)

Please register for the event at <http://gardinereastpublicmeeting2.eventbrite.ca/>

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A selection of the high level concept images are available at: <http://www.gardinereast.ca/media-gallery>

Media contact:

Hillary Marshall

Waterfront Toronto

[hmarshall@national.ca](mailto:hmarshall@national.ca)

416-848-1451

Steve Johnston

City of Toronto

[sjohnsto@toronto.ca](mailto:sjohnsto@toronto.ca)

416-392-4391

**APPENDIX B –  
SAC MEETING SUMMARIES**



**Future of the Gardiner East  
Stakeholder Advisory Committee (SAC)  
Meeting 13-2**

**Tuesday October 1, 2013 | 6:30 pm – 8:30 pm  
Metro Hall, 55 John Street, Room 308-309**

**Meeting Summary**

**1. Agenda Review, Opening Remarks and Introduction**

Ms. Liz Nield, CEO of Lura Consulting, began the second Stakeholder Advisory Committee (SAC) meeting by welcoming the committee members and thanking them for attending the session. She introduced the Lura team and led a round of introductions. Ms. Nield provided a brief overview of the meeting agenda, and informed committee members that the purpose of the meeting is to obtain feedback on the material that will be presented at the public forum on October 16, 2013.

Mr. John Livey, Deputy City Manager, City of Toronto, also welcomed the committee members. Mr. Livey noted that while interim repairs to the Gardiner Expressway East are currently underway, the City needs a well-informed, timely, and implementable long-term solution for the eastern portion of the elevated roadway. He reminded the committee members of the four alternative solutions being considered: maintain, improve, replace and remove. Mr. Livey noted that, regardless of the option selected, we should have a practical, but inspiring solution that people can support.

Mr. Chris Glaisek, Vice President, Planning and Design, Waterfront Toronto, attended the meeting on behalf of Mr. John Campbell, President and CEO, Waterfront Toronto. Mr. Glaisek emphasized the benefit of the committee's feedback at the previous meeting while preparing for the first public forum. He outlined the public feedback collected during the first round of public consultations, noting the most important key ideas as chosen by participants were: balance modes of transportation, enhance connectivity, new transport infrastructure and enhance the public realm. Mr. Glaisek explained the information being presented is an evolution from the last meeting, and more technical in nature. He noted most of the options present some kind of reconfiguration to the expressway's capacity or function, although analyzing how these options work in detail from a transportation point of view has yet to be done. Mr. Glaisek encouraged SAC members to engage in a good discussion.

A copy of the agenda is available in Appendix A, while a list of attending SAC members can be viewed in Appendix B.

## 2. SAC Member Briefing

Mr. Don McKinnon, Dillon Consulting, reviewed the draft slide presentation. His presentation included:

- Feedback collected from participants during Round One of the consultation process;
- An overview of the Environmental Assessment (EA) study area boundaries, goals and process;
- An overview of each alternative solution;
- Preliminary information about the cost and travel time implications of each alternative solution; and
- Draft evaluation criteria that will be used to guide decision-making.

The presentation will be made available online at [www.gardinereast.ca](http://www.gardinereast.ca) following the Public Forum on October 16, 2013.

## 3. Facilitated Discussion – Feedback and Advice

SAC Members provided the following feedback and advice after the presentation:

### Presentation

- Many people said that the presentation was succinct and well communicated.

### Transportation Modelling

- Request for further information about transportation modelling.
- Question if the modelling looked at impacts on downtown streets (e.g., capacity of Adelaide).

### Cost

- Request for further information about cost for each alternative solution, as well as clarification about the different types of cost (e.g., what soft costs are, net present value, etc.)
- Concern about timing, especially heading into an election; need to communicate clearly that we need to think long term and that none of the solutions are quick and easy; need to be upfront about costs to maintain.

### Travel Time & Capacity

- Request for clarity around travel time, and to provide more information about origin/destination points – currently it is not clear where people are travelling from/to.
- Presentation clear until travel time chart – the projected travel times for each option need to be explained in more detail.
- Suggest including more information about impacts for each solution and explain these during the presentation of each one; there was concern about maintaining transportation capacity overall and that people may be very concerned about this, especially because this is a system that is already strained and any loss of capacity will be seen as a red flag.
- Need to reiterate that this is a long term process and that we need to come up with a solution for the next 50 years. There is currently a lot of frustration about transit. What are the implications of this project over a 20-year time period? Better understanding of what the



Future of the Gardiner Stakeholder Advisory Committee Meeting  
Oct 1, 2013 – Summary Report

solutions mean and how they will be coordinated with other projects (e.g., Downtown Relief Line) is needed.

- Suggest planning to coordinate construction to ensure multiple streets aren't shut down.
- Travel times – give travel time differentiation from a few example locations, breakdowns will be helpful.
- A lot of cynicism at the moment relating to transit. Might also want to mention the benefits, refer to disappearing traffic, alternate routes, and other transportation options.
- More buildings/offices are being introduced - need to model loading capacity.
- Request for more information about which of the solutions have the potential to continue to the west. This should be an evaluation criterion.
- Request for more information about the traffic management plan for each of the different solutions, as well as information about constructability and construction stages. Must be considered that this is going to be a key component of which solution people pick.
- Suggest focusing on providing more information during the second half of the presentation – assessing the alternatives, transportation and criteria.
- Suggest getting a better understanding of what costs to individual drivers might change behaviour (e.g., tolls, transit) and how far can that envelope be pushed.
- Cost and timeline will be criteria that will be watched closely – provide more information about the timelines, especially long-term in terms of the impact to the City, as well as the costs associated with those timelines.
- Questions about maintaining or enhancing connections throughout the study area, especially North/South (presentation seemed to be heavy on East/West) – especially for pedestrians and cyclists; provide more information on North/South implications.
- Questions about remove option regarding activity and traffic between DVP and Lake Shore Blvd.
- Question about whether fewer ramps in the lower Yonge Precinct were being considered.

*The EA TOR which was approved by Council states that a key direction is to balance modes of transportation and improve the public realm*

- Would be useful to provide more information about the Council directive and approved EA that sets the context for discussion about alternatives.
- Have a list of initiatives/projects that are ongoing/current that will improve capacity.

### **Suggestions Regarding Solutions**

- In the remove option there could be more developable space – would like to see what this urban street would look like (see park space as empty space).
- Both remove and improve options, mentioned in the text that more building parcels are possible but the images do not show that. Suggest showing a lively urban street with development up to edge of both sides (not just nice pictures of trees and bikes).
- Grand Boulevard will take up a huge amount of space. Looks like there is enough space for two streets north and south and enough space up to the rail corridor for development. The amount of green space/trail shown seems superfluous.
  - Response to this comment noted that park space is very important and all space can't be limited to pedestrians and cyclists.
- Suggest including more information on the evaluation of environmental impacts for each solution and explain them during the presentation.

Future of the Gardiner Stakeholder Advisory Committee Meeting  
Oct 1, 2013 – Summary Report

- Participants suggested that people will be disappointed if the tunnel isn't included on the list of alternatives for the public meeting – however, it should be noted that it has been evaluated, and that costs could be prohibitive.

**Transit**

- Years ago, during an EA on Queens Quay transit there was consideration of an express bus route on Lake Shore – this should be considered and would be useful if offered as a cross-city transit option.
- Suggest mentioning that transit options are being looked at.

#### **4. Proposed Format for Upcoming Public Forum**

Ms. Nield informed SAC members of the upcoming Public Forum scheduled for October 16, 2013 at the Bram and Bluma Appel Salon at the Toronto Reference Library. Ms. Nield briefly outlined the format of the meeting which will include a series of presentations followed by roundtable discussions.

#### **5. Upcoming SAC Meeting Dates**

Ms. Nield thanked SAC members and the project team for attending and adjourned the meeting.

**Next SAC meeting: October 29<sup>th</sup>, 2013**



**Future of the Gardiner East  
EA and Integrated Urban Design Study**

**Stakeholder Advisory Committee (SAC) Meeting – 13-#2**

Metro Hall, 55 John Street, Room 308-309  
Tuesday, October 1, 2013 - 6:30 – 8:30 pm

**AGENDA**

- 6:30 pm**      **Agenda Review, Opening Remarks and Introductions**
- Lura Facilitator
  - John Livey, City of Toronto
  - John Campbell, Waterfront Toronto
- 6:45 pm**      **SAC Member Briefing**
1. Proposed Alternative Solutions
  2. Proposed Evaluation Criteria
- 7:30 pm**      **Facilitated Discussion – SAC Questions, Feedback and Advice**
- Thinking about the material presented and the main topics covered in the presentation, what feedback or advice do you have to improve the clarity of the material in preparation for the upcoming public forum?
  - Thinking about the proposed alternative solutions...What modifications or improvements would you suggest? Why?
  - What are the top 3 most important criteria to apply in deciding between alternative solutions? Which 3 criteria are least important? Are any criteria missing?
- 8:15 p.m.**      **Proposed Format for Upcoming Public Forum**
- Do you have any advice or feedback on the proposed format for the upcoming public forum?
- 8:25 pm**      **Next Steps**
- 8:30 pm**      **Adjourn**

## Appendix B – List of Attendees

### SAC Meeting #2 List of Attendees

Walk Toronto  
Canadian Urban Institute  
Professional Engineers Ontario  
CodeBlueTO  
Financial District BIA  
Don Watershed Regeneration Council  
Gooderham & Worts Neighbourhood Association (GWNA)  
Heritage Toronto  
Greyhound  
West Don Lands Committee  
Redpath and Toronto Industry Network  
Toronto Urban Renewal Network (TURN)  
Canadian Automobile Association  
Unionville Ratepayers Association  
Transport Action Ontario  
Federation of North Toronto Residents and People Plan Toronto  
Urban Land Institute (ULI)  
Cycling Toronto  
Toronto Centre for Active Transportation  
Waterfront Toronto  
City of Toronto  
Dillon Consulting  
Lura Consulting

### List of SAC members unable to attend

Food and Consumer Products of Canada  
Retail Council of Canada  
Toronto Association of BIAs  
Toronto Board of Trade  
Lake Shore Planning Council  
Ontario Professional Planners Institute – Urban Design Working Group  
St. Lawrence Neighbourhood Association  
Evergreen  
South Riverdale Community Health Centre  
Toronto Community Foundation  
Toronto Society of Architects  
Purolator Inc.  
Beach Triangle Residents' Association  
Rogers Centre/Blue Jays  
Civic Action  
Ontario Public Transit Association

## Appendix C – SAC Questions of Clarification, Feedback and Advice

### SAC Questions of Clarification

A summary of the discussion following the presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**.

**Q.** During the first phase of the study the possibility of removing ramps in the Lower Young Precinct Plan area was expressed, can you speak to that?

**A.** The team looked very hard at ramps, and it appears that the Jarvis connection is a significant one. It will cause people to access the north-south connections at-grade earlier if they are removed. The intent is to keep drivers off the at-grade roadway as much as possible if we are going to keep the elevated expressway.

**Q.** Regarding the costs associated with each alternative solution, the estimates you mentioned ranged from \$300 million to \$200 billion, what are the costs of the other two?

**A.** The other two are still in development. They fall within that range. The intent is to present a costing for each alternative at the public forum.

**Q.** Will there be more information about modelling and more information about costing?

**A.** Transportation modelling will be presented formally in the EA documentation. The information about traffic modelling presented here is the level of detail we plan to present to the public in October. We will also have a number of panels with plan views, lane configurations, connections to the DVP, north-south streets, and changes in the Keating lands. The plans which will be on display are more conceptual than technical. They will also be available online.

**Q.** Regarding the remove option, how do you handle activity between the DVP and Lake Shore Boulevard?

**A.** Connections at both ends are important. There would be new ramps from the DVP with a new at-grade boulevard. A plan drawing would depict those connections.

**Q.** There needs to be more clarification about the travel times presented. Is it for people traveling through the city or into the downtown core?

**A.** Many indicators came out of the transportation modeling. We could look at origin/destination points, or average travel times if that is helpful.

**C.** You need to clarify what is being presented and whether it affects people using the expressway versus people who live there. More information would be helpful.

**C.** Great presentation, it was clear until the travel times were presented. The projected travel times for each option need to be explained better.

**A.** The travel times depend on which points we're talking about. The impact could be small. It also depends on the implementation of other transit/transportation projects.

**C.** Regarding the conceptual image under the remove option on slide 36, this is not an area lacking in park space. Imagine the barrier if there is park space on both sides? There is potential for development on both sides of the reconfigured roadway. I would like to see an option that calls for more development space. I want to see an urban street. I see park space as empty space.

**C.** For both the remove and improve options, it was mentioned in the text that more building parcels are possible but you don't show that. You should offer a perspective, not only nice images of bikes and kids. Show a lively urban street with development up to edge of both sides. If the Martin Goodman Trail continues on Queens Quay, this trail seems superfluous.

**A.** This path is imagined as more of a commuter route.

**C.** The grand boulevard idea uses a huge amount of space. Grand boulevards aren't really that pedestrian friendly. The width that I see available here looks like there is enough for two streets north and south, enough space between two streets, and enough space for development right up to rail corridor.

**Q.** Has modelling looked at the impact to downtown streets? For example how the capacity to Adelaide Street will be affected? The modelling numbers used by the project are based on high level proposals such the Downtown Relief Line. There may be push back about the speculative nature of this analysis. Is the plan in the future to look at the west? Which of these plans have the potential to continue to the west?

**A.** Regarding a reduction in lanes, our modelling incorporated those changes and reductions. We understand that changes in this corridor may push traffic onto other corridors. Good point about push back. The study area is east of Jarvis Street to the Don Roadway.

**C.** We're talking about a \$2 billion investment, we need to start thinking about the western portion too. More information about constructability, construction stages, and traffic management plans for each alternative solution would also be helpful.

**Q.** I agree the presentation was really good and clear, but I would suggest focusing revisions on the second half. Missing from the presentation is the evaluation of environmental impacts caused by the project.

**A.** One of our lenses is the environment; we are doing modelling in terms of air quality. There is not a lot of natural habitat in the corridor. One of the project considerations is opportunities for enhancement in combination with the lower Don River revitalization initiative.

**Q.** What's the difference to the environment between taking down the Gardiner and replacing the expressway?

**A.** That's a good question we'll consider as we move forward.

**Q.** It would be helpful if you present each alternative and any impacts that may occur at the same time, rather than presenting them separately. Then summarize at the end. Was it not possible to maintain the capacity? If not, then you are setting this up to be politically challenging.

**A.** Historically looking back at trips into downtown, those numbers have flat lined. Whether they come in, or go out. The biggest change is people wanting to travel out of the city, the counter flow.

**C.** The charts presented show that you are decreasing capacity, this will cause great debate.

**A.** A proportion of the population in the downtown core will continue to rely on cars. We didn't enter the study with just transportation objectives. Urban design is also a significant component of the study. The trade-off is some reduction in capacity. The current trend in Toronto is less reliance on automobiles and it is expected that trend will continue into the future.

**C.** I don't think that's the way I would frame it. Saying that capacity will be reduced on a system that is already strained sets the project up for failure.

**A.** The Official Plan asks us to balance modes of transportation. We can work on that and include more information.

**Q.** The presentation is heavy on east/west connections. What about north/south connectivity, particularly for pedestrians and cyclists?

**A.** Good point, we can do a better job of explaining those. In our study the boundary is the southern edge of the corridor.

**C.** I'd like to respond to the comment made earlier that some of the greenspace in the study area is superfluous. In light of increasing population and development within the study area, local and regional access to usable park space is important. We also don't want to limit opportunities for cycling and walking.

**Q.** Years ago, another EA was done on Queens Quay transit. Has there been any consideration of an express bus route on Lake Shore Boulevard? It would be useful to have an express route on Lake Shore Boulevard which can help off-set cross-city traffic travel times.

**A.** It's a great idea. We have done some thinking about other transit options. The next step is analyzing where people are coming from and going to. The thing with transit is that it needs to function within a network.

**Q.** Can you define what soft costs are? Are your costs present value?

**A.** The intent is to present costs in present values. Soft costs are additional costs such as design and planning.

**C.** I have concerns about timing as we are heading to an election. We need to inform people that none of the options are quick or easy. We also need to be more upfront about the costs to maintain the expressway. There have been a few comments this evening about the bike lane along Lake Shore Boulevard. There has always been a bike lane there, although it may disappear from time to time. The TTC will also point out that the remaining columns along Lake Shore Boulevard are too close for bus stops and affect sightlines.

**C.** Regarding introducing more buildings/offices in the study area, we need to model loading capacity. If there are reductions at grade we need to look at impacts in terms of capacity. There is also some work being done looking at above grade connections for the PATH.

**C.** There was mention of looking at transit options that would capture drivers, the "carrots" side. The "stick" side is making it more expensive to drive downtown, such as tolls or parking surcharges which could also be a revenue tool. We should get a better understanding what costs to individual drivers could change behaviour, and how far can that envelope be pushed.

**A.** The modelling that came out of travel times is an extrapolation of previous trends. Some behaviour may change in the interim. The model says one thing, but people's reaction in reality may be different. Models are only reflective of the assumptions and inputs we put in. The graph showed road capacity being taken away, but there will be choices and alternatives.

**C.** As you go out to the public, another criterion that will be watched closely is cost and timelines. It would be good to have a slide on timelines. If we are going to replace the Gardiner how long will it take? If it costs \$2 billion to replace it, what's the timeline and impact to the city?

## Facilitated Discussion – Feedback and Advice

The following questions were posed to the committee members by Ms. Nield on behalf of the project team.

**Q.** What is your opinion about dropping tunnel?

- Inform the public that the option was evaluated it, but the recommendation is to drop it because of the cost.

**Q.** How do you feel about the information that was presented? Are you satisfied with the content?

- It's going to be about the long term process. There is currently a lot of frustration about transit. What are the implications of this project, is it a 20 year process? We need more information to gain a better understanding of what these options mean and how they will be coordinated with other projects.
- Give travel time scenarios from a few example locations; the break downs will be helpful.
- The public will be upset about the outcomes being presented: inadequate transit funding, lane reductions, increasing travel time by 25 minutes or longer...people and politicians will be upset.
- There is a lot of cynicism at the moment relating to transit. You might want to mention the benefits of more transportation options.

**Q.** Is it helpful to stress that the purpose of the EA is to balance modes of transportation and improve the public realm and not necessarily maintain capacity? Is that going to help buttress that?

- A counterpoint might be who developed that rule and why was that the rule?
- It is useful to provide that context about the EA process and decision-making.
- Improving the public realm is a fairly subjective goal. I think it is a design process and a failure of engineering that will result in reduced capacity.
- Prepare a list of ongoing or current efforts that will improve capacity, including initiatives that may not have been communicated yet.



## Appendix D: Additional Feedback from SAC Members

### From Gooderham & Worts Neighbourhood Association:

Once again, congratulations to all for the great work you have done since last spring. Tuesday's meeting was very impressive.

If I had tried to say all I wanted to say we would have been there much later so I hope you will forgive me for adding these comments.

1. First, I appreciated the way you have boiled down the options into more easily readable visuals. Several people I have talked to found the drawings by the various teams hard to read and confusing. As well, people will always read conceptual drawings as if they were approved plans and this will condition a different response.
2. I also appreciate the amount of research and refinement you have done already -- but please keep emphasizing over and over that this is preliminary and the findings so far could be modified as work continues.
3. I'd recommend that you emphasize and repeat that we must build for the future, not conditions decades ago. When you show the diagram of traffic volumes and exits at various points, that would be a good time to say that the thin line at the eastern end shows road conditions built for another expressway that never materialised and that Gardiner and LSB are well below capacity nowadays. Be brave. People will howl at any reduction in the number of lanes -- as they did every time Delanoë did this in Paris but they were popular after the fact and he got reelected as mayor over and over. (It might be interesting to look at the increasing tendency for people to not have driver's licences if figures exist. I know several highly trendy types in their early twenties who don't drive.)
4. Making LSB a regular street with buildings either side is a lovely thought but could this be done without pulling it farther south? There isn't much space between it and the railway berm right now. Moving it south and building under the highway if it stays makes sense as the buildings would be roofed anyway. I wonder, however, how this would affect East Bay Front and development north of Queen's Quay. Wouldn't Le Monde be in the way? Perhaps keeping it north and building under the expressway, if it's still there, would be easier.
5. Can things be done to remind traffic on Lakeshore that they are entering residential areas and should look out for pedestrians when they turn left or right? I raised this concern at the Lower Yonge precinct plan SAC and was told Lakeshore is not in the programme but that the new environment would be enough indication. I fear that by the time this registers some poor person, perhaps me on my way to 20 Bay St., who was only crossing east-west on a green light, will be knocked to kingdom come.
6. Wild rumours are circulating about EBF transit and I look forward to a SAC meeting to bring us up to date on that issue. But it would make a big difference to the ease of getting across the south of the city and whatever the current state of affairs is could be made clear on the 16th.

## From CodeBlueTO:

CodeBlueTO has an interest in this EA as it relates to unlocking the potential of the waterfront to the east of Yonge and into the Port Lands. The current roadway is an impediment to this, so while we are open to Replace and Remove options it is unlikely that we will be convinced that Maintain or Improve can accomplish this goal (but in the spirit of the EA, we will not completely rule them out).

With this in mind, upon further consideration of the content of last night's meeting, I have some further comments:

1. The issue of travel times will be politicized in a heartbeat. You should be very careful and clear as to what gets presented at the public meeting because once the statements are made, no matter how preliminary, they will become fact for those who may be inclined to do nothing.
2. Any projections on traffic load and travel times should be tempered by empirical evidence from real world examples. For instance, in the case of Remove, San Francisco's Embarcadero Freeway.
3. Pragmatism and engineering has taken over the process. This is a necessity to move the EA forward but the contrast between the first public meeting that displayed bold ideas and the upcoming meeting that will present only the basic configurations is striking. All steak and no sizzle makes for a cold and uninteresting meal. The public will still need bold ideas to rally behind.
4. Further to the above point, and in support of a number of the other comments at the SAC meeting, the use of the land freed up on the north and south sides of the roadway in the Remove scenario as linear parks is problematic. Let's face it, a park sandwiched between a railway berm and a major arterial road or on the north side of a wall of high buildings would not be a pleasant place to hang out. While parks and public space are critical to the success of Waterfront Toronto's planning, using leftover space for parks by default will not serve the public well. It would be far better to create an urban boulevard with buildings on both sides - setting aside appropriate park and public spaces within the larger planning framework. This would reduce the psychological barrier of crossing the rail and road corridor and provide opportunities for increasing the value of land to help pay for this exercise.

One more point about the public presentation:

We were shown the mid-point conditions for the four alternatives. Just as critical are the transition conditions. What happens at either end of the study zone in terms of connections to the existing and planned road network, ramps, bridges, etc. will be very important in the success or failure of each of the alternatives. Either on the presentation boards or in the presentation itself you will need to answer specific questions such as "What happens to the east of the Don Valley Parkway?" The answer to what happens in the transition zones will have a great impact on the planning of the Port Lands and the Lower Yonge precinct.



**Future of the Gardiner East  
Stakeholder Advisory Committee (SAC)  
Meeting 13-3**

**Tuesday October 29, 2013 | 6:30 pm – 8:30 pm  
Metro Hall, 55 John Street, Room 308-309**

**Meeting Summary**

**1. Agenda Review, Opening Remarks and Introduction**

Ms. Liz Nield, CEO of Lura Consulting, began the third Stakeholder Advisory Committee (SAC) meeting by welcoming committee members and thanking them for attending the session. She introduced the facilitation team from Lura Consulting and led a round of introductions. Ms. Nield also reviewed the meeting agenda and informed committee members that the purpose of the meeting is to obtain feedback on the draft evaluation criteria that will be used to assess the alternative solutions.

Mr. John Livey, Deputy City Manager, City of Toronto and Mr. John Campbell, President and CEO of Waterfront Toronto, also welcomed the committee members to the meeting. In their opening remarks, Mr. Livey and Mr. Campbell iterated the purpose of the SAC meeting to review the relative importance of the draft evaluation criteria as part of a broader city building exercise. Mr. Campbell noted that while the projected increase in travel times raised several concerns at previous SAC meetings, they are expected to increase regardless of the alternative solution recommended to Council as a result of population growth. He emphasized the point is to provide complementary transportation options to get in and out of the city and stated that the Gardiner East EA will help identify and implement those options. Mr. Livey and Mr. Campbell highlighted the importance of the evaluation criteria as part of a transparent decision-making process and thanked committee members for sharing their time and expertise.

A copy of the agenda is available in Appendix A, while a list of attending SAC members can be viewed in Appendix B.

**2. SAC Member Briefing**

Mr. Don McKinnon, Dillon Consulting, reviewed the draft slide presentation which included:

- A summary of participant feedback from the public forum on October 16, 2013 and,
- A review of the draft evaluation criteria corresponding to each study lens group.

The draft evaluation criteria are available online at [www.gardinereast.ca](http://www.gardinereast.ca).

### 3. Facilitated Discussion – Evaluation Criteria

SAC members provided the following feedback and advice, organized by study lens/criteria group, during the review of the draft evaluation criteria.

#### STUDY LENS: TRANSPORTATION & INFRASTRUCTURE

##### Pedestrians

- Test the options based on how they teach motorists that they are entering a network of residential streets.
- Include criteria for pedestrian comfort and convenience in an east/west direction.
- Include a criterion to address the safety and urban design challenges created by concrete pillars.
- The average time to cross streets should consider families with young children as well as people who use mobility devices.
- The criteria are car centric for what has been emphasized as an urban planning exercise. Many other trips, particularly north-south crossings need more consideration.
- Consider the potential of these models to expand the PATH system.

##### Automobiles

- Once you start talking about cars, nothing is fast enough. Develop a range of travel times for each alternative and aim to have options under each solution that fall within that range.
- People are choosing to live near the Gardiner in order to access the elevated highway. There should be a measure for the group that leaves the City every day. The impact of the alternative solution on travel times for each measure should also be modeled.
- Include a measure for average travel time from Yonge Street to the DVP.
- Consider measures for regional and local travel within the corridor.

##### Transit

- Rank each measure in this category.

##### Active Transportation

- Add a criterion for conflicts between cyclists and other modes of travel, similar to the one for pedestrians.
- Walking is a form of active transportation, unless there is something different, combine the criteria.
- Keep the criteria/measure for pedestrians and cyclists separate because they do have some distinct concerns.

##### Safety

- Free turns are a safety concern for cyclists and pedestrians and should be captured in the criteria.
- It's possible to take safety beyond the level of traffic and consider it from a community "eyes on the street" perspective.
- Your metrics are the opposite of what you are trying to achieve. When mixing modes of transportation, safety is enhanced when traffic is moving at a slower speed. Vehicle speed is what you should be measuring. Change those metrics if you want to make it safe.
- Not all safety concerns between cyclists and vehicles happen during turns. There are also concerns when they move parallel to each other.

Future of the Gardiner Stakeholder Advisory Committee Meeting  
Oct 29, 2013 – Summary Report

- There will be a school and a community centre within East Bayfront neighbourhood and more to consider in terms of community safety.
- The criteria/measures are missing the removal of unsafe barriers (e.g., columns, lighting, etc.).

STUDY LENS: URBAN DESIGN

Urban Design & Planning

- It is also important to consider accessibility; think about people using mobility devices.
- Substitute the word landscaping for a park. No one is going to take their sandwich and book to landscaping. Use the word “attractiveness” in more places.

Street Vibrancy & Public Amenities

- Useful park space is more important than usable park space (e.g., Sherbourne Park). There needs to be a measure of quality about the park space.
- The criteria should consider how sidewalks will be animated and how development will contribute to vibrant street life.

STUDY LENS: ENVIRONMENT

Social, Health, Recreation and Business

- Consider GHG emissions from traffic as a measure.

Natural Environment

- One criteria could be to use less road salt.

STUDY LENS: ECONOMICS

Cost/Benefit

- Consider a criterion for new development projects as a way to recover costs.

## 4. Upcoming SAC Meeting Dates

Ms. Nield thanked SAC members and the project team for attending and adjourned the meeting.

**Next SAC meeting: November 28<sup>th</sup>, 2013.**

(N.B. The meeting has been postponed until January 2014).



**Future of the Gardiner East  
EA and Integrated Urban Design Study**

**Stakeholder Advisory Committee (SAC) Meeting – 13-#3**

Metro Hall, 55 John Street, Room 308-309  
Tuesday, October 29, 2013 - 6:30 – 8:30 pm

**AGENDA**

***Meeting Purpose:***

1. Review feedback received at PIC
2. Receive input on evaluation process & criteria

6:30 pm	<b>Agenda Review, Opening Remarks and Introductions</b> <ul style="list-style-type: none"><li>• Lura Facilitator</li><li>• John Livey, City of Toronto</li><li>• John Campbell, Waterfront Toronto</li></ul>
6:40 pm	Update on PIC Input/Finalization of Alternative Concepts Presentation <ul style="list-style-type: none"><li>• Don McKinnon, Dillon Consulting</li></ul>
6:50 pm	Questions and Feedback
7:00 pm	Evaluation Presentation – Don McKinnon, Dillon Consulting <ul style="list-style-type: none"><li>• EA Act Expectations for Alternatives Evaluation</li><li>• Evaluation Process Overview</li><li>• Evaluation Criteria Review</li></ul>
7:30 pm	Criteria Discussion <ul style="list-style-type: none"><li>• Evaluation Criteria Review</li><li>• Study Lens &amp; Criteria Group Relative Importance</li></ul>
8:30 pm	Summary/Closing

## Appendix B – List of Attendees

### SAC Meeting #3 List of Attendees

Gooderham & Worts Neighbourhood Association (GWNA)  
Don Watershed Regeneration Council  
Toronto Industry Network  
Transport Action Ontario  
Federation of North Toronto Residents and People Plan Toronto  
Heritage Toronto  
Canadian Automobile Association (CAA)  
Cycling Toronto  
Canadian Urban Institute  
CodeBlueTO  
St. Lawrence Neighbourhood Association  
Evergreen  
Ontario Professional Planners Institute – Urban Design Working Group  
Toronto Financial District BIA  
Walk Toronto  
West Don Lands Committee  
Waterfront Toronto  
City of Toronto  
Dillon Consulting  
Lura Consulting

### List of SAC members unable to attend

Professional Engineers Ontario  
Greyhound  
Redpath and Toronto Industry Network  
Toronto Urban Renewal Network (TURN)  
Unionville Ratepayers Association  
Urban Land Institute (ULI)  
Toronto Centre for Active Transportation  
Food and Consumer Products of Canada  
Retail Council of Canada  
Toronto Association of BIAs  
Toronto Board of Trade  
Lake Shore Planning Council  
South Riverdale Community Health Centre  
Toronto Community Foundation  
Toronto Society of Architects  
Purolator Inc.  
Beach Triangle Residents' Association  
Rogers Centre/Blue Jays  
Civic Action  
Ontario Public Transit Association  
Leslieville BIA  
Film Ontario

## Appendix C – SAC Questions of Clarification, Feedback and Advice

### SAC Questions of Clarification

A summary of the discussion following the presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**.

**Q.** At the last SAC meeting, I suggested considering two four lane roads, separated by development parcels and pathways for active transportation as part of the replace option. Has any thought been given to this suggestion?

**A.** For all the alternatives, we've presented one possible conceptualization. We will be looking at a few different configurations for whichever solution is carried forward to the next step.

**C.** The alternative solutions all have downstream implications. You need to be able to conceptualize what happens at Yonge and Front Streets, for example, given the proposed reconfigurations.

**Q.** There has been no mention of land use and land values. Has this been discussed at all?

**A.** We're deferring that to the evaluation criteria.

**C.** Take the feedback received from the public forum with a grain of salt. If asked the same question about the waterfront, people will say they don't want condos. Give people a sign that the barrier can be improved and do something novel for the city.

**Q.** While conceptualizing the alternatives, I'm having a problem understanding the long-term costs. It would be helpful to know the life cycle of the structure.

**A.** The modelling is based on costs over 100 years.

**C.** That information should be more clearly expressed on slides and materials.

**Q.** In the feedback collected from the public forum, people emphasized the need for public transit within each alternative solution. Is it possible to broaden this study to include a discussion about public transit? There is a lot happening in terms of a Downtown Relief Line and projects under the Big Move. I think to get a grip on this we need a better understanding of major transit projects.

**A.** Transit is top of mind in this project. It is integrated in the modeling for different scenarios and as we coordinate with other projects happening in the city. The base assumption in the models does include approved projects by Metrolinx and GO.

**Q.** Is the corridor the same as a right of way? Does it include the rail lines?

**A.** The corridor means right of way.

**Q.** There are a lot of pairs under the measure for travel time within the automobile criteria group. Are they going to help us decide between the alternative solutions, or are they so different that we'll get a mixed response?

**A.** It's not a random selection of origin/destination pairs. It's based on a rationale of where trips are originating. We're looking at longer trips, from the east and west ends of the city. If we look at who is using the corridor, it's a necklace effect.

**Q.** With four different alternatives, we're going to get a cluster of results. It seems overly complicated. Is there a need for seven pairs?

**A.** We're trying to answer the public's question about how reconfiguring the Gardiner will impact various travel scenarios.



**Q.** Why are you only measuring the AM peak, and not the PM peak in trips? It's not an absolute reverse.

**A.** It's a good point and we do have some modeling results, but in terms of origin/destination data we are limited to an extent to the AM peak hours.

**Q.** How does the model react to parking supply? Can it be modeled?

**A.** No, it cannot.

**Q.** How will future transportation demand be managed outside the study area? This is the point which the general public will be most upset about. I think the criteria, and assumptions you make need to be carefully explained. People in their twenties have very different ideas than we do. Many of them don't even drive.

**A.** That's a good point. There are existing and predicted behaviours in terms of the modal split. The forecasts include assumptions to address those issues.

**Q.** You referred to the pattern of traffic as a "necklace". What percentage is that?

**A.** It's about 20 percent.

**C.** People will want to know about capacity in terms of travel time and the number of lanes, and how the capacity of surrounding streets are affected by changes to the Gardiner.

**Q.** Is there a way to factor construction times in these criteria/measures?

**A.** Yes we do have criteria for construction times.

**Q.** What do the Richmond/Adelaide off-ramps look like in this model?

**A.** The ramps are the same as they are today, except with cycle tracks on the roads. Improving the ramps would require more queuing space through the area which would impact congestion.

**C.** Under active transportation you need to add a criterion about conflicts between cyclists and other modes of travel like the one under pedestrians.

**A.** We do have a category for safety; it could be added there.

**C.** I think they are both different.

**A.** Is the concern about safety using a multi-use pathway?

**C.** An example of conflict is where cyclists are going in two different directions which is an unusual situation for motorists, who also have a right of way. There is a potential for conflict between vehicular and cyclist movement on multi-use trails.

**A.** If all alternatives include a multi-use trail then it's an inherent problem.

**C.** Again where did that come from? Did you consult with the pedestrian and cyclist groups?

**C.** Walking is a form of active transportation. Is there something different, if not, combine them.

**A.** We could collapse them into same category.

**Q.** Is the study looking at just the corridor to absorb the impact on the movement of goods and services?

**A.** No, that's part of a larger study area.

**Q.** Perhaps a shading study should be done to determine how much light will land at street level.

**A.** A shading study was completed during the development of the concepts.

**Q.** Is it outside the scope of the study to consider GHG emissions from traffic?

**A.** We are considering GHG as part of the air quality assessment.

**Q.** Has any thought been given to generating energy in any of the alternatives?

**A.** It's challenging to consider generating energy at this level, maybe during the next stage.

**C.** It could be more of an architectural issue.

**Q.** What about adding a criterion for new land parcels. The new projects from Build Toronto have increased land value significantly. It could be a way to recover development costs or recapture investment.

**A.** It would depend, and vary on a block by block situation.

**Q.** Are there any criteria to look at the impact on crossing the Don River?

**A.** It would have to be consistent with the Lower Don EA. Only one alternative would require reconstruction of that crossing.

## Appendix D: Additional Feedback from SAC Members

### From St. Lawrence Neighbourhood Association:

Thank you for a very productive meeting last night.

I wanted to comment on an exchange that occurred at the beginning of the night while we were reviewing comments from the Public Consultation. One of the points presented/brought forward referred to I believe keeping the area green and pedestrian friendly. One of last night's attendees spoke to this and felt that this should be disregarded. I wish I would have commented on this last night but I don't think any input from a 300 strong consultation should be wiped out by a smaller group or a single individual. One may disagree with the comment which is fair to state. To suggest that the comment be wiped clear entirely (which is what I heard and I'm happy to be told I got it wrong), I think is inappropriate given we are trying to encourage and value public input.

As I say I may have got it wrong as I was just settling in but I just wanted to revisit that point.

Thanks again for the project and evening.

\*\*\*

Thank you for circulating the Draft Evaluation Criteria. I think they look really good overall. After reviewing them, I would like to propose an addition which I think fits best under Transportation & Infrastructure.

At the last meeting I commented that I felt the criteria should reflect "upstream" impacts as well as those along the Expressway itself. The Expressway won't sit in isolation and does need to relate positively to future (Waterfront) and existing (St Lawrence and other) neighbourhoods.

So while we need to evaluate the options on an east/west spectrum, we should also look at the north/south impacts and in this case especially the north ones in the existing St. Lawrence Neighbourhood which is currently and will continue to be impacted by what happens on the Gardiner/Lakeshore. The situation is that we already have terrible gridlock especially along Jarvis St southbound at the afternoon rush hour every day. How each of the four options improves or worsens this situation will have impacts on the core Gardiner East EA Study Goal of 'Reconnecting the City with the Lake' and also The Central Waterfront Secondary Plan goal # 3 of 'Promoting a Clean and Green Environment'. Gridlock and Congestion also impact on economic health.

I would propose that we add the following under Transportation and Infrastructure:

Study lens: Automobiles

Criteria: Travel Time (PM Peak Impact on Feeder Streets)

Measures:

- Ave travel time southbound Jarvis St (Queen St to Lakeshore)
- Ave travel time southbound Sherbourne St (Queen St to Lakeshore)

Related Goals:

- Reconnect the City with the Lake
- Promoting a Clean and Green Environment
- Creating Value

I think this or something similar would capture this important idea.

**From CodeBlueTO:**

We talked a lot about the method for selecting the "preferred" alternative at the meeting on Tuesday. In particular a lot of time was spent on the transportation related criteria. Thank you for keeping the meeting on track and reasonably on time.

There are a couple of overarching concerns I want to raise on behalf of CodeBlueTO:

- While it is important to obtain a defensible level of traffic efficiency, the main goal of this exercise is urban planning and city building driven. In our examination of all of the myriad details we need to keep an overall perspective that ensures that whatever is chosen actually can move us towards our goals. In the end, the only question that matters is: "Will this help revitalize the waterfront and reconnect it to the rest of the city." Balancing modes of travel, sustainability, and the creation of value are either supporting statements or the outcomes of the alternative that fulfills the central question.
- It is the position of our group that the status quo is not acceptable. However, it is clear that if the replace or remove alternative is selected, it will be under great political pressure when it comes before city council in an election year. Given the low level of design sophistication that would be presented at that time it is entirely possible that the recommendation would not be accepted or delayed, essentially choosing the repair option by default. It may be worth considering going to council with a more flexible question that would allow further refinement of the preferred option before making a final commitment. Perhaps we can discuss strategies for building political support more fully at a future SAC meeting.

**APPENDIX C –  
QUESTIONS OF CLARIFICATION**



## Future of the Gardiner East EA and Integrated Urban Design Study

### Public Forum #2

Wednesday, October 16, 2013 | 6:30 pm – 9:00 pm  
Bram and Bluma Appel Salon at the Toronto Reference Library

#### Questions of Clarification

The discussion captured during the question and answer period following the panel presentation is summarized below. Questions are noted with a “Q”, comments with “C” and answers with “A”.

**Q1:** With the Remove option, is it possible to compare and contrast what it would be like to face 8 or 10 lanes of traffic, crossing Lake Shore at Leslie St. or Carlaw Ave?

**A1:** Pedestrian crossing in the corridor is a key consideration. One of the main features of the corridor in each of those scenarios is the provision of a centre median or pedestrian refuge. We will be looking at signal timing/phasing in further detail to facilitate pedestrian crossings.

**Q2:** Do any of the various scenarios assume changes to the Richmond/Adelaide DVP ramps?

**A2:** No modification to the ramps has been assumed at this point in the modeling. We did assume the Richmond/Adelaide cycle tracks study or improvements would be in place.

**Q3:** Shortly we will have a transit line running from Union Station to Pearson Airport, what will we have on the east side? How can we make sure that we use the public corridors to accommodate a downtown relief line?

**A3:** A study is about to start for the downtown relief line, stay tuned on the public consultation on the start of that process. We will be considering how to use a wide variety of alternative transportation modes coming into the downtown.

**Q4:** Regarding cost, how do you break out capital versus maintenance versus rehabilitation costs?

**A4:** Capital costs are included in rehabilitation costs. Operation and maintenance are long term costs after that the Gardiner will have been rehabilitated.

**Q5:** Given the 8-10 lane option, what traffic calming measures will be taken to ensure that this grand boulevard doesn't become an at-grade expressway?

**A5:** There are many options that could be implemented to optimize traffic while being sensitive to pedestrian movement through the corridor. We will be looking at those considerations in the next phase of the EA.

**Q6:** Are costs of all the alternatives within the financing that the City has put aside?

**A6:** The 12 year project has roughly \$650M for the entire stretch from the west to the east. \$400M is being allocated to rehabilitation on western and central decks, the remainder is allocated to the eastern portion.

**Q7:** Are the open spaces created by Boston's "Big Dig" successful and lively?

**A7:** There are a series of varying open spaces that resulted from the "Big Dig", that attract different populations. Open spaces can be adjusted and redesigned over the years quite easily, and they've become quite attractive.

**Q8:** For the Improve or Replace options, what would the Gardiner East be made of, what is the expected life time of new materials given our climate?

**A8:** We are not at that level of detail yet; that is a consideration that will be part of the detailed design stage.

**Q9:** I would like to know what your credentials are.

**A9:** Don McKinnon (Project Manager) noted that he has a background in environmental assessment and is a professional planner. The project team includes engineers, urban designers, transportation engineers, transportation planners and is a large professional multi-firm team

# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study



Prepared by Lura Consulting for:  
The City of Toronto and  
Waterfront Toronto

February 2014



Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and  
Integrated Urban Design Study - Round Three Consultation Report

This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) & Integrated Urban Design Study. If you have any questions or comments regarding this report, please contact:

**Liz Nield**

Facilitator's Office

505 Consumers Road, Suite 1005

Toronto, Ontario M2J 4Z2

Project Hotline: 416-479-0662

[info@gardinereast.ca](mailto:info@gardinereast.ca)

[www.gardinereast.ca](http://www.gardinereast.ca)



## TABLE OF CONTENTS

Introduction .....	1
Background .....	1
Purpose of the Gardiner East EA Consultations.....	2
Report Contents.....	3
Round Three Consultation Process Overview.....	4
Communication and Promotional Tactics.....	4
Consultation Resources .....	5
Consultation Activities .....	6
Online Engagement.....	7
Summary of Participant Feedback.....	8
Feedback on the Assessment of Alternatives.....	8
Next Steps .....	26

### **Appendices:**

Appendix A – Communication and Promotional Materials

Appendix B – SAC Meeting Summaries

Appendix C – Questions of Clarification

## INTRODUCTION

### Background

The City of Toronto and Waterfront Toronto are jointly carrying out the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study.

In 2008, City Council authorized a partnership between the City of Toronto and Waterfront Toronto to examine the options for the future of the easterly portion of the Gardiner Expressway between approximately Jarvis Street and Logan Avenue. The Gardiner East EA and Urban Design Study was formally initiated following the approval of the study Terms of Reference by City Council and the Minister of the Environment in 2009.

The Study Area defined in the 2009 Terms of Reference has been expanded in three directions:

- to include the area between Jarvis Street west to Yonge Street to allow for the transition from an at- or below-grade roadway to the above-grade Gardiner Expressway.
- to include some land north of King Street to capture the impact of potential changes to the Richmond-Adelaide Don Valley Parkway (DVP) ramps.
- to include some land east of Logan Avenue at Lake Shore Boulevard to ensure that any issues related to the existing at-grade segment of Lake Shore Boulevard can be addressed.

This is consistent with the Terms of Reference language that reads “The Study Areas will be confirmed in the EA and will need to consider the alternatives to be examined and the geographic extent of the potential project effects (negative and positive).” The revised Study Area is shown in Figure 1.



Note: Certain disciplines will conduct investigations at a city or regional level. These areas are not defined here.

Figure 1: Gardiner East EA Study Area

The Terms of Reference defined four groups of alternatives:

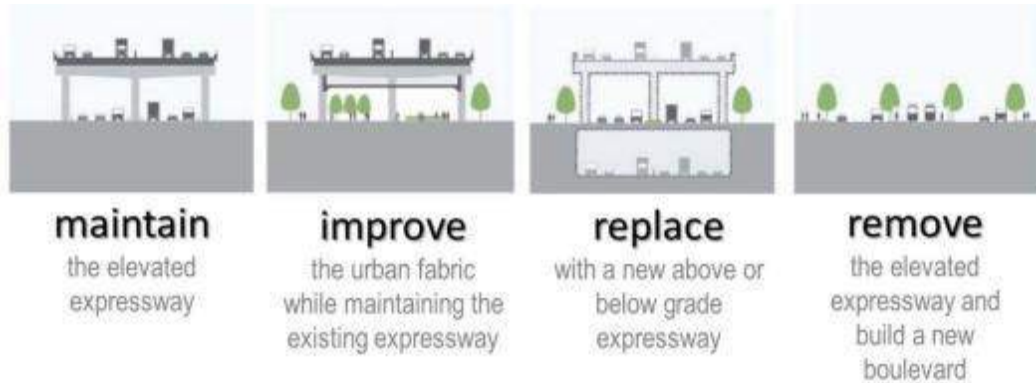


Figure 2: Conceptual Renderings of the Alternatives

Five goals were identified to guide the project’s development, and can be found in the approved Terms of Reference:

1. Revitalize the Waterfront
2. Reconnect the City with the Lake
3. Balance Modes of Travel
4. Achieve Sustainability
5. Create Value

As illustrated in Figure 3, four evaluation lenses – Urban Design, Transportation & Infrastructure, Environment and Economics – continue to provide the structure for the evaluation of the alternatives in the EA, along with constructability and timing considerations.

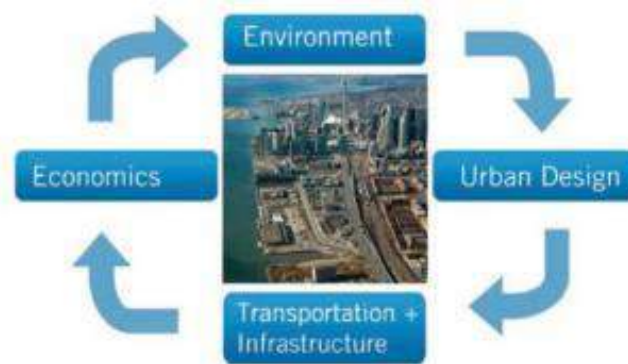


Figure 3: Evaluation Lenses

## Purpose of the Gardiner East EA Consultations

As outlined in the Terms of Reference, public consultation is an important component of the Gardiner East EA and Urban Design Study. The City of Toronto and Waterfront Toronto recognize the importance of engaging stakeholders and the public to provide opportunities for feedback throughout the EA, while ensuring consultation activities comply with Ontario’s *Environmental Assessment Act*.

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Three Consultation Report

The objectives of the consultation process are to:

1. Generate broad awareness of the project and opportunities for participation throughout the EA process.
2. Facilitate constructive input from consultation participants at key points in the EA process, well before decisions are made.
3. Provide ongoing opportunities for feedback and input, and for issues and concerns to be raised, discussed, and resolved to the extent possible.
4. Document input received through the consultation process and demonstrate the impact of consultation on decision-making.

The current phase of the Gardiner East EA and Urban Design Study includes five rounds of public consultation to ensure multiple opportunities for participation as part of an inclusive and transparent consultation process. To date, core components of the consultation program have included: three well-attended public meetings; online consultation via webcasts of the public meetings, social media and surveys on the consultation website; and meetings of the project's Stakeholder Advisory Committee, which includes representatives of over 40 community, business and transportation organizations. Round 1 of consultation took place in May/June of 2013 and focused on ideas for the future of the Gardiner East and engaged over 1,000 participants through face-to-face and online engagement. Round 2 featured discussion and feedback on the four alternatives and draft evaluation criteria and engaged over 1,500 participants in October 2013. Summary reports on feedback received during Round 1 and Round 2 are available on the project website – [www.gardinereast.ca](http://www.gardinereast.ca).

Most recently, Round 3 of the consultation process occurred between February 4<sup>th</sup> and 20<sup>th</sup>, 2014, and focused on the assessment of alternatives. The Stakeholder Advisory Committee met on February 4<sup>th</sup> to review and provide feedback on the evaluation assessment. A public meeting was held on February 6<sup>th</sup> at the Toronto Reference Library, with over 250 participants at the meeting and another 50+ watching the webcast and participating online. Hundreds of people either completed an online survey on the project website or weighed in via Twitter to provide their feedback on the evaluation assessment.

### Report Contents

This report provides a description of the consultation and engagement activities undertaken as part of Round Three of the Gardiner East EA and Urban Design Study, as well as a summary of the feedback received from the consultation activities. Section 2 provides an overview of the consultation process, the various consultation approaches used to reach and engage different audiences, and the communication and promotional tactics used to encourage participation.

An overview of the feedback received is included in Section 3, along with a compilation of the comments and suggestions that emerged from the consultation process. Next steps in the EA and Urban Design Study process are outlined in Section 4.

## ROUND THREE CONSULTATION PROCESS OVERVIEW

To fulfill the objectives of the consultation strategy in the approved Terms of Reference, a comprehensive approach targeting key stakeholders and the general public through a wide variety of communication, promotional and engagement tactics was adopted. A range of consultation activities was utilized to provide multiple opportunities for public participation as part of an inclusive and transparent consultation process.

The purpose of Round Three of the consultation process was to:

1. Provide a refresher on the EA process and approved Terms of Reference;
2. Report on the feedback collected during Round Two of the consultation process;
3. Present the assessment of alternatives; and
4. Obtain feedback on the assessment of alternatives.

### Communication and Promotional Tactics

#### Project Website

The project website ([www.gardinereast.ca](http://www.gardinereast.ca)) continued to serve as a portal for all information and engagement activities during Round Three of the consultation process. The website includes a comprehensive overview of the study, relevant documents and resources, information about consultation events and opportunities to provide feedback, including an online survey. The project website also includes links to City of Toronto and Waterfront Toronto webpages which contain additional background information about the EA and Urban Design Study.

#### Social Media

Twitter and Facebook were used as promotional tactics during Round Three of the consultation process to increase awareness about the Gardiner East EA and Urban Design Study and to encourage broad participation. The Twitter handle @GardinerEast and Facebook page facebook.com/GardinerEast were embedded in various communication materials and consultation resources to generate additional followers. Tweets and Facebook updates were used to advertise the Public Forum and opportunities to participate via the project website. They were also integrated during the Public Forum to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was also used on all tweets to promote and track discussion.

#### Public Notice/Invitation/Media Coverage

Public notices, media briefings, and invitations were utilized to promote stakeholder and public awareness of Round Three consultation activities:

- An e-mail invitation was sent to over 6,600 subscribers (industries, professional organizations, community associations, transportation groups, numerous individuals, etc.) on Waterfront Toronto's extensive contact list database;

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Three Consultation Report

- Existing communications channels of the City of Toronto and Waterfront Toronto (websites, Councillor distribution lists, Waterfront Toronto e-newsletter) were used to promote details about the upcoming Public Forum;
- A media briefing was hosted by the City of Toronto and Waterfront Toronto at City Hall on Wednesday, February 5, 2014 generating significant media coverage;
- A News Release about the Public Forum and online engagement opportunities was issued by the City and Waterfront Toronto which, combined with the media briefing, resulted in substantial media coverage of the project and Public Forum;
- An e-blast was used to inform e-mail subscribers about the project's website and online opportunities to submit comments and feedback.

### **Media Advertising**

As per mandatory provisions for public notice concerning EAs, a formal notice was published in the Toronto Star on January 23, 2014 about the upcoming Public Forum. Public notices were also posted in the following community newspapers: Beach/Riverdale Mirror, East York Mirror, North York Mirror, City Centre Mirror, Etobicoke Guardian and Scarborough Mirror.

### **Facilitator's Office**

A "one-window" point of contact for the project, with dedicated phone, fax and email connections continued to facilitate communication with stakeholders and the public during Round Three. The "one-window" customer service centre provides basic information about the project in response to inquiries and will continue to serve as a focal point for receiving questions and comments and providing responses throughout the study. The contact details for the Facilitator's Office are listed below:

**Facilitator's Office**  
**505 Consumers Road, Suite 1005**  
**Toronto, ON M2J 4V8**  
**P: 416-479-0662**  
**E: [info@gardinereast.ca](mailto:info@gardinereast.ca)**

Copies of the public notice and media briefing used to generate awareness of and promote participation in the Round Three consultation process can be found in Appendix A.

### **Consultation Resources**

A number of resources were developed to facilitate participation throughout Round Three of the consultation process. These resources were made available on the project website and at the Public Forum. An overview of each resource is provided below.

### **Discussion Guide**

A Discussion Guide was developed to summarize information about the Gardiner East EA and Urban Design Study in one convenient package. The Discussion Guide contained key background information about the EA, including the project goals, evaluation lenses and study process and timeline. It was intended to provide consultation participants with a tool to learn about the EA and Urban Design Study

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Three Consultation Report

and provide feedback. The enclosed feedback form was designed to capture comments, concerns and advice to the project team based on the assessment of alternatives. The Discussion Guide was provided to participants at the Public Forum, and an online version was posted for comment on the project website.

### **Overview Presentation**

A presentation was developed to provide an overview of progress on the Gardiner East EA and Urban Design Study and present the assessment of alternatives. The presentation was delivered at the Public Forum and made available on the project website shortly after the public session.

### **Public Forum Panels**

Twenty-six panels were displayed at the Public Forum to provide attendees with an overview of the project as well as more detail about each alternative solution and evaluation process.

Copies of the consultation resources described above are available on the project website – [www.gardinereast.ca](http://www.gardinereast.ca).

### **Consultation Activities**

The following consultation activities were implemented to ensure broad participation from key stakeholders and members of the public during Round Three of the consultation process.

#### **Stakeholder Advisory Committee (SAC) Meeting**

During this phase of consultation, one meeting of the project's SAC – which is comprised of representatives of approximately 40 key interest groups and community associations – was held on February 4, 2014 at Metro Hall. The purpose of the meetings was: 1) to invite feedback on the overview presentation in preparation for the Public Forum, and 2) to present the assessment of alternatives. The meeting format consisted of a presentation followed by interactive discussion.

A summary of the Round Three SAC meeting, along with a list of participating organizations on the SAC, can be found in Appendix B.

#### **Public Forum**

A Public Forum was held on February 6, 2014 at the Bram and Bluma Appel Salon at the Toronto Reference Library to share progress on the project to date and obtain feedback on the assessment of alternatives. Approximately 215 people signed in at the Public Forum, with an estimated 250 people in attendance. The meeting format was designed to encourage as much discussion as possible through a number of different methods:

- **Discussion Guide** – The Discussion Guide (described above) was distributed to participants to provide basic information about the project and encourage feedback. Participants were able to provide comments by completing a feedback form in the Discussion Guide and handing it in.



## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Three Consultation Report

- **Open House Display** – Twenty-six panels were displayed at the Public Forum to provide attendees with an overview of the project as well as more detail about the draft alternative solutions and evaluation process and criteria.
- **Presentation** – An overview presentation was given by a panel of representatives from the City of Toronto, Waterfront Toronto, Dillon Consulting and Perkins + Will focusing on the assessment of alternatives.
- **Questions of Clarification** – Following the presentation, participants were given the opportunity to ask questions of clarification regarding the assessment of alternatives presented. Questions were also taken from individuals participating online or through social media.
- **Discussion Session** – Approximately half an hour was provided for small table discussions about the assessment of alternatives. At each table, a facilitator from the City of Toronto or Waterfront Toronto led discussions and recorded participant feedback. The comments collected during the small table discussions were reported back to the larger group at the end of the session.

A summary of the Questions of Clarification raised at the Public Forum can be found in Appendix C.

### Online Engagement

Parallel to the face-to-face consultation activities, online options were also available to facilitate broad participation. An overview of the tools used to encourage online participation is provided below:

- **Live Webcast** – The Public Forum was broadcast live on the internet through the project website to enable participation across the City and beyond.
- **Recorded Webcast** – A video of the webcast is available on the project website as a record of the event, and to enable participation by individuals who could not attend the Public Forum.
- **Online Consultation** – The project website included a Participate Online page featuring an online survey designed to capture feedback on the assessment of alternatives. The online consultation tool was based on the feedback form in the Discussion Guide and allowed the participants to review the same information that was presented at the Public Forum and provide feedback on their own time.
- **Social Media** – Twitter and Facebook were used to complement face-to-face discussions during and after the Public Forum. Tweets and Facebook posts were integrated during the event to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was used on all tweets to promote discussion.
- **Email** – A dedicated project email address – info@gardinereast.ca – provided stakeholders and the public with another channel to direct questions and submit feedback. Staff at the Facilitator’s Office ensured email communications were promptly addressed and recorded for reporting purposes.

Over 1,300 people participated in this phase of the consultation process between February 4<sup>th</sup> and February 20<sup>th</sup>, 2014. The following table summarizes the number of participants by consultation activity:

Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Three Consultation Report

Consultation Activity	Number of Participants
Stakeholder Advisory Committee February 4, 2014	40 (invited) 18 (attended)
February 6 Public Forum	250
Live Webcast	50
Recorded Webcast	123
Online Participation Tool	303
Twitter	419
Facebook	90
Email	48
Phone	16
Website Visits	2,814
<i>Total</i>	1,317 (excludes absent SAC members and website visits)

## SUMMARY OF PARTICIPANT FEEDBACK

### Feedback on the Assessment of Alternatives

The purpose of Round Three of the consultation process was to obtain feedback on the assessment of alternatives. Participants were asked the following questions to generate discussion and feedback:

*Thinking about the assessment of alternatives...*

- What do you like?
- What concerns do you have?
- What advice do you have for the Project Team as the study moves into the next phase?
- Other comments?

Public Forum participants provided their feedback through facilitated small group discussions and/or by completing and submitting a comment form in the Discussion Guide, while online participants submitted comments through an electronic version of the Discussion Guide available on the project website. In total, 303 hardcopy and online feedback forms were completed and submitted by the February 20<sup>th</sup> deadline for comments. In addition, a number of comments were also submitted by email or letter to the Facilitator's Office or members of the project team.

A summary of the feedback received through facilitated small group discussions, email, voicemail, the webcast chat room, Twitter and Facebook is presented below and organized by discussion question. The summary provides a high-level synopsis of recurring comments, concerns and/or recommendations from consultation participants.

The following points highlight the key themes which emerged in the review of all submitted feedback.<sup>1</sup>

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<sup>1</sup> Percentages are indicative of the distribution of responses for completed feedback forms and online surveys, but should be viewed as approximate.

Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Three Consultation Report

- The majority of consultation participants (approximately 60%) expressed support for the remove alternative. The benefits cited by those who favour the remove alternative include: cost-effectiveness; creation of opportunities for future public (e.g., parks and greenspace) and private redevelopment (e.g., commercial and residential buildings); improved accessibility to the waterfront; and the opportunity to enhance public transit and alternative modes of transportation. Concerns expressed in relation to this alternative included reliance on assumed transit investments, the possible development of condos on freed up land and the loss of traffic capacity.
- Participants also expressed support for the maintain (approximately 12%) and improve (approximately 4%) alternatives. Those who favour these options cited the need to keep existing highway capacity, mitigate pollution from idling vehicles, and maintain the movement of goods and services as compared to the potential for traffic displacement with the remove option.
- There was also support for the replace alternative (approximately 3%) with safety cited as a key benefit.
- Approximately 20% of participants provided general feedback on the evaluation results and/or advice to the project team and did not express clear support for any of the alternatives.
- Nearly all participants indicated that investments in public transit should be prioritized, secured and implemented as soon as possible, particularly if the Gardiner Expressway east of Jarvis is removed. Participants expressed concern about removing the elevated highway if long-term transit assumptions in the study are not realized.

A more detailed summary of feedback – including representative comments from consultation participants – is provided below under each discussion question:

### **1. What do you like?**

#### **ASSESSMENT OF ALTERNATIVES – GENERAL FEEDBACK**

- Multi-lens approach to the evaluation.
- The evaluation process has been thorough.
- Evaluation criteria and methodology.
- Environmental Assessment and consultation process to date.
- The structure and process used to develop a sound concept for what is a very complex project.
- I like the structured evaluation – it clearly shows the areas where each alternative is superior or inferior, based on the assumptions used in the evaluation.
- The well thought out and generally unbiased evaluation of the various options for the perspective of varied stakeholders.
- The evaluation results point in the direction of a clear answer.
- Information presented on existing travel modes, times and comprehensive inclusion of various factors used to guide-decision making.
- Research and analysis completed to date (e.g., case studies, traffic modeling, etc.).
- Public debate/discussion about this issue.
- I am pleased to see that the fate of the Gardiner is being addressed in a methodical manner and with public consultation.

## 1. What do you like?

### MAINTAIN

#### a) Transportation and Infrastructure

- Prefer option that maintains the Gardiner Expressway.
- Preserves vehicle capacity.
- Only option that does not significantly increase congestion.
- I like the maintain option – it's the best option taking into account transportation, cost and the environment.
- I'm in favour of the 'maintain' option. The current layout allows traffic to bypass downtown entirely, traffic that will move onto city streets in the absence of the Gardiner connection to the DVP. This will lead to greater particulate and CO2 emissions and greater congestion, all of which need to be reduced. A widened Lake Shore Boulevard will also be just as much of an obstacle to pedestrians seeking to walk to the lake as the current arrangement, probably even more.
- Looked at holistically, pedestrians benefit just as much as drivers from good road infrastructure. Less gridlock means a happier commute, whether you are on foot, in a TTC vehicle, on a Go Bus or in a car. We also all benefit when goods can reach the market in an efficient fashion and when ambulances and fire trucks can reach their destination quickly.
- The Gardiner Expressway does a great job of efficiently moving traffic in, out and around the city.
- Maintain what is there so at least everyone who uses this route to get to work every day can keep doing that.

#### b) Urban Design

- The Gardiner Expressway provides shelter from the weather (e.g., sun, rain, snow etc.).
- I like the Gardiner Expressway the way it is!
- Keep the Gardiner and maintain it. The Port Lands are an important opportunity for Toronto's future development. The entry to The Port Lands via the Gardiner will play an important part in opening this new area for Toronto.
- The Gardiner has not proven to be any barrier to the redevelopment of the area immediately south of Union Station. In fact, looking at travel patterns of new residents and employers that locate next to the Gardiner suggests access to the Gardiner is an attractive feature based on their origin-destination commuting pattern data.

#### c) Environment

- Maintaining the Gardiner Expressway East as well as improving it, over the long term would be the best option for the City of Toronto.
- Maintain and improve with the surface turned into total greenspace, park and bike/jogging lane.

#### d) Economics

- It is realistically the least expensive option in the short run as well as the long run.
- It's the best option for the majority of people who use this area.
- The Gardiner provides some utility today, certainly far more than a local, ground-level road can provide. Leave and maintain it, or spruce it up if you must.
- The maintain option is the most cost effective option and should incorporate some aesthetic improvements without making any changes to the road configuration.

## 1. What do you like?

### REPLACE

#### a) Transportation and Infrastructure

- Elegance of the replacement option which allows the continued separation of higher speed traffic from pedestrian, cycling and slower local traffic as well as enabling the flow of goods and services.
- I like the replace alternative because it improves on what is already there by bringing the Gardiner up to current highway construction standards while still maintaining road capacity.

#### d) Economics

- I like the replace idea! The cost should be absorbed by making the replacement an electronic toll road. It provides the best compromise of all ideas and taxpayers don't get stuck footing the whole bill.
- Despite the high cost of this option, I feel it is worth the investment considering the fundamental piece of infrastructure in question.

### IMPROVE

#### a) Transportation and Infrastructure

- Improve option allows iconic Toronto infrastructure to be maintained – the elevated expressway provides good views of cityscape.
- It's clear that what we have now is not sustainable, but because of the volume of traffic the Expressway handles, it's clear that it's needed.
- The Gardiner is a vital and necessary part of the city transportation infrastructure. It is a huge asset to the city because it keeps traffic out of nearby residential neighbourhoods. It contributes to the prosperity and livability of the city.

#### b) Urban Design

- For better or worse, the city needs the Gardiner in order to handle the volume of traffic. However, the Gardiner needs to be improved so that it blends into its surroundings and the space below it is more friendly and usable.
- I liked consideration being given to improving the appearance underneath the Gardiner as I think it is vital to maintain the highway. I think adding trees wherever possible should be the priority.

### REMOVE

#### a) Transportation and Infrastructure

- The remove option is preferred if transit is improved.
- Opportunities for pedestrians and cyclists.
- As Toronto becomes denser, we need to focus less on personal vehicles and provide more public space for interacting and alternative modes of transportation.
- Only the least-used section of the Gardiner Expressway is affected.
- Traffic patterns will easily adapt if the freeway is removed.

#### b) Urban Design

- Remove is the best option to improve connectivity with the waterfront and create a more liveable city.
- Removal will result in an enhanced quality of life, better access to the Lake, more public space and increased value of land.

## 1. What do you like?

- The only sensible solution is to remove the Gardiner. It's a major barrier to waterfront development and north/south access to the waterfront. It will be a barrier as long as it remains in place.
- Benefits to public realm, public health and waterfront revitalization.
- Best option for creating a livable city, and will help connect the Port Lands to the city.
- I 100% support the removal option for the future of the Gardiner in the studied area – I like the public benefits, improved connectivity to the waterfront and the fact that this project would ultimately pay for itself through land sales and future property taxes.
- Enhances the public realm while revitalizing downtown/waterfront.
- Creates a true city landmark.
- Creates opportunities for residential and commercial development and green space (e.g., trees).
- Removal releases a lot of land that can be used for park space and re-development.
- Dramatically improves the streetscape and creates urban greenspace.
- The goals and the secondary plans are well respected under the 'remove' option.
- Provides interesting opportunities to repurpose lands adjacent to the corridor, including redevelopment of existing land for higher-value uses.

### c) Environment

- New development will allow people to work and live in the same place.
- Environment impact of this option benefits First Nation and local history.
- Environmental benefits, treed boulevard, low cost and less traffic disruption during construction.

### d) Economics

- It is clear from all the information presented that only the "remove" option is viable cost-wise, contributes to improving the economy, and has benefits across all categories being considered.
- I like the removal option best because it provides a sound, long term solution.
- Removal of the Gardiner Expressway east of Jarvis would provide Toronto and its citizens many benefits at lower financial cost than all the other proposals.
- Least cost and best public realm opportunities.
- City can recoup costs through the sale of freed up land.
- Long-term investment that negates future costs of maintaining the elevated expressway.
- Effectively addresses the four project goals, most balanced alternative when considering the "evaluation lenses" and is the most fiscally responsible option.
- Most appealing, cost-effective and smartest option in the long-run.
- Removal is the best cost/benefit of the four options.
- Removal is the cheapest option.
- Definitely like the 'remove' option and do not like any of the others from point of view of costs, barrier, design, time of construction, etc.
- Removing the Gardiner Expressway East will increase the land value of adjacent properties and offset the cost of demolition.
- Removing the Gardiner Expressway East will save millions of dollars that can be re-invested in other city priorities (e.g., public transit).
- Appears to produce the lowest ongoing maintenance costs over the 100 year period.
- I have read all of the background and I am strongly in favour of the 'remove' option. With new

## 1. What do you like?

development, this would pay for itself in a few years.

- The long-term benefits of the remove alternative will outweigh the short-term costs of traffic and construction.

## 2. What concerns do you have?

### ASSESSMENT OF ALTERNATIVES – GENERAL FEEDBACK

- Lack of information that would allow people to make a more informed decision.
- Analysis should present how many people, not vehicles, benefit from each alternative.
- Deliberate lack of relevant data on the section of Gardiner being studied (i.e., traffic volumes during AM and PM peak).
- How was equity addressed during the evaluation process?
- No option seems to consider TTC integration – what if transit improvements don't occur?
- Need to include analysis for PM rush hours even if they are less busy.
- Need to include an analysis of traffic diversion and mode share change.
- Don't think traffic modeling is accurate.
- Travel times are not realistic.
- Assumptions used to determine traffic times and other impacts are not realistic.
- Traffic control strategy during construction and post-construction not communicated alongside each Gardiner option.
- Reliance on assumed improvements and investment in public transit (e.g., DRL, GO Transit).
- Not enough analysis has been done on where traffic from the DVP will go (e.g., 2,700 vehicles (2010 O/D) onto Lake Shore Boulevard, and other local streets, during the AM peak).
- Lack of analysis of how the flow of people and goods would be affected throughout the day (e.g., impact on 401, etc.).
- Evaluation results biased toward the remove alternative – wary of the traffic modeling and believe the traffic delay times will be significantly higher than projected.
- Cost figures do not consider that ongoing maintenance will be required until the recommended alternative can be implemented.
- The life cycle costs should have been shown as an annual average over 100 years.
- The use of a discount rate is misleading without revealing what the rate is.
- There is no technical information to back up many of the ratings in the evaluation matrix cells. At least, not provided to the public. Until such time each cell in the matrix can be backed up with a technical argument and/or relevant data, the matrix should be deleted from the presentation.
- Too much emphasis placed on development, pedestrians, and cyclists – keep the status quo.
- I think the analysis appears to have been done by a team that wants to tear down the Gardiner as it is quite biased towards this option.
- Presentation of financial and economic costs.
- I am not comfortable with the results matrix. The primary reason for having the Gardiner is for the movement of people (cars) and goods (trucks). These reasons get only two lines on the matrix. Other lenses are separated into more criteria than seem to be necessary, e.g., having both regional economics and local economics as separate items, or the split within the Urban Design lens. I believe we need a weighting method to address the relative importance of the criteria. Also, some of the assignments of preferred, moderately preferred and least preferred appear arbitrary. There may have been criteria used for these assignments but these are not

## 2. What concerns do you have?

clear to me.

- There are no alternatives that are presented (for the option of removal of the Gardiner) if the relief line is not built. There should be alternatives incorporated into the plans.
- Factoring in maintenance of greening the waterfront area (planting trees) was not incorporated thoroughly discussed in the option of tearing down the Gardiner, leading to some misleading data that is presented.
- Climate change (e.g., extreme weather, flooding, etc.) has not been adequately addressed in the study.

### **MAINTAIN**

#### **a) Transportation and Infrastructure**

- If we maintain, it is more difficult for pedestrians and cyclists to access the Lake.
- Maintain option does not solve the problem.
- Safety – the expressway has been poorly maintained.
- The structure as it stands is consistently falling apart.
- My big concern is that there is no "maintain and delay" option - the best option would be to repair then visit the alternative solutions.

#### **c) Environment**

- Pollution.

#### **d) Economics**

- Billions of dollars spent on any option to keep the eastern portion of the Gardiner is a poor use of scarce resources and potentially valuable waterfront, for the very small improvement in the commutes of a very small number of people.
- The waste of money maintaining the structure. It was neglected for too long to be fixed.
- It's too expensive to maintain and it's ugly.
- Affordability of maintaining elevated highway.
- If we maintain/improve, we will be stuck with very high maintenance costs.
- Concerned that the Gardiner Expressway East will not be removed and resources (e.g., time and money) will be wasted on maintaining blighted infrastructure.

### **IMPROVE**

#### **a) Transportation and Infrastructure**

- The "improve" option would reduce the width of the Gardiner – this is pointless.
- The "improve" and "replace" options both reduce the number of lanes on the Gardiner. I see no benefit to this, as the elevated structure will continue to exist. If the Gardiner is to continue to exist it should remain fully functional. The lane reductions will reduce its capacity and hamper traffic flow, without providing significant benefits in other areas.

### **REPLACE**

#### **e) Economics**

- The replace option would be the biggest waste of resources and opportunity.



## 2. What concerns do you have?

### REMOVE

#### Transportation and Infrastructure

- Until Toronto has a fast and extensive public transit system, which is years off, the Gardiner has to stay up, providing the southern end of Toronto's ring road.
- What will the impact be on nearby arterial roads?
- Adjacent rail corridor creates a barrier to future development options.
- Premature to consider alternatives other than maintain until transit improvements can be confirmed – those projects must be completed before major alterations are made to the Gardiner Expressway.
- Must be greater consideration for truck traffic/movement of goods.
- Can't reduce capacity – i.e. fewer lanes than there already are on the Gardiner.
- If capacity on the Gardiner is reduced, how will it impact the flow of traffic in local neighbourhoods?
- What will the speed limit be if the Gardiner is removed?
- Concern about Increased traffic on Richmond East.
- Concern about parking capacity.
- Not a good idea to have on-street parking – increases congestion.
- Eight lanes of traffic is not pedestrian friendly.
- Increasing transit capacity is essential.
- Need to consider the impact of ramp removals.
- It is certainly concerning that the preferred option for this transportation project is “least preferred” with regard to the movement of both people and goods.
- I am worried that a new road will be a repeat of the road that replaced the eastern extension, east of the DVP. That road is MUCH too car-oriented and hostile to pedestrians. Little effort was made to slow traffic or build a tree-sheltered WIDE pedestrian space.
- The currently proposed boulevard does not have the capacity to carry the traffic and local streets are not able to absorb that traffic. Transit in the GTA is not yet able to offer an alternative to driving during off-peak hours and weekends when the GO trains are not running.
- Removal should go hand in hand with an improved public transit.
- Congestion and slower commute times if the Gardiner Expressway is removed.
- Pedestrian and cyclist safety – consider bridges to facilitate crossing over new roads.
- Concern about the potential for worse traffic problems in a congested area.
- How traffic will be handled during demolition/construction?
- Not convinced enough is being done to keep people moving – suggest transit corridor in the middle of the grand boulevard.
- Future development will lead to more local traffic and traffic lights, negatively impacting east-west flow in the south end of the city. Lake Shore Boulevard must remain a major arterial road.
- Grand boulevard would be noisy, hard to cross and will impede traffic flow.
- The remove option is totally dependent on a new streetcar line along Queens Quay and a Downtown Relief subway line. Neither of those dependencies are confirmed. To remove the Gardiner without those in place would cause total gridlock in the city.
- Reduction in vehicular capacity – creates an artificial confrontation between retaining road network capacity and improving the streetscape for pedestrians and bicyclists.
- Impact on traffic congestion during construction.
- Requires all proposed transit plans to be implemented to be successful.

## 2. What concerns do you have?

- The commute times are going to increase considerably – it already takes much longer than 20 minutes to get from Victoria Park/Kingston Road to Union Station. Toronto commute times are already among the longest in North America. This is a metropolitan city which is growing exponentially which means there should be decisions made to decrease commute times.
- Pedestrian barriers - how can this be overcome to make the corridor easier to cross north-south (perhaps tunnels under it every 100-200 m).
- The Grand Boulevard would have to be 5 lanes in each direction to handle the existing traffic.
- That the 'road' created by the preferred removal option will become a STROAD, therefore we need to aim for a complete street and not a road for rapid traffic only. University is a good example.
- In the Preliminary Evaluation Results chart, the Remove option appears to be uniquely detrimental to the Movement of Goods - that is almost a show-stopper for me. I cannot support the Remove option until Movement of Goods is bright Green.
- Rail corridor is a barrier.
- Impact on through traffic.
- That traffic will be backed up causing problems for pedestrians and cyclists, making the street unpleasant. I think some other road improvements will be necessary to address this.
- Ensuring signal timing allows crossing.
- Lack of transit if the Gardiner is just torn down.
- It is crucial that additional transit lines be in place \*before\* the implementation of any alternative that reduces the number of traffic lanes available.
- If this stretch of the Gardiner is demolished, the Parkway will become akin to the Allen at Eglinton Avenue, with a massive backup as traffic flows off to streets.
- I think the conclusion that removing the elevated highway is preferable for pedestrians is simply incorrect. Crossing an eight lane road is not better for pedestrians than a quicker crossing of a narrower one.
- I am terribly concerned about the lack of expressway function from the removal option.
- I would prefer that the vehicles stay on the Gardiner and off of our local streets.
- I'm concerned that the movement of goods could be restricted but I suggest delivery of goods to the downtown core should be done overnight as happens in many cities outside of North America, e.g., Shanghai or small historic towns like Heidelberg in Germany.
- It is well and fine to consider the four neighborhoods that are adjacent to the Gardiner, but what about all the other neighborhoods that are beyond the downtown core and the people that live in them and have to commute to their jobs in the downtown core. That is a lot of people in an area significantly larger than the four neighborhoods where the commute is already significantly shorter and the availability of public transit significantly more abundant.
- Delivery vehicles rely on efficient movement of goods from distribution centres outside of the core. Removal of highway capacity will negatively impact efficiency and would lead to increased costs and further impact businesses negatively.
- I don't see the future 8-lane road being less of a barrier. With an elevated expressway one can provide underpasses at any point and use the land below as parkland. (I'm thinking here of the New York solution but I may be incorrect on this point.) With an 8-lane road one will be able to cross only at signal-controlled intersections, and hopefully get across during one changeover. Perhaps this can be addressed by pedestrian overpasses or underpasses, but these may present difficulties for those with mobility challenges.
- The tunnel below the railway berm is dark and low. It is not a friendly transition. On a bike,

## 2. What concerns do you have?

these underpasses are dangerous. They need to be improved, especially when the project's goals are considered. If the Gardiner is removed, the current proposals for the Lake Shore raise red flags for those on foot / bikes. The boulevard as it is now configured is unpleasant to cross. This is true for many reasons, but the width is a big problem.

- 6,500 GO Bus riders use the eastern portion of the Gardiner Expressway every day (2013) - 70% of all GO Bus riders use the Union Station bus terminal (2013) – replacing the Eastern Gardiner with an 8-lane boulevard could mean substantial increases in travel time for these transit users, making the service for suburban bus riders far less attractive. The City of Toronto and the province have made significant investments in bus shoulder lanes on the Don Valley Parkway to speed up buses using this route. These time savings may be undone for many bus riders if the Eastern Gardiner is replaced by a congested surface route.
- Congestion is the largest quality of life problem facing the GTA in the foreseeable future. Even if all the proposed transit projects built (e.g. downtown relief line), there will continue to be a need for some high capacity roadways. Any proposal to reduce the capacity of the Gardiner Expressway is simply wrong - the congestion problem outweighs factors.
- Pedestrian traffic and high speed automobile traffic do not mix well.
- Lessening the hostility felt by pedestrians requires less traffic, less lanes, slower traffic, quieter traffic, shorter light cycles, one stage crossings, and some form of protective barrier for those waiting to cross.
- I am concerned that the DVP will not be connected to anything. Highways need to be complete as well as well as streets.

### Urban Design

- Tearing down the Gardiner from Jarvis to the DVP is a terrible idea. It ignores the fact that the six-lane Lake Shore is a huge barrier for pedestrians to move north to south, and is and will continue to be an inappropriate road to run through future residential neighbourhoods. It'll just attract more big-box shopping plazas to the east end and bring even more traffic.
- Need height restrictions on new development to maintain views of the lake.
- If removed, concerns with how development occurs – i.e. do not want row of condominiums that create a barrier to the Lake.
- I'm very concerned about the attitude that the Gardiner somehow separates or disconnects the city from the lake. This notion is pure nonsense and has no credence. The at-grade rail corridor and Lakeshore Blvd separate the city from the lake, not the elevated Gardiner.
- I'm concerned that people are only focusing on the Gardiner's ugliness, and how it separates the city from the lake, and therefore want it gone.
- Concerns that an at-grade boulevard will be as much of a barrier as the elevated expressway.
- Design of the boulevard suggested by the remove option – need to ensure access for cars and pedestrians, cyclists and public transit.
- More traffic will be forced onto local roads increasing the risk of accidents with cyclists and pedestrians.
- Effectively removing the Gardiner (East) should be done in parallel with significant investments in public transportation and traffic management methods (particularly for freight) in order to mediate the negative impacts on drivers and the local economy.
- The railway corridor is as much of a barrier to the waterfront as the Gardiner Expressway.
- Future development resulting in a wall of high-rise condominiums.
- How freed up land will be integrated into existing neighbourhoods.

## 2. What concerns do you have?

- The remove alternative will lead to the creation of a “stroad” (e.g., Kingston Road, Eglinton Avenue East, etc.) – not pleasant to walk next to and can be more difficult to cross the Gardiner/Lake Shore corridor.
- Real barrier is the railway corridor.
- Freed up land will be redeveloped as high-rise condominiums.
- Do not overdevelop – keep land for parks, transit improvements, bike lanes, etc.
- The land there is all landfill, and not too stable, so any considerations for the number of people that could be housed in the area on freed-up lands have to be scaled to what is doable on the site.
- Care must be taken to build a community with street level amenities and NOT more big box stores or other infrastructure which does not fully engage pedestrians and cyclists. I am concerned that a vibrant neighbourhood will not appear due to bad planning and/or hijacking by big business of the design surrounding the street, not so much the street design itself.
- The real issue regarding "reconnecting the City with the Lake" is not the Gardiner, but the wall of condos that block access and views.
- Removing it will not open access to the lake. That was destroyed with a wall of condos.

### Environment

- Climate change and resilience have not been considered – concerns about flooding.
- There will be a significant reduction of traffic noise, particularly along the waterfront, if it is at ground level.
- The evidence that is presented about the reduction in carbon levels are based on the assumption that a relief line will be built, and currently, there are no concrete plans to have the relief line built, as it is still in talks.
- Remove option increases idling and GHG emissions (adding 10 minutes to travel times).
- Ensuring there is a sufficient tree canopy along the new boulevard.
- Carbon emissions and congestion will increase significantly.
- Will lead to more traffic congestion on the DVP and more greenhouse gas emissions from idling.
- Toronto already suffers from pollution generated by, among other things, vehicles idling at traffic lights. The proposed replacement would exacerbate this by adding additional stops at signalized intersecting streets.

### Economics

- Businesses will suffer during construction.
- Need a more holistic approach to funding – Waterfront Toronto cannot rely on selling real estate.
- Destroying a means by which traffic (commercial and commuter) can flow around the city has a significant economic cost in terms of time and money. Have you accounted for this economic cost in your evaluation?

## 3. What advice do you have for the Project Team as the study moves into the next phase?

### ASSESSMENT OF ALTERNATIVES – GENERAL COMMENTS

- Provide a measure to weigh the evaluation criteria because they are not all equal.
- Better transparency in the numbers being used.

### 3. What advice do you have for the Project Team as the study moves into the next phase?

- Consider legacy aspect of the decision – has repercussions for future generations.
- Removal option requires more justification and explanation as it is the most contentious.
- The Project Team needs to focus on providing information and suggestions that will minimize the perception that congestion will be worse with the removal of the expressway (e.g., experience of cities like NYC and San Francisco).
- Put more emphasis on the number of people who travel the Gardiner at various times of day and compare this to ridership on either the King Street or Queen Street streetcars. The numbers on the chart don't mean as much to someone seeing them flash by quickly as a vision of the people the expressway actually serves compared to transit.
- Forget the irrelevant AM rush hour eastbound data and stick with what is relevant, namely AM westbound and PM eastbound.
- The only thing the transportation demand charts show is that automobile access to downtown has been at capacity since 1975 and that is a reason businesses have moved out of downtown. You should be looking at better ways to get people downtown instead of reducing capacity.
- The AM Peak Hour flow metric appears incomplete. It would be more meaningful to me to see the total annual flow expressed as average daily volume by hour over 24 hours. That should be shown as current, and estimated for each of the options to 2031. From the AM Peak Hour flow I don't get any sense of whether that peak is very much larger than any other hour, or perhaps only 1% larger than any other hour. It also does not represent at what rate the AM Peak Hour flow is flowing - is it at or above the speed limit, or at one third the speed limit? I'm sure there are clearer and more informative ways to illustrate this concept.
- Complete transparency in your numbers.
- Please stop looking at short-term options, what you are proposing has very long-term effects, you can't simply remove one portion of the Gardiner and expect that the traffic problems will solve themselves.
- Your graph of transportation modes shows a steady increase of cycling and walking up to the present but your future projection is flat. I suspect this should be re-evaluated.
- Weigh the criteria, not all of the evaluation criteria are equal and stronger consideration should be given to some over others (e.g., traffic flow).
- Your analysis shows that maintain will have the largest auto capacity in 2031! This should be given prominence in the report and extra weight in the matrix.
- I would hope that the team has considered weighting the evaluation criteria to reflect the opinions of the various stakeholders.

#### Transportation and Infrastructure

- A holistic approach including public transit is the only way we will solve this issue.
- Ensure the preferred alternative is not implemented until the assumed investments (e.g., transit) are underway.
- Maintain the Gardiner Expressway East until the planned transit relief is in place, then remove it.
- Maintain the Gardiner completing essential repairs while developing an integrated road and public transit solution for the long-term.
- Provide more information about the safety impacts of each alternative (e.g., pedestrians, cyclists).
- Consider travel times and the economy more realistically.
- In the next presentation, please include a detailed study of the temporary re-routing

### 3. What advice do you have for the Project Team as the study moves into the next phase?

arrangements through the city, of east-bound traffic, and show exactly which roads/ neighbourhoods will be impacted, and what mitigation measures will be taken.

- Also ensure that people understand the need for expanded transit, including a relief subway line into downtown, is necessary for any of the proposed solutions.
- The first priority should be to address the repair backlog.
- Highlight that most of the traffic from the Gardiner/DVP exits before traveling on the 2.4 km under study.
- Focus on integrating rapid public transit on the new Lake Shore Boulevard.
- That removal does not add traffic. The existence of this infrastructure induces car trips. Removal will reduce traffic.
- Toronto needs to start prioritizing modes of transit other than cars -- this city is too crowded to continue to be a drivers-only place. Take the savings and invest in more subways and bike paths.
- Under no circumstances should the grand boulevard be more than 8 lanes (plus a turning lane where needed).
- Why not treat Lakeshore as separate east/west, with development in the middle, so that it is less of a gauntlet and more like a destination in between?
- Remove the Gardiner Expressway when the Downtown Relief Line (DLR) is complete.
- Consider pedestrian bridges across Gardiner.
- Consider LRT/RT along Lake Shore corridor.
- Consider park-and-ride facility to transit on Lake Shore.
- Downtown relief line up to Don Mills to replace DVP commuter capacity.
- Need more certainty about future transit investments before final decision can be made.
- Improve Go Transit, as many users of the Gardiner East are from the 905 area.
- Plan in concert with TTC expansion.
- Need for an integrated long-term vision for roads and public transit.
- Further emphasis on projections regarding the modal splits.
- Consider transit integration.
- If transit is needed anyway, build the transit first and reduce traffic. If that works, then we can have a meaningful conversation about tearing down the Gardiner.
- Please emphasize walking and cycling and transit as the premier modes of transportation downtown and remove auto infrastructure.
- I believe that having transit in place before replacing or removing the Gardiner is the most important consideration for the entire project.
- Show how traffic won't actually be that bad, and in the end everyone, including drivers, will benefit. And everyone will benefit from greater mixed use of our infrastructure.
- The future of Gardiner and other expressways should be coordinated with building more subways.
- A more detailed study of transportation impacts of any change to the Gardiner would be appreciated.
- For the removal of the Gardiner, perhaps having a dedicated streetcar lane, instead of an eight lane road way might help to alleviate the traffic congestion that will ensue as a result of the tear down.
- Toll highway if it remains an expressway.
- Consider replacing traffic lights with roundabouts.



### 3. What advice do you have for the Project Team as the study moves into the next phase?

- Consider speed limit reductions if the Gardiner is removed.
- Look at how we can minimize delays for the remove option.
- Consider a tunnel or channel system with green roof or development above.
- Present examples of a “complete street” for the remove option in the design stage.
- Emphasize alternative routes available to drivers (e.g. ramps to the DVP from Adelaide, Dundas and Queen).
- An eight lane boulevard is not enough capacity to replace 12 congested lanes.
- Clarify how traffic flow through the study area in relation to other heavily used corridors and with improved public transit.
- Maximize the flow of traffic along Lake Shore Boulevard to Jarvis Street with as few interruptions in flow as possible.
- Ensure no parking on Lake Shore Boulevard.
- Provide a large underground parking lot where the DVP ends that is connected to transit so that DVP and Gardiner users can transfer to continue their journey downtown via transit.
- Projected travel times must include a factor that accounts for a reduction in incoming volumes. This has to be a function of additional regional transportation - a MUST.
- Look at tolling and parking charges as tools to reduce/shift vehicular demand to offset the impact of the removal option.
- Include more information on the alternative modes of moving people (e.g., TTC, GO Transit) to get people out of cars.
- The change in capacity, accompanied by improvements in transit and bike/pedestrian infrastructure which then increases the possibility for commuters to switch modes, will have a beneficial impact on automobiles by removing the number of cars on the road.
- Really clarify that this is only about one short section of the Gardiner that is under used.
- While parks are certainly important to the local area's future, putting parklands between two directions of speeding, "highway-feel" traffic is not ideal, and certainly not conducive to stimulating regular use of such green spaces, which might risk such lands being used for less desirable uses.
- 8 lanes can work, but the details are key.
- Disney and Universal Studios are good examples of companies that have effectively managed large flows of traffic on their real estate and have done so without creating environmental impacts or eye sores.
- Replacing the Gardiner with a new well-designed, lower-impact structure is perhaps the only way to achieve the political will to put tolls on the road. The tolls could offset the capital and operating cost disadvantages of the new structure.
- Roadway reconstruction should take account of possible future infrastructure needs and uses (e.g., higher order transit, road tolling systems, district energy systems, higher environmental standards). Consider a design that makes possible a future buried subway and/or buried Gardiner Expressway.
- Make sure goods movement is addressed.
- Please think very clearly about how the interests of downtown residents are weighed against the interests of long distance commuters.
- Please think very clearly about the various positive and negative multipliers that will be associated with every one of the options.
- Integration with existing plans and enhancing commitment to public transit options should be

### 3. What advice do you have for the Project Team as the study moves into the next phase?

emphasized, and monies gained by selling land redistributed directly to enhancing public transit with more lines and interconnections between services. And please make neighbourhood connectedness and vibrant beauty a priority.

- The study team should first consider the amenity value of the area over which the present Gardiner runs and should avoid being swayed by present needs of vehicles since society is changing, vehicles are changing, transit has to be a major contributor in Toronto. Maintaining the elevated Gardiner is primarily a solution oriented to a car culture which we already know is not sustainable in its present form.
- Consider possibly adding a transit lane on the Gardiner.
- Need to hammer the point home that congestion will increase no matter what option is chosen
- Ensure the public is made aware of the challenges at the beginning so there are no 'surprises' occurring.
- Develop more robust travel time projections and a more detailed breakdown of construction staging.
- Address the traffic issue, but also bring attention to the alternate public transit improvements that are already in the planning and need to be planned for that will mitigate this as a concern.
- A wider boulevard with eight lanes needs to be planned so that the midway-point is in itself a destination, reducing the sense that there is a kind of gauntlet to run for those not in vehicles or on transit. Whatever alternative is considered, the implications for the adjacent areas could be more directly illustrated, including opportunity costs / economic impacts. It would also be helpful to have a sense of how improved transit would be properly funded and integrated into a project timeline, given this city's historic struggle to accomplish such goals in a timely and consistent fashion.
- We cannot solve city-wide problems of gridlock with any of the options for this small section of the Gardiner. What we can do is set up the right conditions for the revitalization of the Lower Yonge, East Bayfront, Keating and Port Lands precincts.
- The increased travel times must be addressed through design and traffic management to reduce the inconvenience as much as possible.
- Incorporate overhead walkways for all non-motorized methods of transportation, including wheelchairs, to access the lakeshore from the city; much like the one at Roncesvalles and those in Chicago's north side.
- Let congestion happen – people will figure it out.
- Look at a parking tax to reduce car demand.
- Find short-term solutions in the interim to improve the experience of the Lake Shore.
- Need to consider that people from all over Southern Ontario use the Gardiner Expressway as a through route – ensure alternate options are available for regional users.
- Improving the city's transportation infrastructure is a must, but it must be done with urban design and feasibility in mind.
- Look at Personal Rapid Transit (PRT), currently being studied in London, England.
- Build for the future, not for car using babyboomers. Younger people are choosing not to drive at all.
- Extend it to the 401, as was planned and paid for way back in the 1950s early 60s.

#### b) Urban Design

- As the project moves from conceptual to detailed engineering and planning, make sure that



### 3. What advice do you have for the Project Team as the study moves into the next phase?

local communities are even more involved in the details.

- I think it is a real challenge, balancing the rejuvenation so desperately needed in the local area with the demands of such a sprawling city. We want to be sure all of Toronto's needs are respected.
- Consider Lake Shore Boulevard as a barrier as well.
- Thoughtful design of the boulevard with state-of-the-art computer-controlled traffic signals could alleviate some of the concerns relating to traffic flow and congestion.
- New development should be provided to service the new communities (mixed-use).
- Provide renderings of where things would go – i.e. parks, businesses, residential development, etc.
- Prioritize height restrictions and green space for redevelopment of freed up land.
- I like driving this stretch of the Gardiner for its quick but spectacular views of the city, but I think that the actual feel of walking in this neighbourhood would be greatly enhanced. Perhaps these views can be recaptured with viewing platforms/raised parkettes that reclaim some small portions of the Gardiner.
- Clearly detailed ideas of proposed land use in different options (e.g. clearly show land for possible green space/parks, land for condos, land for business/mixed use etc.) will help give public an idea of what potential new space could look like. Make sure lots of parks and green space provided.
- It has become obvious west of Yonge Street that a barrier-free waterfront is not a prerequisite to good waterfront revitalization and development. The City and the Lake can be "reconnected" with or without the Gardiner in place.

#### c) Environment

- Think about the long-term health and wellbeing of the city and its residents.
- Provide more details about the environmental benefits of each alternative.
- Focus on sustainability.
- Prioritize planning for climate change.
- More focus on greening initiatives.
- to expand the east Gardiner by 2 lanes, eliminate the underlying section of Lakeshore Blvd., and use the recovered lands for outdoor entertainment purposes: specifically, a complex of tennis courts, playing fields, volleyball courts, outdoor rinks, and accompanying business amenities (cafes, bars, shops, etc.).
- Plan for increased weather extremes as a result of climate change.
- Make more green space for public use whenever possible.
- Please think of future generations' health and social and cultural vitality.
- Focus on health benefits of removal.

#### d) Economics

- Ensure experienced project managers with proven success at bringing projects in on time – those in charge must be accountable to delays and cost over-runs as there will be major disruption.
- What needs to be done next is a proper cost/benefit analysis as an academic economist understands it.
- Any new construction techniques for rebuilding that would minimize maintenance costs?

### 3. What advice do you have for the Project Team as the study moves into the next phase?

- Use taxpayer's money to maintain and operate the existing expressway in the most efficient and effective ways.

#### Other comments?

##### ENVIRONMENTAL ASSESSMENT PROCESS

- Concerned that city council will disregard the EA process and feedback and turn the study into a political issue.
- Concerned that city council thinks it's easier to maintain a deteriorating piece of infrastructure regardless of the cost.
- Concerned that politics will interfere with evidence-based decision-making.
- Fear of change will lead to the replacement option instead of considering what experts and evidence recommend.
- That this will be turned into an election issue by councillors.
- Politics will contribute to uninformed decision-making.
- Inertia by council to make a bold decision, lack of leadership.
- Too many resources being spent on multiple studies over the years leading to more inaction.
- The election - bad timing? Widespread misinformation would be harmful to informed decision making.
- Do not be afraid to recommend the "remove" alternative.
- Concern that this decision is being made in the absence of a broader public transit strategy.
- The EA goals are too narrow – need to think about broader Regional Transportation Plans.
- Need to develop a vision for the whole Gardiner Expressway rather than for just a small portion.
- Waterfront Toronto is in a conflict of interest.
- Process seems democratic and not biased.
- City Council needs to make a decision and get moving.
- Make the results of the study an election issue.
- Have a referendum on the Future of the Gardiner. Too much money and too much taxes are involved not to do this.
- The study is highly speculative – consider refocusing the costs over a 50-year life cycle.
- Broaden the scope of the project to include the Gardiner Expressway west of Jarvis to avoid repeating this process in the future.
- Thank you for your excellent and hard work.
- Concerned that Toronto will end up with another failed transit situation (e.g. Scarborough subway/LRT).
- Failure to examine the full length of the Gardiner Expressway at this time is a mistake.
- In years to come, the Gardiner East project will have been long forgotten. Its legacy will be a function of sound planning and engineering and accurate information given to the politicians as well as the general public.
- Congratulations on a truly intelligent, factual and broad analysis. Also really good options for participation and information as citizens.
- The study is too narrow in scope and does not benefit the city or solve congestion issues in the city.
- Continue to engage people in consultations about the future of the Gardiner Expressway. Consider paying for advertising – many people remain uninformed.

### Other comments?

- People should get to vote on this.
- Ensure co-ordination among the various agencies and governments
- Scrap this study and study the solution for the entire Gardiner. Integrate the study with transit studies. Create a study that aims to improve the movement of goods and people in/out/across the city.
- Please keep up the good work and continue to involve the community. We need to come up with a solution that addresses the needs of the entire region.
- Make sure public education on the issues that inform the decision is paramount.
- I feel strongly that a public meeting should be arranged in Scarborough, at a location / time convenient to affected commuters. Really important that there is inclusion on this one, so that it isn't used to divide the city. We need more holistic / embracing process.

### TIMING

- Speed up the decision process, and begin to move forward with the needed repairs and the overall improvements, and plan.
- It is going to take too long to implement any of the options – tied up with politics, engineering, planning, etc. This needs to happen as soon as possible.
- Concerned about how long it will take to implement the remove alternative and improve public transit.
- A main concern is timing. We cannot wait too long to tackle this project, or buildings will shoot up around this section of the Gardiner, making it impossible or extremely costly to remove it.
- Design a process that is less political and more consultative.
- EA study is moving to slow.

### TUNNEL

- Willing to pay higher taxes to tunnel the Gardiner.
- Consider replacing the entire Gardiner Expressway with a tunnel.
- Bury the entire length of the Gardiner Expressway and add a toll fee.
- Learn from Boston's experience with the "Big Dig".
- Only option is to tunnel.
- I would love to see an underground alternative such as a tunnel, replacing the whole elevated portion of the highway.
- What an amazing thing it would be if the entire Gardiner was buried, with a bike, pedestrian, and transit superhighway above.
- Reconsider building a tunnel.
- Remove it and make a toll tunnel to Spadina Aveue.
- Consider a stacked tunnel with subway and cars.
- The elevated portion of the Gardiner should eventually be replaced by a bored tunnel running under the Exhibition Grounds to reach Lakeshore then travel under Lakeshore to Jarvis where it can surface to meet the eastern boulevard.
- Remove, or even better replace the entire Gardiner Expressway with a tunnel.
- Remove & Replace with a tunnel. Why is this not even an option?

### TECHNOLOGY AND INNOVATION

- Use the reconfiguration of the Gardiner East as a test/demonstration project for new technologies (e.g., geothermal roadway heating to eliminate salt use, combining transportation

**Other comments?**

and electricity grid infrastructure, noise mitigation methods, low energy lighting, public art, etc.).

- It would be great to use this opportunity to incorporate innovative materials, consider minimizing light pollution, and design buildings that use renewable energy.
- Please consider sustainable building materials to minimize the impact on the environment!
- Geo-thermal heating of roadway to reduce salt usage.

## **NEXT STEPS**

The feedback received during Round Three of the Gardiner Expressway / Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study will be used to inform and shape the next phase of the EA and related consultation activities.

For more information please visit: [www.gardinereast.ca](http://www.gardinereast.ca).

**APPENDIX A –  
COMMUNICATION AND PROMOTIONAL MATERIALS**



**WATERFRONT**Toronto



# Help decide the future of the Gardiner Expressway East

We invite you to join us at the third public meeting where you can comment on the results of the evaluation of the alternative solutions for the future of the Gardiner Expressway East.

## The Study

Waterfront Toronto and the City of Toronto are jointly carrying out the Gardiner Expressway / Lake Shore Boulevard Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. The study area for the EA is displayed on the map below.

The four alternative solutions that have been considered are:

- **Maintain** the elevated expressway;
- **Improve** the urban fabric while maintaining the existing expressway;
- **Replace** with a new above-or-below grade expressway; and,
- **Remove** the elevated expressway and build a new boulevard.

## Get Involved

Interested persons are invited to participate through a series of public meetings, live webcasts, workshops and online opportunities. If you can't attend in person, you can participate and watch the meeting online at [www.gardinereast.ca](http://www.gardinereast.ca).

### Gardiner Expressway East Public Meeting

Thursday, February 6, 2014

6:30 p.m. – 9:00 p.m. at The Bram & Bluma Appel Salon, Toronto Reference Library  
789 Yonge Street, Toronto (Bloor Street subway station)

Open house begins at 6:30 p.m.; presentations at 7:00 p.m.

**Please register at: [www.gardinereastpublicmeetingfeb6.eventbrite.ca](http://www.gardinereastpublicmeetingfeb6.eventbrite.ca)**

For more information or to be added to the project mailing list, contact [info@gardinereast.ca](mailto:info@gardinereast.ca), or call (416) 479-0662.

To learn about the project or contribute your insights and views please visit [www.gardinereast.ca](http://www.gardinereast.ca).



Note: Certain disciplines will conduct investigations at a city or regional level. These areas are not defined here.

Follow us on:



Call **3 1 1**

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



RELEASE

## Result of the Third Phase of the Gardiner Expressway East Environmental Assessment

**Toronto – February 5, 2014** – An Environmental Assessment (EA) looking at the future of the Gardiner Expressway’s eastern portion has completed its evaluation of the four options: **Maintain** the elevated expressway; **Improve** the urban fabric while maintaining the existing expressway; **Replace** with a new expressway; and **Remove** the elevated expressway and build a new boulevard.

The analysis has produced an assessment of the four options, which can be viewed here:

<http://www.gardinereast.ca/media-gallery>

“We are now seeking further public input on the future of the Gardiner Expressway East, as we strive to find a practical and cost effective solution that will support Toronto’s vital transportation needs well into the future, while balancing a number of important city-building priorities for residents and the city,” said John Livey, Deputy City Manager for the City of Toronto.

“The EA presents us with an opportunity to decide how to deal with the significant and costly rehabilitation issues presented by this section of the Gardiner,” said John Campbell, President and CEO of Waterfront Toronto. “This is a hugely important infrastructure project and represents a big investment for the city. We have a choice about how we can make the most of this investment for generations to come.”

The Gardiner Expressway and Lake Shore Boulevard Reconfiguration Environmental Assessment and Urban Design Study, jointly undertaken by Waterfront Toronto and the City of Toronto, is looking at the future of the 2.4-kilometre elevated section of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Lower Jarvis Street to just east of the Don Valley Parkway (DVP) at Logan Avenue. The four options are being examined in light of the EA’s goals, passed by Toronto City Council in 2009, which are:

- **Reconnect the City with the Lake** – Any reconfiguration of the Gardiner Expressway will need to include welcoming and accessible routes to the waterfront, breaking down the physical and psychological barriers that exist today.
- **Balance Modes of Travel** – Any new configuration of the Gardiner Expressway will need to support growth and maintain an effective local and regional transportation system, including commuters and freight, and minimize the impacts by balancing alternative travel modes, including transit, cycling and walking.

- **Achieve Sustainability** – This project should advance the City of Toronto’s and Waterfront Toronto’s commitments to green, healthy and energy efficient development, and employ sustainable design solutions that can improve environmental quality and biodiversity and minimize public health risks.
- **Create Value** – The future shape of the Gardiner Expressway should act as a catalyst for good development and contribute to an integrated, vibrant and successful waterfront. It is understood that any investment in the Expressway should be financially sustainable and maximize opportunities for revitalization and enhance economic and environmental benefits.

The results of the evaluation of the alternative solutions for the future of the Gardiner Expressway East Environmental Assessment will be presented at a public information session tomorrow night. This event offers the public an opportunity to provide feedback to the project team, after which City staff will draft a formal recommendation for the consideration of City Council based on this preliminary result.

The high level concepts for each of the four alternatives were developed by the EA project team following input collected during phase one of the public consultations and further analysis of each of the options. Each concept is illustrative of what could be created, but does not represent the final design.

The high level concepts and evaluation criteria are limited to the eastern end of the elevated Gardiner Expressway, which has lower traffic volumes than the western portion of the expressway. The western portion of the highway is already undergoing extensive rehabilitation and maintenance that will ensure the current elevated configuration will remain safe and in a state of good repair.

The Public Information Meeting will be held on Thursday, February 6, 2014 from 6:30 – 9:00 p.m. at The Bram & Bluma Appel Salon, Toronto Reference Library, 789 Yonge Street, Toronto (Bloor subway). Open house starts at 6:30 p.m.; presentations to follow at 7:00 p.m. Participants are asked to please register at: [www.gardinereastpublicmeetingfeb6.eventbrite.ca](http://www.gardinereastpublicmeetingfeb6.eventbrite.ca)

People unable to attend the meeting in person can participate online by watching the live webcast at [www.gardinereast.ca](http://www.gardinereast.ca) or join the live twitter discussions at #GardinerEast.

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A media kit, including a selection of the high level concept images is available at: <http://www.waterfrontoronto.ca/newsroom>

Media contacts:

Andrew Hilton  
Waterfront Toronto  
[ahilton@waterfrontoronto.ca](mailto:ahilton@waterfrontoronto.ca)  
office: 416-214-1344 x263  
mobile: 416-427-4613

Steve Johnston  
City of Toronto  
[sjohnsto@toronto.ca](mailto:sjohnsto@toronto.ca)  
416-392-4391



**APPENDIX B –  
SAC MEETING SUMMARY**



**Future of the Gardiner East  
Stakeholder Advisory Committee (SAC)  
Meeting 13-4**

**Tuesday, February 4, 2014 | 7:00 pm – 9:00 pm  
Metro Hall, 55 John Street, Room 308-309**

**Meeting Summary**

**1. Agenda Review, Opening Remarks and Introduction**

Ms. Liz Nield, CEO of Lura Consulting, began the fourth Stakeholder Advisory Committee (SAC) meeting by welcoming committee members and thanking them for attending the session. She introduced the facilitation team from Lura Consulting and led a round of introductions. Ms. Nield also reviewed the meeting agenda and informed committee members that the purpose of the meeting was to present and discuss results of the evaluation of alternatives.

Mr. John Livey, Deputy City Manager, City of Toronto and Mr. John Campbell, President and CEO of Waterfront Toronto, also welcomed the committee members to the meeting. In their opening remarks, Mr. Livey and Mr. Campbell reiterated the purpose of the SAC meeting to discuss results of the evaluation of alternatives; and asked SAC members to indicate if anything had been missed, or anything should be considered moving forward. Mr. Livey and Mr. Campbell indicated that the report would be going to Public Works and Infrastructure Committee on March 4, and Council following that date. They thanked committee members for sharing their time and expertise.

A copy of the agenda is available in Appendix A, while a list of attending SAC members can be viewed in Appendix B.

**2. SAC Member Briefing**

Mr. Chris Glaisek, VP, Planning and Design, Waterfront Toronto, reviewed the draft slide presentation which included:

- A summary of participant feedback heard to date and,
- A review of the results of the evaluation of alternatives.

For more information about the evaluation of the alternatives, please visit the consultation website [www.gardinereast.ca](http://www.gardinereast.ca).

**3. Facilitated Discussion – Evaluation Criteria**

SAC members provided the following feedback and advice on the material presented:

### **Costs**

- Simplify and clarify the information presented in Slide 51 (i.e. difference between blue and green columns). Consider showing the green and blue values on two different slides, or including only one or the other in the presentation. Some members said they liked that both valuations were shown and that it is important to clearly explain the difference between the two.
- Consider presenting a calculation to illustrate the value of commuting time lost (could use same valuation as Metrolinx does).
- Clarify that the cost of new ramps is included in costing for the remove option.
- Consider including a slide that shows total net cost to the City of the various options.

### **Peak Hour Volumes**

- Explain the information presented in the slides depicting travel volumes and distribution more clearly (e.g. peak hour is 8:00 – 9:00 am; numbers are for vehicles traveling through the area, not actual volumes).
- Include information depicting the number of single vehicle occupants per hour. Compare this to number of transit users on the King or Queen streetcar lines (or on a GO train).
- Compare, or explain peak hour volume in relation to traffic over a 24-hour period to provide people with more context.
- CAA noted they have traffic counts that differ from those presented.

### **Distribution of Traffic**

- Explain the intent of this slide (pie chart) more clearly and verify the values.
- Identify which modes are constrained – need a more transparent way of depicting them.

### **Evaluation Summary**

- Explain the factors that were used in the evaluation to demonstrate the process was not arbitrary (e.g. emphasize the pedestrian crossing in the Remove and Replace options).
- Clarify weighting in summary slide of evaluation results. Consider how to present results more “equitably”.

### **Public Transit**

- Include information about where and when investments in public transit will be implemented – it’s important for the public to get a sense that some of these lines may not get built, or take a long time.
- Emphasize the need for improvement in transit across all options.

### **Other**

- Include a map showing the downtown cordons.
- Fix the view corridors for the Replace and Remove options, depicted incorrectly.
- Other the “next steps” slide, make alternatives singular – assumption should be that detailed design will be done for one alternative, not several.

## **4. Upcoming SAC Meeting Dates**

Ms. Nield thanked SAC members and the project team for attending and adjourned the meeting.

Next SAC meeting: To Be Determined.



## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study

### Stakeholder Advisory Committee Meeting #4

Tuesday, February 4, 2014

7:00 pm – 9:00 pm

Metro Hall, 55 John Street, Room 308/309

### DRAFT AGENDA

#### **Meeting Purpose:**

1. Review feedback received during Round 2 of consultations
2. Present and discuss results of the evaluation of alternatives

#### **7:00 pm      Agenda Review, Opening Remarks and Introductions**

- Liz Nield, Lura Consulting, Facilitator
- John Livey, City of Toronto
- John Campbell, Waterfront Toronto

#### **7:10 pm      SAC Member Briefing: Evaluation Results and Preferred Solution**

- Don McKinnon, Dillon Consulting

#### **7:50 pm      Discussion**

*Participants will be encouraged to address the following discussion questions, as well as ask questions of clarification on the material presented.*

- Thinking about the material presented, what feedback or advice do you have to improve the clarity of the presentation in preparation for the upcoming public forum?
- Thinking about the results of the evaluation...
  - What do you like? What concerns do you have?
  - What advice do you have for the project team as the study moves into the next phase – which will consider design options for the preferred solution?

#### **9:00 pm      Summary/Closing**

## Appendix B – List of Attendees

### SAC Meeting #4 List of Attendees

Gooderham & Worts Neighbourhood Association (GWNA)  
Don Watershed Regeneration Council  
Beach Triangle Residents' Association  
Redpath and Toronto Industry Network  
Heritage Toronto  
Canadian Automobile Association (CAA)  
Canadian Courier & Logistics Association  
Cycling Toronto  
Canadian Urban Institute  
CodeBlueTO  
Ontario Professional Planners Institute – Urban Design Working Group  
Toronto Financial District BIA  
Unionville Ratepayers Association  
Toronto Urban Renewal Network (TURN)  
Urban Land Institute (ULI)  
Toronto Centre for Active Transportation  
Walk Toronto  
West Don Lands Committee  
Waterfront Toronto  
City of Toronto  
Dillon Consulting  
Lura Consulting

### List of SAC members unable to attend

St. Lawrence Neighbourhood Association  
Evergreen  
Transport Action Ontario  
Federation of North Toronto Residents and People Plan Toronto  
Professional Engineers Ontario  
Greyhound  
Food and Consumer Products of Canada  
Retail Council of Canada  
Toronto Association of BIAs  
Toronto Board of Trade  
Lake Shore Planning Council  
South Riverdale Community Health Centre  
Toronto Community Foundation  
Toronto Society of Architects  
Purolator Inc.  
Rogers Centre/Blue Jays  
Civic Action  
Ontario Public Transit Association  
Leslieville BIA  
Film Ontario

## Appendix C – SAC Questions of Clarification, Feedback and Advice

### SAC Questions of Clarification

A summary of the discussion following the presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**.

**Q. Slide 51 – the cost line needs to be clarified. Are there not ramps needed in the remove option? This seems biased.**

**A.** That's not what we're trying to do. The blue numbers represent the funding allocated to maintain the section east of Jarvis Street in the City's capital budget. Long-term capital maintenance budget has not been defined yet. The cost estimate is to enhance the rest of the structure.

**A.** Consider it as a credit it to remove. We don't have to rehab the section between Yonge and Jarvis if it is removed.

**Q. Interesting to do a cost valuation of the time lost for that extra 10 minutes of commuting.**

**A.** It's difficult to do - what is the value of time. Should it be based on household average income, or is better as opportunity cost. It requires judgement.

**A.** It's challenging to do. We tried to duplicate the Metrolinx study. To apply the same study to this project did not make sense because of the range of factors (e.g., vehicle operating costs, emissions, delay costs). Some people will change the way they move around due to capacity constraints. There is no real distinction between options that would change the conclusion.

**Q. How you measure safety?**

**A.** We consider a range of factors (e.g., geometry of ramps, visibility of columns, etc.).

**C.** Interesting to know where vehicle trips, not taking into consideration, are going and how they impact safety.

**Q. First slide – amount of trips can you clarify what the numbers represent?**

**A.** Peak hour is 8:00am to 9:00am. Volume measured in 1 hour, can be multiplied over 2-3 peak time. Pattern doesn't change. It's about where people peel off.

**Q.** My cordence count doesn't match these numbers.

**A.** They are based on screen lines, this is just volume on the Gardiner per hour.

**Q. Slide on economics 51 – confused by blue and green values. Requires clearer explanation.**

**A.** We will look for better labels.

**C. Number of vehicles per rush hour slide – 5650 vehicles per hour. You could note that they are single vehicle occupants. Could compare to King and Queen street cars.**

**A.** We could show a comparative of modal split.

**Q. From a pedestrian perspective there is no significant difference between remove and improve – can you explain?**

**A.** Several factors were analyzed (e.g. under structure, hidden by peers, crossing distance, etc.) not just the crossing distance.

**C.** Present the factors to show they are not arbitrary. The summary slide implies the criteria are equally weighted.

**Q. Economics (revenues) – reasons not to include revenue from more valuable land over time.**

**A.** The general uplift in land value doesn't apply to tax revenue. Tax revenue remains neutral. It doesn't fit in a discussion of this magnitude.

**C.** In terms of net present value – just show the blue. Or show two slides. It's hard for people to grasp net present value as a concept.

**C. Formidable presentation. Terrific presentation. A huge amount of information was presented in a clear format. I didn't feel lost at any point. Something like this slide (costs) may be cause some confusion. Appreciate it.**

**Q. I don't have a sense of traffic over a 24 period. How many people will be inconvenienced?**

**A.** Peak hour volumes are about 10% of 24 hour volumes. Haven't showed off peak volumes, peaks are critical. Off peak flow moves more freely. The expressway operates at less than capacity during off peak for all options no real distinction.

**C.** There's a need for comparison. People might draw the wrong conclusion that the world might end. Also, one of the slides is incorrect. The perspectives of replace/remove in the view corridors.

**C. Presentation was great – my advice is to add a Next Steps slide. I want to know how input is going to be used.**

**Q. With the remove option there is potential to retrieve between 5 and 10 acres of developable land, where, on the north side?**

**A.** It's a combination, mostly on the north side currently used by ramps. It's enough to make site developable, but it's not traditional. It is a tight space.

**Q. One slide mentioned Ossington Avenue, is that in the study area?**

**A.** Ossington Avenue was mentioned as a references for distance.

**Q. Back to values and net gains. Where is the value from the private sector coming from?**

**A.** All the money the city would recapture is from publically owned land that is undevelopable because it is currently occupied by the Gardiner infrastructure.

**C. Regarding assumptions to build certain transit initiatives, show a slide about when those projects are being implemented. Important for public to get sense that some of these lines may not get built, or take a long time.**

**A.** We're constrained by the model to 2031, that land use is beyond 2031.

**A.** We require transit improvements for all options, that's an important point to make.

**Q. Are you going to be identifying the preferred alternative.**

**A.** We need to continue with consultations first.

**A.** We have an obligation to Committee. The actual recommendation will be made public after it goes to council.

**Q.** The pie chart about in bound modes – emphasize the small percentage of trips. It's worth highlighting.

**C.** The numbers relating to walking and cycling are misleading. They are seasonal and tilted toward the local population. They are vastly different than incoming traffic which has much longer journeys.

**A.** The pie chart does not reflect volume or length.

**C.** It's a misleading slide.

**A.** We're not trying to mislead. The Gardiner volume is low because of the capacity constraint. This shows volume coming in from all modes.

**Q. Are there other ways to measure this?**

**A.** We looked at several ways to measure impact on travel time. This is the most effective.

**Q. What happens toward Yonge street and other side of river? At some point we need to address either end.**

**A.** The same city staff are working on other projects (Port Lands, Yonge precinct). It's something we can address directly.

**Q. What are the results from the public consultation**

**A.** We have a summary slide and report online, which will be presented to the public on Thursday.

**C. I don't want to mislead you about volumes. The diagram is a distribution of traffic. It's a static shot. The intent is to show distribution of traffic as a through route. It does show that that volume is less than capacity. That's why we're considering this section.**

**A.** I appreciate you clarifying that, because I knew that.

**C. In terms of transit, you could add a point in favour of the remove option if one of the 8 lanes on Lake Shore could include an express bus service. Darken the shade of green.**

**Q. Which arterials will be impacted the most?**

**A.** Richmond Street and Adelaide Street, all the typical ones would absorb displaced traffic. The 401 less so.

**C. Emphasize that population downtown tripled in past 5 years.**

**Q. Pie chart, call out what is explicitly what is constrained. More transparent way of showing mode of transport. Shore medium long term plan of GO corridors are they compatible with remove option, or experience more pressure.**

**A.** Also doing EA for bike facility on Rich/Adelaide. Not much of an impact, constraint is at Parliament. Bike facility is as far east at Sherbourne. Didn't affect our option.



**APPENDIX C –  
QUESTIONS OF CLARIFICATION**

**Future of the Gardiner East  
EA and Integrated Urban Design Study**

**Public Forum #3**

**Thursday February 6, 2014 | 6:30 pm – 9:00 pm  
Bram and Bluma Appel Salon at the Toronto Reference Library**

**Questions of Clarification**

The discussion captured during the question and answer period following the panel presentation is summarized below. Questions are noted with a “Q”, comments with “C” and answers with “A”.

**Q: I don't see the actual parking situation downtown being considered. Over 20 years, if you have 2000 more cars downtown, they've got to get off the street and park somewhere. Could you consider satellite parking stations where people can park and get on a shuttle bus so we don't need as much parking downtown?**

A: We will look at that in the next stage in more detail.

**Q: Congestion is one of the worst problems in the GTA. You seem to be engineering for congestion by recommending tearing down the Gardiner. Of all the options, maintain it is the only option that preserves current capacity. If the objective is to maintain capacity, that is clearly the best option. If everything is down on street level with the remove option, how do you create on street parking opportunities? It makes no sense, this is a biased report.**

A: On street parking is something we will look at in more detail but only in the off-peak hours.

**Q: Looking at traffic volume, according to the survey there are 1200 cars passing Bay Street and Yonge Street eastbound. In 2009 studies we had 3300 cars, not 1200. Looking at University Avenue it has 2000 cars, how will you accommodate double the volume?**

A: We presented through-traffic volume. We need to look at that information with you to make sure we are talking about the same thing. Through-traffic we measured comes from the origins and destinations specified.

**Q: There's a context and content problem. You have overlooked climate change completely. You are trying to facilitate overdevelopment in the area. Without the barrier, it will make it much easier. You said 1500 cars per hour in rush hour going east to west. That's 25 cars per minute. You are now saying there will be a five minute delay. Has anyone figured out how much CO<sub>2</sub> will be emitted during that time?**

A: We looked at regional and local air quality and GHG emissions. It is being considered as part of the evaluation. In the remove option, with fewer vehicles there will be less air emissions. We use the AM peak hour as the basis of our analysis.

**C: All four alternatives assume that the DVP will remain in place. There was an exhibit at the Brickworks two years ago that looked at the future of the city. In that proposal, the DVP was removed, returning the value to the Don valley.**

**Q: The remove and replace options are partly cheaper with the assumption developable lands will be freed up and that reduces the price. With the Gardiner over the Lake Shore it is actually very efficient. Do you have tables and maps in detail showing land allocation? I am concerned about how development on the freed up land will be balanced with the need for open space and parkland if we move ahead with the remove option.**

A: Yes we do. We have looked at the corridor routes in the alignments for each alternative. Getting rid of the ramps in the remove option frees up land, they are actually a bigger land hog than the expressway itself. We have the most amount of greenspace in the remove scheme. When the full evaluation criteria are released, the land allocation information will be included.

**Q: There is already \$250 million earmarked for maintenance. Is that cost included in the other options? Is there a time frame where you have to spend that anyways?**

A: The \$250 million is in the 10 year capital plan of the city. It is already approved. It could be used for the other options should they be preferred, but some options require additional funding. The ramp issue is one we would look at. Replacing it would require an extra amount of money.

**Q: (Online Question) Can you clarify the rehabilitation maintenance program that is also happening, and how long it will take to address safety in the study area, but also over to Bathurst?**

A: There is a \$650 million maintenance program. Council has asked for a report looking at options. We were asked to produce an accelerated option and we cut the timelines down. We will be presenting that material in March.

# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study



Prepared by Lura Consulting for:  
The City of Toronto and  
Waterfront Toronto

April 2015



Round Four Consultation Report

Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and  
Integrated Urban Design Study - Round Four Consultation Report

This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) & Integrated Urban Design Study. If you have any questions or comments regarding this report, please contact:

**Liz Nield**

Facilitator's Office

505 Consumers Road, Suite 1005

Toronto, Ontario M2J 4Z2

Project Hotline: 416-479-0662

[info@gardinereast.ca](mailto:info@gardinereast.ca)

[www.gardinereast.ca](http://www.gardinereast.ca)



## TABLE OF CONTENTS

1. Introduction .....	1
2. Round 4 Consultation Process Overview .....	4
3. Summary of Participant Feedback .....	9
4. Next Steps .....	14

### **Appendices:**

Appendix A – Communication and Promotional Materials

Appendix B – Stakeholder Advisory Committee Meeting Summary

Appendix C – Public Forum Meeting Summaries

Appendix D – Online Feedback Summary

Appendix E – Economic Competitiveness and Goods Movement Working Group Meeting Summaries

## 1. INTRODUCTION

### EA Purpose and Study Area

Waterfront Toronto and the City of Toronto are jointly carrying out the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. The Study Area for the EA is shown below.

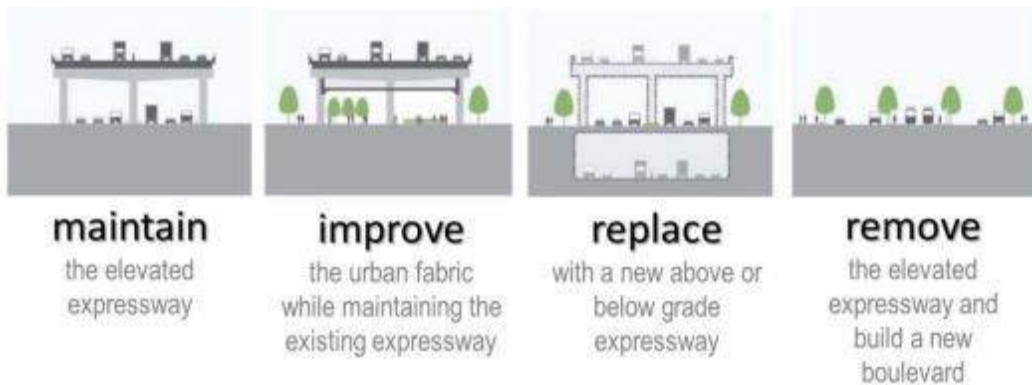


The project was initiated by Waterfront Toronto and the City of Toronto in early 2009 with the development of Terms of Reference, which were approved by the Ontario Ministry of the Environment in late 2009.

### The Alternatives

The approved Terms of Reference for the EA defined four groups of alternatives for consideration:

- **Maintain** the elevated expressway;
- **Improve** the urban fabric while maintaining the existing expressway;
- **Replace** with a new above-or-below grade expressway; and
- **Remove** the elevated expressway and build a new boulevard.



## Project Goals

Five goals are guiding the project:

- Goal #1: Revitalize the Waterfront
- Goal #2: Reconnect the City with the Lake
- Goal #3: Balance Modes of Travel
- Goal #4: Achieve Sustainability
- Goal #5: Create Value



## Evaluation Lenses and Criteria

Urban Design, Transportation & Infrastructure,

Environment and Economics are the four lenses for evaluating the alternatives in the EA. In addition, 16 criteria groups (and 60 related measures) have been identified under the four lenses to assist with the evaluation of alternatives.

## Current Phase of the EA

In the last phase of the EA, the evaluation of alternative solutions concluded that the remove option best met the evaluation criteria. At its meeting on March 4, 2014, the Public Works and Infrastructure Committee (PWIC) of the City of Toronto deferred selection of a preferred EA alternative and directed that the following additional work be completed:

1. Review the remove option under the EA process to mitigate concerns about traffic congestion.
2. Prepare an additional hybrid option that combines the maintain and replace components to preserve expressway linkage and functionality between the Gardiner Expressway and the Don Valley Parkway, and evaluate it against the EA criteria and the following:
  - Transportation functionality;
  - Impacts on key economic sectors;
  - Cost benefit;
  - Future land use considerations;
  - Public transit components;
  - Environmental impact; and
  - Neighbourhood growth and compatibility.

As directed by PWIC, the current phase of the EA is focused on evaluating the remove option (also referred to as the boulevard option) and the hybrid option, with the maintain option as the base case for comparison of alternatives. The evaluation is considering:

- Input from the public, stakeholders and PWIC deputations from March 4, 2014;
- New employment lands development opportunities (including the First Gulf proposal to develop an employment cluster at 21 Don Roadway at the base of the Don Valley Parkway);
- Additional studies on goods movement and economic competitiveness; and
- The approved EA Terms of Reference.



Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Four Consultation Report



### Public Consultation During the EA

As outlined in the Terms of Reference, public consultation is an important component of the Gardiner East EA and Urban Design Study. The City of Toronto and Waterfront Toronto recognize the importance of engaging stakeholders and the public to provide opportunities for feedback throughout the EA, while ensuring consultation activities comply with Ontario's *Environmental Assessment Act*. The objectives of the consultation process are to:

1. Generate broad awareness of the project and opportunities for participation throughout the EA process.
2. Facilitate constructive input from consultation participants at key points in the EA process, well before decisions are made.
3. Provide ongoing opportunities for feedback and input, and for issues and concerns to be raised, discussed, and resolved to the extent possible.
4. Document input received through the consultation process and demonstrate the impact of consultation on decision-making.

To date, the EA has included four rounds of public consultation to ensure multiple opportunities for participation as part of an inclusive and transparent consultation process. Core components of the

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Four Consultation Report

consultation program have included: five well-attended public meetings; online consultation via webcasts of the public meetings, social media and surveys on the consultation website; and meetings of the project's Stakeholder Advisory Committee, which includes representatives of over 40 community, business and transportation organizations.

Round 1 of consultation took place in May/June of 2013 and focused on ideas for the future of the Gardiner East and engaged over 1,000 participants through face-to-face and online engagement. Round 2 featured discussion and feedback on the four alternatives and draft evaluation criteria and engaged over 1,500 participants in October 2013. Round 3 of the consultation engaged over 1,300 participants in February 2014 in a discussion about the assessment of the alternatives. Summary reports on feedback received during Round 1 to 3 are available on the project website – [www.gardinereast.ca](http://www.gardinereast.ca).

Most recently, Round 4 of the consultation process occurred between April 13 and 24, 2015, presenting the results of additional work and updated evaluation of alternatives for discussion and feedback. The Stakeholder Advisory Committee met on April 13 to review and provide feedback on the public meeting materials. Two public meetings were hosted during this phase of consultations, the first on April 15 at the Toronto Reference Library, with over 220 participants and another 50+ watching the webcast and participating online. The second public meeting was held at Blessed Cardinal Newman High School in Scarborough on April 20, and was attended by over 75 participants. Hundreds of people also completed an online survey on the project website or weighed in via Twitter to provide their feedback on the updated evaluation of alternatives.

### Report Contents

This report provides a description of the consultation and engagement activities undertaken as part of Round 4 of the Gardiner East EA and Urban Design Study, as well as a summary of the feedback received from the consultation activities. Section 2 provides an overview of the consultation process, the various consultation approaches used to reach and engage different audiences, and the communication and promotional tactics used to encourage participation. An overview of the feedback received during Round 4 is included in Section 3. Communications and promotional materials as well as more detailed summaries from the consultation meetings and online feedback are included in the report appendices. Next steps in the EA and Urban Design Study process are outlined in Section 4.

## 2. ROUND 4 CONSULTATION PROCESS OVERVIEW

To fulfill the objectives of the consultation strategy in the approved Terms of Reference, a comprehensive approach targeting key stakeholders and the general public through a wide variety of communication, promotional and engagement tactics was adopted. A range of consultation activities was utilized to provide multiple opportunities for public participation as part of an inclusive and transparent consultation process.

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Four Consultation Report

The purpose of Round 4 of the consultation process was to:

1. Present the results of the additional work and updated evaluation of alternatives; and
2. Receive feedback from the public and stakeholders.

### Communication and Promotional Tactics

#### Project Website

The project website ([www.gardinereast.ca](http://www.gardinereast.ca)) continued to serve as a portal for all information and engagement activities during Round 4 of the consultation process. The website includes a comprehensive overview of the study, relevant documents and resources, information about consultation events and opportunities to provide feedback, including an online survey. The project website also includes links to City of Toronto and Waterfront Toronto webpages which contain additional background information about the Gardiner East EA and Urban Design Study.

#### Social Media

Twitter and Facebook were used as promotional tactics during Round 4 of the consultation process to increase awareness about the Gardiner East EA and Urban Design Study and to encourage broad participation – both at the public meetings and online via the project website. The Twitter handle @GardinerEast and Facebook page facebook.com/GardinerEast were embedded in various communication materials and consultation resources to generate additional followers. Tweets and Facebook updates were used to advertise the public meetings and opportunities to participate online. They were also integrated during the two public meetings to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was also used on all tweets to promote and track discussion.

#### E-Promotion/Invitations/Media Relations

E-blasts, email invitations and media relations were used to promote stakeholder and public awareness of Round 4 consultation activities:

- An e-mail invitation was sent to over 6,600 subscribers (industries, professional organizations, community associations, transportation groups, numerous individuals, etc.) on Waterfront Toronto's extensive contact list database;
- Existing communications channels of the City of Toronto and Waterfront Toronto (websites, Councillor distribution lists, Waterfront Toronto e-newsletter) were used to provide details about the project and upcoming consultation opportunities;
- An e-blast was used to inform e-mail subscribers of the project's website about face-to-face and online opportunities to submit comments and feedback.
- A media briefing was hosted by the City of Toronto and Waterfront Toronto at City Hall on April 15 prior to the first public meeting, generating significant media coverage of the project, alternatives and consultation opportunities;

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Four Consultation Report

- A Media Release regarding the public meetings and online engagement opportunities was issued by the City and Waterfront Toronto which, combined with the media briefing, resulted in substantial media coverage of the project.

### **Published Public Notices**

A formal notice was published in the Toronto Star (GTA section) on April 1, 2015 about the upcoming public meetings and opportunity to participate online. Public notices were also posted in the following community newspapers on April 2, 2015: Beach Mirror, Riverdale/East York Mirror, North York Mirror, City Centre Mirror, Etobicoke Guardian and Scarborough Mirror.

### **Facilitator's Office**

A “one-window” point of contact for the project, with dedicated phone, fax and email connections was used to facilitate communication with stakeholders and the public during Round 4. The “one-window” customer service centre provides basic information about the project in response to inquiries and will continue to serve as a focal point for receiving questions and comments and providing responses throughout the EA study. The contact details for the Facilitator's Office are listed below:

**Facilitator's Office**  
**505 Consumers Road, Suite 1005**  
**Toronto, ON M2J 4V8**  
**P: 416-479-0662**  
**E: [info@gardinereast.ca](mailto:info@gardinereast.ca)**

Copies of the public notice and media release used to generate awareness of and promote participation in the Round 4 consultation process can be found in Appendix A.

### **Consultation Resources**

A number of resources were developed to facilitate participation throughout Round 4 of the consultation process. These resources were made available on the project website and at the two public meetings. An overview of each resource is provided below.

### **Discussion Guide**

A Discussion Guide was developed to summarize information about the current phase of the Gardiner East EA and Urban Design Study in one convenient package. The Discussion Guide contained key background information about the EA, including the project goals, evaluation lenses and current EA phase. It was intended to provide consultation participants with a user friendly tool to learn about the current status of the EA and provide feedback. The enclosed feedback form was designed to capture comments, concerns and advice to the project team regarding the updated evaluation of alternatives. The Discussion Guide was provided to participants at the two public meetings, and an online version was posted for comment on the project website.

### **Overview Presentation**

A presentation was developed by the project team to provide an overview of progress on the Gardiner East EA and Urban Design Study and present the results of the additional work and updated evaluation of alternatives. The presentation was delivered at the public meetings and made available on the project website shortly after the April 15 session.

### **Display Panels**

Forty panels were displayed at the public meetings to provide attendees with an overview of the project as well as more detail about the previous work completed, the alternatives and updated evaluation process.

Copies of the consultation resources described above are available on the project website – [www.gardinereast.ca](http://www.gardinereast.ca).

### **Backgrounders**

Concise backgrounders – one for each of the remove and hybrid alternatives – were prepared to illustrate the key features of each alternative. These backgrounders were distributed to public meeting participants and posted on the project website.

### **Consultation Activities**

The following consultation activities were implemented to ensure broad participation from key stakeholders and members of the public during Round 4 of the consultation process.

#### **Stakeholder Advisory Committee (SAC) Meeting**

During this phase of consultation, one meeting of the SAC – which is comprised of representatives of approximately 40 key interest groups and community associations – was held on April 13, 2015 at Metro Hall. The purpose of the meeting was: 1) to invite feedback on the overview presentation in preparation for the public meetings; and 2) to receive feedback on the additional work completed and the updated evaluation of alternatives. The meeting format consisted of a presentation followed by interactive discussion.

A summary of the Round 4 SAC meeting, along with a list of participating organizations on the SAC, can be found in Appendix B.

#### **Working Groups**

Two Working Groups were formed in Fall 2014 as part of the additional analysis directed by the Public Works and Infrastructure Committee. The Economic Competitiveness and Goods Movement Working Groups met in December 2014 and March 2015 to discuss the role of the Gardiner East in relation to economic competitiveness and movement of goods in the immediate study area and Downtown Toronto. The Economic Competitiveness Working Group included stakeholders from think tanks and industry associations, real estate owners and developers and employers. The Goods Movement Working Group consisted of stakeholders from industries and manufacturers, retail and courier and logistics companies.



## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Four Consultation Report

Summaries of the Working Group meetings are attached in Appendix E.

### Public Forums

Two public meetings were held on April 15 (downtown) and April 20 (Scarborough) to share the results of the current phase of the EA and obtain feedback on the updated evaluation of alternatives.

Approximately 220 attended the downtown meeting and over 75 participated at the Scarborough session. The meeting format was designed to encourage as much discussion as possible through a number of different methods:

- **Discussion Guide** – The Discussion Guide (described above) was distributed to participants to provide basic information about the project and encourage feedback. Participants were able to provide comments by completing a feedback form in the Discussion Guide and handing it in.
- **Open House Displays** – Panels were displayed at the meetings to provide attendees with an overview of the project as well as more detail about the alternatives, evaluation process and criteria.
- **Backgrounders** – A backgrounder on each of the two key alternatives – remove and hybrid – was provided to each public meeting participant.
- **Presentation** – An overview presentation was given by a panel of representatives from the City of Toronto, Waterfront Toronto, and Dillon Consulting focusing on the additional work completed and assessment of alternatives.
- **Questions of Clarification** – Following the presentation, participants were given the opportunity to ask questions of clarification regarding the material presented. Questions were also taken from individuals participating online or through social media at the downtown session.
- **Small Table Discussions** – Approximately half an hour was provided for small table discussions about the alternatives and evaluation process. At each table, a volunteer facilitator from the City of Toronto led discussions and recorded participant feedback. The comments collected during the small table discussions were reported back to the larger group at the end of the session.

Detailed summaries from the two public meetings can be found in Appendix C.

### Online Engagement

In parallel with the face-to-face consultation activities, online options were also available to facilitate broad participation. An overview of the tools used to encourage online participation is provided below:

- **Live Webcast** – The April 15 public meeting was broadcast live on the Internet through the project website to enable broad participation. A total of 75 individuals viewed the live webcast.
- **Recorded Webcast** – A video of the webcast is available on the project website as a record of the event, and to enable participation by individuals who could not attend in person.
- **Online Consultation** – The project website included a Participate Online page featuring an online survey designed to capture feedback on the assessment of alternatives. The online consultation tool was based on the feedback form in the Discussion Guide and allowed the participants to

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Four Consultation Report

review the same information that was presented at the Public Forum and provide feedback on their own time.

- **Social Media** – Twitter and Facebook were used to complement face-to-face discussions during and after the public meetings. Tweets and Facebook posts were integrated during the April 15 meeting to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was used on all tweets to promote discussion.
- **Email** – A dedicated project email address – info@gardinereast.ca – provided stakeholders and the public with another channel to direct questions and submit feedback. Staff at the Facilitator’s Office ensured email communications were promptly addressed and recorded for reporting purposes.

Well over 8,000 people participated in this fourth phase of the consultation process between April 13 and 24, 2015. The following table summarizes the number of participants by consultation activity:

Consultation Activity	Number of Participants
Stakeholder Advisory Committee April 13, 2015	40 (invited) 18 (attended)
April 15 Public Forum	220
April 20 Public Forum	77
Live Webcast	75
Recorded Webcast	218
Online Participation Tool	86
Twitter	555 (136 new followers)
Facebook	112 (22 new likes)
Letters	3
Email	40
Phone	22
Website Visits	7,320 (unique visitors)
<b>Total</b>	<b>8,476</b>

### 3. SUMMARY OF PARTICIPANT FEEDBACK

The purpose of Round 4 of the consultation process was to obtain feedback on the results of additional work and updated evaluation of alternatives. Participants were asked the following questions to generate discussion and feedback:

***Public Works and Infrastructure Committee and Toronto City Council will soon consider what to do with the Gardiner East. Thinking about the results of the additional work and updated evaluation...***

- **What are the most important considerations in making this decision?**
- **What other advice do you have on making a decision that involves finding a balance among diverse priorities?**
- **Other comments?**

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Four Consultation Report

Public Forum participants provided their feedback through facilitated small group discussions and/or by completing and submitting a comment form in the Discussion Guide, while online participants submitted comments through an electronic version of the Discussion Guide available on the project website. In total, 166 hardcopy and online feedback forms were completed and submitted by the April 24 deadline for comments. In addition, a number of comments were also submitted by email, voicemail or letter to the Facilitator's Office or members of the project team.

A summary of the feedback received through facilitated small group discussions, letters, email, voicemail, the webcast chat room, Twitter and Facebook is presented below. The summary provides a high-level synopsis of recurring comments, concerns and/or recommendations from consultation participants. Detailed summaries from in-person and online consultation activities are included in the report appendices.

### Key Considerations for Decision-Making

Several recurring themes emerged in the feedback and advice provided by participants about key considerations to guide decision-making and balance diverse priorities:

#### *Road Capacity and Travel Time*

A key consideration suggested by participants who expressed support for the hybrid alternative was to keep traffic moving by maintaining existing road capacity. These participants also stressed the importance of the Gardiner East as a connection between the east and west ends of the City and as an access point into the downtown core, noting that there are few alternate routes available. Feedback from participants who supported the remove alternative emphasized that the difference in projected travel times between the two alternatives is marginal and affects a relatively small percentage of commuters.

Advice from participants who support the hybrid option focused primarily on mitigating projected increases in travel time and preserving road capacity. They also suggested prioritizing an alternative with a flow through option, establishing time-based use restrictions for truck traffic and optimizing travel times under the hybrid alternative. Participants who supported the remove alternative stressed the importance of adopting a long-term vision and improving transportation options for all users (e.g., drivers, transit users, cyclists and pedestrians). Regardless of the alternative they supported, several participants also suggested prioritizing the development of strategies to minimize traffic and congestion (e.g., road tolls, congestion charges, coordinating traffic lights, implementing new technologies, etc.), the need to verify the projected travel times and modelling assumptions and the impacts of both alternatives to the local and regional transportation network.

#### *Cost*

Cost was also highlighted as a key consideration by participants, particularly the need to consider the net costs (e.g., externalities and trade-offs) and lifecycle costs of each alternative. Participants who expressed support for the remove alternative generally feel that it is more cost-effective than the hybrid



alternative, while hybrid supporters emphasized the economic costs associated with the projected increases in travel times.

Advice from many participants regarding costs suggested prioritizing the most cost-effective alternative and investing the cost savings in other City priorities such as improvements to the public realm, public transit infrastructure and affordable housing. Participants also noted the need to prioritize strategies to reduce the cost to repair the Gardiner Expressway and clarify the projected costs of each alternative to better demonstrate the trade-offs between them.

### **Public Realm**

Participants, particularly those who support the remove alternative, consistently identified public realm improvements (e.g., increasing greenspace, high-quality urban design) and enhancing connections between the City and the waterfront as key considerations. The need to recognize that there are other barriers that impact access to the waterfront other than the Gardiner East (e.g., rail corridor, high-rise condominiums) was also cited as a key consideration by several participants.

Many participants suggested focusing on broader city building goals (high-quality urban design, protecting public assets and increasing and protecting access to the waterfront) as key considerations. A few participants also cautioned against overlooking opportunities to enhance the public realm under the hybrid option (e.g., parks, shops, public art, landscaping under the expressway).

### **Safety and Accessibility**

Several considerations were raised by participants regarding safety and accessibility, notably expanding safety considerations beyond sightline improvements to include: concerns about pedestrian crossings in the remove alternative (particularly for populations with mobility needs); higher congestion and traffic; potential conflicts between motorists, cyclists and pedestrians if there is no grade separation; and the current state of the Gardiner Expressway infrastructure.

Regardless of which alternative they supported, participants consistently stressed the need to prioritize safety and accessibility in decision-making, particularly the needs of vulnerable and lower income populations to ensure the needs of all citizens are being addressed.

### **Public Transit**

Public transit was also highlighted as a key consideration by many supporters of both alternatives to provide commuters with viable alternate transportation options. Many participants questioned the assumptions about public transit included in the overview of each alternative; they suggested adding a column with revised travel times if proposed transit improvements are *not* realized. A few participants who supported the remove alternative suggested waiting until improvements in public transit are realized before proceeding with implementation, while others suggested integrating public transit options in the overall development of the alternative. A few participants also brought to light that current public transit options do not support reverse commutes to neighbouring municipalities; many downtown residents also rely on the Gardiner East to meet their transportation needs.

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Four Consultation Report

Public transit priorities identified by participants include: investing in public transit infrastructure (particularly in Scarborough) and improving transit service and travel times to make it a viable alternative to automobile uses.

### **Active Transportation**

Integrating the needs of cyclists and pedestrians in both alternatives was highlighted as another key consideration (e.g., adequate road space and infrastructure). A few comments also noted the need for more information about how cyclist and pedestrian infrastructure will be integrated in the remove alternative to address concerns about road capacity, travel times and safety.

Feedback from participants suggested prioritizing cyclist and pedestrian safety to ensure the needs of these commuters are met in either alternative.

### **Construction**

Feedback from a few participants noted that neither alternative included strategies to manage the impacts of construction during implementation (e.g., coordinating construction projects, phasing construction, expediting construction activities) and suggested incorporating the effects of construction activities as a key consideration in the decision-making process. Several participants also advised against focusing on short-term construction impacts and emphasized the importance of planning for the long-term.

### **Economic Development**

Comments about economic development pointed to considerations about potential negative impacts on businesses, particularly small businesses, as a result of projected increases in travel time in both alternatives, but primarily with the remove option. A few comments also suggested considering the boost to local economic competitiveness as a result of improvements to the public realm in the remove alternative.

### **Future Development**

Participants raised several considerations regarding future development including: the potential to free land for future development and to generate public revenues; impacts from future development on traffic and travel times in the study area, and; prioritizing public realm improvements through high-quality urban design. Several participants raised concerns about the inclusion of First Gulf's proposal in the EA process and stressed the need to balance private and public interests. Concerns were also expressed about selling off publicly owned land and the potential of future development, particularly high-rise condominiums, to obstruct views from the City to the waterfront.

Additional advice regarding future development emphasized prioritizing public realm improvements and focusing on long-term needs to support the development of sustainable and vibrant communities emerging near the waterfront (e.g., protect connections to the waterfront).

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Round Four Consultation Report

Two key environmental considerations were brought forward by participants – restoring natural heritage features and functions in the study area as well as mitigating air and noise pollution caused by traffic and congestion.

### Other

Feedback from participants also raised the following additional key considerations:

- prioritize people over cars,
- learn from the experiences of other cities that have removed highway infrastructure, and
- focus on the alternative that integrates flexibility to adapt to long-term needs.

Additional advice to balance competing priorities also suggested:

- using the study goals to guide decision-making (transportation and infrastructure constitute only one of the study goals), and
- prioritizing the outcome that will produce the greatest benefit for the greatest number of people.

### Feedback on the Alternatives

#### Remove

Participants who indicated support for the remove alternative typically provided the following reasons:

- Contributes to broader city building goals.
- Improves the public realm for a variety of users.
- Presents the most cost-effective solution.
- Improves urban design in the study area.
- Reconnects the City to the waterfront.
- Frees land for future development.
- Integrates transit and active forms of transportation.
- Replaces outdated infrastructure.
- Increases traffic time marginally.

#### Hybrid

Participants who indicated support for the hybrid alternative generally provided the following reasons:

- Does not decrease road capacity.
- Does not significantly increase travel time or add to congestion.
- Maintains a continuous expressway connection between the east and west ends of the City and into the downtown core.
- Supports the movement of goods and transportation needs of local businesses.
- Enhances safety better than the remove alternative.

Concerns about projected increases in travel times, safety, impacts from construction, assumptions about public transit and the potential for future development were expressed by participants about both alternatives.

#### **4. NEXT STEPS**

The feedback received during Round 4 of the Gardiner Expressway / Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study will be used to inform the City of Toronto staff report to PWIC in May 2015, as well as the next phase of the EA and related consultation activities.

For more information please visit: [www.gardinereast.ca](http://www.gardinereast.ca).

**APPENDIX A –  
COMMUNICATION AND PROMOTIONAL MATERIALS**

# Help decide the future of the Gardiner Expressway East

We invite you to join us at two upcoming public meetings where you can comment on the current phase of the Environmental Assessment on the future of the Gardiner Expressway East.

## The Study

Waterfront Toronto and the City of Toronto are jointly carrying out the Gardiner Expressway / Lake Shore Boulevard Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. The study area for the EA is displayed on the map below.

The four alternative solutions that have been considered to date are:

- **Maintain** the elevated expressway;
- **Improve** the urban fabric while maintaining the existing expressway;
- **Replace** with a new above-or-below grade expressway; and,
- **Remove** the elevated expressway and build a new boulevard.

In the last phase of the EA, the evaluation of the alternative solutions concluded that the remove option best met the evaluation criteria. Following direction from the Public Works and Infrastructure Committee of Toronto City Council, the upcoming public meeting will share the results of the following work:

1. Review the remove option under the EA process to mitigate concerns about traffic congestion.
2. Prepare an additional hybrid option that combines the maintain and replace components to preserve expressway linkage and functionality between the Gardiner Expressway and the Don Valley Parkway, and evaluates it against the EA criteria and the following:
  - Transportation functionality;
  - Impacts on key economic sectors;
  - Cost benefit;
  - Future land use considerations;
  - Public transit components;
  - Environmental impact; and
  - Neighbourhood growth and compatibility

## Get Involved

Interested persons are invited to participate through two upcoming public meetings, one of which will be webcast, and online opportunities. If you can't attend in person, you can participate and watch the meeting online – and at any time afterwards – at [www.gardinereast.ca](http://www.gardinereast.ca).

### Gardiner Expressway East Public Meeting (Downtown) Wednesday, April 15, 2015

**6:30 p.m. – 9:00 p.m. at the Bram & Bluma Appel Salon, Toronto Reference Library**

**789 Yonge Street, Toronto (Bloor Street subway station)**

**Open house begins at 6:30 p.m.; presentations at 7:00 p.m.**

**Please register at: <https://gardinereapublicmeetingdowntown-april15.eventbrite.ca>**

### Gardiner Expressway East Public Meeting (Scarborough) Monday, April 20, 2015

**6:30 p.m. – 9:00 p.m. at the Blessed Cardinal Newman H.S. Cafeteria  
100 Brimley Rd S, Toronto**

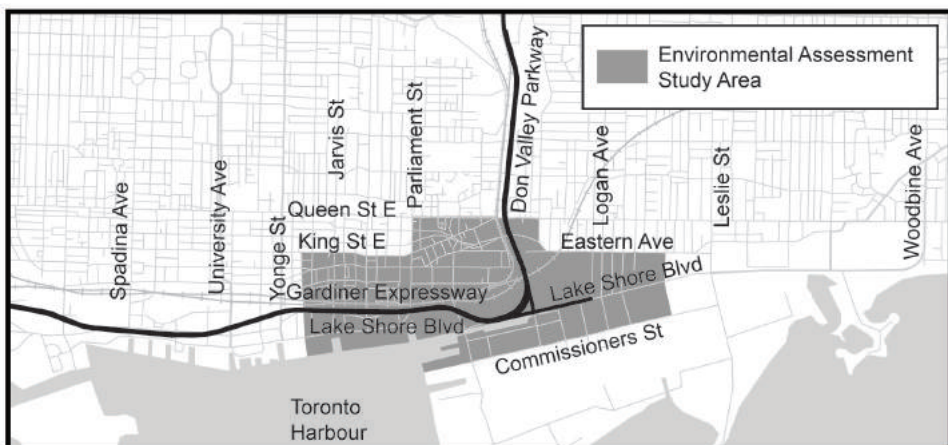
**Open house begins at 6:30 p.m.; presentations at 7:00 p.m.**

**\*PLEASE NOTE THIS MEETING WILL NOT BE WEBCAST\***

**Please register at: <https://gardinereapublicmeetingscarboroughapril20.eventbrite.ca>**

For more information or to be added to the project mailing list, contact [info@gardinereast.ca](mailto:info@gardinereast.ca), or call (416) 479-0662.

To learn about the project or contribute your insights and views please visit [www.gardinereast.ca](http://www.gardinereast.ca).



Note: Certain disciplines will conduct investigations at a city or regional level. These areas are not defined here.

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# Help decide the future of the Gardiner Expressway East

We invite you to join us at two upcoming public meetings where you can comment on the current phase of the Environmental Assessment on the future of the Gardiner Expressway East.

## The Study

Waterfront Toronto and the City of Toronto are jointly carrying out the Gardiner Expressway / Lake Shore Boulevard Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. The study area for the EA is displayed on the map below.

The four alternative solutions that have been considered to date are:

- **Maintain** the elevated expressway;
- **Replace** with a new above-or-below grade expressway; and,
- **Improve** the urban fabric while maintaining the existing expressway;
- **Remove** the elevated expressway and build a new boulevard.

In the last phase of the EA, the evaluation of the alternative solutions concluded that the remove option best met the evaluation criteria. Following direction from the Public Works and Infrastructure Committee of Toronto City Council, the upcoming public meeting will share the results of the following work:

1. Review the remove option under the EA process to mitigate concerns about traffic congestion.
2. Prepare an additional hybrid option that combines the maintain and replace components to preserve expressway linkage and functionality between the Gardiner Expressway and the Don Valley Parkway, and evaluates it against the EA criteria and the following:
  - Transportation functionality;
  - Impacts on key economic sectors;
  - Cost benefit;
  - Future land use considerations;
  - Public transit components;
  - Environmental impact; and
  - Neighbourhood growth and compatibility

## Get Involved

Interested persons are invited to participate through two upcoming public meetings, one of which will be webcast, and online opportunities. If you can't attend in person, you can participate and watch the meeting online – and at any time afterwards – at [www.gardinereast.ca](http://www.gardinereast.ca).

### Gardiner Expressway East Public Meeting (Downtown) Wednesday, April 15, 2015

6:30 p.m. – 9:00 p.m. at the Bram & Bluma Appel Salon, Toronto Reference Library  
789 Yonge Street, Toronto (Bloor Street subway station)  
Open house begins at 6:30 p.m.; presentations at 7:00 p.m.

### Gardiner Expressway East Public Meeting (Scarborough) Monday, April 20, 2015

6:30 p.m. – 9:00 p.m. at the Blessed Cardinal Newman H.S. Cafeteria  
100 Brimley Rd S, Toronto  
Open house begins at 6:30 p.m.; presentations at 7:00 p.m.

**\*PLEASE NOTE THIS MEETING WILL NOT BE WEBCAST\***

**Please register at: <https://gardinereapublicmeetingdowntownapril15.eventbrite.ca>**

**Please register at: <https://gardinereapublicmeetingscarboroughapril20.eventbrite.ca>**

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Note: Certain disciplines will conduct investigations at a city or regional level. These areas are not defined here.

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April 14, 2015

## **Technical Briefing for presentation of updated alternative options for Gardiner Expressway East Environmental Assessment**

The City of Toronto and Waterfront Toronto will present the results of the most recent phase of the Gardiner East Environmental Assessment (EA) to members of the media. Following direction from the Public Works and Infrastructure Committee in March, 2014, the EA project team will be presenting on two main issues:

- Mitigating congestion concerns for the recommended Remove option
- Evaluation of the Hybrid option.

**Date:** Wednesday, April 15, 2015

**Time:** 2 p.m.

**Location:** Toronto City Hall, Large Boardroom, 23<sup>rd</sup> Floor, 100 Queen Street West

Please note that this is a Technical Briefing and cameras will not be permitted inside the board room. Reporters will be invited to ask questions of the speakers immediately following the presentation at a separate location.

### **Speakers:**

John Livey, Deputy City Manager, City of Toronto

John Campbell, President and CEO, Waterfront Toronto

Chris Glaisek, VP, Planning and Design, Waterfront Toronto

Don McKinnon, EA Consulting Team Project Manager, Dillon Consulting

Two public meetings on the EA results will take place. The first will be held on Wednesday, April 15 from 6:30 to 9:30 p.m. at Toronto Reference Library, Bram and Bluma Appel Salon, 789 Yonge Street. The second will take place at Blessed Cardinal Newman High School, 100 Brimley Road South, on Monday April 20 from 6:30 p.m. to 9:30 p.m.

The Environmental Assessment is examining alternative solutions to determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from near Jarvis Street to near Leslie Street.

More information is available at <http://www.gardinereast.ca>, on twitter at @GardinerEast or on facebook at Facebook.com/GardinerEast.

Toronto is Canada's largest city, the fourth largest in North America, and home to a diverse population of about 2.8 million people. It is a global centre for business, finance, arts and culture and is consistently ranked one of the world's most livable cities. Toronto is proud to be the Host City for the 2015 Pan American and Parapan American Games. For information on non-emergency City services and programs, Toronto residents, businesses and visitors can visit <http://www.toronto.ca>, call 311, 24 hours a day, 7 days a week, or follow us @TorontoComms.



The Governments of Canada and Ontario and the City of Toronto created Waterfront Toronto to oversee and lead the renewal of Toronto's waterfront. Public accessibility, design excellence, sustainable development, economic development and fiscal sustainability are the key drivers of waterfront revitalization. Toronto's new waterfront communities will use technology to enhance quality of life and create economic opportunity for the citizens of Toronto, helping to keep the city competitive with major urban centres around the world for business, jobs and talent.

**Media contacts:**

Steve Johnston, Strategic Communications, 416-392-4391, [sjohnsto@toronto.ca](mailto:sjohnsto@toronto.ca)

Andrew Hilton, Waterfront Toronto, 416-214-1344 Ext. 263, [ahilton@waterfrontoronto.ca](mailto:ahilton@waterfrontoronto.ca)

**APPENDIX B –  
STAKEHOLDER ADVISORY COMMITTEE MEETING SUMMARY**



## **Future of the Gardiner East Stakeholder Advisory Committee Meeting 15-6**

**Monday, April 13, 2015 | 6:30 – 8:30 pm  
Metro Hall, 55 John Street, Room 308-309**

### **Meeting Summary**

#### **1. Agenda Review, Opening Remarks and Introduction**

Ms. Liz Nield, CEO of Lura Consulting, began the sixth Stakeholder Advisory Committee (SAC) meeting by welcoming committee members and thanking them for attending the session. She introduced the facilitation team from Lura Consulting and led a round of introductions. Ms. Nield reviewed the meeting agenda and noted that the purpose of the meeting was to present the results of additional work requested by the Public Works and Infrastructure Committee (PWIC), the updated evaluation as well as next steps for the study.

Mr. John Livey, Deputy City Manager, also welcomed the committee members to the meeting and thanked them for their ongoing contributions to the project. In his remarks, Mr. Livey reminded SAC members that the project team was directed by the PWIC to complete additional work as well as study a hybrid option. He emphasized the importance of the SAC in helping the project team better understand community issues and stakeholder perspectives.

A copy of the meeting agenda is attached as Appendix A, while a list of attending SAC members can be found in Appendix B.

#### **2. SAC Member Briefing**

Chris Glaisek, Waterfront Toronto and Don McKinnon, Dillon Consulting presented a summary of the EA work completed to date, including the additional work directed by PWIC and updated evaluation of alternatives, covering the following topics and material:

- Gardiner East in Context
- Public Works and Infrastructure Committee (PWIC) Direction
- New Work Completed
- Alternatives Evaluation
- Next Steps

### 3. Facilitated Discussion

The following provides a summary of the key themes and ideas discussed by SAC members on the material presented. A more detailed account of the discussion can be found in Appendix C.

#### Presentation

- Include more images/renderings of the alternatives (particularly the hybrid) earlier in the presentation to better illustrate the proposed changes.
- Better illustrate the fact that travel time increases under all options including maintain.
- Explain the assumptions used in traffic modelling (e.g., travel times, mode shift, traffic volume).
- Provide more information about the viability and lifecycle costs of the hybrid alternative.

#### Environmental Assessment Process

- Clarify how the evaluation results are being weighted.
- Provide sufficient information and data to the PWIC and Council to support evidence-based decision-making.

#### Costs and Funding

- Consider reinvesting the money saved through the remove alternative in transit infrastructure.
- Develop a financing strategy for each alternative.

#### Remove Alternative

- A majority of SAC members at the meeting expressed support for the remove alternative, citing the following reasons:
  - Contributes to city building;
  - Reconnects the City to the waterfront;
  - Balances current and future needs;
  - Enhances safety by removing aging infrastructure;
  - Supports the development of new communities; and
  - Presents a cost-effective solution.

#### Hybrid Alternative

- A few SAC members expressed support for the hybrid alternative, citing the following reasons:
  - Maintains local and regional transportation routes; and
  - Encourages creativity in city building.

### 4. Next Steps

Next SAC meeting: To Be Determined.



## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study

### Stakeholder Advisory Committee Meeting #6

Monday, April 13, 2015

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 308/309

### AGENDA

#### ***Meeting Purpose***

Present and discuss:

- Optimizing the Remove (boulevard) alternative
- Evaluation of the Hybrid option

#### **6:30 pm      Agenda Review, Opening Remarks and Introductions**

- Liz Nield, Lura Consulting, Facilitator
- John Livey, City of Toronto
- John Campbell, Waterfront Toronto

#### **6:40 pm      SAC Member Briefing: Project Update and Evaluation Results**

- Chris Glaisek, Waterfront Toronto
- Don McKinnon, Dillon Consulting

#### **7:20 pm      Discussion**

*Public Works and Infrastructure Committee and Toronto City Council will soon consider what to do with the Gardiner East. Thinking about the results of the additional work and updated evaluation...*

- What are the most important considerations in making this decision?
- What other advice do you have on making a decision that involves finding a balance among diverse priorities?

#### **8:25 pm      Summary/Closing**

#### **8:30 pm      Adjourn**

## Appendix B – List of Attendees

### SAC Meeting #6 List of Attendees

Beach Triangle Residents' Association  
Canadian Automobile Association – South Central Ontario  
CodeBlueTO  
Corktown Residents and Business Association  
Don Watershed Regeneration Council  
Gooderham & Worts Neighbourhood Association  
Purolator Courier Ltd.  
Toronto Centre for Transportation  
Toronto Financial District BIA  
Toronto Industry Network / Redpath Sugar  
Toronto Society of Architects  
Toronto Urban Renewal Network  
Transport Action Ontario  
Unionville Ratepayers Association  
Urban Land Institute  
Walk Toronto  
West Don Lands Committee

### List of SAC Members Unable to Attend

Canadian Courier and Logistics Association  
Canadian Urban Institute  
Civic Action  
Cycling Toronto  
Evergreen  
Federation of North Toronto Residents Association and People Plan Toronto  
Film Ontario  
Food and Consumer Products of Canada  
Greyhound  
Heritage Toronto  
Lake Shore Planning Council  
Leslieville BIA  
Ontario Professional Planners Institute - Urban Design Working Group  
Ontario Public Transit Association  
Ontario Trucking Association  
Professional Engineers Ontario - Working Group, East Toronto Chapter  
Retail Council of Canada  
Roger's Centre  
South Riverdale Community Health Centre  
St. Lawrence Neighbourhood Association  
Toronto Association of BIAs  
Toronto Board of Trade  
Toronto Community Foundation  
Toronto Environmental Alliance

## Appendix C – SAC Questions of Clarification, Feedback and Advice

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

**Q. I don't quite understand the hybrid option. Could you explain it again?**

**A.** The hybrid option largely maintains the existing Gardiner Expressway as it is today with the same configuration and number of lanes. The major change is the removal of the Logan Avenue on/off ramps, which would be replaced with a new six-lane at-grade boulevard and the creation of new on/off ramps and a new access road east of Cherry Street in the Keating Channel Precinct.

**C.** It would be helpful to include more visuals at this point in the presentation to better illustrate the proposed changes (e.g., ramp connections) and differences between the alternatives.

**Q. Is there a traffic light at the connection near the mouth of the Don River?**

**A.** This is where the Don Roadway would connect to Lake Shore Boulevard at a signalized intersection. It is an existing signal. Some changes would be made to the intersection to improve its existing function (e.g., adding a left turn lane).

**Q. In the remove alternative can you explain how people will be able to continue westbound on Lake Shore Boulevard?**

**A.** In the remove alternative, you would continue driving westbound on Lake Shore Boulevard by driving around the on/off ramps to the Gardiner Expressway. If your destination is the Gardiner Expressway, you would access it via the ramps approaching Jarvis Street.

**Q. [Referring to Auto Travel Times] Why is there an increase in travel time from E to D (Kipling/Lake Shore to Union Station) in the remove alternative?**

**A.** With this alternative there will be greater attraction to travel across the south end of the City to new developments in the east end (e.g., Port Lands). Some cars may choose to exit earlier, even though their destination is further east.

**C.** The travel time for that scenario is worse in the remove alternative than it is the hybrid alternative.

**A.** We may find under the hybrid alternative, even if the Gardiner remains, that some people will exit the new Cherry Street ramp to the Port Lands. Some people may also choose to exit earlier and use Lake Shore Boulevard as an alternate to the Gardiner Expressway.

**Q. [Referring to Auto Travel Times] It may be helpful to split out where the increase in travel time is coming from in C to D (Victoria Park/Kingston to Union Station). For example two minutes from the removal of the Logan Avenue on/off ramps and three minutes from traveling from the Don River to Jarvis Street.**

**A.** Several factors are being reflected in the model. The removal of the lower ramps is the biggest change with the hybrid alternative; however there are also other changes that contribute to the increase in travel time.

**A.** The increase in travel time is not just from the removal of the Logan Avenue ramps, it's now the fact that you are traveling on an arterial in the remove alternative. The increase in travel time is not isolated to only that section.

**C.** When I look at the chart I see increases in travel time in each of the origin destination pairs under the remove alternative. C to D in particular includes the removal of the Logan Avenue ramps which explains the additional two minutes under the remove alternative.

**A.** The difference between the two alternatives from C to D is the difference in travel time from the Don River to Jarvis Street. The hybrid alternative maintains the option of using the Cherry Street ramps to access the Gardiner Expressway to get to Jarvis Street, while under the remove alternative, vehicles coming from Victoria Park Avenue need to pass through an at-grade boulevard.

**Q. It would be helpful to clarify your assumptions about traffic levels. Are you making assumptions about the proportion of people using different modes of transportation or alternate routes? My feeling is that there has been a cultural change and regardless of which alternative is selected less people will choose to drive downtown.**

**A.** The graph presented earlier illustrates that the increase in downtown commuters has been absorbed primarily by transit. The volume of commuters on the Gardiner Expressway has flat lined; it has been the same for the last 20 years. The expectation is this will not change. There will not be a decrease in the demand for automobile use in Toronto; the limiting factor is available road capacity. For the most part, 95 percent of new commuter demand is going to be accommodated through transit.

**Q. [Referring to Auto Travel Times] Have you done any analysis to determine what travel times would be from each of the origin points to the First Gulf site comparing the hybrid and remove options?**

**A.** The City does not have a formal development application from First Gulf. There is still some uncertainty about the demand to travel to and from the site. The volumes we have assumed are for 25,000 jobs at the First Gulf site.

**Q.** Why then is the hybrid alternative even being considered?

**A.** There is a general understanding about what is being proposed at that site. First Gulf does recognize that the majority of workers would use transit to access the site; automobiles would not be the dominant means of transportation.

**Q. Is the increase in travel time due to decreased levels of service or congestion?**

**A.** Level of service is a description of the resulting outcome of the volume moving through a roadway. The Remove option reflects the removal of some amount of road capacity and the conversion of elevated freeway lanes to an at-grade boulevard. It's a combination of the change in the concept that is slowing traffic down.

**C.** There must be a way to present this information to help people understand that travel times will increase regardless of the alternative.

**A.** Even if we did nothing travel times in the City will increase as a result of growth.

**Q. What is the modal shift projection with respect to cyclists?**

**A.** We have assumed a higher mode split for pedestrians and cyclists. They currently account for 5,900 out of 157,000 commuters during peak hour.

**C.** Perhaps you could provide those at the public meeting.

**Q. Why is there no change in the percentage uptake by cars in those accessing downtown in the base case from 2012 to 2031?**

**A.** The reason is that the roads are at capacity. There may be an increase on other routes, but the Gardiner Expressway is at capacity. It is important to note that these travel times are an average of all the various routes that commuters use between the origin and destination of their trip.

**C. The lenses that I would like to see applied to this decision are city building, cost and sustainability. We also need some perspective on what we're talking about. This is not a transportation study. Given the fact that we're talking about half a billion to maintain the status quo (i.e., the hybrid alternative),**



from my perspective nothing presented suggests that the hybrid can be a better city builder than the remove alternative.

**C. I fully concur with the previous conclusions. From what I understand, the hybrid scheme loops around taking a wider turn to reach down from the Don Valley Parkway (DVP). After that does it touch down on Cherry Street to become a boulevard or is it elevated the entire way?**

**A.** It's elevated the entire way. The original vision for the hybrid alternative was to remove the existing connection from the Gardiner Expressway to the DVP and put it tight against the rail line, however that was not feasible. The alignment we need to follow is essentially the existing alignment of the Gardiner Expressway; it was designed that way for a reason. For the most part, the hybrid alternative maintains the existing DVP/Gardiner infrastructure.

**C.** The Toronto Society of Architects does value the potential of the remove alternative to support city building in that area (e.g., reconnecting the city to the waterfront).

**Q. I also concur with the previous comments. I have some concerns about the presentation and the evaluation of alternatives. The hybrid option interferes with the city building and urban design aspirations of the Keating Channel, West Don Lands and East Bayfront areas. Adding more infrastructure via the Cherry Street ramps is inconsistent with the Michael Van Valkenburg plan to activate the Keating Channel and connect it to the communities being developed around it. There has not been an appropriate articulation of the negative impacts of the hybrid alternative on the urban design work that has been done in the area. None of the benefits of the remove alternative (i.e., removing the infrastructure barrier to the waterfront) are apparent in the hybrid alternative. The presentation doesn't answer those negative impacts.**

**A.** The removal of the eastbound Lake Shore Boulevard lanes would create an opportunity for a public promenade on north side of the Keating Channel. I do appreciate your comments about the impact of new ramps that would create a barrier. There will be an opportunity for a new pedestrian crossing at Munition Street.

**C.** But there would not be an opportunity for cafes along the promenade if the elevated Gardiner Expressway remains. Also, in terms of the longer travel times presented, we're talking about three to five minutes. That should be quantified as a minimal extension of travel time.

**C. I also agree with previous comments. We may be underestimating the way the future is going to be different than the present. The Gardiner Expressway was built to service an industrial area. Sixty years later it has lived out its lifespan. What are the estimates of the lifespan of the hybrid alternative? I can't imagine that the travel patterns and options of the future will be the same as the ones we are planning for. Why saddle our grandchildren with the debt to pay for infrastructure they likely will not use? Spend more time presenting the viability of the hybrid option. A more sensitive evaluation of the different modes of transportation is also needed. Also, public feedback provided at the deputations to PWIC expressed concerns about the quality of development in the East Bayfront. The potential ramps north of the Keating Channel would extend the blight.**

**C. My concern with the hybrid alternative is that it maintains the existing structure that is falling apart. How much can be done to really extend the life of the elevated expressway. I really don't like the idea of the extra ramps; they would become even more of a barrier between the City and the Port Lands. My preference is the remove alternative for safety and aesthetics purposes.**

**C. It's important to consider the regional context of the Gardiner Expressway. It forms a ring road linking up the 400 series highway, which is an asset in the City. I'm having trouble imagining cafes in**

**the remove alternative along a boulevard with four lanes in each direction, especially when you consider Lake Shore Boulevard east of the Don River. It's not welcoming; you don't see too many pedestrians and cyclists. In general, the remove alternative would have a negative impact on the region from a transportation standpoint.**

**Q. We haven't seen a lot of the Jarvis Street connection in the remove alternative. Is it similar to the connection presented in the hybrid alternative?**

**A.** It's a little different because of the conditions on lower Yonge Street. There is a possibility of using Harbour Street. The actual configuration (e.g., corridors, ramps, signals, etc.) would be explored in the design phase of the preferred alternative.

**C.** In a perfect world we would have made different investments in transit that would have enabled more choices from a transportation perspective. It is important not to impact access between the downtown core and the region. There has been some interesting work and award winning work completed in the context of the Gardiner Expressway (e.g., Underpass Park and Fort York Visitors Centre). We need to push ourselves when looking at the hybrid option to think more creatively.

**C. My concern is about the environmental assessment (EA) process and how the results are weighted. The previous phase of the EA presented the results of the evaluation. At the moment it looks as if there is no recommendation of a preferred alternative.**

**A.** The information that will be presented to the public will be in a similar format to what we presented previously. The intent is to present the results of the additional work directed by the PWIC and obtain feedback to inform the recommended alternative. Weighting is an important factor, but it is not a technical exercise.

**C.** My point is that someone is going to do the weighting. I don't want to leave it to Council.

**C. It is important to present strong evidence to support whichever recommendation you make. The biggest objection to the remove alternative will likely come from the transportation sector even though the travel times have improved. I am supportive of the remove alternative. If that is also what you plan to recommend make sure you have the evidence to support it.**

**C. First Gulf lobbied Council with its own proposal which is why the hybrid alternative is being considered. This process has become a waste of time for taxpayers and the City. It is important to consider the results of a study completed by Hemson Consulting which indicates that it is unlikely that this area will evolve into the mixed-use commercial development First Gulf is proposing. It would be unfortunate to maintain the Gardiner Expressway because one developer is proposing to build office towers but may end up building big box stores.**

**Q. You mentioned only a minority of the commuters that use the Gardiner Expressway use it as a through route. The way that information is presented is confusing and should be clarified.**

**A.** What you said is accurate. How important is it to maintain that connection for 20 percent of traffic – that's a big question. I can't answer it alone. It's something we'd like feedback on. There would be a reduction of the 20 percent under the remove alternative as people would opt for other routes. The importance of that link and the number of users needs to be considered.

**Q.** The staff report to the PWIC did include a recommendation for the remove alternative. What I've seen tonight seems to reinforce that recommendation. Has anything about your recommendation changed?

**A.** We will be including the same level of analysis in the report to ensure Council receives good information. We are still looking for feedback to help us with us with the recommendation.

**A.** In a sense we have to look at two time periods in terms of impact – construction and long-term. We need to balance the short-term construction impacts with long-term benefits. All of the alternatives include a period of construction (i.e., delays, lane closures, detours, etc.) which need to be carefully considered.

**C.** Drop the 2012 base case numbers in the chart about travel times (i.e., find a better way to show that travel time increases under all cases including maintain).

**C** I am not impressed with the hybrid alternative which is really the maintain alternative plus the removal of the Logan Avenue on/off ramps. It does not contribute to city building. There is also the fact that it needs to be paid for; the money could be better spent elsewhere. There is a need for a financing strategy.

**C.** I prefer the hybrid alternative because there is less impact on traffic. If the expressway is already at capacity, removing it will displace current traffic onto side streets. The remove option will also slow down traffic on the DVP and lead to more infiltration on side streets.

**C.** Two criteria that need to be considered more are cost and city building. There isn't really a ring road – you can only approach the City from three sides. The origin destination study results indicate the connection is immaterial. People will travel downtown whether the expressway is there or not. Also, consider the money saved through the remove alternative or gained through development should be reinvested in transit.

**C.** I agree with previous points that were made. There is no doubt that the impact on commercial activity is a point of concern. Car traffic is also a problem. By 2031 there is going to have to be something else to reduce the amount of cars that travel downtown (e.g. congestion tax). The legacy we would be losing by going with the hybrid option is incredible.

## Appendix D – Additional Comments from SAC Members

### **West Don Lands Committee:**

As I think you could tell, I was very disappointed in the technical presentation at tonight's SAC meeting. I do not think that in its present form it is suitable for a public meeting that aims at high quality information. In the past, the EA has provided high quality, detailed reporting of the study results and a thoughtful and credible assessment of the alternatives. Tonight's presentation strayed far from that standard.

The explanation of the hybrid option was confusing and incomplete, crucial information such as the approximate location and design of the proposed ramps at Cherry Street and associated service roads was missing, the information comparing the Hybrid option and the Remove option seemed to be very unbalanced, to the detriment of the Remove option. The factors that had led city staff to support to the Remove option as the preferred alternative in the past were not in evidence and not applied in any rigorous way to the Hybrid option. The negative urban design impacts on the Central Waterfront of the Hybrid option were ignored, even though an impetus for the EA in the first place was to look at options for ameliorating effects of the Gardiner between Jarvis and the Don River. (What has happened to that priority?) The significant improvement in the transportation effects of the Remove option were treated as insignificant, as compared to the neutral effect of the Hybrid design. In the end, the impression is left that the EA and the City have abandoned the rigorous work that led to the Remove option being put forward as the preferred option in favour of what is essentially the Do Nothing option, with a tweak that addressed the concerns of First Gulf, but worsens the urban design conditions along the Keating Channel. How can this be explained in light of the evaluation criteria that had been established for the EA up to this point????

I hope I am wrong about the direction that this is going. I hope that what we see on Wednesday night will have a higher level of quality and integrity. I am happy to discuss this in more detail, if that is helpful.

---

### **Code Blue TO:**

There was a lot of information packed into the stakeholders meeting on the Gardiner East EA on April 13. As a result there was not enough time for detailed examination of the presentation and its implications.

The presentation:

1. The focus of the presentation is traffic capacity, which largely understates the other significant aims of the EA. Council direction regarding further study of goods movement and economic effects does not change the underlying goals and should not be given more prominence in the presentation. Many people at public meetings will be seeing this information for the first time and need to know more than travel times. The EA is not only comparing the Hybrid and Remove options. All of the options should be listed using the original evaluation

chart. This will help put the Hybrid option in context, a context that would show that it is very similar to the Maintain Option. Comparing the Hybrid to Remove options only in regards to traffic and economic impact is not the goal of the EA.

2. In regards to capacity numbers, what people really want to know is if the change were to happen right now what would the effect on travel times be? 2031 is 16 years off and a very abstract concept for most. There is also no mention of the potential of capacity limiting measures such as limiting truck access during peak hours or congestion road pricing. Some perspective on the significance of peak hour commuters travelling along this route would be useful - an LRT or perhaps SmartTrack implementation would easily carry more passengers than the existing roadways.

3. Most of the material shows the alternatives in a birds eye or map view. This understates the effect that the elevated highway has at ground level. Vague indications about additional ramping in the Hybrid option doesn't begin to describe how that will interact with the waterfront and surrounding potential development.

4. While Net Present Value (NPV) has a place in analysis, it should be listed in the appendix, not the presentation. Actual dollars are what the public and politicians will have to deal with over the coming decades.

Analysis of the options:

The Hybrid option can be summarized as "half the benefits for twice the cost". It may help the First Gulf site but that comes at the expense of the Keating Channel and the waterfront from Jarvis to the Don River.

It is our position that the recommended option should be the best choice for cost, sustainability, and city-building.

We urge your team to re-recommend the Remove/Boulevard option. It carries a significantly lower price tag, will require a lower level of ongoing maintenance, opens up the waterfront to the city, connects the East Bayfront through the Keating Channel, Port Lands, and First Gulf site while adding to the tax base and generating revenues to pay for the project.

The choice comes down to all of these very real benefits for the city versus a few minutes of travel time during rush hour for a very small group of commuters.

**APPENDIX C –  
PUBLIC FORUM MEETING SUMMARIES**

**Future of the Gardiner Expressway / Lake Shore Boulevard East  
Environmental Assessment (EA) and Integrated Urban Design Study**

**Public Forum #4 –  
April 15, 2015 (Downtown) Meeting Summary**

**INTRODUCTION**

**Meeting Purpose:**

On April 15, 2015 the City of Toronto and Waterfront Toronto co-hosted the first of two public meetings as part of the fourth round of consultations of the Gardiner Expressway / Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The meeting was held at the Bram and Bluma Appel Salon at the Toronto Reference Library and was also webcast online via the project website ([www.gardinereast.ca](http://www.gardinereast.ca)). The purpose of the public forum was to present the results of additional work directed by the Public Works and Infrastructure Committee (PWIC) of Toronto City Council as well as the updated evaluation of alternatives.

Following a panel presentation by the co-hosts and team of consultants, participants had the opportunity to ask questions and engage in small group discussions and share their feedback, concerns and advice to the project team.

**Attendance:** 220 people attended the public forum, while roughly 50 people viewed the live webcast

**Local Politicians in Attendance:** Councillor Paula Fletcher and Councillor Jaye Robinson

**# of Table Workbooks Submitted:** 28

**# of Individual Workbooks Submitted:** 30

**HIGHLIGHTS OF PARTICIPANT FEEDBACK**

**Question and Answer Period:**

The discussion captured during the question and answer period following the panel presentation is summarized below. Questions are noted with a “Q”, comments with “C” and answers with “A”.

**Q: The only thing that disconnects the City from the waterfront is Lake Shore Boulevard and you are proposing to increase the width of the boulevard. Why not move the traffic from Lake Shore Boulevard onto the Gardiner Expressway and reclaim all the land for public use?**

**A:** Lake Shore Boulevard provides vehicle access into the downtown core. Only 20% of the traffic is through traffic.

**Q: Does the cost associated with each option include the revenues from lands accrued to the City?**

**A:** No, the cost associated with each concept does not reflect revenues from public land sales, or other economic benefits.

**Q: This is a regulatory Environmental Assessment with an approved Terms of Reference which set out five project goals. During the last Public Forum there was a matrix that summarized the evaluation of all the options in relation to those five evaluation criteria. Will we be seeing that chart used for these two options before this goes to the Public Works and Infrastructure Committee (PWIC) on May 13, 2015?**

**A:** The project goals are very important and have helped inform the development of the two alternatives. We will be evaluating the options using the same tools and criteria. I am not sure that we will be using that exact table. Now that we only have two options to compare, it is a bit easier to illustrate. With regards to timing, the consultant report will go to the City and they will prepare a staff report. Both the city staff report and consultant report will be made public at PWIC on May 13, 2015.

**Q: Will the hybrid option accommodate access to Unilever site (21 Don Roadway) from the north?**

**A:** The hybrid alternative will not provide access to the Unilever site (21 Don Roadway) any differently than the remove alternative does.

**A.** The extension of Broadview Avenue will come south under the rail corridor through the Unilever site to the Port Lands. This north south configuration would be augmented by connections from other local collector streets, provided that the Logan Avenue ramps are removed.

**Q: This is outside the study area, but where will the new boulevard in the Remove option end? Where will vehicles travel beyond Carlaw Avenue? Will they be forced onto Kingston Road?**

**A:** The on/off ramps will connect with the existing Lake Shore Boulevard as it is today, eventually tying into Woodbine Avenue and Kingston Road.

**C.** That is a lot of traffic to dump onto Kingston Road, which is essentially four lanes during peak times and two lanes during off-peak times. There's already a lot of congestion.

**Q: You mentioned that the remove option is safe because it improves sightlines. What are the impacts to safety when you take 20% of traffic from the Gardiner Expressway and relocate it to Lake Shore Boulevard? Did you consider this?**

**A:** We need to appreciate the nature of the infrastructure we have now. There are some existing safety concerns with both the Gardiner Expressway and Lake Shore Boulevard. There are trade-offs.

**A.** The intersection of Lower Jarvis Street and Lake Shore Boulevard is the most dangerous intersection in Toronto with the highest rate of accidents. We can't make it any worse.

**Q: Are there going to be big speed differences between the Gardiner Expressway and Lake Shore Boulevard with the remove option? What traffic control measures will be put in place to slow vehicles once they exit the Gardiner Expressway onto Lake Shore Boulevard?**



**A:** The remove option will include four intersections with signal lights. The road will be signed appropriately to indicate the speed limit, similarly to other at-grade roadways in the City.

**Q: Did you consider long-term adaptability of the options? Which option could be easily modified in the future (i.e., 50 years from now)?**

**A:** Yes. We are planning for the long-term with both options. Either option will fulfill the needs from the perspective of traffic and city-building.

**Q: Can you clarify the 20%? Is that number specific to rush hour?**

**A:** Roughly 20% of traffic volume in either direction does not exit the Gardiner – the vehicles are travelling through the City. The 20% number is based on Bluetooth data that is longer than peak hour.

**C:** I would be interested to know about the total number.

**Q: Is there a difference in the carbon footprint between the two options?**

**A:** We did undertake air quality monitoring associated with greenhouse gas emissions. The results will depend on the volume of traffic. Previously there was a substantial difference between the projected traffic volumes, but with optimization of the removal option, there are now very similar traffic volumes.

**Q: Why does the commute time from the west increase under the remove option? There is no change west of Union Station.**

**A:** With the Gardiner Expressway ending, it essentially forces traffic off the expressway and onto off ramps which may result in queueing. There is potential for queueing along the ramps or along the Queen Elizabeth Way. We may see people choosing to exit the expressway earlier by using the ramps west of the downtown core and then continuing east along Lake Shore Boulevard to avoid this.

**Q: Are there designated areas for public use (such as parkland) in both options?**

**A:** With the remove option there is very good potential for new public realm space, such as small parkettes and boulevards. Both options provide similar potential for new public realm space on the east side of the Don River.

### **Feedback from Small Tables and Individual Comment Forms**

Participants worked in small groups to discuss the results of the additional work and updated evaluation of alternatives based on the discussion questions below. The summary of participant feedback reflects the table report backs as well as the written comments obtained at the public meeting (through table and individual workbooks). A detailed summary of feedback is included in the appendix.

***a) What are the most important considerations in making this decision?***

#### Road Capacity and Travel Time

- The impacts on congestion and travel time.

- Reduce congestion to improve the public realm.
- Improve traffic flow and continuity.
- Consider that people's travel choices will adjust according to the type of infrastructure (e.g., once you have a boulevard instead of an expressway, people's travel choices will change, which will in turn change traffic patterns – it's difficult to predict).
- Be careful about reducing traffic capacity, unless transit is improved to compensate for the loss of capacity.
- Coordinate traffic lights.
- The capacity of the whole system is being reduced.
- Concern about impact on travel time; you cut the additional travel time in half from the last meeting (it is now 3 minutes, not 5-10 minutes). Are these numbers reliable?
- Can the remove option really absorb the capacity of the Gardiner Expressway?

### Cost

- Important considerations include cost, sustainability and resilience.
- City-building should be done in the most cost-effective way.
- Cost should include everything (e.g., development opportunities that would be lost with the hybrid option, lost productivity).
- Life cycle cost of the alternatives.
- Fiscal focus - look at opportunities and loss of opportunities.
- What is the opportunity cost of paying for each alternative? The remove option frees up money that could be used for other purposes (e.g., affordable housing).

### Public Realm and Space

- Look at beautifying the area and improving quality of life.
- Increase the public realm.
- Consider impacts on surrounding neighbourhoods.
- Prioritize the public realm; it is critical to downtown residents.
- Greenspace - intensification in Toronto requires more greenspace.
- Improve connections to the waterfront.

### Safety and Accessibility

- Prioritize safety.
- Remove on/off ramps to improve safety.
- Pedestrian connections - ensure gradual ramps for accessibility and uninterrupted access to the waterfront.
- Expand safety considerations beyond simply improving sightlines.
- Toronto drivers don't have a lot of experience driving on 8-lane roads - this will create safety concerns (e.g., increase in the number of accidents).

### Public Transit

- Prioritize public transit.
- Ensure proposed transit projects are realized (e.g., Smart Track, Relief line).

- The assumption that proposed transit plans will be approved is concerning - what happens if they aren't built?

#### Active Transportation

- Protected bike lanes and better pedestrian routes.
- Provide infrastructure for cyclists and pedestrians.
- Consideration of different modes of transport.

#### Construction

- Reduce construction time and impacts that will arise from the construction of either option.
- Plan for the long-term; short-term construction considerations are short-sighted.

#### Goods Movement

- Impacts on the movement of goods.

#### Economic Development

- Economic potential (revenue generated from the two options) – clarify what is included in the extra development potential number that was presented.
- Impacts on businesses due to increases in travel time.

#### Future Development

- Ensure mixed-use development.
- Connection to the Unilever site – the remove option would be better.
- Impact of increased development under the remove option on traffic and travel time – has this been considered?

#### Other

- Consideration of different users (i.e., non-automobile users).
- Emphasis of the five project goals.
- Consider how the Gardiner can be taken down progressively (this is just the start).
- Aesthetics – concrete infrastructure is not visually appealing.
- Emergency planning – the remove alternative expands emergency exit options.

#### ***b) What other advice do you have on making a decision that involves finding a balance among diverse priorities***

#### Road Capacity and Travel Time

- Explain how other streets will be impacted by traffic flow in the study area.
- Alleviate concerns about the data presented regarding travel times and congestion.
- Consider the use of tolls to reduce auto use.
- Think beyond travel times (i.e., long-term vision).
- Maintain traffic capacity.
- Consider impacts to local and regional transportation connections in both options.

- Create incentives to encourage carpooling.

### Cost

- Consider the amount of money required for the hybrid alternative (i.e., how this money can be used for other uses such as transit or improving accessibility).
- Clarify costs to increase transparency.
- Consider commissioning an economic cost-benefit analysis.

### Public Transit

- Invest funding in public transit to make it more reliable and faster.

### Long-Term Considerations

- Consider the evolution of the commute; design something that supports long-term needs.
- Consider the impact of driverless cars.
- Consider the best design for flexibility in the future.
- Pursue an integrated approach that considers impacts beyond the study area.

### Best Practices

- Consider the experience of other cities which removed highways, anticipating an increase in traffic congestion, but in reality traffic congestion decreased (i.e., New York, Portland, Seoul and Milwaukee, Moscow).

### Study Goals

- Balance the competing priorities; the emphasis has been on cars and this needs to be addressed.
- Assess the impacts of each alternative from a macro-scale perspective.
- Do not let a developer impact the goals of the study.

### Consultation Process

- Do not rush this process – this is the first time we are seeing any analysis of the hybrid; not enough information was presented and yet the project team will report to the Public Works and Infrastructure Committee on May 13, 2015.
- Reconsider the inclusion of the First Gulf proposal in the study; concerns were expressed about meeting the needs of one development proposal over the feedback provided by the public throughout the EA process.
- Consult with representatives of pedestrian and cyclists stakeholder groups.
- Notify the public of consultation events through councillor email lists.
- Ensure the information presented and the decision-making process are transparent.

### Evaluation Criteria

- Clarify the selection criteria - weighting in favour of improvements to the waterfront, public realm and development opportunities, not vehicular movement.

## Other

- Prioritize people; businesses will follow.
- The remove option will open up space for habitat restoration.
- Reserve funding for the development of parks.
- Consider opportunities to reduce greenhouse gases.

## **Feedback on the Alternatives**

### Remove Alternative

- Participants who indicated support for the remove alternative provided the following reasons:
  - Contributes to broader city building goals.
  - Improves the public realm for a variety of users (e.g., businesses, pedestrians).
  - Presents the most cost-effective solution.
  - Improves connections to the waterfront.
  - Frees land for future development.
  - Integrates transit and active forms of transportation.
  - The hybrid option looks similar to the existing Gardiner configuration; in 50 years the current problem could be repeated.

### Hybrid Alternative

- Participants who indicated support for the hybrid alternative provided the following reasons:
  - Supports the movement of goods.
  - Supports local economic development.
  - Does not decrease road capacity.
  - Does not increase travel time or add to congestion.
  - Better than remove from the perspective of safety.

Concerns about safety, travel times, construction impacts and public transit assumptions were expressed about both alternatives.

**Appendix**  
**Record of Group Feedback**  
**Public Forum #4 (April 15, 2015) – Discussion Guide Questions**

*Public Works and Infrastructure Committee and Toronto City Council will soon consider what to do with the Gardiner East. Thinking about the results of the additional work and updated evaluation....*

**What are the most important considerations in making this decision?**

- \*Most important\* Life cycle cost
- Public realm quality
- Economic impact on movement of goods and services
- Safety
- Accessibility for cycling
- Economic development
  - Local development & community building
- Lands freed up can be developed pedestrian / cycle friendly
- Lands (Gardiner & railway corridor) limited redevelopment potential, city space as ‘one’
- City pays for cost of removal
- Commute time is much smaller
- So few people using, why are we worried about 3%?
- Opportunity for community development remove benefits keeping area all the way to Yonge to allow for development
- Economic value of lands would pay for this project
- Future lands, movements of goods and services
- Economic impact
- ? 80% of tracks using Gardiner – need to know more long term effects and broader effects beyond immediate impacts (beyond 4 year election term), including waterfront
- Solve the needs of tomorrow
  - By the time it is built it will be out of date
- Cost of vehicle transportation & city building cost
- Balance between commuters & local residents (pedestrians, cyclists)
- Cost of getting downtown, hybrid costs a lot more money which could be used elsewhere
- Attractiveness of the downtown & the waterfront. Businesses are not only about tracks, liveability is important, desirability will improve tourism & be an economic generator
- The economic land development value should be included in the overall cost to provide an “all in cost” i.e. the \$991 million for hybrid should be increased by the \$150 million of less developmental opportunity, lost value in the Keating channel - \$1 billion
- Ramp impact on development potential in the Keating neighbourhood area

- Open up waterfront for people
- Safety/pedestrian access
- Transit
- Like to see more people for removal option
- Expensive
- Look at getting people out of cars and onto transit
- Public return deserves more consideration
- Tearing down Gardiner should mean an increase in public transit funding
- 3 liked the removal option – cost?
- 2 live in area
- Question about construction time because it is a big consideration b/w options: how accurate?
- Consultant's report should be available sooner; so details can be digested & questions asked
- Cost benefit not present for hybrid
- Removal has huge improvements, safety, traffic, community
- Savings should be put into perspective (saving amount is needed over time)
- Judging the dollar amount (savings in 10 years) is difficult & makes a lot of assumptions
- Land that is freed up for development may be contaminated or take a long time for redevelopment
- Artistic rendition of hybrid shows a very optimistic face, may sway opinion
- More emphasis on public health & air quality & noise impact of living & working next to highway, re: removal – does traffic optimization affect the aspect
- Study did not seem to provide any health impact information
- Cost financing
- Phasing of construction
- Distribution of traffic
- How public transit is to be incorporated in each alternative
- What is to be done with the central section of the Gardiner
- Local quality of life
- Total traffic needs to be included – non-peak
- Address the extension of Island Airport & the traffic it will generate
- Flooding on the DVP
- Keep & maintain existing structure
- Reports should show all criteria, maintain existing set up
- Spend less time commuting, improve speed
- Best cost value & prospective development
- Hybrid allows for better movement
- Removal, cost effective, visually appealing

- No “people farming” development to be mixed use with more businesses and less condos
- 2 vs 1 on removal option
- Removal offers less overpass, better and safer
- Beautification of area, quality of life
- Limit construction
- Total removal of Gardiner East
- Are we planning for yesterday or for tomorrow?
- All of these options include assumptions
- Cost of construction?
- Sustainability is important
- Increase public realm
- Removal
- Make area resourceful for all of Toronto
- Impact on neighbourhoods
- Prioritizing public transit
- If hybrid – leave existing structure to support highway traffic
- Waterfront spending a lot on public realm improvements so it is important to maintain this vision (prefer remove option)
- Remove option is much more attractive; grade-level boulevard
- Reducing construction time and impact is important to the decision
- Ensure design allows for flexibility to make physical changes over time
- Fiscal focus – opportunities / lost opportunities
- Different users / modes
- Emphasize project goals
- Table consensus is to remove
- Decision will be political
- Traffic will be impacted, hybrid will increase traffic
- Quality of life is important, removal will benefit this
- Mayor supports hybrid
- Should be a city wide argument
- Focus is on current modes of travel
- Generational shift, young people drive less
- Young people will be attracted to the area if it is more transit friendly
- Financial argument is important
- Value of the 12 acres from a tax basis
- With hybrid, less taxes will be maintained
- Like removal option
- Revenues are important



- Hybrid will likely improve what is being built there
- Hybrid was a delay tactic
- Pedestrians to maintain crossover access to lakeshore
- Focus on uninterrupted pedestrian access
- Sightlines to the lake, accessibility for all
- Should be focus on modes of travel (not just auto)
- Minimize congestion from auto traffic (increase “stop-free” traffic, remove intersections)
- Walkability, cycle traffic, transit local & regional
- 8 lane boulevard maintains the separation/division that currently exists (ensure options that connect the city to the lake)
- Traffic speeds, implement transit
- Residential, growing density
- What is the bigger picture for the growth of the area?
- Obsolete solution (transit, no more roads)
- Building neighbourhoods, not roads (create solutions)
- Clarity on true LRTs (Broadview, Queens Quay)
- Timing of LRT construction as it relates to other construction
- If removal option, keep lanes narrow for safety to ensure slower speeds
- New lakeshore needs to be designed for all modes of transit
- Opening up the waterfront
  - Improving connections to the lake
  - Pedestrian safety, traffic concerns
  - Public realm – quality of the waterfront and Lake Shore Blvd
- Cost – operation and immediate costs
- Sustainability
  - Of the chosen option over the long term
  - Travel times
  - Quality of public realm
  - Maintenance of roadway & public realm in the long term
- Direction of land development around the study area
  - Encouraging mixed use development & quality of the pedestrian realm
- The removal option appears to be the best option
- Benefit impacts to the existing developments sites adjacent to the solution alignments
- Minimize isolating developable lands between rail and roadway alignments
- Pedestrian and cyclist movement impact should be a part of the analysis selection criteria
- Need the planning solution to evaluate how the Gardiner can be taken down progressively and future transit options be part of the selected solution in the future

- Need to monetize improving the waterfront edge promenade & development in selecting a criterial weighting system
- Construction costs should not just be considered but should also display how incoming development value offsets the costs
- Benefit to great gulf lands
- Removal option; safety criteria for proximity to tracks
- Can ramp be built over CN railway land to free up more land for the development of parks
- Very focused criteria and solutions, reduce traffic volume along roadway, should present opportunities for waterfront development, should show a weighing system
- Slowing traffic down
- Need to focus on transit, get commuters out of cars
- Removal option is better aesthetically
- Hybrid – no difference, future maintenance will be an issue again
- Needs simulation or analysis on impact of pedestrian movement (walking, biking)
- Overall net cost-benefit focused on construction rather than the value of potential development
- Need to show public boulevard with amenity potential
- Need sufficient pedestrian & cyclist buffer from car traffic
- Travel time
- Retain Don Roadway
- Attractiveness
- Cost revenue
- Reliability of traffic, impact
- Jarvis/LSB existing intersection, safety, noise impacts
- Minimize time impact
- Parking on LSB?
- Pedestrian connectivity, public realm, bike lanes
- Traffic studies & commuters
- Staggered traffic times should be considered
- New development will result in more outgoing traffic later in the evening
- What will the transit layout look like?
- Public realm is the most important, impacting 20% of residents
- Traffic flow continuity between two options, more improvement on continuity
- In terms of city building, transportation and costs, removal is the best decision but there are trade offs
- Not removing it would be lost opportunities for redevelopment
- There is more opportunities in Keating Channel to what the waterfront is doing

- It is a low probability that it will only be 3 minutes increased time in traffic. The population will have increased so that is very misleading.
- In New York City and San Francisco they removed elevated roadways and traffic was not increased, people found different ways and alternatives
- The concern is there may not be sufficient alternatives, maybe Kingston Rd and Lake Shore  
In terms of big picture thinking and a 10 year picture it is better to remove the Gardiner to take advantage of the opportunity and create a public realm
- Consider the number of people who commute downtown using transit rather than the Gardiner
- What impact will the Great Gulf development have on the through traffic on the Gardiner
- Consider looking at HOV lanes for commercial vehicles on removal option
- Need to consider the savings between removal and hybrid and what those savings could be used for (transit)
- What transit plans will be in place for either option
- Freeing public land for public realm
- Construction time between the alternatives
- Effect on connection to the waterfront for more retail, residential
- Pedestrian safety
- 20% of the traffic exiting the Gardiner
- Credibility of traffic modeling doesn't add up during construction and before with additional lanes adding up (2 on Gardiner, 3 on Lakeshore)
- Traffic timing for pedestrian counts on at-grade lake in highly intensified area
- Removal plan eliminates intimidation & fear of pedestrian crossing under the Gardiner
- Increased volume of pedestrians from intensification of residents at waterfront, including vehicles
- If sightlines were the only factor considered for pedestrian safety the study was biased
- Greater development for Toronto waterfront opportunities
- When will the TTC relief line be built? How will this impact travel time & number of cars?
- What kind of development will be considered?
- If retail or condos are implemented traffic will increase
- Consider the volume of traffic compared to the trees in the area, there's bound to be damage from the high volumes of salt and soil on the road
- Need hybrid to get traffic into the city
- All analysis is done on current traffic flow, future should be considered
- Other modes of traffic should be considered, less traffic in the future, less young people buying cars
- Could add bike lanes
- To have a continuous waterfront accessible to walkers and bikes

- Transportation is cost effective
- How do the plans change if transit isn't built up ideally?
- Local traffic joining within the space
- Development – max out traffic, bottlenecks onto highways
- Safety – rerouting
- Pedestrian & cyclist access – both options restrict access to waterfront
- Value waterfront use – public spaces
- Pay per use tolls
- Long term transportation viability, study in envelope? Accidents? Commute times? Economic productivity
- Billion costs to commuters, impacts
- Cope with reversal of flow, costs/opportunities
- Cost/benefit analysis of economist point of view
- Transition of flow, speed, safety
- Emergency planning, escape options, public realms
- HOV lanes haven't worked
- Willing to pay tolls, will pay for convenience
- Construction times
- Burial option as Boston/Moscow made workable solutions out of it
- Real numbers for travel
- Plan for multiple generations
- Gardiner is cutting off waterfront, world-class city should have access to waterfront
- Removal beneficial to open up more land for development
- Considering the short term construction is short-sighted
- Why not curve over the waterfront?
- Hybrid – replacing broken highway with similar option
- Removal is much more attractive for businesses and pedestrians
- Shouldn't be building city to accommodate cars, we should be encouraging cycling, public transport
- Unilever is only one proposal, more potential for development elsewhere
- Sacrificing the public realm for goods and services is a mistake
- Richmond Street East – what will the impact be? What about bike lanes?
- Accommodating pedestrians & cyclists is very important, bike lanes create wider sidewalks and less congestion
- High densities to take into consideration, need to build new public realm that takes people into consideration
- "Projected inbound travel time' chart unclear
  - It seems like traffic is being affected at all times
  - Should add 25%

- Connection to the site, access southbound, remove option would be better
- Traffic infiltration
- Public realm, overhead structure
- City building, access to Unilever site
- Have to look at macro scale
- Effects on pedestrians and cyclists, removal would benefit them
- Build around people, not cars
- Interconnect east and west neighbourhoods of the Don River
- Highway ramps cutting through the area would result in psychological barrier between neighbourhoods, poor aesthetics
- Increase in travel time affects businesses
- Concrete structure not visually appealing
- Needs to be based around people
- Include more non-auto access
- Increase demand for non-auto infrastructure
- Preference for removal because of cost & impact on commuters
- Taking down the Gardiner will allow room for commercial development
- Concerned about cost per benefit – 5000 people at 3 minute, is hybrid 3 times the cost?
- Pedestrians, commercial development will follow
- Greenspace, reduce the jungle, must be primary
- Extra cost is not worth it, go with lower cost for now
- Don't put the future generation in a bad position
- Transportation technology (like monorails) is not considered now? It has not been well connected
- I was not aware of the three meetings, should do a better job informing the public
- Communication should come from councillors.
- The total number of people that move within the corridor – capacity, the number of people we can move per hour
- Productivity loss / greenhouse gas emissions, idling
- Overall traffic impact downtown
- Look outside the scope of the study area
- The system has many “cogs,” can't just look at one aspect
- Generating more public space downtown with connections to the waterfront
- Price per “body” inverted, can money be better used elsewhere?
- What are the assumptions behind alternatives?
- Maintain traffic capacity
- Consider intensification in the downtown & east end, causing increased demand for transportation
- Need to accommodate more office development in the suburbs

- Need to accommodate adequate transportation to downtown businesses
- Cost saving can be put into transit alternatives
- Cost of lost time must be factored
- Public realm, pedestrian areas
- Safety
- Integrating the waterfront back into the city

**What other advice do you have on making a decision that involves finding a balance among diverse priorities?**

- Living with piece of infrastructure built city has changed. Need to build for future of Toronto, not the past
- \*Most important decision being made for Toronto's future\*
- What is the transit?
- \*Transit essential / waterfront transit – key
- People moving into area will not be commuting into Scarborough
- Live, work, play environment on waterfront
- Add park space
- Long term leases of public lands
- Remove the option leaves more flexibility in the future
  - Hybrid is the same problem repeated
- Health impacts of traffic congestion
- \*We are being rushed to make a decision. April 24<sup>th</sup> for comments. First time hearing the hybrid April 15<sup>th</sup>, less than a month it goes to committee. We have not seen the evaluation.
- Needs an honest and thorough evaluation that considers that these options and maintains them
- Where is North York in this public consultation?
- Facilitating car movement doesn't reduce congestion
- Council needs to recognize that we are at/near the point where we need to reduce the traffic volumes into the core (tolls, taxes, etc.)
  - Changes the priorities
- Need to think about what is best for the whole city, not just the local ward and educate/inform public on merits of the options.
- Tear down has tremendous benefits
- Where are transit alternatives in all of this?
- Requires a wider range of approach including transit
- In 100 years cars may be gone, be bold
- Concerned developers are driving the agenda
- Have a look at what's happening in Europe

- Looks like we have development first, people second, should be the other way around  
Extension of island airport – factor in addition, traffic affected
- Anticipating high growth in downtown, everything is being compressed from districts to neighbourhoods, how do we keep the cities vibrant?
- The city is a financial district
- Think 50 – 60 years for a vibrant city
- Future will be different, less reliance on cars
- In favour of removal:
  - Environmental
  - Socio-economic
  - Quality of life – trees, greenery, open space
- Current Gardiner is ugly, change needs to keep aesthetics in mind
- Safety, current Gardiner image
- Different modes of transport (pedestrian, cycling, cars, transit)
- Transit (buses, street car, light rail)
- Green space, over densification, illustration shows very little green space
- Closely monitor future development to avoid a row of condos like on Queens Quay
- Government should come up with long term funding
- Exclude the developers
- Population in 15 years?
- Analyse infrastructure policy
- Encourage public transit
- Population needs an access to the lake
- Impact on future generations in financial cost & quality of life
- Objective has to be removal of physical barriers to the waterfront, boulevard ideas are excellent
- How does this decision fit in with or impact overall plan for portion of Gardiner to be maintained
- It is important to make a decision and implement change before development is discussed
- A longer term vision is important
- A less expensive option for removal is a bonus
- Evolution of commute / travel
- Generational breakdown – build for the future
- As much emphasis on the majority of the city, so far council bias for car driving, minority is palpable
- What other city building projects will suffer from this priority? Why the overemphasis / bias on subsidizing drivers?
- Context – for accessibility, bikes, transit, housing

- Impact on project goals of all the options (provide that to the public)
- Ensure a decision that benefits the city's residents
- Careful when selling off the cities aspects (trees, nature, public space)
- Make a choice based on the completion of both the transit connections of downtown and the highway system
- Maintain a bigger picture view
- People, goods and services
- Inviting spaces is key
- Ensure waterfront is preserved and improved upon
- Waterfront planning process, access to the lake
- Ensuring a parallel transit plan to mitigate congestion
- Acknowledge that many of the users of the Gardiner & study area do not necessarily come to public meetings
- Accessibility issues of transit use for handicapped users should be considered
- Give some thought to the regional road & transit network, think beyond the study area, how will the configuration connect to the remainder of the city
- Shift away from the car-centric approach
- Shift away from planning around the developers needs
- Overall consensus is for removal
- Cost evaluation criteria should be clearly broken down to be more transparent how they add up and are compared
- Weighting for selection criteria items should be clarified, more weight should be given to the improvement of waterfront traffic and development opportunities, should be focused on traffic movement
- Need to resume solutions for reducing traffic overtime through tolls
- The actual design of the street especially the public boulevards will be very important in creating value & make the waterfront the city's best asset
- Weighted selection criteria
- Benefits should be broken down for clarity of comparison
- Transit funding opportunities – make it a part of solution & factor in cost evaluations
- Focus on waterfront and public realm
- Local community safety for pedestrians & cyclists
- Considerations of lay-bys for delivery
- People working remotely – businesses, manufacturing relocated outside Toronto to the suburbs
- Money for cheaper options to be used for improved public transit
- Consider the future, commuters, the changing downtown density
- Changing technology, self-driving cars?



- Public transit downtown will better allow transportation throughout the city, commuting may not be a future issue
- Improve public realm
- Consider the waterfront
- Traffic patterns need to be reviewed
- Make a decision, stop delaying , 2024 is the earliest this will get complete, stop changing the plan
- More people will drive with more roads, less will drive with less roads
- Choices are based on infrastructure
- To create a better public transit system to get people off of roads
- The money that would be spent on the hybrid option should be spent on public transit
- Money from developments can be used for public transit and removal
- May be difficult to find a balance between commute times and cost
- Consider how much public realm will actually be created vs condos
- 100 year footer of cost = fear mongering (TTC projects are not compared like that)
- Not representing costs if using normal costs
- Weighted report
- Required spending by the city each year should account for current costs
- Sampling residents exiting the Gardiner gives flawed times
- Setting up consultation at Bloor & Yonge is not accurate when most drivers will not step in the core; they drive from one end to the other
- If pedestrians and public transit are increasing & downtown vehicles are flat lining, how does opening 8 lanes of at-grade traffic help benefit pedestrian & public transit?
- Tolls – for users
- Environmental benefits glossed over
- Reserve parks – develop more parks, improve quality of life
- Tolls – for users
- Environmental benefits glossed over
- Reserve parks – develop more parks, improve quality of life
- Leave provision to add to later
- Pay for tolls
- Create opportunities for great public realm
- 10 year plan to continue on same path
- Look at Moscow and Russia as a precedent for effective cost solutions
- Think beyond travel times, see beyond 3-5 minutes of travel times, think long term vision
- People may change commute patterns if public realm changes
- There needs to be a shared space between pedestrians, cyclists and cars, a balance

- Consultation with pedestrian and cyclist – there doesn't seem to have been any consultation with non-auto
- Business impacts to increase travel time
- Adhesively look at macro-scale impacts
- Consider long term (50 year plus), consider next steps, can these options be modified to include a monorail?
- Which design has the most flexibility for future improvements, installations (monorail)
- The design must be integrated, consider the impacts beyond the study area
- Consider technology and make room for adjustments if needed
- Keep the waterfront vibrant
- Limit pollution, needs to be tested by experts
- Make this project a part of the carbon reduction objectives
- Will businesses fail?
- Why spend extra money?
- What are the impacts to all Torontonians? Not just in the EA.
- Walkability southwards
- Spending money on facilitating an outdated mode of transit when we are moving towards transit, not cars
- Money better spent on transit and making it more reliable and efficient
- Finding a socio-economic balance
- Why should we pay to facilitate drive through from Ajax to Mississauga or Mississauga to Scarborough
- Facilitating traffic will induce additional traffic
- Major improvement to transit needed to replace lost capacity
- Need to move away from car use in central city, could prompt transit development
- Effect on accessibility to retail and businesses
- "Evaporation" will occur but what is the impact?
- Lack of transit facilities favour people who use cars, council must provide alternatives

#### **Other comments?**

- Take it down, think long term
- Do no more harm to the Keating Channel District
- Be bold
- Be more forward thinking
- Take a wider range approach to planning
- Automated vehicles will make for a more efficient system
- 5 citizens at the table, 2 left early
- 4 elderly (60+)
- All first time participants There are too many overhead ramps

- Causes safety issues
- Lighting
- Dust & quality of air
- Emissions from cars on the Gardiner
- Concerns about truck traffic diversions if the removal option is implemented, where will the trucks divert to? How will this impact the congestion on surrounding railways?
- For removal – create a transit line that would go in at the same time to relieve congestion pressure
- Bus transit to support retail, residential
- Images need to be more representative for different times throughout the day
- Transit plans should be integrated with transportation infrastructure
- More overlaid images should be provided
- Split between hybrid and remove, depending on whether you live in the city or commute
- Traffic needs to be studied in all directions at all times of day
- Focus on revitalizing the waterfront
- Reconsider routing the Gardiner along the rail yards on the basis that the tide turn would be no different than what exists on the Gardiner/DVP exit
- The exit from the Gardiner to the Lakeshore can be difficult because of the existing DVP
- It would be expensive to build the expressway over water
- Trucks/speeds, how to make it up the ramps
- Give incentives for carpooling
- Think long term
- Economic viability of the area is huge
- Area is not industrial anymore
- Environmental impacts = hybrid is still a highway, removal is more of an opportunity for birds and other wildlife
- Long term adaptability is important
- On/off peak times the Gardiner is very unused, not worth covering and obstructing green spaces because of a few minutes of traffic
- alternatives – to one choice and now the developer is driving another choice
- Why is the Gardiner cut into 3 sections? But not as a whole
- Any alternatives (over the tracks, causeway)
- EA should give at working papers, they have boiled the ocean down so assumptions no longer available
- Information / decision hasn't been transparent enough
- Economic impact for local business
- Who is going to be able to live downtown, affordability & transit time
- Social divisions resulting from travel frustrations

- Using the car to get people downtown is no longer the answer
- Bi-directional bike lanes
- Hybrid option is a political gesture preserving a regional traffic flow
- Would like more info on construction times for this project
- Ensure no bottle neck where DVP and lakeshore connect

**Record of Individual Feedback**  
**Public Forum #4 (April 15, 2015) – Discussion Guide Questions**

*Public Works and Infrastructure Committee and Toronto City Council will soon consider what to do with the Gardiner East. Thinking about the results of the additional work and updated evaluation....*

**What are the most important considerations in making this decision?**

- Travel time
- Safety
- Different travel modes
- Connecting the waterfront to the rest of the city
- Lifecycle costs
- Long term transportation changes such as driverless vehicles & their impacts on cost and congestion
- It is projected that 50% of vehicles will be driverless in 2040
- Long term flexibility
- Choices given to people
- Experiences from other cities
- Local experience
- Induced demand
- Sensitivity of transit building
- Active transportation opportunities
- Replace option
- Preliminary analysis
- Design ideas
- Economic impact of loss, not regional impact
- Access & movement to Lakeshore
- Short term construction – hybrid
- Calming traffic
- Less pollution
- Opening the waterfront to the city, removing barriers
- Bringing housing & jobs downtown
- Turning the waterfront into a clean, green neighbourhood
- Costs to the city now and in the future
- Amount of money available to the city through development
- Creating an attractive, accessible and seamless waterfront promenade
- Creating attractive boulevard for future businesses, pedestrians and communities (condos, apartments, etc.)
- Concerns over increased traffic on Richmond St E, impact with removal option
- Allowing pedestrians a crossover access to the south of the Lakeshore & vice versa so they can connect to the lake lands

- Minimizing congestion of east & west traffic by increasing uninterrupted drives across Lakeshore
- Moving goods north to lakelands area / into city downtown
- Moving bike lanes south using Bailey bridges
- Public transit using the Bailey Bridges
- Residential densities will be increased if new buildings increased
- Encroaching on possible parkland
- Consider the generational change, decrease in cars
- Inner-city highways are old technology (but the transit must be in place)
- Concentrate on quality of life, city building
- Why only measure auto/vehicular traffic?
- Keeping up with progressive cities – global race for economic development
- Remove: highest potential and lowest 100 year cost cycle, best option in both regards
- Envisioning the long term future
- The removal option best fits the revitalization of the waterfront / Port Land's downtown
- Reducing pollution
- Making the city livable
- Aesthetics
- Creating a dynamic waterfront
- Transit
- The capacity of people that can be moved within the corridor
- The provision of space for the Lakeshore LRT & funding Queens Quay E LRT
- The goals are not met
- No proposal seems to revitalize the waterfront for the residences
- Nor goal 2, 4 & 5
- All goals are valid
- Open up the waterfront to development
- Connect city to waterfront
- Discourage vehicles from entering downtown
- Travel time isn't particularly important
- Cost
- Congestion – hybrid option is best
- Safety – introducing the 20% transitive traffic down to ground level with pedestrians & cyclists is an option
- Hybrid option is safer than removal
- Creating a barrier-free waterfront – 8 lane grade level road much more of a barrier than the current Gardiner or hybrid, hybrid is the best option
- The public transit demand additional space
- Financing of project – I would prefer the city own the land that it plans to sell to generate a non-tax source of revenue to fund this project and the Bayfront LRT similar to the transit network in Hong Kong (create additional sources of revenue)
- How do you draw quality local businesses to give jobs to those who live in the area

- Opening up the waterfront
- Creating an aesthetic public realm
- Sustainability, long-term of chosen option
- Pedestrian safety, cyclist safety, traffic safety
- Immediate and long term costs
- Transit support at local/regional level for the solution
- Also safety in terms of lighting/feeling of security for pedestrians
- Quality of life for the greatest number of people
- Cost, sustainability, public realm
- Safety
- Open up waterfront
- Mixed uses
- Traffic & pedestrian safety
- Toronto will grow with more traffic – we need a highway to get in and out of Toronto, not just at Rush hour but for sports games and concerts etc.
- Tourists as well as businesses need access, congestion just as bad on weekends
- How to get people across, lots of traffic, traffic safety
- More access to the lake
- Cost
- Safety
- Developers pushing the agenda/direction of the city, not desirable
- Why do we not see a wholistic plan? This is car focused, should be people focused
- How does transit fit in?
- Using the most reliable cost projective for the two projects
- 100 year time frame is too long and can be misleading
- Full Keating Channel is what? 20-30 years?
- More costs today for land that will sit empty for years
- Cities are moving to a pedestrian – cyclist centric model
- Maintaining the Gardiner is a retrograde decision
- The existing environment around the Gardiner is hideous, should be improved
- Future living space freed by removal
- Cost
- Quality of life for the majority, not just auto users
- Quality of environment
- Benefit in the future
- Remind the fiscal conservatives that they should mind the cost factor
- Uninterrupted pedestrian connections (gradual ramps, full accessibility)
- Expand on the LRT predicament before council makes a decision
- If the removal option is pursued, the 8 lane boulevard should have narrow lanes to slow traffic, keep it safe
- Parisian boulevard (France Avenue)
- Don't forget University Ave volume, greater than Gardiner east of Jarvis

- Segregate local access and thru way on the boulevard
- Increase connection to the lake
- Free up public realm
- Do nothing to reduce current vehicular flows, anticipate future traffic
- Remove physical barriers from waterfront
- Go with most predictable option in terms of cost, schedule, impact
- Take personal responsibility (planners) what are the consequences for the wrong advice?

**What other advice do you have on making a decision that involves finding a balance among diverse priorities?**

- Do not be too concerned with the numbers of people/cars coming to/from the DVP & Gardiner
- A boulevard provides the greatest and most dynamic benefits
- Increase sustainability (congestion entices people to alternate modes)
- Increase economic benefit (greater property tax for contribution to city)
- Open waterfront up for development & public recreation access
- The time savings associated with maintaining an elevated highway are negligible in the grand scheme compared to the long term maintenance costs of an elevated highway
- Focus on the future not the past
- This is a threshold moment akin to the Spadina Expressway debate
- Plan for the future not the past
- Look to the future, it's no longer about cars, it's about a livable city
- Even 10 minutes extra is not much when most cars will be self-driving in 20 – 30 years
- Be bold!
- No more planning for 100 years, this isn't futuristic
- Stop being driven by developers
- Keep the waterfront for the people
- Shift the car centric approach to a more sustainable approach that accounts for more transit & cycle tracks that are separated from pedestrian walkways
- Need parallel transit plan with money saved from maintenance costs for the Gardiner
- Make sure that vulnerable citizens are accounted for – accessibility, disabilities
- Don't cater to developers
- Encourage mixed-use development around the study area to reduce travel times for new businesses
- Understand/acknowledge that many viewpoints (of the most vulnerable) are not always represented at public consultations, need to prioritize those equity issues over the louder voices of developers and truck lobbies
- Consider policy changes to address certain concerns (e.g. Changing rules around truck delivery times, reduce truck traffic at rush hour)
- Consider ensuring that the construction and maintenance budget is reinvested into transit



- Help push stalled traffic into lay-bys and provide incentives to operate/provide service streets
- The pragmatic approach would be to maintain or adopt the hybrid option
- The removal option is not practical or desirable
- Presenting costs including the 100 year generating cost is inaccurate, does not present costs in a fair light, not normal
- More sufficient transit alternatives to maintain human capacity downtown
- Consider local needs first
- Reconsider the route of the connection to the Don Valley
- Although the routing by the rail yards was eliminated because of the right turn this is no more efficient to the right turn now
- These options are counter-intuitive in where the remove option increases the capacity for cars and the hybrid option reduces capacity
- The change from few on/off ramps to many level signalled intersections allows the pickup and dispersion of many cars
- The removal option will cost less and open up more land for sale at a presumed higher value, this money saved put towards public transit will have a greater impact reducing traffic congestion than building a raised road
- The more we spend facilitating car capacity, the less we will gain
- Cars will never be efficient as the city grows, don't pander to them
- We need money for transit, not highways
- Move people, not cars
- Status quo by maintaining a structure would be a mistake looking back 20 – 30 years
- Large scale issue; climate change, carbon emissions, air pollution, urban livability
- Do not allow commuters to do the decision making
- Look into health studies, poor air quality near highways
- Have a multifunctional movement of pedestrian transit
- Erecting Bailey Bridges across the 3 major north/south intersections & creating an uninterrupted east/west traffic flow across that section
- Introduce more landscaping & trees along east/west
- Include bike lanes in pedestrian crossings
- Keep Lakeshore to 6 lanes
- Amalgamate environmental assessment into study
- Encourage people to look beyond travel times and see the bigger picture
- People that live in and are directly impacted by the area in question should have a greater say than commuters
- + 3 minutes shouldn't outweigh the broader benefits of removal
- Costs of maintaining and how long will it take before concrete begins falling?
- In this city "balance" quickly turns into granting priority to cars, it should mean encouraging pedestrians with transit and cycling
- It is time to give priority to transit, cycling and walking, this will create a sustainable city
- Public lands leases of public

- Transit
- Health impacts of transit congestion

### Other comments?

- The consultations are very helpful
- Removal option – more space for development, meaning more people to access downtown more park and open space
- How can boulevard be “animated” when full of traffic
- Parking necessary to promote shop areas
- Please consider building separated bike lanes regardless of selected option
- Please be mindful to implement safe street design, 8 lanes is a lot for pedestrians and cyclists to deal with
- Consider speed limit, it should be no higher than 40km as it goes through 1.4km
- It seems clear that the removal option is the best one
- The hybrid option means spending hundreds of millions more to save 6000 people three minutes of travel time
- It would have been nice to see more discussion of a vision for the future, instead of focussing on current use patterns
- Removal is the best and only financially responsible option
- Safety – the only concern presented was sight lines. The fact that there was no mention of impact of significantly increased traffic volumes at ground level mixing with pedestrians and cyclists suggests some lack of thoroughness on the issue
- The presentation appears to be biased to the removal option
- The congestion delays of 3 minutes are not credible
- The city should not cater to commuters
- How is the hybrid solution significantly different from the maintain and improve options? If it is not significantly different why is it significantly different?
- Extra development potential removes the need for trips, people can live closer to work
- Weak consideration for safety has opened steady criticism
- Real estate downtown is vulnerable
- Implement tolls throughout the downtown, road space should be devoted to valuable uses, good movement and transit
- Disbelief expressed on travel time findings – consider calibrating model using Gardiner construction conditions
- The choice of P.I.C. venue is heavily slanted towards non-users of the Gardiner Expressway. Really most users would find Bloor & Yonge on Wednesday the most inconvenient. I live in the Bloor – Danforth area & commute to the west mall. Public transit takes too long and does not improve my travel. Judging by the westbound traffic in the morning rush hour and eastbound in the evening, I am far from alone.
- Your private companies construct large buildings with the expressway at the bottom of the building (rail yards and railway line should be the route that is used)
- The Gardiner is the gateway into the city, it has to look good
- Do not block access to the lakeshore

- The city should reconsider the burial option as Boston & Moscow made workable solutions out of it, find out how they work and cost out solutions
- Use Bank of Canada for capital project financing at low cost
- Base federal/provincial/city program on that financing solution
- If the affected drivers are those outside the City of Toronto, and this is about regional traffic flow into the city, than the money should come from the province of Ontario
- If the hybrid option is meant to bypass the city, why build that far so few people can physically pass through
- Remove and hybrid are titles that don't describe the results, it is really building a boulevard or bypass
- Include the "signature bridge" into the boulevard option
- Has there been a study of the person/hour capacity of boulevard vs hybrid options?
- Why do fiscal conservatives want to spend so much money?
- Don't invest in outdated technologies
- Let regional taxes pay for hybrid if it is a must
- Car entry in the city should be limited
- Keep up the good work/consultation
- These two proposals presented are very thoughtful, great progress has been made
- The retain option should not be considered – urban thinking is moving away from maintaining costly & old infrastructure such as the Gardiner
- Unilever site – nice to see the tall leadership on redevelopment – will they fund the construction of the Gardiner?
- The focus should be on transit rather highways
- Take down the section of the Gardiner: "The loss of the Gardiner & putting the traffic on the Lakeshore will increase the drive time by 30 – 45/50 minutes"
- Why is this?
- This would be due to stop lights at intersections
- Get rid of intersections by closing them to north/south traffic between 7am and 7pm weekdays while constructing north/south bridges
- Erect Bailey Bridges running north/south over the Lakeshore at the majority intersections and build for heavy transport use
- Why does First Gulf prefer hybrid?
- Maintenance and costs of ramp in water
- Removing creates more attractive and open Don River Mouth for recreational boaters, kayakers etc.
- To address concerns of boulevard being a barricade to pedestrians, city could consider putting pedestrian ramps and bridges over boulevard so lights/timing could be timed for traffic
- Hybrid alternative link should connect to Lake Shore to free more land
- More open space for Don River mouth better for water birds, more open space, more attractive
- Falling concrete will be an issue in the future

- Removal is the best option
- Other cities have taken down elevated expressways, it's Toronto's turn
- Development opportunities are important, the remove option significantly improves the public realm – very important

**Future of the Gardiner Expressway / Lake Shore Boulevard East  
Environmental Assessment (EA) and Integrated Urban Design Study**

**Public Forum #4 –  
April 20, 2015 (Scarborough) Meeting Summary**

**INTRODUCTION**

**Meeting Purpose:**

On April 20, 2015 the City of Toronto and Waterfront Toronto co-hosted the second of two public meetings as part of the fourth round of consultations of the Gardiner Expressway / Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The meeting was held at Blessed Cardinal Newman High School in Scarborough. The purpose of the public forum was to present the results of additional work directed by the Public Works and Infrastructure Committee (PWIC) of Toronto City Council as well as the updated evaluation of alternatives.

Following a panel presentation by the co-hosts and team of consultants, participants had the opportunity to ask questions and engage in small group discussions and share their feedback, concerns and advice to the project team.

**Attendance: 77**

**Local Politicians in Attendance:** Councillor Jaye Robinson

**# of Table Workbooks Submitted:** 13

**# of Individual Workbooks Submitted:** 9

**HIGHLIGHTS OF PARTICIPANT FEEDBACK**

**Question and Answer Period:**

The discussion captured during the question and answer period following the panel presentation is summarized below. Questions are noted with a “Q”, comments with “C” and answers with “A”.

**Q. Will Lake Shore Boulevard have the capacity to absorb the volume of traffic that currently uses the Gardiner Expressway?**

**A.** Compared to the hybrid alternative there is a reduction in road capacity with the removal of the Gardiner Expressway east of Jarvis Street. The change in road capacity is reflected through the increase in travel time.

**Q. Why are you coming up with different solutions for the east and west parts of the Gardiner Expressway?**

**A.** This scope of this project does not include the west end of the Gardiner Expressway. Our study area is from approximately Jarvis Street east to approximately Leslie Street.

**Q. How do both options address access to the Unilever site? Can you explain the term “free turn”?**

**A.** First Gulf is in the process of developing a master plan – we do not have specific details about how the site will be laid out. The removal of the Logan Avenue ramps will provide better access to Lake Shore Boulevard and the land adjacent to Lake Shore Boulevard. The removal of the ramps will also facilitate the realignment and extension of Broadview Avenue to support an LRT. The realignment and extension is being analyzed under a separate study, however both studies are being coordinated to facilitate access to the First Gulf site. Free turns are turns that take place outside the intersection.

**Q. To clarify, while staff have recommended the remove and hybrid alternatives, Councillors and members of the public can still choose from either the maintain or improve alternatives? There has been a bias toward the remove and hybrid alternatives in the presentation. The maintain and improve alternatives could still be chosen by Council, correct?**

**A.** Yes, as indicated earlier in the presentation, the maintain alternative is the base alternative for comparison purposes.

**Q. Both alternatives presented this evening include a revamped Lake Shore Boulevard. Urban Design is important for integrating the city we live in. Lake Shore Boulevard at Carlaw Avenue is not exactly a vibrant urban boulevard.**

**A.** It is certainly our expectation to redesign Lake Shore Boulevard east of Don Roadway. This will be supported by other developments happening in the Port Lands.

**Q. Is the hybrid option essentially the rehabilitation of the existing Gardiner Expressway?**

**A.** Yes, the hybrid alternative includes the rehabilitation program that is currently proposed in the maintain alternative.

**Q.** Does this involve rebuilding the ramps from east bound to north bound? If not, there’s no reason for the ramp to be elevated.

**A.** The hybrid options maintains the existing Lake Shore Boulevard-DVP ramps.

**Q. Can you please explain the difference between the terms “public realm” and “public lands”?**

**A.** The public realm refers to public open space that would remain under public ownership whereas public land refers to publicly owned land that would be freed up within the corridor and potentially be available for redevelopment.

**Q. The project travel times are based on a timeline to 2031, which is only 15 years from now. The proposed project would take at least that long to complete. What was the rationale for using that horizon?**

**A.** The year 2031 is the horizon year that current planning is expected to fully build out. It could be later. We’ve assumed a worst case scenario in terms of the projected travel times. We also need to appreciate that new transit and development will be happening in parallel.

**Q. What will happen to the railway yard near the Don Valley Parkway? Does the cost of Lake Shore Boulevard include the whole build out?**

**A.** If the railway land is no longer needed for railway purposes there is an opportunity for it to be redeveloped. Yes, the full costs of creating the new boulevard are included in the cost estimates.

**Q. What discount rate did you use in your calculation of net present value?**

**A.** 4 percent.

**Q. What level of statistical confidence do you have in your travel time projections?**

**A.** We used the best modelling technology available to us, however modelling does not allow for statistical confidence to be assigned.

**Feedback from Small Tables and Individual Comment Forms**

Participants worked in small groups to discuss the results of the additional work and updated evaluation of alternatives based on the discussion questions below. The summary of participant feedback reflects the table report backs as well as the written comments obtained at the public meeting (through table and individual workbooks). A detailed summary of feedback is included in the appendix.

***a) What are the most important considerations in making this decision?***

Road Capacity and Travel Time

- Focus on moving cars; prioritize the movement of traffic.
- Ensure traffic moves more efficiently.
- Do not ignore the need to address the flow of north south traffic.
- Consider the impacts of removing four lanes of traffic (e.g., congestion and gridlock); you are essentially funneling 8,000 cars onto a road with the capacity for 4,000.
- Provide data for 24 hour traffic counts; the 3-5 minute increase projected for the remove alternative is questionable.
- Consider that additional traffic signals required through the remove alternative will exacerbate current congestion.
- Maintain road capacity; we are concerned about traffic times and doubt the reduction in road capacity will be sufficient to meet future needs.
- Do not break the current connection between the Gardiner Expressway, Lake Shore Boulevard and the Don Valley Parkway.
- Prioritize road space for motorists on Lake Shore Boulevard East.
- Consider the lack of alternative routes available to east end residents.
- Describe how speeding will be addressed in the remove alternative.
- Consider that the difference in projected travel times between the two alternatives is marginal.

Cost

- Include the economic cost of congestion in the cost estimates for each alternative.

- Consider that the \$400 million cost to maintain the Gardiner Expressway is not a lot of money over a hundred years.
- The remove alternative is more cost-effective.
- Consider developing a long-term strategy for operating costs (e.g., road tolls).
- Life cycle costs are not always reliable.
- Land value projections appear to be too high.

#### Public Realm and Space

- Protect the public realm and connection between the city and the lake from new development.
- Ensure public lands are accessible and can be enjoyed over the long-term.
- Prioritize the public realm.

#### Safety and Accessibility

- Maintain the elevated expressway; it is safer for cyclists and pedestrians if the transportation modes are separated.
- Consider the impact of higher congestion and traffic; safety is about more than pedestrian crossings.
- Address pedestrian concerns about crossing an eight-lane boulevard.

#### Active Transportation

- Prioritize road space for cyclists on Lake Shore Boulevard East.
- Provide more information about how pedestrians and cyclists will be accommodated in the remove alternative.

#### Economic Development

- Reduce traffic and congestion to support businesses and commuters.

#### Future Development

- Encourage mixed-use development to better integrate the City.

#### Environment

- Maintain the ecology of the Don River.
- Consider the environmental impacts of increases in travel time and congestion.

#### Other

- Consider present and future needs.
- Use funds acquired through the First Gulf development to pay for the hybrid option.
- Why did a private developer have so much influence on the development of municipal infrastructure?
- Construct the new expressway over the rail corridor.



***b) What other advice do you have on making a decision that involves finding a balance among diverse priorities?***

**Road Capacity and Travel Time**

- Prioritize an alternative with a flow through option, particularly for east end residents trying to access the west end of the city.
- Restrict major commuter roads to cars only during peak hours (i.e., no trucks).
- Verify the projected travel times and modelling assumptions.
- Explore opportunities to improve traffic flow under the hybrid option.
- Develop strategies to minimize traffic and congestion (e.g., road tolls, congestion charges).
- Consider a 10-lane boulevard.

**Cost**

- Find a way to reduce the cost to repair the Gardiner Expressway.
- Prioritize funding to improve public transit.
- Allocate the money saved through the remove option for improvements elsewhere (e.g., public realm, transit).

**Public Realm and Space**

- Create irreversible legislation to protect public land in perpetuity.
- Optimize public transit service.
- Prioritize the public realm over road capacity and travel times.
- Encourage high quality urban design in the public realm regardless of the alternative.

**Safety**

- Prioritize safety in decision-making.

**Active Transportation**

- Include pedestrian walkways to improve public spaces and safety.

**Public Transit**

- Consider the transportation needs of the city.
- Align the alternatives with transit plans.
- Increase public transit options in Scarborough.
- Prioritize the development of public transit.

**Construction**

- Minimize the disruption caused by construction.
- Coordinate other construction projects to minimize further disruption and congestion.
- Phase construction activities to reduce the disruption.

### Future Development

- Ensure future development is controlled to protect connections to the waterfront.

### Other

- Do not delay making a decision.
- Balance public and private interests (i.e., First Gulf should not influence the decision-making).
- Consider the travel needs of current and future residents in the areas impacted by the study.
- Extend the study area to include the northern portion of the Don Valley Parkway.
- Prioritize certain projects instead of attempting to do them all.
- Encourage private sector options for telecommuting.
- Consider each alternative equally.
- Prioritize the needs of people, not cars.
- Poll residents across the City to avoid a politicized outcome.
- People will adapt regardless of the preferred alternative.
- Consider the long-term benefits to the whole City.

### **Feedback on the Alternatives**

#### Hybrid Alternative

- Participants who indicated support for the hybrid alternative provided the following reasons:
  - Does not decrease road capacity.
  - Does not increase travel time or add to congestion.
  - Maintains a continuous expressway connection.

#### Remove Alternative

- Participants who indicated support for the remove alternative provided the following reasons:
  - Contributes to broader city building goals.
  - Improves the public realm for a variety of users (e.g., businesses, pedestrians).
  - Presents the most cost-effective solution.

Concerns about safety, travel times, construction impacts, public transit assumptions and the impact of future development were expressed about both alternatives.

**Appendix**  
**Record of Group Feedback**  
**Public Forum #4 (April 20, 2015) – Discussion Guide Questions**

*Public Works and Infrastructure Committee and Toronto City Council will soon consider what to do with the Gardiner East. Thinking about the results of the additional work and updated evaluation....*

**What are the most important considerations in making this decision?**

- Awareness of gridlock & trying to minimize traffic (& its cost) to people & businesses – having a flow thru is important
- The need of future residents who will live & work in these future development areas & how their travel needs have been considered
- Strategy for long term operating costs & the potential for tolls to finance
- Lean on economic rationale for removal, important because cheaper frees up dollars for elsewhere (transit)
- Removal is more sustainable – less cars, greenspace, lifestyle
- Removal = 6 – 10 minutes, encourages transit
- Open air will engage pedestrians to walk
- Hybrid is more expensive and leaves more land unusable
- First gulf shouldn't be causing urgency
- Removal creates a connection between downtown and Don River, green space
- Willing to put up with longer commutes for the benefits of removal
- Hybrid leaves traffic infrastructure mess, not elegant through a design perspective
- Scarborough & Etobicoke transit – getting them over here
- Time & discount – accuracy
- More aesthetically pleasing urban fabric
- People will adapt regardless of option
- Emphasis on public realm
- Required more information to make a decision
- Save cost to use on public realm (removal option)
- Removal option will open waterfront to the public
- Hybrid will increase the traffic speed
- Traffic will slow in the removal option
- Environment – what are the opportunities for parkland for people who enjoy walking, nature, public realm
- Central Park & Chicago waterfront – precedents
- Clarification about how the 3 – 5 minute trips were calculated
- Was a 10 lane alternate considered?
- Was the analysis in the am peak? What about pm peak hours?
- Real cost to maintain hybrid vs removal – presentation doesn't seem to be accurate
- Who is responsible for inaccurate numbers?
- Travel times seem inaccurate

- Lanes will be decreased from 6 to 4, is this a 3 minute difference?
- Will connection to the lake be maintained or will it be blocked by new developments?
- Improved connection between the lake and city should be a priority
- Reduction of appearance of expressways running through the city
- Future development opportunities (controlled for design)
- Cost, economic benefits
- Traffic time estimate seems too optimistic
- Increased capacity
- Cost analysis
  - Include cost of 3 – 5 minute delay
  - Economic cost of delay should be included in the cost estimate
  - Bottom line cost now or in the future
  - Project over-run
  - Re. subway extension overrun costs and timeline
- Accuracy of land value projection – too high
- Removal is cheaper in the longer frame
- Health and safety – pedestrian accidents if traffic is at grade
- Congestion mitigation strategies
- Travel times – competitiveness
- 24 hour traffic counts – truck traffic isn't just peak
- On ramp going east are you counting people getting onto Gardiner going east?
- Will city coordinate lights along westbound? For removal
- Another calculation offered 8 – 10 minutes
- Environment – idling times and pollution associated with construction Consider land we develop, funds to pay hybrid
- What is impact of removal, how will tourism be affected
- 4 at table for hybrid, one is undecided
- Cycling and pedestrian safety for crossing
- Events / unforeseen occurrences / traffic flow budget – improve public transit – good use of funds
- Functionality
- Hybrid option – more in favour of car travel, new boulevard has too many lanes, slow down coming off DVP
- Safety with pedestrians
- Time – questioning of stats provided
- Taking away a major artery into cities
- Boulevard will cause additional accidents?
- Functionality, give residents something they can use
- Budget, could we use the difference in cost & invest in other issues
- 6 people divided on whether budget is important
- 4 vs 2 in favour of hybrid, concerned with travel times, stats
- Safety on the roadway

- Public space enhancements
  - Access to waterfront
  - Maximum availability / capacity of waterfront for people
- “Capital” construction costs
  - Life cycle costs not as reliable
  - Make sure we make good choices in spending the money
  - Not necessarily wise to spend all the money on maintenance
- Decision should consider “now” as well as the “future” – bigger policy issues like climate change
- Concern that this is not properly incorporated into the project
- Think long and short term
- Traffic and congestion
- Statistics are hard to believe
- There will be backups all the way to Bloor
- Not a free flowing system
- The number of cars is projected to increase
- Construction congestion
- Make traffic move efficiently around study area
- Do not ignore north/south traffic through DVP
- Travel time, increased traffic
- Cost for a small area
- Environmental concern – Don River, construction, preserve the area
- Length of time
- Mitigating commercial traffic during construction
- Restricting flow
- Other projects coordination projects
- What is the design speed for the removal
- Rail concerns?
- Projections of time concerns
- Cycling on the east lakeshore – why?
- Infrastructure concerns
- Capacity of traffic concerns for the remove option
- Safety concerns for walker across the 8 lane boulevard
- Keep traffic moving
- Traffic congestion
- Can’t remove 6 lanes of traffic

**What other advice do you have on making a decision that involves finding a balance among diverse priorities?**

- Narrow the priorities
  - Getting people moving around the city
  - Getting goods moving around the city
- Put a price on congestion

- City wide transportation needs should be considered
- Budget concerns
  - Find a way to reduce the future repair costs
- Transit
  - Cars, TTC, walkers, optimize the transit
- Prioritize projects instead of everything occurring at once
- Better private sector options regarding telecommunication
- Safety concerns with the GE on the ground
- Improving these options based on other cities
- Speed concerns with the removal option
- Revisit time calculations to ensure accuracy
- A list of working assumptions that led to these time calculations
- More visibility on the “maintain” option
- Looking at Toronto as a whole instead of the local traffic
- Half ‘n half for hybrid and removal
- Removal will increase and contribute to traffic problems
- Removal enhances the public realm
- Put road tolls on the 400 series highway
- Improve transit
- Are we designing for individuals or cars? It should be people
- Public realm, ensure green spaces are present
- Mixed use development, helps integrate cities
- Align choices with transit plan
- Link city east and west
- Preference in terms of future development
- Mixed use / residential / work
- What is the % increase over the last 20 years
- Don’t have alternate routes
- What other capital projects have been forecasted on 100 year cycle?
- You’ll never make everyone happy
- Lowest cost options
- Safety as a main criteria
- City council may be biased – there should be a city-wide referendum to see what everybody wants to do
- Users of facilities should have a greater say
- Tax people in the GTA
- New York City example – people who work downtown pay taxes
- Balance between public interest and private interests must be continually monitored
- Public realm must be protected (what’s good for First Gulf may not be good for citizens)
- Maintenance cost projected may not include money diverted in the past from proper maintenance
- Simplify road system, (fewer ramps, not more)

- Strengthen the grid as defining character of Toronto's street pattern
- Things may change over time – fuel, car costs, car alternatives
- What about a bike trail
- Public realm
- Focus on transit times and public transit
- If detours are required add additional buses to routes
- Parking for transit infrastructure
- Public realm space important over expressway facilitation of goods delivery
- You can't please everyone
- Over the long term people will adapt to whatever option is chosen
- Least amount of construction disruption
- Vehicular access from the east end is important

#### **Other comments?**

- Make a decision now
- Do not delay
- Whole project is political & biased
- Transit will not fix congestion
- Must include all travel modes
- Too much speculation in presentation in terms of numbers, following ideology
- Why a private developer? Too much leverage & influence over infrastructure construction, option is twice as expensive
- Land value of hybrid option is ignored
- Consider replace option with new infrastructure and technology, include cost
- Transit, always consider
- Cheapest option should be highly considered, the city doesn't have a lot of money
- Consider removal option with more than four lanes each way
- Restrict use of major commuter roads during rush hour – limit to cars; forbid trucks (all three alternatives)
- Work on construction planning & staging to reduce disruption and construction time
- Don't let developers drive the process
- Need active street frontage
- Foresee less reliance on the car in future in the suburbs
- Cycling paths
- Intensification of attractions downtown should be a draw for suburban residents to enjoy downtown (festivals, concerts)
- Removal option – Lakeshore East Blvd – west – DVP is not properly designed for future intensification of residential density
- LRT on Queens Quay not extended easterly to relieve Bloor subway?

**Record of Individual Feedback**  
**Public Forum #4 (April 20, 2015) – Discussion Guide Questions**

*Public Works and Infrastructure Committee and Toronto City Council will soon consider what to do with the Gardiner East. Thinking about the results of the additional work and updated evaluation....*

**What are the most important considerations in making this decision?**

- Traffic congestion
- Improved connection between the city and the lake
- Urban design and improved environmental conditions
- Reduction of appearance in having expressways running through the heart of the city
- Controlled future development opportunities
- Cost
- Efficient flow of traffic, commuters and trucks
- Reduction in or minimize gridlock
- Only the hybrid or do nothing alternatives can satisfy traffic stability
- Long term benefit/gain to the whole city of Toronto
- Traffic flow will need to improve, not get worse (as it would get with the removal option)
- Cost, the city is under immense financial pressures due to previous poor spending decisions and a failure to make use of taxation tools available too it – all investments must be scrutinized for maximum value
- Urban design – we need a modern city with access to the waterfront to all residents
- Economics – we need to unlock development for the waterfront area
- Transportation infrastructure – we need to maintain automobile access to the downtown, but minimizing travel times is not a necessary component to this
- Traffic times don't account for special events
- Consider time of travel, functionality, cost (not a major factor)
- Special events / accidents make us question travel time estimations
- Transit development (transit first)
- Public space enhancement
- Operations and maintenance costs vs construction costs should be considered (be careful in spending O & M vs construction)
- Effect on traffic times
- Political feasibility – the removal option seems to be the less politically feasible
- I am worried that supporting the removal of the Gardiner will be poorly received by the public, it's a result we will default to the "maintain" option, which really would just be a lost opportunity
- Urban design must be the forefront of whatever happens with the eastern Gardiner
- The current structure is a barrier for non-drivers
- Must ensure that the new Lake Shore boulevard is included in the removal option and the hybrid option includes an attractive street, not dominated by developments and traffic speeds



- The existing Lake Shore Blvd is not an attractive urban space
- Development of the First Gulf lands and Port lands must contain provision for affordable housing, in addition to the expected offices and condos

**What other advice do you have on making a decision that involves finding a balance among diverse priorities?**

- We should look to the numbers – if 50% of travel into the city is using the TTC and 20% use GO, do we really need to be maintaining this section of the Gardiner?
- I would encourage the study leads to not assuming that private autos are a more important means of accessing the city core
- You aren't going to please everyone
- The best option would be one that balances political feasibility and traffic impact and just do it already
- Limit or remove intersection crossings if travel times have a greater importance (or central busway line with signal priority)
- Other road capacities such as Richmond ramp or Bayview access
- Transit first development into Unilever site
- Economic consideration of economic centres (central downtown, south core, Port Lands/Unilever)
- Thru traffic east & west is 20% of traffic
- Public realm and livability are important, mixed use is vital
- I don't think 3 – 5 minutes of travel time on 3% of trips into the downtown should be prioritized above TCHC repairs and new investments in mass transit
- This forum (including the central reference library) is excellent in making us stakeholders feel that we can take ownership
- Transfer responsibility for this study to a city department focused on roads and traffic, not parks and beaches; the Gardiner is a critical component of the transportation network in this city
- Extend the study area away up the parkway and away out to the rouge, so that all people affected by this nonsense will have a say
- Come up with more realistic figures for travel time projections
- Simplification of road system (fewer ramps not more)
- Strengthen grid as a defining character of Toronto's street pattern
- Guarantees that choice will protect the public realm in perpetuity (no new wall of high-rises cutting off the lake)
- Don't depend on the developers to add or remove to the city
- Do tax revenues from developers offset the added infrastructure costs?
- How much "active street frontage" has been created on the portion of Lake Shore east of Carlaw where the Gardiner was removed?

**Other comments?**

- Remove 6 lane Gardiner with 8 Lane Boulevard?
- What about the existing 6 lanes on Lake Shore under the Gardiner?

- Too many commuters will be affected in removal
- The difference in travel time between the removal and hybrid options (if correct) is marginal and meaningless
- The only meaningful advantage of the hybrid option is the shorter construction/disruption period, this advantage although important, seems to completely offset the many advantages of the removal option, in particular, the results for the city in terms of the connection to the lake, urban design, development potential and cost
- Work on construction planning & staging to reduce disruption and length of construction
- Is there room for transit on the boulevard? (street car, LRT)
- Restrict use of route during rush hour to cars & small vans, no large trucks (for all options)
- If Toronto wants to become a world class city, it needs to have another hub on the east side to add to the downtown, Yonge & Sheppard, High Park
- The Unilever site can be that hub, with a multi-use, multi-purpose focus on the east side
- I think construction time is a very small factor, we need to swallow inconveniences like this to make progress
- This was a poor choice of venue for the meeting; for one thing it was up a set of stairs. If Cardinal Newman has an elevator then it would be acceptable, but for a city sponsored public meeting to take place in a place that is not disability accessible is always unacceptable. In addition, the seating was poor
- Having this meeting in a more accessible place like the Scarborough City Centre or another school with a better auditorium and larger screens would be preferable
- Although truck traffic is affected by the removal option, it is still a preferable option
- We need to think beyond car movement and more about the public realm and livable city building
- New developments should include affordable housing, not just offices and condos
- This should not be free cash for developers
- Public transit, pedestrians and cyclists should be the ultimate priority for the public realm
- People shouldn't be driving downtown anyways

**APPENDIX D –  
ONLINE AND ADDITIONAL FEEDBACK SUMMARY**

# Future of the Gardiner Expressway / Lake Shore Boulevard East Environmental Assessment (EA) and Integrated Urban Design Study

## Consultation Round 4 – Online and Additional Feedback Summary

**# of Online Workbooks Submitted: 86**

**# of Emails Submitted: 40**

**# of Voicemails Received: 22**

**# of Letters Received: 3**

**# of Tweets: 100+**

**# of Facebook posts Submitted: 1**

### **Summary of Participant Feedback**

The summary of participant feedback reflects the comments submitted during Round 4 of the consultation process via the online discussion guide, emails, voicemails, Twitter and Facebook.

#### ***a) What are the most important considerations in making this decision?***

##### Road Capacity and Travel Time

- Maintain the Gardiner Expressway to connect the east and west ends of the City.
- Maintain the highway connections between the Gardiner Expressway and Don Valley Parkway (DVP).
- Consider extending the Gardiner Expressway eastbound; there is a need for more capacity not less.
- Consider the lack of alternate routes and road capacity to access the downtown core as well as east and west ends of the City.
- Focus on reducing congestion and traffic; they result in millions of dollars in lost productivity.
- Consider the long-term transportation needs of the whole City and surrounding region.
- Consider that projected travel times may not be accurate and fluctuate according to actual conditions (e.g., weather, time of day, cultural and sporting events, etc.).
- Mitigate the impact on commute times in both alternatives.
- Consider that the delays projected by the remove option are negligible and affect a relatively small percentage of commuters.
- Explore strategies to optimize travel times (e.g., traffic sensors, flyovers, free turn lanes, reducing on-street parking on streetcar routes).
- Consider introducing road tolls or congestion charges to manage traffic into the downtown core.
- Consider that the signalized intersections in the remove alternative will slow traffic and increase travel times.
- Prioritize the movement of traffic and maintain road capacity.

##### Cost

- Consider the return on investment to the City.

- Consider the long-term costs of each alternative (e.g., maintenance).
- Consider the net costs of each alternative, including the benefits of future development and improvements to the public realm improvements.
- Include the opportunity cost of revenue from lost development in the projections.
- Provide life cycle cost estimates for the maintain option over 20 years; estimating a 100-year cycle is unusual and unfair.

### Public Realm and Space

- Consider the opportunity to improve connections between the City and the waterfront (particularly public transit, cycling and pedestrian connections).
- Consider the potential to improve the public realm by removing the Gardiner Expressway.
- Create a liveable environment for residents in areas adjacent to the Gardiner Expressway where traffic is displaced.
- Consider that there are other barriers that impact access to the waterfront other than the Gardiner Expressway (e.g., rail corridor, high-rise condominiums).
- Prioritize high quality urban design.

### Safety and Accessibility

- Consider net improvements to safety and accessibility in the area.
- Address the needs of the elderly and disabled to facilitate safe crossings of the proposed boulevard.
- Consider the need to remove the elevated expressway; it is past its projected life cycle and unsafe.

### Public Transit

- Enhance public transit service and routes to provide commuters with viable alternate transportation options.
- Prioritize public transit vehicles on City streets (e.g., right of way).
- Integrate public transit options in the development of the remove alternative.
- Consider waiting until improvements in public transit are realized before implementing the remove option.
- Consider that current public transit options do not support reverse commutes to the suburbs; many Torontonians also rely on the Gardiner Expressway.

### Active Transportation

- Ensure both options meet the needs of pedestrians.
- Consider integrating bike lanes with a covered roof of solar panels in the remove alternative.
- Provide a vision to encourage more active transportation.
- Replace the Gardiner Expressway with a recreational trail.

### Goods Movement

- Maintain access to the downtown core for businesses and the movement of goods.
- Consider time restrictions for the delivery of goods in the downtown core.

### Economic Development

- Recognize the need for an efficient supply of public infrastructure for businesses and residents.
- Consider the benefits to local economic competitiveness in the remove alternative.

### Future Development

- Prioritize public realm improvements to support the development of new communities near the waterfront (e.g., East Bay Front, Villiers Island).
- Focus on long-term needs to support the development of a sustainable and vibrant community.
- Consider the potential for future development in both alternatives.
- Reconsider selling public assets such as land for future development; they should remain publicly owned.

### Environment

- Mitigate air and noise pollution from traffic and congestion.
- Restore natural heritage assets within the study area.
- Ensure strategies to mitigate weather related impacts on the remove alternative (e.g., flooding).

### Other

- Prioritize people over cars.
- Learn from the experiences of other cities that have removed highway infrastructure (e.g., San Francisco, Seoul, New York).
- Learn from cities that have beautified highway infrastructure (e.g., London, Singapore).
- Tear down and replace the entire Gardiner Expressway in the form of a tunnel and build a boulevard above.
- Improve the DVP exit to Richmond Street to divert traffic.
- Consider replacing the connection between the Gardiner Expressway and DVP as a tunnel.
- Integrate transfers between different modes of transportation to improve commuting experience.
- Consider maintaining the Gardiner Expressway and covering it to provide additional greenspace.
- Clarify how the hybrid option provides access to the First Gulf property.
- Consider replacing the Gardiner Expressway with a bridge over the lake.
- Consider the long-term health of the people of Toronto.
- Improve the network of roads in the study area (e.g., redesign the Gardiner Expressway and East Bayfront/West Don Lands street grid, daylight Lake Shore Boulevard, include multi-modal options).
- Consider reducing speed limits on all roadways by 10 km/h.
- Consider the construction impacts of either option on residents living east of the Don River and in south Scarborough.

***b) What other advice do you have on making a decision that involves finding a balance among diverse priorities?***

Road Capacity and Travel Time

- Maintain the elevated expressway.
- Maintain connections between the Gardiner Expressway to local and regional transportation infrastructure.
- Replace car-only infrastructure with complete streets.
- Improve transportation options for all users (e.g., drivers, transit users, cyclists and pedestrians) to address congestion.
- Mitigate the impact on commute times.
- Plan to accommodate future growth, regardless of the alternative.
- Build a multi-level road way with the potential for future expansion.
- Consider long-term transportation needs (e.g., changes in travel patterns, mode shift, population growth, compact development, new technology).
- Consider the addition of express lanes on the Gardiner Expressway.
- Keep traffic moving.
- Consider flyovers at north-south routes that cross Lake Shore Boulevard (i.e., Cherry Street, Parliament Street and Lower Sherbourne Street) to keep traffic flowing.
- Consider the remove alternative only if Lake Shore Boulevard is upgraded to an expressway.

Cost

- Clarify net costs by including projected benefits to demonstrate trade-offs between the alternatives.
- Consider each alternative against existing City priorities.
- Invest the cost savings from the remove alternative in other City priorities (e.g., public transit, affordable housing, and parkland).
- Prioritize the development of cost-effective infrastructure.

Public Realm and Space

- Prioritize city building.
- Consider opportunities to enhance the public realm in the hybrid option (e.g., parks, shops, public art, landscaping under the expressway).
- Focus on making the waterfront accessible.
- Do not duplicate University Avenue; ensure the development of a complete street if the remove alternative is preferred.
- Protect connections to the waterfront from future development (e.g., high-rise condominiums).
- Prioritize connections to new and emerging waterfront communities (e.g., Villiers Island, East Bayfront).

Safety and Accessibility

- Prioritize the needs of vulnerable and lower income populations to ensure all needs are being addressed.

- Consider accessible overpasses to provide safe crossing options across the boulevard for pedestrians and cyclists (e.g., flyovers).

#### Public Transit

- Improve travel times for commuters that use public transit.
- Invest the cost savings from the remove alternative to improve public transit service.
- Consider the impacts on traffic and travel time if proposed public transit improvements are not realized.

#### Active Transportation

- Prioritize pedestrian and cyclist safety.

#### Goods Movement

- Consider the impact of increased travel times on local businesses, particularly small businesses, and the movement of goods (e.g., lost productivity, bankruptcy, etc.).

#### Construction

- Explore options to reduce the length and impact of constructing both alternatives.
- Clarify how construction impacts from either option will be managed.

#### Future Development

- Balance public and private interests.
- Prioritize the development of mixed used neighbourhoods to reduce commuting.

#### Other

- Use the study goals to guide decision-making; transportation and infrastructure is only one factor.
- Build a transportation system that serves people.
- Prioritize the outcome that will produce the greatest benefit for the greatest number of people.
- Develop a comprehensive transportation strategy.
- Consider issuing a ranked weighting questionnaire on project priorities to the public to get a more measurable evaluation of the options.
- Consider a referendum to let residents vote on the preferred alternative.
- Consider presenting to the Public Works and Infrastructure Committee at a later date to allow sufficient time to thoughtfully prepare the supporting reports.
- Consider the short-term and long-term impacts of each option (e.g., implementation and operation).
- Consider uploading the administration of the Gardiner Expressway, DVP and Allen Road to the province.
- Provide property tax estimates for land freed for development through the remove option.



## Feedback on the Alternatives

### Remove Alternative

- Participants who indicated support for the remove alternative provided the following reasons:
  - Contributes to broader city building goals.
  - Improves the public realm for a variety of users.
  - Presents the most cost-effective solution.
  - Improves urban design in the study area.
  - Reconnects the City to the waterfront.
  - Replaces outdated infrastructure.
  - Increases traffic time marginally.

### Hybrid Alternative

- Participants who indicated support for the hybrid alternative provided the following reasons:
  - Does not decrease road capacity.
  - Does not increase travel time or add to congestion.
  - Maintains a continuous expressway connection.
  - Supports the movement of goods and local businesses.

Concerns about safety, travel times, construction impacts, public transit assumptions and the impact of future development were expressed about both alternatives.

**APPENDIX E –  
Economic Competitiveness and  
Goods Movement Working Group Meeting Summaries**



**Gardiner Expressway Environmental Assessment  
Economic Competitiveness Working Group**

**Meeting #1 – Think Tanks and Industry Associations  
Meeting #2 – Real Estate Owners and Developers  
Meeting #3 – Employers**

**Thursday, December 11, 2014  
Waterfront Toronto, 20 Bay Street, Suite 1310, Toronto, ON**

**A. Working Group Summary**

On December 11, 2014, Waterfront Toronto and the City of Toronto hosted three working group sessions to further study the impact of the Gardiner Expressway and Lake Shore Boulevard Reconfiguration Environmental Assessment and potential impacts on the economic competitiveness of the immediate study area and Downtown Toronto.

The three sessions aimed to gather a broad range of perspectives and included the following working groups:

1. Think Tanks and Industry Associations;
2. Real Estate Owners and Developers;
3. Employers.

The selected organizations were chosen as Working Group members in order to provide feedback on the economic implications of the various alternatives being considered for the Gardiner East and Lake Shore Boulevard. Their understanding of the downtown area and the potential impact of this project were highlighted and will help the project team shape a better-defined vision for reconnecting downtown to the waterfront.

This document summarizes the facilitated discussion, Q&A, feedback and advice offered in the three separate working group sessions. Please see the ensuing Sections 1-3 for a more detailed summary of the meetings.

## B. Summary of Key Themes, Ideas & Advice

The following table summarizes the key themes, ideas and advice that were discussed by Working Group members across the three different groups. A copy of the agenda (including the list of discussion questions) is included in Appendix A. A list of attendees is provided in Appendix B.

Theme	Description
Access to public transit in general (not just in relation to the Gardiner EA) is seen as a key concern for improving the appeal of Downtown.	<ul style="list-style-type: none"> <li>• Building owners indicated that main concern for their tenants/employees is that there is accessibility to Union Station (in particular), the PATH system and the Gardiner.</li> <li>• Employers pointed out that a majority of their employees use either GO Transit or TTC to get to work.</li> <li>• Changing demographics and the preference of younger workers to live downtown means that transit options should adjust to this shift.</li> </ul>
Potential decreased productivity and economic impacts of Gardiner construction alternatives.	<ul style="list-style-type: none"> <li>• Traffic is already bad Downtown and Gardiner construction will only make it worse.</li> <li>• The “disruption time” of Gardiner construction would likely lead to increased traffic congestion, negatively impacting productivity and therefore economic competitiveness.</li> </ul>
Downtown Toronto is not the only area impacted by this project.	<ul style="list-style-type: none"> <li>• The Gardiner study impacts not only businesses/employees downtown, but those outside of the downtown core/GTA as well.</li> <li>• Access/connectivity to Downtown is seen as important, but high rent costs also play a part. Some businesses are moving just outside of core as a result.</li> </ul>
Waterfront access related to Downtown’s appeal.	<ul style="list-style-type: none"> <li>• Waterfront access is seen as important (especially for employers who are moving down to the South Core).</li> <li>• However, importance of Union Station as mass transit hub is still seen as more crucial.</li> </ul>
Potential for Waterfront in the form of commercial development as well as real estate/development.	<ul style="list-style-type: none"> <li>• Waterfront and Port Lands present a great opportunity in many ways.</li> <li>• More mixed-use buildings should be considered.</li> <li>• Connectivity to the Downtown/South Core business areas is very important.</li> <li>• Major competition right now are growing business areas in Mississauga, Brampton, Markham and Scarborough.</li> </ul>

## C. Next Steps

Mr. Springer and Mr. Kintala thanked WG members and the project team for attending and adjourned the meeting. Mr. Medeiros indicated that future discussions on the Gardiner EA and related economic competitiveness issues will take place in early 2015.

Next WG meeting: Thursday, March 26, 2015.



**Gardiner Expressway EA  
Economic Competitiveness Stakeholder Meetings**

December 11, 2014

Location: Waterfront Toronto - 20 Bay Street, Suite 1310, Toronto, ON

**PURPOSE STATEMENT**

The purpose of these stakeholder meetings is to understand the role of the Gardiner Expressway and Lake Shore Boulevard in the economic competitiveness of the City of Toronto within the context of the global economy.

**AGENDA**

Item	Lead
Meeting Start and Introductions	HR+A
Project Introduction	WT & HR+A
Context on Economic Competitiveness	HR+A
Q&A	HR+A
Conclude Meeting	WT

**QUESTIONS – MEETING #1 (Think Tanks and Industry Associations)**

- What do you attribute the success of Downtown Toronto to?
- What are the main threats to Toronto’s economic competitiveness? Downtown Toronto?
- Who is Downtown’s competition? Toronto’s competition?
- How important is waterfront access to further strengthen Downtown’s appeal?
- Are there any infrastructure investments that Toronto should make to further strengthen the economic appeal of Downtown?
- What weaknesses does Downtown Toronto currently have? Which of these should it address in the short term?
- How has the growth in Toronto affected your organization or industry?
- How will the planned intensification of Downtown Toronto and the waterfront affect your organization or industry?

**QUESTIONS – MEETING #2 (Real Estate Owners and Developers)**

- Please describe your holdings and projects in downtown Toronto.

- How important is Downtown infrastructure to attracting office tenants? Retail tenants? Households? How do you see that changing over the next 5 years and beyond?
- How has the growth in Toronto affected your organization or industry?
- How will the planned intensification of Downtown Toronto and the waterfront affect your organization or industry?
- What submarkets pose competition to Downtown Toronto and the waterfront? What makes them competitive?
- How important is waterfront access to your property?
- What weaknesses does Downtown Toronto currently have? Which of these should it address in the short term?

### **QUESTIONS – MEETING #3 (Employers)**

- Please describe your business presence in downtown Toronto.
- Why did you choose to locate in Downtown? Why not in the broader GTA?
- Where do your employees live? How do they get to work? Have you collected data that could answer these questions? How is that changing or how do you expect that to change over the next 5 years and beyond?
- How has the growth in Toronto affected your organization or industry?
- How will the planned intensification of Downtown Toronto and the waterfront affect your organization or industry?
- How important is waterfront and amenity access to you and your employees?
- What can the City do to improve the appeal of Downtown to your employees and other businesses?
- What weaknesses does Downtown Toronto currently have? Which of these should it address in the short term?

## Appendix B – List of Attendees

### Working Group Meeting List of Attendees

#### **Think Tanks and Industry Associations**

Civic Action  
Martin Prosperity Institute  
Ryerson University (Ryerson City Building Institute)  
Toronto Financial District BIA  
Toronto Region Board of Trade  
Urban Land Institute

#### **Real Estate Owners and Developers**

Brookfield Properties  
Build Toronto  
Cadillac Fairview  
Cadillac Fairview  
Colliers International  
First Gulf  
GWL Realty Advisors  
Menkes Developments Ltd.  
Oxford Properties  
RealPAC

#### **Employers**

CBC  
National Bank of Canada  
Royal Bank of Canada  
SunLife



## **Gardiner Expressway East Environmental Assessment Economic Competitiveness Working Group – Stakeholder Update**

**Monday, March 30, 2015  
Waterfront Toronto, 20 Bay Street, Suite 1310, Toronto, ON**

### **1. Meeting Purpose**

On March 30, 2015, Waterfront Toronto and the City of Toronto hosted an update meeting for the Gardiner EA Economic Competitiveness working group. The purpose of the session was to present draft findings from the economic evaluation of the EA alternatives, and solicit feedback from stakeholders.

Previously on December 11, 2014, Waterfront Toronto and the City hosted three working group sessions to discuss potential impacts on the economic competitiveness of the immediate study area and Downtown Toronto. The three sessions aimed to gather a broad range of perspectives and included the following working groups:

4. Think Tanks and Industry Associations;
5. Real Estate Owners and Developers; and
6. Employers.

The March 30th stakeholder update combined the three working groups into one larger meeting to present and discuss the draft economic evaluation findings.

The meeting agenda is attached as Appendix A and a list of participants is included in Appendix B.

### **2. Presentation Summary**

Mr. Antonio Medeiros of Waterfront Toronto began the meeting by thanking participants for attending the stakeholder update as well as the December working group sessions. He then introduced the project team, including Kumar Kintala of HR&A Advisors and Don McKinnon of Dillon Consulting.

Mr. McKinnon began the presentation by reiterating that the EA Study Area includes the area between approximately Jarvis Street to Leslie Street to the east. He discussed the Public Works and Infrastructure Committee referral decision and that the City of Toronto had been directed to work with Waterfront Toronto and community stakeholders to review and further investigate the recommended option ("Remove" alternative) under the EA process to mitigate congestion concerns. He added that the project team was directed to prepare an additional option (the "hybrid" alternative) that combines the maintain and replace components to preserve expressway linkage and functionality between the Gardiner Expressway and Don Valley Parkway. The hybrid alternative was to be evaluated against the EA criteria in addition to: transportation functionality, impacts on key economic sectors, cost benefit, future land use considerations, public transit components, environmental impacts, and neighbourhood growth and compatibility.



Mr. Kumar Kintala of HR&A Advisors then followed, with a summary of the additional economic evaluation that was carried out for the remove and hybrid alternatives. The evaluation considered three criteria groups: Regional Economics, Local Economics and Fiscal Net Benefits. This was underpinned by a series of analyses, including: Case Studies, Stakeholder Consultation, Site Selection Research, and Cost-Benefit Analysis.

With respect to Regional Economics, it was found that for both alternatives, those who drive downtown during peak periods would likely face slightly longer travel times than now. In addition, some residents who drive to/from Toronto's entertainment venues (e.g., Air Canada Centre, Rogers Centre, Harbourfront Centre) may encounter longer travel times with the remove (boulevard) alternative, especially during peak periods.

The Local Economics criteria group focused on business activity in the study area. Under the remove (boulevard) alternative, removal of the elevated expressway may result in net additional jobs along the corridor from Yonge to Carlaw. It was found that both alternatives would support commercial development east of the Don River.

Next steps were then discussed, including continued stakeholder engagement and the upcoming public meetings in Toronto and Scarborough on April 15 and 20, respectively. The floor was then opened up to meeting attendees for questions and comments.

### 3. Facilitated Discussion

The following provides a summary of the key comments, questions, ideas and advice raised by working group members following the presentations.

- **Comment:** From a policy perspective, the road network must provide for essential network use, including goods movement. In general, the transportation aspect of the study must come across stronger, and must consider the entire network perspective. The study should also consider comparable changes in downtown in other, similar-sized cities (e.g., Chicago, Vancouver, San Francisco) and consider the investment in transit infrastructure those cities have experienced.
- **Comment:** The analysis would benefit from showing the net growth and fiscal net benefits of the alternatives. The cost-benefit analysis of the alternatives is also very important, and it is tougher to give detailed feedback without this information.
- **Comment:** The live-work relationship was the most important factor for the workforces of surveyed employees in the Downtown area, as well as access to transit options such as Union Station (in particular), the Gardiner and the PATH system. The analysis also needs to build in more sensitivity to transit availability, in addition to land-use growth downtown.
- **Question:** The presented analysis only refers to the remove and hybrid alternatives; are the other options (in particular, maintain) no longer being taken into consideration?  
**Answer:** The purpose of this meeting is to show further analysis of the hybrid option in comparison to the impacts of the remove alternative, in response to Committee direction.
- **Question:** How is transit sensitivity being taken into account in this analysis?  
**Answer:** Transit options are taken into account in the City plans as they relate to the alternatives

for the Gardiner Expressway. The difference in transit trips between the alternatives, however, is not the single determining or most important factor. Transit also depends on the land-use projections and plans for the study area; the overall network changes will depend more on land-use changes.

- **Comment:** The transit and connectivity portion of the analysis should also consider the impacts of economic competitiveness and retaining jobs in downtown versus growing business areas in Mississauga, Vaughan, Brampton, Markham and Scarborough. Ultimately, the Gardiner study impacts not only businesses/employees downtown, but those outside of the downtown core/GTA as well.
- **Question:** Are new forms of transit – including the Union-Pearson Express, expanded GO transit and TTC connections, tunnel to Billy Bishop airport – also being accounted for in relation to congestion and traffic downtown?  
**Answer:** Some of these new forms of transit have been included in the modelling. Another factor to consider is that the population-to-employee-living-downtown ratio has changed in recent years, and we now see a younger generation of employees living downtown/closer to work, indicating a good work/life balance. This also has an impact on traffic and congestion patterns, particularly during peak periods.



**Gardiner Expressway EA**

Economic Competitiveness Working Group Stakeholder Update

Monday March 30, 2015

Time: 11:00am – 1:00 pm

Location: Waterfront Toronto, Boardroom 18, 20 Bay Street, Suite 1310, Toronto, ON

**PURPOSE STATEMENT**

The overall purpose of these stakeholder meetings is to understand the role of the Gardiner Expressway and Lake Shore Boulevard in the economic competitiveness of the City of Toronto.

The purpose of today’s meeting is to present draft findings from the economic evaluation of the alternatives for the Gardiner Expressway and Lake Shore Boulevard, and solicit feedback from stakeholders.

**AGENDA**

<b>Item</b>	<b>Lead</b>
Agenda Review and Introductions	Tony Medeiros, Waterfront Toronto
Recap and Review of Evaluation Findings	Kumar Kintala, HR&A Advisors
Discussion of Findings with Stakeholders	All
Next Steps and Conclude Meeting	Tony Medeiros

## Appendix B – List of Attendees

### Working Group Meeting List of Attendees

Brookfield Properties  
Build Toronto  
Cadillac Fairview  
City of Toronto  
First Gulf  
Martin Prosperity Institute  
Oxford Properties  
REALpac  
Royal Bank of Canada  
Ryerson City Building Institute | Ryerson University  
Toronto Financial District BIA  
Toronto Region Board of Trade



## **Gardiner Expressway East Environmental Assessment Goods Movement Working Group – Stakeholder Update**

**Monday, March 30, 2015  
Waterfront Toronto, 20 Bay Street, Suite 1310, Toronto, ON**

### **4. Meeting Purpose**

On March 30, 2015, Waterfront Toronto and the City of Toronto hosted an update meeting for the Gardiner EA Goods Movement working group. The purpose of the March 30 session was to present draft findings from the consultations and goods movement analysis, and to solicit feedback from stakeholders.

The meeting agenda is attached as Appendix A and a list of participants is included in Appendix B.

### **5. Presentation Summary**

Mr. Antonio Medeiros of Waterfront Toronto began the meeting by thanking participants for attending the stakeholder update as well as for participating in the prior goods movement consultations carried last December. Mr. Medeiros introduced the project team, including Robert Graham and Peter Harrison of CPCS and Don McKinnon of Dillon Consulting.

Mr. McKinnon began the presentation by reiterating that the EA Study Area includes the area between approximately Jarvis Street to Leslie Street to the east. He discussed the Public Works and Infrastructure Committee referral decision and that the City of Toronto had been directed to work with Waterfront Toronto and community stakeholders to review and further investigate the recommended option (“Remove” alternative) under the EA process to mitigate congestion concerns. He added that the project team was directed to prepare an additional option (the “hybrid” alternative) that combines the maintain and replace components to preserve expressway linkage and functionality between the Gardiner Expressway and Don Valley Parkway. The hybrid alternative was to be evaluated against the EA criteria in addition to: transportation functionality, impacts on key economic sectors, cost benefit, future land use considerations, public transit components, environmental impacts, and neighbourhood growth and compatibility.

Robert Graham of CPCS noted that his firm had carried out an analysis of goods movement as part of the EA. Mr. Graham provided a summary of goods movement in the study area, including comparisons of the study area to other major highways/corridors in the GTA with respect to peak hour and daily truck traffic, truck trip ends and origins, as well as share of total traffic by time (i.e., what share of overall traffic in the study area was attributed to trucks by time of day). He noted that small- and medium-sized commercial vehicles make up a much larger share of the total goods movement traffic downtown. Also, in a sample of truck GPS data, only approximately 20% of the trucks travelling on the Gardiner between Bathurst and the DVP travelled through without stopping, indicating that the majority of truck trips

captured in the sample were using the Gardiner to access (enter or leave) the downtown area, not travel through it.

Mr. Graham then summarized the stakeholder consultations that had been carried out with goods movement stakeholders in the study area, including three main groups: industrial and manufacturing, retail, and courier and logistics. Of the 19 stakeholders that participated in consultations, 17 indicated they would prefer to maintain the elevated expressway, while only 2 indicated they would support the remove alternative. With respect to the remove alternative, common concerns identified by the stakeholders included: road capacity, travel time, reliability, alternate routes, impact of construction, safety, and long term investment.

Travel time, reliability and cost were identified as the key concerns and the table below summarizes how these were prioritized by the different goods movement stakeholder groups.

	Travel Time	Reliability	Cost
Industrial and Manufacturing	Secondary Priority	Secondary Priority	Top Priority
Retail	Secondary Priority	Top Priority	Secondary Priority
Courier and Logistics	Top Priority	Top Priority	Secondary Priority

Legend

- Top Priority
- Secondary Priority

The evaluation of impacts was discussed for travel time, reliability and cost under the hybrid and remove alternatives.

City of Toronto staff noted that traffic incidents are much more impactful (leading to longer delays) on the Gardiner as opposed to Lake Shore Boulevard. The EA team modelled how the two alternatives (remove and hybrid) would respond to an incident that makes one lane unavailable for use. Analysis indicates a change in overall travel speeds would be -0.5 km/h on Lake Shore Boulevard versus -4.5 km/h on the Gardiner due to an incident under the hybrid alternative. Under the remove alternative, an incident would lead to an expected -2 km/h change on Lake Shore.

Next steps were then discussed, including continued stakeholder engagement and the upcoming public meetings in Toronto and Scarborough on April 15 and 20, respectively. The floor was then opened up to meeting attendees for questions and comments.

## 6. Facilitated Discussion

The following provides a summary of the key comments, questions, ideas and advice raised by working group members following the presentations.

- **Question:** For the sample of truck GPS data, was this based on a yearly average or a specific month?  
**Answer:** The GPS data was based on October 2014 data, in order to analyze data from a month with the highest expected traffic volume.
- **Question:** For the analysis showing that the remove alternative would see an average increase of vehicle travel time of an additional 2 to 3 minutes per trip over hybrid, it is hard to believe

this number is so low. Whenever there is a closure/incident on the Gardiner, the impact is much heavier on Lake Shore Boulevard.

**Answer:** For the modelling, we use standard conditions under AM peak period and look towards future scenarios by building in assumptions about people's behavior and adaptation. For example, there would be expected changes in mode of transportation, off-peak vs. on-peak travel, telecommuting, etc. The modelling results do not show a sudden change (due to a traffic incident, for example). Rather they are an average and take into account people adjusting their behavior and approach over time under the different alternatives.

- **Question:** Does the modelling take secondary impacts into account (i.e., impacts on local traffic and businesses near the study area)?  
**Answer:** Yes, the modelling is comprehensive and includes a number of scenarios that take into account potential impacts on local traffic, parking, businesses, property values, etc. The modelling also includes peak-hour modelling scenarios based on expected changes in the network, though the focus is on the study area/corridor.
- **Question:** For the truck traffic study, what kind of vehicle was used (car, tractor trailer, etc.)?  
**Answer:** An average vehicle type was used in order to take into account the different vehicle types that use the Gardiner Expressway.
- **Question:** How long is the study area for the presented analysis?  
**Answer:** The area studied is approximately 1.8 km from Jarvis Street to Cherry Street.
- **Question:** How long is the demolition/construction expected to be under the different alternatives?  
**Answer:** The City's rehabilitation program for the Gardiner East is 6 years. With respect to the construction timelines for the remove and hybrid options, overall implementation is expected to be around 6 years for both alternatives, although the remove alternative has a more complicated construction aspect to it – longer detours will be needed.



### **Gardiner Expressway EA**

Goods Movement Working Group Stakeholder Update

Monday March 30, 2015

Time: 9:00am – 11:00 am

Location: Waterfront Toronto, Boardroom 18, 20 Bay Street, Suite 1310, Toronto, ON

### **PURPOSE STATEMENT**

Waterfront Toronto and the City of Toronto have engaged Dillon Consulting, who have retained CPCS, a strategy consulting firm specializing in the transportation sector, to study the implications of the Remove Alternative on the movement of goods, and in particular:

- To provide a better understanding of the nature of goods movement in the study area;
- To provide a framework for assessment of the consequences (both positive and negative) of the implementation of the Remove Alternative for goods movement in the Greater Toronto Area; and
- To provide high level recommendations for mitigating the negative impacts of constraints on affected goods movement companies in the corridor based on work already undertaken in the Environmental Assessment.

CPCS has held consultations with goods movement stakeholders and carried out an analysis of the movement of goods in the GE/LSB corridor in order to support the overall Environmental Assessment.

The purpose of today's meeting is to present draft findings from the analysis, and solicit feedback from stakeholders.

### **AGENDA**

<b>Item</b>	<b>Lead</b>
Agenda Review and Introductions	Tony Medeiros, Waterfront Toronto
Recap and Review of Evaluation Findings	Robert Graham, CPCS
Discussion of Findings with Stakeholders	All
Next Steps and Conclude Meeting	Tony Medeiros



## Appendix B – List of Attendees

### Working Group Meeting List of Attendees

Canada Post  
City of Toronto  
Ports Toronto  
Redpath Sugar  
Siltech Corporation  
St. Lawrence Market BIA  
Toronto Industry Network  
University of Toronto

# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study



Prepared by Lura Consulting for:  
The City of Toronto and  
Waterfront Toronto

February 2016



Round Five Consultation Report

This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study. If you have any questions or comments regarding this report, please contact:

**Liz Nield**

Facilitator's Office

505 Consumers Road, Suite 1005

Toronto, Ontario M2J 4Z2

Project Hotline: 416-479-0662

[info@gardinereast.ca](mailto:info@gardinereast.ca)

[www.gardinereast.ca](http://www.gardinereast.ca)



Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and  
Integrated Urban Design Study - Round Five Consultation Report

**TABLE OF CONTENTS**

1. Introduction ..... 1  
2. Round 5 Consultation Process Overview ..... 7  
3. Summary of Participant Feedback ..... 11  
4. Next Steps ..... 17

**Appendices:**

- Appendix A – Communication and Promotional Materials
- Appendix B – Stakeholder Advisory Committee Membership List and Meeting Summaries
- Appendix C – Public Forum Q&A Summary and Table Reports
- Appendix D – Completed Discussion Guides

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## 1. INTRODUCTION

### EA Purpose and Study Area

Waterfront Toronto and the City of Toronto are jointly carrying out the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (Gardiner East EA) and Integrated Urban Design Study. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. The Study Area for the Gardiner East EA is displayed on the map below.



The project was initiated by Waterfront Toronto and the City of Toronto in early 2009 with the development of the Terms of Reference, which were approved by the Ontario Ministry of the Environment in late 2009.

### Project Goals

Five goals are guiding the project:

- Goal #1:** Revitalize the Waterfront;
- Goal #2:** Reconnect the City with the Lake;
- Goal #3:** Balance Modes of Travel;
- Goal #4:** Achieve Sustainability; and
- Goal #5:** Create Value.

### The Alternative Solutions

As identified in the Terms of Reference, four alternative solutions were considered as part of the Gardiner East EA:

- **Maintain** the elevated expressway;
- **Improve** the urban fabric while maintaining the existing expressway;
- **Replace** with a new above-or-below grade expressway; and
- **Remove** the elevated expressway and build a new boulevard.

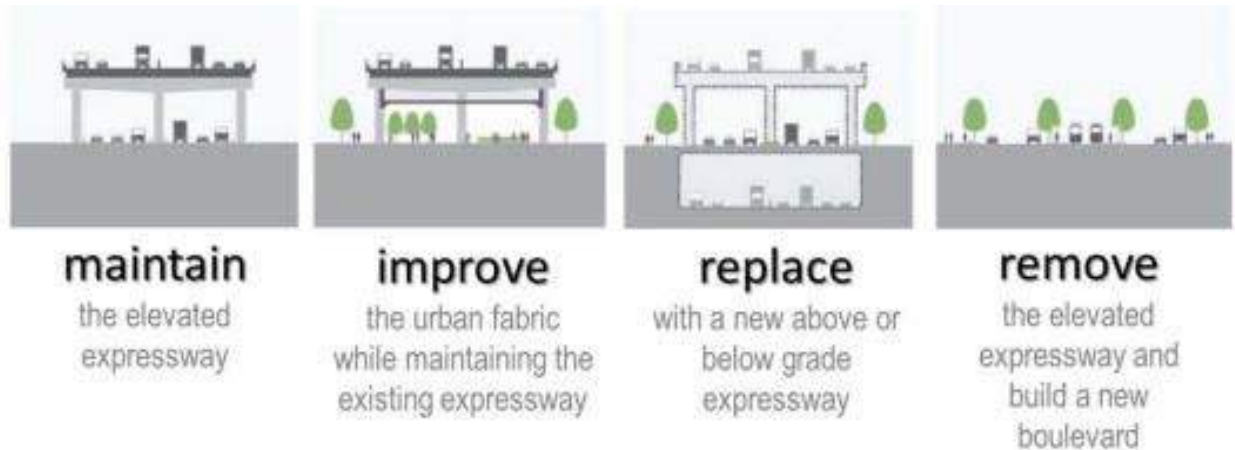


Figure 1: The four alternative solutions considered in the Gardiner East EA.

### The Preferred Alternative

Following direction from the Public Works and Infrastructure Committee (PWIC) of Toronto City Council in March 2014, an additional hybrid option that combined aspects of the four alternative solutions was prepared to preserve expressway linkage and functionality between the Gardiner Expressway and the Don Valley Parkway. The hybrid was endorsed by Toronto City Council as the preferred alternative for the Gardiner Expressway East on June 11, 2015.

### Evaluation Lenses

Four lenses guided the evaluation of the alternative solutions, and most recently of the alternative designs for the hybrid option, during the Gardiner East EA:



Figure 2: Evaluation lenses for the Gardiner East EA.



### Current Phase of the Gardiner East EA

As directed by City Council, the current phase of the Gardiner East EA focused on the evaluation of alternative designs for the hybrid option and urban design concepts for the study area. The alternative alignments for the hybrid option with proposed urban design treatments are shown below:

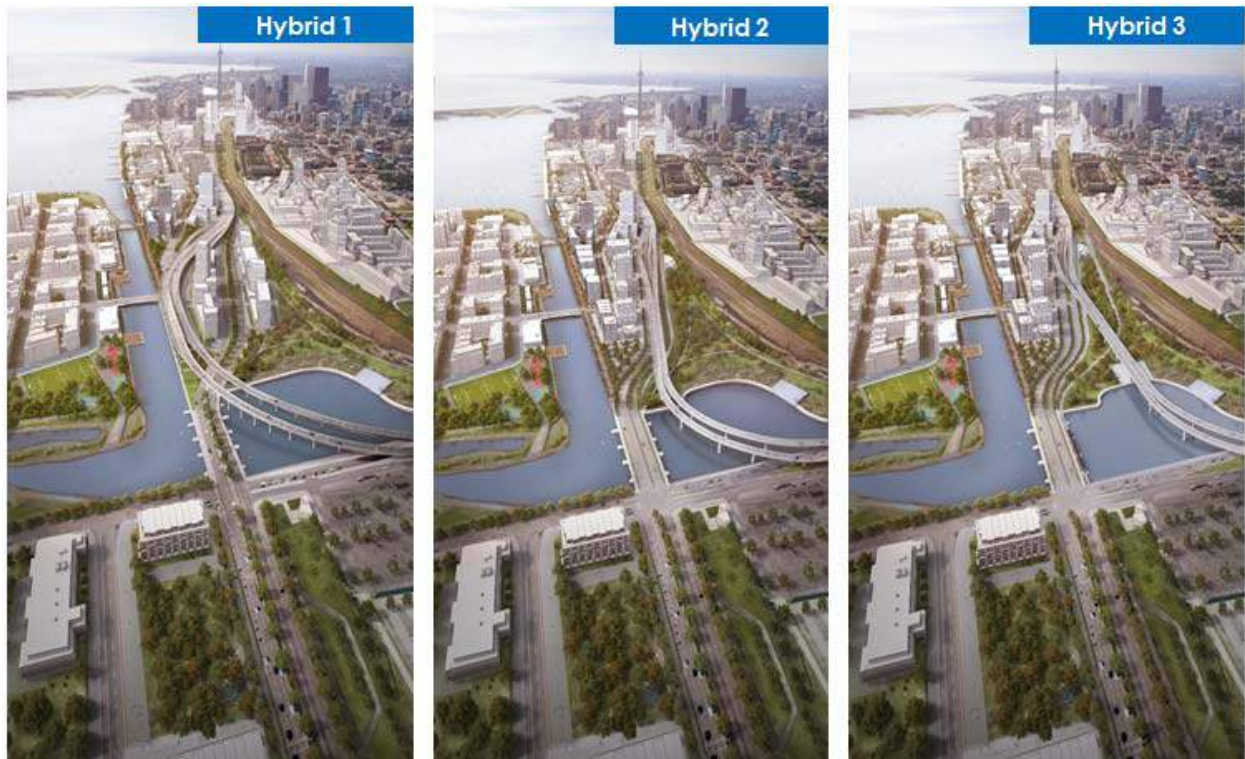


Figure 3: Alternative alignments for the hybrid options.



Figure 4: Conceptual public realm plan - Hybrid 1



Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study - Round Five Consultation Report

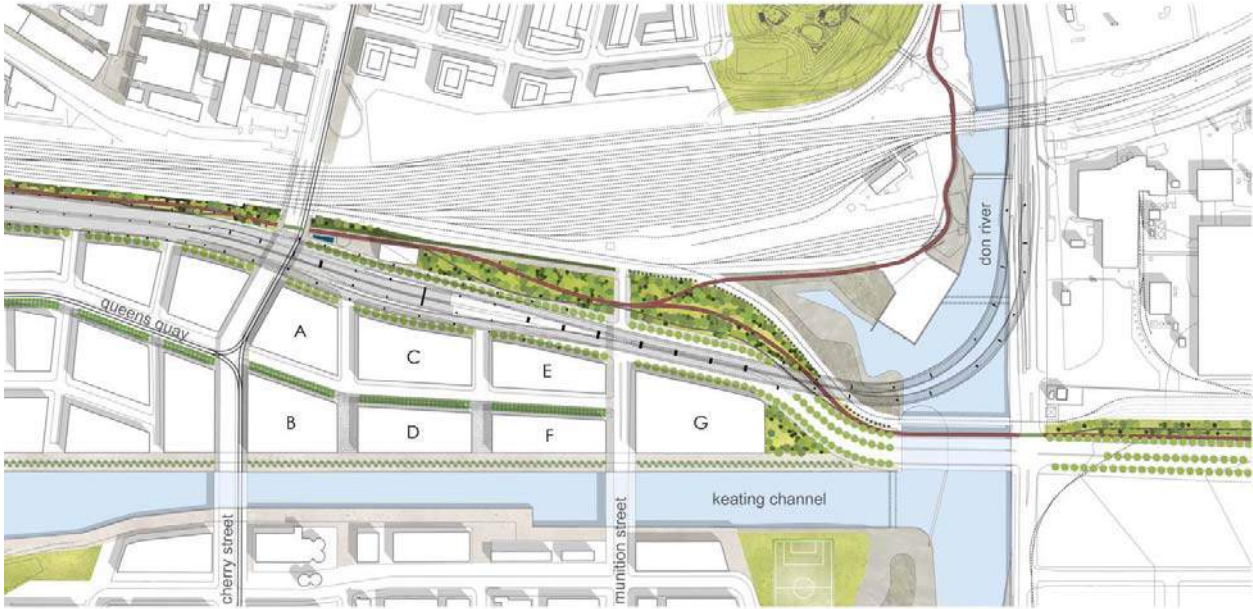


Figure 5: Conceptual public realm plan - Hybrid 2



Figure 6: Conceptual public realm plan - Hybrid 3

## Public Consultation during the Gardiner East EA

### Consultation on the Terms of Reference

During the development of the Terms of Reference for the Gardiner East EA in 2009, public and stakeholder consultation played a key role in defining the consultation process to be undertaken as part of the Gardiner East EA. Consultation activities during the Terms of Reference stage included stakeholder workshops, public forums, online engagement and First Nations consultation. A report summarizing consultation undertaken during the Terms of Reference stage can be found on the project website ([www.gardinereast.ca](http://www.gardinereast.ca)).

### Consultation Objectives

As outlined in the approved Terms of Reference, public consultation is an important component of the Gardiner East EA. The City of Toronto and Waterfront Toronto recognize the importance of engaging stakeholders and the public to provide opportunities for feedback throughout the process, while ensuring consultation activities comply with Ontario's *Environmental Assessment Act*. The objectives of the consultation process are to:

1. Generate broad awareness of the project and opportunities for participation throughout the Gardiner East EA process;
2. Facilitate constructive input from consultation participants at key points in the Gardiner East EA process, well before decisions are made;
3. Provide ongoing opportunities for feedback and input, and for issues and concerns to be raised, discussed, and resolved to the extent possible; and
4. Document input received through the consultation process and demonstrate the impact of consultation on decision-making.

### Five Rounds of Consultation

Building on the Terms of Reference consultations, the Gardiner East EA has included five rounds of public consultation to ensure multiple opportunities for participation as part of an inclusive and transparent consultation process. Core components of the consultation program have included: six well-attended public meetings; online consultation via webcasts of the public meetings, social media and surveys on the consultation website; and 10 meetings of the project's Stakeholder Advisory Committee, which includes representatives of over 40 community, business and transportation organizations.

The table below provides an overview of the previous four rounds of public consultation during the Gardiner East EA.

**Table 1: Rounds of Public Consultation during the Gardiner East EA**

Public Consultation	Results
Round 1 May-June 2013	Round 1 focused on ideas for the future of the Gardiner East and engaged over 1,000 participants through face-to-face and online engagement.
Round 2 October 2013	Round 2 featured discussion and feedback on the four alternatives and draft evaluation criteria and engaged over 1,500 participants.
Round 3 February 2014	Round 3 engaged over 1,300 participants in a discussion about the evaluation of the alternatives.
Round 4 April 2015	Round 4 presented the results of additional work and updated evaluation of alternatives for discussion and feedback, and engaged over 8,000 participants.

Summary reports on the consultation activities undertaken and feedback received during Rounds 1 to 4 are available on the project website ([www.gardinereast.ca](http://www.gardinereast.ca)).

### **Round 5**

The focus of Round 5 of the consultation process was on the evaluation of alternative designs for the hybrid option, as well as urban design concepts for the study area. During Round 5, the Stakeholder Advisory Committee met four times to review progress and provide input on the development and evaluation of alternative hybrid designs and urban design plans. A public forum was held on January 19, 2016 at the Bluma Appel Salon in the Toronto Reference Library, with over 300 participants and another 60 watching the live webcast and participating online. More than 60 people also completed an online survey on the project website and many others weighed in via Twitter to provide their feedback on the evaluation of alternative designs for the hybrid option and urban design concepts for the study area.

### **Report Contents**

This report provides a description of the consultation and engagement activities undertaken as part of Round 5 of the Gardiner East EA and Urban Design Study, as well as a summary of the feedback received from the consultation activities. Section 2 provides an overview of the Round 5 consultation process, the various consultation approaches utilized to reach and engage different audiences and the communication and promotional tactics used to encourage participation. An overview of the feedback received during Round 5 is presented in Section 3. Next steps in the Gardiner East EA and Urban Design Study process are outlined in Section 4. Communications and promotional materials as well as more detailed summaries of participant feedback are included in the report appendices.

## 2. ROUND 5 CONSULTATION PROCESS OVERVIEW

To fulfill the objectives of the consultation strategy in the approved Terms of Reference, a comprehensive approach targeting key stakeholders and the general public through a wide variety of communication, promotional and engagement tactics was adopted for Round 5 to provide multiple opportunities for public participation as part of an inclusive and transparent process.

### Communication and Promotional Tactics

#### Public Notices

A formal notice was published in the Toronto Star on January 11, 2016 to inform stakeholders and the public about the public forum as well as opportunities to participate online. Public notices were also published in the following community newspapers on January 14, 2016: Etobicoke Guardian, North York Mirror, City Centre Mirror, Beaches and East York Mirror, Scarborough Mirror and York Guardian.

#### E-Promotion/Invitations/Media Relations

E-blasts, email invitations and media advisories were also used to promote stakeholder and public awareness of Round 5 consultation activities:

- An e-mail notice and invitation was sent to over 6,900 subscribers (industries, professional organizations, community associations, transportation groups, numerous individuals, etc.) on Waterfront Toronto's extensive contact list database on January 5, 2016. A reminder notice was sent on January 15, 2016;
- Existing communications channels of the City of Toronto and Waterfront Toronto (websites, social media, Councillor distribution lists, Waterfront Toronto e-newsletter) were used to provide details about the project and upcoming consultation opportunities;
- An e-blast from the Facilitator's Office informed 1,600 subscribers of the project's website about face-to-face and online opportunities to submit comments and feedback;
- A media advisory regarding the public meeting and online engagement opportunities was issued by the City and Waterfront Toronto on January 18, 2016 which, combined with the media briefing, resulted in substantial media coverage of the project; and
- A media briefing was hosted by the City of Toronto and Waterfront Toronto at City Hall on January 19 before the public forum, generating significant media coverage of the project, alternatives and consultation opportunities.

#### Project Website

The project website ([www.gardinereast.ca](http://www.gardinereast.ca)) continued to serve as a portal for all information and engagement activities during Round 5 of the consultation process. The website includes a comprehensive overview of the study, relevant documents and resources, information about consultation events and opportunities to provide feedback, including an online survey. The project website also includes links to City of Toronto and Waterfront Toronto webpages which contain

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study - Round Five Consultation Report

additional background information about the Gardiner East EA and Urban Design Study. Notices of the Round 5 public forum were posted on the project and Waterfront Toronto websites on January 5, 2016.

### **Social Media**

Twitter and Facebook continued to be used as promotional tactics during this round of the consultation process to increase awareness about the Gardiner East EA and Urban Design Study and to encourage broad participation. The Twitter handle @GardinerEast and Facebook page facebook.com/GardinerEast were embedded in various communication materials and consultation resources to generate additional followers. Tweets and Facebook updates were used to advertise the public meetings and opportunities to participate online. Twitter was used during the public forum to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was also used on all tweets to promote and track discussion.

### **Facilitator's Office**

A “one-window” point of contact for the project, with dedicated phone, fax and email connections was used to facilitate communication with stakeholders and the public during Round 5. The “one-window” customer service centre provides basic information about the project in response to inquiries. The contact details for the Facilitator's Office are listed below:

**Facilitator's Office**  
**505 Consumers Road, Suite 1005**  
**Toronto, ON M2J 4V8**  
**P: 416-479-0662 | E: info@gardinereast.ca**

Copies of the public notice and media advisory used to generate awareness and promote participation during Round 5 can be found in Appendix A.

### **Consultation Resources**

A number of resources were developed to facilitate participation during Round 5 of the consultation process. These resources were made available at the public meeting and on the project website. An overview of each resource is provided below.

### **Overview Presentation**

A presentation was developed by the project team to provide an overview of progress on the Gardiner East EA and Urban Design Study and present the evaluation results of alternative designs for the hybrid option and urban design concepts for the study area. The presentation was delivered at the public forum on January 19, 2016 and made available on the project website the next day.

### **Display Panels**

Thirty panels were displayed at the public forum to provide attendees with an overview of the project as well as more detail about the work completed to date, alternative designs for the hybrid option and urban design concepts for the study area.

### **Discussion Guide**

A Discussion Guide was developed to summarize information about the current phase of the Gardiner East EA and Urban Design Study in one convenient package. The Discussion Guide contained key background information about the Gardiner East EA, including the project goals, evaluation lenses and phasing. It was intended to provide consultation participants with a user friendly tool to learn about the current status of the EA and provide feedback. The accompanying feedback form was designed to capture comments, concerns and advice to the project team regarding the evaluation results of alternative designs for the hybrid option and urban design concepts for the study area. The Discussion Guide was provided to participants at public forum, and an online version was posted on the project website. The public comment period during Round 5 ran from the evening of the public forum (January 19) to January 29.

Copies of the overview presentation, display panels and online Discussion Guide are available on the project website ([www.gardinereast.ca](http://www.gardinereast.ca)).

### **Consultation Activities**

The following consultation activities were implemented to ensure broad participation from key stakeholders and members of the public during Round 5.

#### **Stakeholder Advisory Committee Meetings**

During this phase of consultation, four meetings of the Stakeholder Advisory Committee – which is comprised of representatives of approximately 40 key interest groups and community associations – were convened. The first three meetings (July 21 2015, September 1 2015, and October 20 2015) focused on developing and refining alternative designs for the hybrid option, as well as urban design concepts for the study area. These meetings involved presentations from the project team and interactive discussions to enable SAC members to comment on and help refine the alternatives. A final meeting of the SAC during Round 5 was held on January 14, 2016 to invite feedback on the public forum presentation materials.

Summaries of the Round 5 SAC meetings, along with a list of participating organizations, can be found in Appendix B.

#### **Public Forum**

A public forum was held on January 19, 2016 to share the results of the current phase of the Gardiner East EA and obtain feedback on the evaluation of alternative designs for the hybrid option and urban design concepts for the study area. Approximately 300 individuals attended the public forum. The meeting format was designed to encourage as much discussion as possible through a number of different methods:

- **Open House Displays** – Panels were displayed to provide attendees with an overview of the project as well as more details about the alternative designs for the hybrid option and urban design concepts for the study area;



## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study - Round Five Consultation Report

- **Presentation** – An overview presentation was given by a panel of representatives from the City of Toronto, Waterfront Toronto, Dillon Consulting and Hargreaves Associates focusing on the evaluation results of alternative designs for the hybrid option and urban design concepts for the study area;
- **Questions of Clarification** – Following the presentation, participants were given the opportunity to ask questions of clarification regarding the material presented. Questions were also taken from individuals participating online or through social media;
- **Discussion Guide** – The Discussion Guide was distributed to participants to provide basic information about the project and encourage feedback. Participants were able to provide comments by completing a feedback form in the Discussion Guide and handing it in; and
- **Small Table Discussions** – Approximately half an hour was provided for small table discussions about the evaluation results of the alternative designs for the hybrid option and urban design concepts for the study area. At each table, a volunteer facilitator from the City of Toronto led discussions and recorded participant feedback. The comments collected during the small table discussions were reported back to the larger group at the end of the session.

A summary of the question and answer segment and feedback from the small table discussions at the public forum is provided in Appendix C.

### Online Engagement

In parallel with the face-to-face consultation activities, online options were also available to facilitate broader participation. An overview of the tools used to encourage online participation is provided below:

- **Live Webcast** – The public meeting was broadcast live on the Internet through the project website. A total of 60 individuals viewed the live webcast;
- **Recorded Webcast** – A video of the webcast is available on the project website as a record of the event, and to enable participation by individuals who could not attend in person or view the live webcast. To date, a total of 292 individuals have watched the recorded webcast;
- **Online Consultation** – The project website included a Participate Online page featuring an online survey designed to capture feedback on the assessment of alternatives. The online consultation tool was based on the feedback form in the Discussion Guide and allowed the participants to review the same information that was presented at the Public Forum and provide feedback on their own time;
- **Social Media** – Twitter and Facebook were used to complement face-to-face discussions during and after the January 19 public meeting. Tweets and Facebook posts were integrated during the meeting to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was used on all tweets to promote discussion;
- **Email** – A dedicated project email address – info@gardinereast.ca – provided stakeholders and the public with another channel to direct questions and submit feedback. Staff at the

Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study - Round Five Consultation Report

Facilitator’s Office ensured email communications were promptly addressed and recorded for reporting purposes; and

- **Hotline and Voicemail** – A dedicated project hotline – 416-479-0662 – provided stakeholders and the public with another channel to direct questions and submit feedback. Staff at the Facilitator’s Office ensured voicemail communications were promptly addressed and recorded for reporting purposes.

Almost 3,700 individuals participated in the fifth phase of the consultation process between January 5 (when the public notice was issued) and 29, 2016. The following table summarizes the number of participants by consultation activity:

Consultation Activity	Number of Participants
Stakeholder Advisory Committee Meeting #10	40 (invited) 20 (attended)
January 19 Public Forum	300
Live Webcast	60
Recorded Webcast	292
Online Survey	68
Twitter	622 (67 new followers)
Facebook	131 (19 new likes)
Letters	3
Emails	42
Phone	12
Website Visits	2,132 (unique visitors)
<b>Total</b>	<b>3,682</b>

### 3. SUMMARY OF PARTICIPANT FEEDBACK

The purpose of Round 5 of the consultation process was to obtain feedback on the evaluation of alternative designs for the hybrid option, as well as urban design concepts for the study area. Participants were asked the following questions to generate discussion and feedback:

**Thinking about the results of the evaluation of alternative alignments for the hybrid option...**

- **What do you like?**
- **What concerns do you have?**
- **What refinements, if any, would you like to see explored?**

**Thinking about the urban design concepts presented for the study area...**

- **What do you like?**
- **What concerns do you have?**
- **What refinements, if any, would you like to see explored?**



Public forum participants provided their feedback through facilitated small group discussions and/or by completing and submitting a comment form in the Discussion Guide, while online participants submitted comments through an electronic version of the Discussion Guide available on the project website. In total, 104 hardcopy and online feedback forms were completed and submitted by the January 29 deadline for comments. In addition, a number of comments were also submitted by email, voicemail or letter to the Facilitator's Office or members of the project team.

A summary of the feedback received through facilitated small group discussions, letters, emails, voicemail, the webcast chat room, Twitter and Facebook is presented below. The summary provides a high-level synopsis of recurring comments, concerns and/or recommendations from consultation participants. Detailed summaries from in-person and online consultation activities are included in the report appendices.

## What We Heard

### General Comments – Alternative Hybrid Designs and Urban Design Concepts

Recurring comments were received that applied broadly to all three alternative designs of the hybrid option, as well as proposed urban design concepts for the study area. In general, many participants noted that the alternative designs for the hybrid option are an improvement over the existing Gardiner Expressway and offer one or more of the following benefits:

- Provide similar or the same travel time and capacity for vehicles;
- Maintain a direct connection to the Don Valley Parkway; and
- Include new design and safety standards for ramps (e.g., shoulders).

The following benefits were also seen by many participants as being associated with the urban design concepts proposed for the study area:

- Improved north-south connectivity and access to the waterfront and mouth of the Don River;
- Release of public land for other uses (e.g., development, greenspace, public space, etc.);
- Provision of a continuous network of bike and pedestrian pathways throughout the study area;
- Improved safety and aesthetics of intersections below the Gardiner Expressway for pedestrians and cyclists (e.g., lighting, noise reduction and public art treatments); and
- Improved public realm east of the Don River (e.g., landscaping on Lake Shore Boulevard).

Participant feedback also revealed a broad range of concerns. Many participants expressed concern that none of the alternative designs for the hybrid option achieve all of the goals of the Gardiner East EA and reiterated support for the Remove option considered previously during the EA process. Typically, these participants also noted that all three alternative designs for the hybrid option are costlier than the Remove option and do not provide as many public realm or city-building benefits. Many participants were also concerned that the preferred design for the hybrid option and associated public realm improvements will be decided on the basis of cost and at the expense of more qualitative benefits (e.g., public realm improvements), and advised against this.

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study - Round Five Consultation Report

The following concerns were also repeatedly expressed by participants:

- The public land value creation estimates are too conservative, particularly for land parcels along the waterfront/Keating Channel;
- Constructing new ramps at Cherry Street will negatively impact recently completed and planned public realm improvements, traffic flow and connections to the Port Lands and Villiers Island;
- The removal of the Logan Avenue on/off ramps will increase travel times to the east end of the City; and
- The proposed improvements will take too long to implement to address current infrastructure deficits.

A summary of the most frequently suggested refinements to improve the alternative designs for the hybrid option is provided below:

### ***Alignment and Approach***

- Reconsider removing the expressway;
- Reconsider the placement of new on/off ramps at Cherry Street, prompting drivers to use those at Sherbourne or Jarvis Streets;
- Consider double decking the elevated expressway to reduce the footprint of the corridor; and
- Stack the elevated expressway over the railway.

### ***Public Realm***

- Maximize the land value “created” by realigning the Gardiner Expressway and retain the publicly owned parcels for use as public open space (e.g., parkland, waterfront promenade) instead of selling them;
- Prioritize public and natural spaces in the parcels fronting the Keating Channel (e.g., a promenade, public plazas);
- Develop urban design guidelines and building height restrictions for future development to protect views to the waterfront and support the creation of a vibrant public realm;
- Celebrate the character of the Keating Precinct and make it a destination;
- Continue the design features from the East Bayfront into the Keating Precinct;
- Consider locating recreational uses under the full length of the expressway, not just at intersections (e.g., Underpass Park);
- Explore iconic design options for the preferred design for the hybrid option and bridge over the Keating Channel; and
- Plant lots of trees and vegetation in the public realm.

### ***Costs***

- Apply a long-term lens to costs to include benefits from higher real estate values and property taxes.

### *Sustainability*

- Consider strategies to manage stormwater and mitigate flood risks;
- Identify strategies to mitigate noise and air pollution from the corridor; and
- Develop a maintenance plan for the expressway and public realm improvements to ensure safety and sustainable implementation over the long-term.

### *Connectivity*

- Improve north-south connections, especially at pedestrian crossings (e.g., Jarvis, Sherbourne and Parliament Streets), between the City and the waterfront;
- Improve east-west bike and pedestrian trail connections and ensure they are integrated with the Don River Valley and Martin Goodman Trails;
- Prioritize pedestrian and cyclist access (e.g., lighting, snow removal, emergency buttons) along the water's edge of the Keating Channel; and
- Ensure pedestrian and bikes trails are separated (e.g., grade separation) to ensure safety.

### **Feedback on Each Hybrid Design Alternative and Associated Public Realm Plan**

In comparing the three design alternatives and associated public realm plans, most participants expressed support for either Hybrid 2 or 3, with Hybrid 3 receiving the most positive feedback. Very little support was expressed for Hybrid 1. Recurring comments specific to each alternative design and accompanying conceptual public realm plan are summarized below.

#### **Hybrid 1**

While a few participants did express support for Hybrid 1, this option was the least favoured of the three hybrid options by a wide margin. Participants who did express support for Hybrid 1 noted that it maintains road capacity for vehicles and passengers that use it daily and would prevent the infiltration of traffic into local neighbourhoods. A few participants also commented that some of the best views of the City, Toronto Islands and harbour are from the Gardiner Expressway where it connects to the Don Valley Parkway. These participants expressed concerns that implementing either Hybrid 2 or 3 would result in the development of high-rise buildings that would block views of the City and waterfront. Other benefits cited by participants in favour of this option were the lower project costs and shorter construction period.

Participants who did not support Hybrid 1 expressed concerns about the alignment, noting that it places the corridor too close to the Keating Channel and does not significantly improve the urban fabric of the study area. Several participants also expressed concerns about the environmental conditions (i.e., air and noise quality, viewsheds) and isolated location of any future buildings that would be developed between the Gardiner Expressway and railway corridor if this option was implemented. Others felt the proposed new ramps in the Keating Precinct associated with Hybrid 1 would worsen access to the waterfront, compared to maintaining the existing roadway.

Participants suggested few specific refinements to Hybrid 1. A few suggested dropping Hybrid 1 from the list of options.

## Hybrid 2

Recurring feedback from participants indicated general support for Hybrid 2 and identified many benefits with this alignment. In particular, participants who support Hybrid 2 noted that it moves the expressway corridor closer to the railway and away from the Keating Channel, increasing opportunities for future development and public realm improvements along the waterfront as depicted in the conceptual public realm plan. Improving north-south connectivity, specifically where north-south streets intersect with Lake Shore Boulevard, and public access to the waterfront and Port Lands, and extending Queen's Quay to Munition Street were also repeatedly mentioned as benefits. Participants also liked that this alignment "daylights" sections of Lake Shore Boulevard by locating on/off ramps within the expressway corridor. The ability to begin construction before tearing down the existing expressway was also recognized as a benefit of Hybrid 2, as it would minimize the need to detour traffic and congestion. Other benefits of Hybrid 2 noted by participants were the evaluation results pertaining to safety (e.g., safer exits), increasing parkland and the conceptual plan for bike and pedestrian trails.

Concerns about Hybrid 2 focused on the estimated costs, which were perceived as high. Feedback from other participants reasoned that the benefits from public realm improvements would offset the costs in the long run. A few participants also expressed concerns about the location of public open space and the lack of development on the north side of the re-aligned expressway in Hybrid 2 and 3. They noted that the "isolated" location of the park reduces its quality and value, while the lack of development on the north side of the boulevard renders the point of creating a boulevard moot.

Participants recommended few refinements specific to Hybrid 2; the suggested refinements listed in the General Comments to all three hybrid designs would apply to Hybrid 2 as well.

## Hybrid 3

Many participants expressed broad support for the alignment and conceptual public realm plan associated with Hybrid 3. A number of participants noted that of the three hybrid options, Hybrid 3 "is the best of those still on the table" and achieves the most goals outlined for the Gardiner East EA, particularly revitalizing the waterfront and reconnecting the City with the lake. Some of those participants who expressed this sentiment added that they would have preferred that the Remove option had been pursued, but believe that Hybrid 3 offers the most benefits of the remaining options being considered.

The benefits of Hybrid 3 identified by participants were similar to those identified for Hybrid 2, and include:

- Moving the expressway alignment further north, adjacent to the railway corridor;
- Releasing public land on the north side of the Keating Channel for other uses (e.g., development, public space, etc.);
- Improving public access to the waterfront, particularly in terms of north-south connectivity;
- Locating on/off ramps within the corridor;
- Maintaining expressway capacity during most of the construction period; and

## Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study - Round Five Consultation Report

- The conceptual plan for bike and pedestrian trails;

Recurring feedback indicated that many participants feel that the alignment for Hybrid 3, specifically the tighter curve that connects the elevated expressway with the Don Valley Parkway along the railway corridor, creates the most public realm benefits. In addition to the benefits listed earlier, participants noted that Hybrid 3 enables more two-sided public realm improvements along Lake Shore Boulevard corridor (i.e., landscaping) east of Munition Street, maximizes opportunities to revitalize the Keating Channel Precinct and improves the at-grade experience for pedestrians and cyclists. Participant feedback also noted that moving the alignment for Hybrid 3 closer to the railway corridor reduces the overall impact of the expressway when looking north from the Keating Precinct and will highlight planned improvements to the mouth of the Don River. As with Hybrid 2, a few participants did express concerns about the greenspace on the north side of the alignment, suggesting that its isolated location reduces its quality and value.

Public reaction to the slower speeds associated with the tighter curve was mixed – a few participants feel that is not an issue, while many participants believe drivers will not adjust their speed as needed and expressed concerns about safety, accidents and congestion.

Regarding costs, recurring feedback indicated that many participants are not overly concerned about the higher estimated costs for Hybrid 3. They noted that while Hybrid 3 is more expensive relative to Hybrid 1 and 2 from an economic perspective, they feel that the potential urban design and public realm benefits (e.g., improved waterfront access, land freed for other uses) are worth the additional cost. Participants who did express concerns about the estimated costs for Hybrid 2 and 3 typically argued that the money would be better spent on other City priorities (e.g., public transit).

Participants also noted that the costs and land value estimates do not reflect future benefits from higher market assessments and property taxes on the land freed for other uses. On this point, there were many diverging comments regarding the future use and value of public land created, particularly with Hybrid 2 and 3. Some participants feel that these lands should be retained by the City as publicly owned land for public use, while other participants support redeveloping the land so the City can benefit from future tax revenues (e.g., property tax, land transfer tax).

Participants did provide several specific suggestions to refine Hybrid 3, including:

- Move the alignment further north (e.g., over railway corridor, over water treatment facility);
- Stack the expressway over the rail corridor;
- Utilize a variety of signals to encourage drivers to slow down where the expressway curves to connect to the Don Valley Parkway (e.g., flashing lights, digital speed indicators, grooved pavement); and
- Consider combining Hybrid 3 with the Remove alternative (e.g., an 8-lane boulevard that connects to the expressway between Parliament and Jarvis Streets).

# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study - Round Five Consultation Report

## Other Comments

Participants provided many other comments, several of which were outside the scope of the Gardiner East EA and urban design study. The list below highlights the top recurring additional comments provided by participants:

- Integrate public transit in the options, particularly on Queen's Quay and to the Port Lands;
- Consider the future (e.g., declining rates of car ownership, driverless cars, etc.) and how the outcome of the Gardiner East EA will impact subsequent generations;
- Explore options to share the cost of implementation with Metrolinx and First Gulf;
- Provide details about construction materials that will be used to develop the expressway;
- Clarify the sustainability of the alternative designs for the hybrid option (e.g., in relation to climate change);
- Integrate wildlife corridors in the options;
- Consider road tolls to reduce traffic and generate funds to offset the cost of construction;
- Integrate elements of the third-party proposals in the alternative designs for the hybrid option; and
- Prioritize improvements to the Lake Shore Boulevard and Jarvis Street intersection.

## 4. NEXT STEPS

The feedback received during Round 5 of the Gardiner Expressway / Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study will be used to inform the City of Toronto staff report to PWIC in February 2016, as well as finalization of the Gardiner East EA reports.

For more information on the project and next steps, please visit: [www.gardinereast.ca](http://www.gardinereast.ca).

**APPENDIX A –  
COMMUNICATION AND PROMOTIONAL MATERIALS**

# Help decide the future of the Gardiner Expressway East

We invite you to join us at an upcoming public meeting where you can comment on the results on the evaluation of the alternative designs for the Hybrid option for the future of the Gardiner Expressway East.

## The Study

Waterfront Toronto and the City of Toronto are jointly carrying out the Gardiner Expressway / Lake Shore Boulevard Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately **Jarvis Street** to approximately **Leslie Street**.

The Hybrid option was endorsed by Toronto City Council as the preferred alternative for the Gardiner Expressway East on June 11, 2015. The upcoming public meeting will present the results on the evaluation of the alternative designs for the Hybrid option, as well as urban design concepts for the study area.

## How to Participate

You can attend the upcoming public meeting or participate online. If you are unable to attend the meeting in person, you can watch a live webcast of the meeting at [www.gardinereast.ca](http://www.gardinereast.ca) and submit your feedback online.

### Gardiner Expressway East Public Meeting Details

Tuesday, January 19, 2016 from 6:30 p.m. – 9:00 p.m.

Open house begins at 6:30 p.m.; presentations at 7:00 p.m.

The Bram & Bluma Appel Salon, Toronto Reference Library  
789 Yonge Street, Toronto (Bloor Street subway station)

Please register: <http://gardinereast.ca/publicmeeting5>

For more information contact [info@gardinereast.ca](mailto:info@gardinereast.ca), or call (416) 479-0662.

To learn more about the project please visit [www.gardinereast.ca](http://www.gardinereast.ca)  
or follow us on Twitter @GardinerEast

Follow us on:



Call **3 1 1**



January 18, 2016

## **Technical Briefing – Hybrid alternative design concepts – Gardiner East Environmental Assessment**

The City of Toronto and Waterfront Toronto will present the evaluation of Hybrid alternative designs for the Gardiner East Environmental Assessment (EA). The City of Toronto and Waterfront Toronto are co-proponents of the Gardiner East EA.

The Hybrid Option was endorsed as the preferred EA alternative by Toronto City Council in June, 2015. Council directed staff to develop and evaluate alternative designs for this option.

**Date:** Tuesday, January 19, 2016

**Time:** 3 p.m.

**Location:** Toronto City Hall, Members' Lounge, 3<sup>rd</sup> Floor, 100 Queen Street West

Please note that this is a Technical Briefing and cameras will not be permitted inside the Members' Lounge. A media availability will take place immediately following the presentation with the spokespeople.

### **Speakers:**

John Livey, Deputy City Manager, Cluster B, City of Toronto

Chris Glaisek, Vice President, Planning and Design, Waterfront Toronto

Don McKinnon, EA Consulting Team Project Manager, Dillon Consulting Ltd.

A public meeting on the evaluation of the Hybrid alternative designs will take place on Tuesday, January 19, 2016 from 6:30 to 9 p.m. at the Toronto Reference Library, Bram and Bluma Appel Salon, 789 Yonge Street.

Toronto is Canada's largest city, the fourth largest in North America, and home to a diverse population of about 2.8 million people. It is a global centre for business, finance, arts and culture and is consistently ranked one of the world's most livable cities. For information on non-emergency City services and programs, Toronto residents, businesses and visitors can visit <http://www.toronto.ca>, call 311, 24 hours a day, 7 days a week, or follow us @TorontoComms.

The Governments of Canada and Ontario and the City of Toronto created Waterfront Toronto to oversee and lead the renewal of Toronto's waterfront. Public accessibility, design excellence, sustainable development, economic development and fiscal sustainability are the key drivers of waterfront revitalization. Toronto's new waterfront communities will use technology to enhance quality of life and create economic opportunity for the citizens of Toronto, helping to keep the city competitive with major urban centres around the world for business, jobs and talent.

### **Media contact:**

Steve Johnston, Strategic Communications, 416-392-4391, [sjohnsto@toronto.ca](mailto:sjohnsto@toronto.ca)

**APPENDIX B –  
STAKEHOLDER ADVISORY COMMITTEE MEMBERSHIP LIST  
AND MEETING SUMMARIES**



## **Gardiner East EA and Urban Design Study Stakeholder Advisory Committee – Participating Organizations**

### **Business/Economic**

Purolator Courier Ltd.  
Food and Consumer Products of Canada  
Redpath Sugar Ltd.  
Retail Council of Canada  
Roger's Centre  
Toronto Association of BIAs  
Toronto Region Board of Trade  
Toronto Industry Network  
Film Ontario  
Leslieville BIA  
Toronto Financial District BIA  
Canadian Courier and Logistics Association

### **Environment/Community/Public Health**

Beach Triangle Residents' Association  
Federation of North Toronto Residents Association and People Plan Toronto  
Heritage Toronto  
Gooderham & Worts Neighbourhood Association  
St. Lawrence Neighbourhood Association  
Unionville Ratepayers Association  
West Don Lands Committee  
Evergreen  
South Riverdale Community Health Centre  
Toronto Community Foundation  
Lake Shore Planning Council  
Don Watershed Regeneration Council  
CodeBlueTO  
Civic Action  
Toronto Environmental Alliance  
Corktown Residents & Business Association

### **Transportation/Infrastructure**

Canadian Automobile Association - South Central Ontario  
Greyhound  
Ontario Public Transit Association  
Toronto Centre for Active Transportation  
Cycling Toronto  
Professional Engineers Ontario - Working Group, East Toronto Chapter  
Transport Action Ontario  
Ontario Trucking Association

**Urban Design**

Ontario Professional Planners Institute - Urban Design Working Group

Toronto Society of Architects

Toronto Urban Renewal Network

Urban Land Institute

Canadian Urban Institute

Walk Toronto

# Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study Stakeholder Advisory Committee - Meeting 15-7

Tuesday, July 21, 2015 | 6:30 – 8:30 pm  
Metro Hall, 55 John Street, Room 310

## Meeting Summary

### 1. Agenda Review, Opening Remarks and Introduction

Ms. Liz Nield, CEO, Lura Consulting, began the seventh Stakeholder Advisory Committee (SAC) meeting by welcoming committee members and thanking them for attending the session. She introduced the facilitation team from Lura Consulting and led a round of introductions. Ms. Nield reviewed the meeting agenda and reminded SAC members that on June 11, 2015 Toronto City Council approved the "hybrid" option as the preferred alternative for the Gardiner East Environmental Assessment (EA). She explained that the purpose of the meeting was to present and obtain input on the high-level design alternatives prepared by the EA team.

Mr. John Livey, Deputy City Manager, City of Toronto, also welcomed SAC members to the meeting. In his remarks, Mr. Livey emphasized the importance of the SAC in helping the project team better understand community issues and stakeholder perspectives. He noted that the high-level design alternatives for the preferred alternative are a work in progress and that input from SAC members will help the EA team refine the options in advance of the report to the Public Works and Infrastructure Committee (PWIC) in the Fall.

Chris Glaisek, Vice President, Waterfront Toronto, also addressed the SAC committee and thanked them for attending the meeting. Mr. Glaisek noted that the project team is focusing on developing a preferred alignment for the hybrid option at Council's direction. As part of the process, the EA team will be drawing on information from technical studies and feedback from stakeholders and the community, as well as exploring public realm and urban design opportunities.

The meeting agenda is attached as Appendix A, while a list of attending SAC members can be found in Appendix B.

### 2. SAC Member Briefing

Don McKinnon, Project Manager, Dillon Consulting, presented a summary of the work completed to date in the current EA phase and an overview of the high-level design alternatives of the hybrid option, covering the following topics:

- June City Council decision
- Purpose of the meeting
- Design constraints and considerations
- Alternative design options
- Public realm opportunities
- Discussion

### 3. Facilitated Discussion

The following provides a summary of the recurring themes and ideas discussed by SAC members on the material presented. More detailed accounts of the discussion can be found in Appendix C (Q & A) and Appendix D (notes from breakout sessions on alternative designs). Appendix E includes written comments from SAC members following the meeting.

#### General Comments

- Consider integrating elements of the “Viaduct” and updated First Gulf design options in the high-level design alternatives prepared by the EA team (i.e., alignment close to the rail corridor, ramp locations).
- Consider a two-lane expressway in each direction without any ramps or connections east of Jarvis Street.
- Lower the height of the Gardiner Expressway, if the rail spur will be removed.
- Evaluate the high-level design alternatives of the hybrid option utilizing the criteria used in earlier phases of the EA.
- Ensure re-development opportunities in the Port Lands are not negatively impacted.
- Study examples from other jurisdictions (e.g., Paris and Ohio).
- Integrate urban design and public realm improvements in the design alternatives (e.g., bridge with architectural significance).

#### Option 1: Council-Reviewed Hybrid

- Consider the negative impacts of locating the on/off ramps at Cherry Street (e.g., attract traffic, affect the surrounding road network, decrease the value of private and public land).
- Consider the quality and quantity of developable sites; this option decreases opportunities for re-development.
- Consider a no-ramp option.
- Consider opportunities for public realm improvements (e.g., playground under the expressway).

#### Option 1A: Revised Hybrid with Realigned Ramps

- Consider the physical and psychological impacts of the proposed on/off ramps on opportunities for re-development, access to the waterfront and local viewsheds.
- Consider opportunities for programming, commercial and architectural design to animate the public realm surrounding the elevated expressway.

#### Option 1B: Revised Hybrid with Westbound On-Ramp Only

- Clarify the rationale for adding the on-ramp; it would negatively impact circulation at the Jarvis Street off-ramp and on Cherry Street, decrease opportunities for re-development and make Villiers Island less desirable.
- Consider including an off-ramp east of the Don Roadway.
- Consider public realm improvements on the water’s edge (e.g., waterfall).
- There was varying opinion regarding access to the water’s edge associated with this option
- Consider the impact of this option on Queens Quay (e.g., alignment and importance in the local street network).

**Option 2: Realigned Hybrid with 70km/h Link**

- Strongly support the movement of infrastructure away from the Keating Channel, increasing development and public realm opportunities.
- Consider moving the on/off ramps east of Cherry Street or revise the option to remove the on/off ramps.

**Option 3: Realigned Hybrid with 60km/h Link**

- Identified as the "superior" hybrid option.
- Strongly support the movement of infrastructure away from the Keating Channel in this option, increasing opportunities for re-development and public realm improvements.
- Consider relocating the on/off ramps within the lanes of the Gardiner Expressway.
- Consider the trade-offs of stacking Lake Shore Boulevard beneath the Gardiner Expressway (e.g., noise pollution, efficient use of land, etc.).

**Option 4: Rail Flyover with 80km/h Link**

- Move the Gardiner Expressway and Lake Shore Boulevard north, closer to the rail corridor.
- Lower the design speed of the Gardiner/DVP connection to bring it closer to the rail corridor.
- Maintain different alignments for Lake Shore Boulevard and the Gardiner Expressway (i.e., do not stack them).
- Consider the visual and physical impact of the height of the elevated expressway to accommodate the rail corridor.
- Consider removing both the on/off ramps from the design and rely on the Jarvis Street ramps to accommodate traffic volumes.
- Consider merging the re-developed Gardiner Expressway with the existing structure west of Cherry Street.

**4. Next Steps**

Next SAC meeting: September 2015



## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study

### Stakeholder Advisory Committee Meeting #7

Tuesday, July 21, 2015

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 310

### AGENDA

#### *Meeting Purpose*

- On Thursday, June 11, 2015 Toronto City Council approved the "hybrid" option as the preferred alternative for the Gardiner East Environmental Assessment. The project team has developed high-level design alternatives. SAC members will be given an opportunity to review and provide comments on each of the design alternatives as well as on public realm opportunities in a workshop format.

**6:30 pm**      **Agenda Review, Opening Remarks and Introductions**

- Liz Nield, Lura Consulting, Facilitator
- John Livey, City of Toronto
- Chris Glaisek, Waterfront Toronto

**6:40 pm**      **SAC Member Briefing: Project Update and Next Steps**

- Don McKinnon, Dillon Consulting

**7:00 pm**      **Discussion**

Thinking about the following components: 1) alignment of infrastructure elements; 2) development opportunities; and 3) public realm, please review each of the initial design alternatives and discuss:

- What do you like about the initial design?
- What, if anything, concerns you, why?
- What refinements, if any, would you like to see explored?
- Constructability and cost considerations

**8:00 pm**      **Report Back**

**8:25 pm**      **Summary/Closing**

**8:30 pm**      **Adjourn**



## Appendix B – List of Attendees

### SAC Meeting #7 List of Attendees

Beach Triangle Residents' Association  
Gooderham & Worts Neighbourhood Association  
St. Lawrence Neighbourhood Association  
Federation of North Toronto Residents Association / People Plan Toronto  
Unionville Ratepayers Association  
West Don Lands Committee  
South Riverdale Community Health Centre  
Transport Action Toronto  
Toronto Urban Renewal Network  
Urban Land Institute  
CodeBlueTO  
Civic Action  
Toronto District Financial BIA  
Corktown Resident & Business Association  
Toronto Industry Network

#### Invited Guests:

Councillor McConnell's Office  
Toronto Region Conservation (TRCA)  
Castlepoint Numa  
First Gulf

## Appendix C – Questions and Answers

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

**Q. Could you please clarify the relationship between the work conducted as part of the environmental assessment (EA) process and the work directed by City Council?**

**A.** The high-level design alternatives for the hybrid option are part of the EA process. It is the step in the EA when we refine the design of the preferred alternative before submission to the Ministry of the Environment and Climate Change (MOECC). We will likely adopt a two-step approach in terms of reporting to PWIC and City Council to allow for more consultation before submitting the report to the MOECC.

**Q.** Will any new designs be evaluated against the same criteria matrix used earlier in the EA process?

**A.** Yes, we intend to use those criteria as the basis for evaluation in this phase of the EA.

**Q. [Referring to Option 1B] Is there potential for a shorter eastbound ramp than what is currently there?**

**A.** Yes, and that is the kind of feedback we are looking for in the breakout sessions.

**Q. [Referring to Option 2] There are only two lanes for each travel direction – how will this affect traffic?**

**A.** It's the same as today.

**Q. The Gardiner Expressway and Lake Shore Boulevard are mostly parallel to each other. Where do they branch off?**

**A.** They branch off at Munition Street.

**Q. For Options 2, 3, and 4 what is the timeline for demolition and construction?**

**A.** We have not prepared construction phasing at this point in the process, but it is something that we will be working on in the months ahead.

**Q. Have you considered expanding the Don Roadway where it connects with the Don Valley Parkway (DVP) in any of these options? The signalized intersection can be a pinch point at times and may worsen as development plans south of the Keating Channel are implemented.**

**A.** It's certainly something that we can explore as we refine the design alternatives, potentially by adding more lanes.

**Q. The perceived blight of the elevated structure could be addressed by raising the rail spur and lowering the Gardiner Expressway alongside Lake Shore Boulevard. Is this feasible?**

**A.** In theory it is possible, but that is an idea that can be further discussed during the breakout sessions. Also, the long-term future of the rail spur is unknown at this time – it may not be needed.

**Q. Why has there been no information presented about the tunnel option discussed by Council?**

**A.** The tunnel option was screened out early in the EA process as part of determining the Replace option. The reasons for doing so are documented in the 2014 report to Council.

**C. A fifth criterion should be added to the study to ensure that future development proposals, particularly in the East Bayfront community, consider the impact of urban design and development constraints (i.e., do not build a wall of condos).**

**Q. Is there a real estate development component to this study?**

**A.** Yes, absolutely it is part of evaluating the economic benefits component of the EA work.

**Q. [Referring to the “viaduct” option] Could you explain the cross-section?**

**A.** The cross-section depicts the viaduct option fitting within the columns and below the elevated Gardiner Expressway to provide a sense of scale.

**Q. Will you be taking into consideration the impact of the conditions on the north side of the Keating Channel (i.e., the expressway alignment) on the south side of the Keating Channel/Villiers Island?**

**A.** Yes, definitely.

**C. There are certain elements of the options that were not discussed in the breakout sessions that could be incorporated as the design alternatives are refined. For example, the viaduct option has some interesting features (e.g., bringing the alignment closer to the rail corridor). The way the ramps are considered in the updated First Gulf proposal was also very interesting.**

**C. If you are a looking for a politically viable option that would appeal to Councillors in both downtown and Scarborough ridings, consider a two-lane expressway in each direction without any ramps or connections east of Jarvis Street.**

**C. The opportunity to lower the height of the Gardiner Expressway, if the rail spur will be removed, would be welcomed.**

**A.** Yes, the expressway does not need to be as high as it is today if there is no railway to accommodate.

**Q. How far west will the public realm improvements be considered?**

**A.** Public realm improvements will be considered up to Jarvis Street – we are still working within the scope of the EA.

**C. Is it possible for you to circulate the materials from tonight’s meeting so we can share them with our respective organizations?**

**A.** We are still early in the design process. We will be in a better position to release materials in September when they are packaged with the report to PWIC.

**Q. When you report to PWIC, will you be including an evaluation of the options in relation to the study goals and criteria?**

**A.** We could do a high level evaluation using the criteria from earlier phases of the EA, but we need to refine the criteria for this phase of EA. The intent is to present the trade-offs of each design alternative to ensure committee members understand the key differences between them.

**Q. You mentioned the criteria will be adjusted, can you explain this further?**

**A.** The criteria that were used in the evaluation of alternatives will be used as a starting point to develop the criteria to assess the hybrid options.

**Q. Is the report to PWIC in September for informational purposes or to receive further direction?**

**A.** At this point, the report is intended for their information and input, we are not asking for a recommendation. We will also be reporting on other elements directed by Council (e.g., tunnel option, road pricing, etc.).

**Q. Why will the design alternatives presented this evening be subject to different criteria than what was used earlier in the EA process?**

**A.** We are at a working at a different level of detail in this step of the EA, compared to earlier phases of the EA. The criteria that we will use to evaluate the hybrid options will be at least as detailed (or even more detailed) than the criteria used to evaluate the alternative options.

**Q. Is it possible to do a side-by-side comparison using the existing criteria?**

**A.** Not exactly, as the criteria will change due to the limited variation among the hybrid options. For instance, most of the variation in the options presented this evening is east of Cherry Street, whereas there was considerable variation in the alignments of the alternatives considered in previous phases of the EA.

**Q. Will fewer options be presented to PWIC than the four or five presented this evening?**

**A.** Not necessarily, we haven't heard anything to suggest that.

## Appendix D – Notes from Facilitated Breakouts

### Option 1: Council Reviewed Hybrid

- The location of the on/off ramps at Cherry Street will attract traffic, affect the surrounding road network and negatively impact public and private lands in the precinct.
- Look at the quality and quantity of development; this option has less desirable sites for re-development / decreases opportunities for re-development
- Consider a no-ramp option.
- Consider the impact of tall buildings north of Lake Shore Boulevard on sites to the north.
- Consider the impact of putting a playground under the expressway.
- There is no improvement to the East Bayfront community.
- Clarify how residents will be able to access the new street connection to the Unilever site.
- Lake Shore Boulevard is two-sided for only two blocks.

### Option 1A: Revised Hybrid with Realigned Ramps

- The location of the ramps impacts re-development opportunities (e.g., parcels trapped between the ramps).
- The elevated expressway and on/off ramps create a barrier to the waters' edge and affect opportunities to animate it.
- Consider programming, commercial and architectural design (e.g., lighting) opportunities as part of the EA along the edge of the Keating Channel.
- The elevated expressway and on/off ramps will have a negative visual impact on Villiers Island.
- This option removes pressure on Jarvis Street over Option 1A.
- Consider impacts to landowners (i.e., constructability and implementation).
- Consider the area west of Cherry Street in the design alternative.
- Include infrastructure for events when building it.
- A benefit is no overhead structure above Lake Shore Boulevard.
- The new street/intersection that is part of the Unilever site is not ideal.
- This option is similar to the original hybrid.

### Option 1B: Revised Hybrid with Westbound On-Ramp Only

- This option would worsen conditions at the Jarvis Street off-ramp.
- Consider including an off-ramp east of the Don Roadway.
- Consider an artistic or architectural design feature at the water's edge (e.g., waterfall).
- Retaining a ramp connection has a negative impact on the water's edge.
- This option increases access to the water's edge, consistent with Lower Don Lands Master Plan.
- Clarify the rationale for adding the on/off ramps.
- This option impacts Lake Shore Boulevard and future re-development opportunities.
- This option will incur a negative impact on Cherry Street and make Villiers Island less desirable.
- This option is better than the original Council approved hybrid, but still negatively impacts the surrounding area.
- Queens Quay will become a much more important main street.
- Queens Quay should have a stronger prominence.
- Queens Quay doesn't have to dip down in this option.

#### **Option 2: Realigned Hybrid with 70km/h Link**

- SAC members liked this Option more than Option 1 but less than Option 3 as it moves infrastructure away from the Keating Channel, increasing development and public realm opportunities.
- SAC members expressed concerns about the on/off ramps; some suggested the ramps should be moved further east away from Cherry Street which is the gateway to the Port Lands, while others suggested looking at this option without any on/off ramps.
- Concerns were also expressed that the ramps in this option will bring more traffic to the Keating Channel area.

#### **Option 3: Realigned Hybrid with 60km/h Link**

- SAC members repeatedly identified Option 3 as the "superior" Hybrid option as it moves infrastructure away from the Keating Channel creating the greatest amount of developable land while preserving access to the water's edge.
- There was a request to move the on/off ramps inside the Gardiner Expressway lanes, rather than outside them.
- There was varying opinion whether Lake Shore Boulevard should be located beneath or adjacent to the new expressway east of Cherry Street; noise pollution was cited as more of a problem when the roads are stacked on top of one another even though this alignment consumes less land. Implementing a lower design speed was suggested to reduce the effect of noise pollution.
- SAC members expressed concerns about how drivers will adjust to the lower ramp speeds; they recommended slowing down traffic well before the ramps to allow for safe transition to/from the DVP.
- There is a desire to consolidate and move all infrastructure as far north as possible to free up and animate the water's edge.
- SAC members suggested undertaking an economic cost-benefit analysis for this option, along with land value and value uplift calculations, to determine whether the extra capital costs are worthwhile.
- Some SAC members questioned why this slow design speed is being examined when the Remove alternative was not considered viable for the same reason.

#### **Option 4: Rail Flyover with 80km/h Link**

- SAC members suggested moving the Gardiner Expressway and Lake Shore Boulevard north, closer to the rail corridor, similar to the independent scheme put forward by the Bedford/Millward/DTAH group.
- SAC members noted that the elevation of the Gardiner Expressway/DVP connection over the railway corridor will have a significant visual and physical impact on the surrounding area, particularly on Corktown Common Park.
- Feedback suggested lowering the design speed of the Gardiner/DVP connection to 60 or 70 km/h.
- Consider removing both the on/off ramps from the design and rely on the Jarvis Street ramps to accommodate traffic volumes.
- Comments noted that Lake Shore Boulevard is better when moved out from under the Gardiner Expressway.
- SAC members advised against merging the redeveloped Gardiner Expressway with the existing structure right at Cherry Street.

- SAC members expressed concerns that the new on/off ramps west of Cherry Street will cause traffic congestion as currently experienced at the Jarvis Street/Lake Shore Boulevard on/off ramps.
- Feedback indicated that the alternative requires heavy infrastructure for a potentially high cost without much benefit.
- SAC members feel there are good parcels for development along the Keating Channel.
- Comments indicate that the design of the on/off ramps in this Option is better than the design in the original Hybrid Option.
- Feedback suggested locating the on/off ramps on the inside of the Gardiner rather than the outside.
- The westbound on-ramp could use the space south of the rail corridor for a cloverleaf ramp design.
- Some SAC members commented that this is the best option but also the most expensive and complex.
- Make the new elevated Gardiner Expressway an iconic piece of infrastructure.

**Other comments:**

- Ensure that any option selected considers overall impact on potential Villiers Island and Port Lands uses.
- Study examples from other jurisdictions (e.g., Parisian highways are now being converted to pedestrian promenades, Cleveland Ohio Highway I90 Lakeshore Expressway which features an L turn managed by lights and rumble strips).
- Create a signature architecturally pleasing bridge similar to the Prince Edward Viaduct to mitigate the effects of the infrastructure.
- Widening the rail bridge would reduce the costs of flyover options and could improve flood conveyance.

## Appendix E – Additional Written Comments from SAC Members

### Gooderham & Worts Neighbourhood Association

- A point I tried to make during the table discussions but which didn't get into the reports is that the context for on and off ramps needs some thought. They don't exist in empty space but have an effect on surrounding streets. It wouldn't be acceptable to have them directing traffic through fine-grained local neighbourhoods.
- Could future reports and presentations include estimates of traffic levels over 24 hours as well as during rush hours? It would be valuable for people to know how many vehicles and/or people would be the beneficiaries of whatever the various options would cost.
- Again, please do not leave East Bay Front, i.e. west of Cherry Street, out of consideration. The continued presence of the expressway risks encouraging the sort of development that everyone hates farther west.
- It would be useful to SAC members to receive the report of the meeting ASAP, while the details of the presentations are reasonably fresh in our minds. As well, any material that can be posted for circulation to members of the associations we represent would be very valuable.

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### Unionville Ratepayers Association

At the Stakeholder Advisory Committee meeting on Tuesday, July 21, there was a lot of interest in tightening up the curve between the DVP and the Gardiner – to open up more developable land to the south. The down side is the reduced speed limit on the curve (50 kph posted, 60 kph design), which will require deceleration zone, rumble strips and signs.

As an FYI – there definitely are precedents across the GTHA for even lower speeds connecting two expressways. For example, from the 407 to the 404, at least two of the connectors have 30 kph limits, with no rumble strips. I'm sure other such cases exist. So don't be afraid to push the speed envelope downward on the connector!

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### CodeBlueTO

It is important that the EA continues to search for solutions that will best satisfy the stated goals of the process:

1. Revitalize the Waterfront
2. Reconnect the City with the Lake
3. Balance Modes of Travel
4. Achieve Sustainability
5. Create Value

Transportation engineering decisions must be informed by these goals. If these criteria become subservient to the engineering the EA runs the risk of becoming irrelevant and will not have fulfilled its mandate.



All alternatives developed through the EA process must go through the same rigorous review and be compared to the same criteria. The results of this analysis should be clearly presented in every report cycle.

In light of Council direction to examine options for an elevated ramp connection between the Gardiner East and the Don Valley Parkway we would like to emphasize some principles derived from the EA goals. The recommended alternative should:

1. Create a viable Keating Precinct with well-portioned building blocks, access to the Keating channel, and a strong relationship to the Don River mouth.
2. Include a viable Keating Channel north-side promenade.
3. Reinforce Cherry St. as the principal multi-modal transportation entryway into the Port Lands.
4. Improve the trail/open space connections to the Don Greenway (north/south) and Lake Shore Pathway (east/west).
5. Complement the restored Don River Mouth configurations.
6. Improve north-south connections through the study area creating safe, attractive, complete and integrated streets for all modal users.
7. Improve the quality of East Bayfront development sites.
8. Treat the roads in the study area as a network when discussing the movement of vehicles, transit, bicycles, and pedestrians.
9. Include project costing that is comprehensive in the analysis of the economic benefit in the study area and adjacent Villiers Island. This analysis should be based on the commercial value of developing the land, potential tax revenues, and jobs created/supported. The direct and indirect revenues for the City as a result of any proposed solution should be included in the present value analysis.

SAC #7 was largely spent reviewing notional concepts for elevated ramp connections between the Gardiner East and the Don Valley Parkway and how they affected developable land in the Keating Precinct. Our concerns related to all of the concepts:

1. The need for additional ramps to connect the Gardiner East with Lakeshore Blvd. has not been demonstrated.
  - o The identified peak hour vehicle count westbound on the Gardiner east is 4500. If the Logan ramps are removed, this would be reduced to 2,700. The westbound peak hour traffic on Lakeshore Blvd. is 700. This would increase to 2500 if the Logan ramps are removed. Even if Lakeshore were reduced to two through lanes in the study area it would have plenty of capacity to handle this vehicle load. It was previously reported that 21% of vehicles entering the study area from the north and east travel beyond downtown. Using this statistic, 378 of the additional 1800 travelling westbound on Lakeshore Blvd. would be using the first available ramp onto the Gardiner. In conjunction with the intersection improvements previously noted, the westbound ramp at Jarvis St. should be capable of handling this load without constructing ramps at Cherry St.
2. The role of Lakeshore Blvd. has not been reassessed.
  - o If Lakeshore Blvd. is designed primarily as a vehicle conveyance instead of a complete street with viable development on both the north and south sides its design parameters will have to be adjusted. The EA has thus far identified that a total of four lanes in each direction on the combined Gardiner East/Lakeshore Blvd. is sufficient to carry vehicular

traffic at peak hour. If the elevated ramp connection is kept, this would indicate that two through lanes on Lakeshore Blvd. is sufficient.

- If Lakeshore Blvd. is treated as a “collector” for the Gardiner East, its alignment will need to be reconsidered.
  - Queen’s Quay may have to be designed as the main or high street of the East Bayfront and Keating Precincts.
3. None of the options presented contemplates improvement to conditions in the study area to the west of Cherry St. This leaves half of the EA study area with an unfulfilled mandate.
  4. Consolidating all intensive arterial road infrastructure as far north as possible along the railway corridor will yield an option that will more closely meet the goals of the EA.
  5. The role of Cherry St. as a welcoming multi-modal gateway the Port Lands is very important and has not been considered.

None of the alternatives presented adequately addresses the goals of the EA. Particular concerns include:

1. The impact of options 1 a/b/c on the Keating Channel Precinct, the north side of Villiers Island, and Cherry St. is overwhelmingly negative and does not fulfill any of the evaluation criteria.
2. Given the significance of Cherry St. and the Lakeshore/Cherry intersection as a Gateway to the Port Lands and the principal connector to the city core, placing ramps at Cherry St. impairs the quality of that connection by adding infrastructure is not consistent with the goals of the EA nor does it support the goal of extending the City into the Port Lands.
3. The impact of the “Flyover” option 4 on views from Corktown Common needs to be assessed.

We suggest that further study and refinement of the alternatives is needed. Specifically:

1. All alternatives should be presented with a option that removes all Cherry St. ramps.
2. All alternatives must address the study area between Jarvis and Cherry St.
3. Alternative 3 should be designed with the lowest possible connecting ramp speed to minimize its footprint and impact on the vicinity.
4. “Flyover” alternative 4 should contemplate going over the storm water treatment plant. It should also have an additional option at the lowest possible connecting ramp speed to minimize its footprint and impact on the vicinity.
5. The Viaduct and First Gulf proposals should be seriously considered and measured in the same evaluation matrix as the staff generated alternatives.
6. Analysis of travel times should not be limited to vehicles but include transit passengers, bicycles, and pedestrians expected to be travelling through the study area. Projections should be based on realistic expectations of future traffic levels and modal splits not on the pattern of late 20th century habits.

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## **Toronto Urban Renewal Network**

While we prefer the Gardiner to be removed as per the team’s original recommendations, if it must remain, we wish to minimize the damage and expense.

As with the current hybrid option, we propose to eliminate the ramps east of the Don River. In addition, we suggest that no new ramps be added between Lower Jarvis St. and the Don Roadway ramps. We request that models for all likely alternatives be drawn up with a 'No New Ramps' scenario.

#### Narrow viaduct

There are currently, and proposed to be, only 2 lanes in each direction for the section linking the Gardiner and the DVP Expressway. Moving Lake Shore Blvd East traffic onto the surface and eliminating the Cherry Street ramps creates the opportunity for a much longer narrow 4 lane elevated span reaching between Jarvis and the Don Roadway.

#### Advantages of eliminating ramps

1. The proposal is flexible, and can be combined with any of the preliminary concepts.
2. Removing ramps removes one of the most contentious local aspects of maintaining the Gardiner East Expressway.
3. The lack of ramps and narrow viaduct would significantly reduce costs.
4. The lack of off-ramps and narrow viaduct would allow for single supports, and have the smallest impact on property, sunlight and views along Lake Shore Boulevard east of Jarvis Street.
5. The compromise of having 2 elevated highway lanes allows the future Lakeshore Blvd to be narrowed to two lanes in each direction, maximizing development potential and increasing the opportunities for creating an urban two-sided street.
6. Political win-win. Pro DVP/ Gardiner Councillors in the suburbs maintain the Gardiner/ DVP connection, while local travel to Cherry Street or east along Lake Shore Blvd will use the (current) Boulevard, which their representatives supported.

#### Lake Shore Blvd Width

The original 'Boulevard' option provided 4 surface lanes in each direction. By proposing 2 highway and 2 surface lanes per direction, our option provides at least as much motor vehicle capacity. Lake Shore's 4 lane width could extend between Jarvis and Queens Quay, or the Don Roadway.

#### Viaduct Alignment

1. While it may be preferable to shift the Gardiner viaduct even further to the north, we recommend following the Lake Shore Blvd alignment and using the same DVP bridges, to minimize spending, maximizing the potential for change in the intermediate future. We believe that it is very possible that in twenty years, the evolving transportation paradigm will lead to more progressive choices.
2. Reduced highway speeds and increased turn radii can be considered.
3. Ramp from westbound Gardiner East to northbound Lower Sherbourne St.
4. As with other plans, we would like to see this ramp eliminated due to its impact on new communities vs. the benefit to vehicles of this one-way trip option.
5. Jarvis intersection.
6. The narrower 4-lane cross section of the Gardiner East provides the flexibility to improve this intersection.

#### Lake Shore Blvd.

The success of Lake Shore Blvd, which travels the length of the waterfront study area, should be a key factor considered by the EA. We view it as a potential Avenue with animated uses at grade that connects a series of mixed-use walkable neighbouring. Buildings and plans should anticipate a possible future takedown of the 4-lane viaduct. The narrower street should have one-stage pedestrian crossings.

### Keating promenade

Options should ensure that the East Gardiner and Lake Shore Blvd alignments move far enough north to minimize negative impacts to the Keating promenade: access to, contiguity and experience.

### Development

Be innovative, and look to precedent when considering where buildings are allowed along the north side of Lake Shore Blvd. Consider alternatives such as buildings of a smaller height, or with irregular footprints, which although less profitable, are just as useful at creating a lively street.

### Parks

Should be placed where they can be reached practically, where people want to linger and where there are eyes on the street. Avoid locating parks or vacant parcels on isolated left over lands to serve as buffer zones for highways and/or rail corridors.

### Multi-use paths

While the current EA criteria offer points for multi-use paths and park space, this can be counter-productive. We prefer to allow cyclists to use the road, or use separate paths adjacent to the roadway (e.g., Richmond/ Adelaide lanes) where riders can travel a direct path and be visible at intersections. Sidewalks should be for pedestrians, and park paths should not be raceways.

# Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study Stakeholder Advisory Committee - Meeting 15-8

Tuesday, September 1, 2015 | 6:30 – 8:30 pm  
Metro Hall, 55 John Street, Room 308/309

## Meeting Summary

### 1. Agenda Review, Opening Remarks and Introduction

Mr. David Dilks, President, Lura Consulting, began the eighth Stakeholder Advisory Committee (SAC) meeting by welcoming committee members and thanking them for attending the session. He introduced the facilitation team from Lura Consulting and led a round of introductions. Mr. Dilks reviewed the meeting agenda and explained that the purpose of the meeting was to present the alternative design concepts for the hybrid option as well as to obtain SAC input on the results of the initial screening process and proposed approach to the alternative design evaluation. He added that these SAC meeting summaries are circulated to members for comment, prior to posting the final versions on the project website.

Mr. John Livey, Deputy City Manager, City of Toronto, outlined the next steps in the EA study process which include interim progress report to the Public Works and Infrastructure Committee in mid-September, followed by a round of stakeholder and public consultations in October and November. He noted that in the meantime, the project team will be working on the evaluation of the alternative designs as well as the public realm concepts. The project team expects to submit a final report to Council in early 2016.

John Campbell, President, Waterfront Toronto, noted that the project team has been working on the alternative design concepts, focusing on the segment between Cherry Street and Don Roadway. Mr. Campbell conveyed the project team's appreciation of the feedback and comments provided by SAC members, particularly as the EA approaches completion.

The meeting agenda is attached as Appendix A, while a list of attending SAC members can be found in Appendix B.

### 2. SAC Member Briefing

Don McKinnon, Project Manager, Dillon Consulting, presented a summary of the work completed in the current phase of the EA as well as an overview of the alternative design concepts for the hybrid option, covering the following topics:

- What we heard at SAC #7
- Initial screening process and outcomes
- Alternative design concepts
- Process for selecting alternative evaluation criteria
- Process/Next Steps

### 3. Facilitated Discussion

The following provides a summary of the recurring themes and ideas discussed by SAC members on the material presented. More detailed accounts of the discussion can be found in Appendix C (Q & A).

#### Alternative Hybrid Concepts

- Highlight the distinguishable features or unique benefits of each alternative concept; they appear to be very similar.
- Clarify whether Lake Shore Boulevard will function as a high-end urban boulevard with public realm features or as a roadway primarily for vehicles.
- Expand the discussion on alignment of the hybrid to focus on how it fits within a system of roads that will service the area (including Lake Shore Boulevard).
- Limit the amount of overhead infrastructure above Cherry Street.
- Ensure that the alignment of the elevated expressway maximizes the quantity of developable land along the Keating Channel.
- Downplay the discussion on speed and travel time associated with each concept and focus the conversation on other important topics such as public realm improvements.
- Consider modelling a no- or one-ramp option and include this among the options presented to Council.
- Locate ramps away from the southern edge of the Gardiner Expressway as much as possible to support high-quality development north of the Keating Channel.

#### Evaluation Criteria

- Include criteria that consider the lost potential for high-quality development north of Queens Quay and along East Bayfront (i.e., development that would have occurred if Council's decision had been to remove the elevated expressway).
- Ensure criteria evaluating safety include the safety of all road users, including cyclists and pedestrians.
- Ensure the evaluation criteria consider a fulsome range of topics beyond travel time and speed.
- Other criteria suggested by participants include:
  - Quality and quantity of developable land;
  - Long-term flexibility (e.g., de-constructability, modular development);
  - Sustainability (e.g., ability to adapt to change);
  - Resilience to extreme weather considerations (e.g., flooding);
  - Future access to the Port Lands; and
  - Quality of life/liveability for residents near the expressway (e.g., travel/walk time for pedestrians, noise levels, vibrations).
- Ensure coordination and consistency between the different EAs focused on revitalizing the waterfront in terms of evaluation criteria.

#### Public Realm Improvements

- Prioritize public realm improvements for the area between Jarvis and Cherry in the concept plans.
- Provide examples of the public realm improvements that are feasible between Jarvis and Cherry.
- Make sure public realm improvements are a prominent part of future presentations.

## Costs

- Clarify the cost differences of the alternative concepts.
- Consider presenting a broader concept of costs beyond the straight financial cost of each alternative (e.g., reflective of economic, social and environmental factors).
- Ensure cost estimates fully reflect the public realm benefits/costs of the hybrid alternative.
- Reflect the cost of renewing the Martin Goodman Trail in cost estimates of each concept.

## 4. Next Steps

Next SAC meeting: October 2015

Post Meeting Update: An additional SAC meeting has been added to the project schedule and will take place in October 2015, preceding the SAC meeting planned for November 2015.



## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study

### Stakeholder Advisory Committee Meeting #8

Tuesday, September 1, 2015

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 308/309

### REVISED AGENDA

#### *Meeting Purpose*

- Present and discuss the alternative design concepts for the hybrid option, the screening process and outcomes, and proposed approach to the design alternative evaluation.

#### **6:30 pm      Agenda Review, Opening Remarks and Introductions**

- David Dilks, Lura Consulting, Facilitator

#### **6:40 pm      SAC Member Briefing: Project Update and Next Steps**

- Don McKinnon, Dillon Consulting

Presentation to include:

- What we heard at SAC Meeting #7
- Alternative design concepts
- Initial screening process and outcomes
- Draft design alternative evaluation
- Process and next steps

#### **7:00 pm      Facilitated Discussion**

1. Thinking about the initial screening of the alternative design concepts and screening outcomes:
  - What do you like?
  - What, if anything concerns you? Why?
  - What refinements, if any, would you like to see explored?
2. Thinking about the alternative designs and the proposed approach for their evaluation:
  - What evaluation criteria are important to you and should be considered?
  - What other advice do you have for the project team on the evaluation of alternative designs?

#### **8:25 pm      Summary/Closing**

#### **8:30 pm      Adjourn**



## Appendix B – List of Attendees

### SAC Meeting #8 List of Attendees

Beach Triangle Residents' Association  
Canadian Courier and Logistics Association  
Civic Action  
CodeBlueTO  
Cycling Toronto  
Gooderham & Worts Neighbourhood Association (GWNA)  
Heritage Toronto  
St. Lawrence Neighbourhood Association  
Toronto Financial District BIA  
Toronto Urban Renewal Network  
Transport Action Ontario  
Unionville Ratepayers Association  
Walk Toronto  
West Don Lands Committee

Invited Guests:

Mayor's Office  
Deputy Mayor Pam McConnell's Office  
Castlepoint Numa

## Appendix C – Questions and Answers

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

**Q. Are the kilometres per hour (km/h) associated with each concept the design or posted speeds?**

**A.** They refer to the design speed; the posted speed would be about 10 km/h less.

**C.** The proposed concepts do not appear to include public realm improvements west of Cherry Street, along the East Bayfront, other than aesthetic improvement to the Jarvis St. underpass. I am concerned about the impact to current and future residents. The evaluation criteria should consider the possibility of new development north of Queens Quay and along East Bayfront without the highway. The Remove alternative did propose significant improvements west of Cherry Street; it is necessary to evaluate what has been lost by not being able to make those improvements. My understanding is that this is a continuation of the EA process, which means the area west of Cherry Street is within the scope of the study area and should be considered more thoughtfully in the concepts.

**A.** In terms of the area west of Cherry Street, the intent is to look at public realm improvements (e.g., streetscaping) under the EA. We are not anticipating any major infrastructure improvements that would require further EA approval. There certainly is a commitment to look at public realm improvements in that particular area.

**Q. Will the evaluation criteria include the benefits of potential development?**

**A.** Any improvements proposed within the corridor and how they would complement development will be looked at.

**Q. Does the streetscape experience include the experience of crossing Lake Shore Boulevard?**

**A.** Yes it does.

**Q.** During the presentation, the criteria for safety focused mainly on the elevated expressway users. Can you speak to safety in terms of active transportation around the expressway? For example, the areas around the expressway on/off ramps tend to have more aggressive drivers, which is another issue of road safety. Also, are maintenance costs assumed to be the same for all of the concepts or will they vary?

**A.** Any potential variation in the alternative designs in terms of cyclist and pedestrian safety will be examined. In terms of costs, there is certainly potential for some variation.

**Q. When can we expect to see how the public realm in the area between Jarvis and Cherry Streets will be treated?**

**A.** That will likely be November, possibly late October. Six slides depicting public realm improvements east of Jarvis Street were presented at the last SAC meeting. We will discuss public realm strategies and recommendations at the October SAC meeting, and in greater detail at the November meeting

**Q. Is there a reason the timing is in November (e.g., PIC #5 meeting)?**

**A.** It is based on the cycle of SAC and PIC meetings.

**C.** If you are presenting this material to the Public Works and Infrastructure Committee (PWIC) in September, consider including content about public realm improvements between Jarvis and Cherry Streets.

**Q. The three concepts, which are all very similar, meet the EA requirements for cars, but not other users. There was no mention of no or less ramps in any of the concepts. Perhaps it would make sense to present more of a compromise (i.e., a concept with one or no ramps) to Council, given the varying support of Councillors.**

**A.** One of the concepts we looked at involved one ramp but we heard concerns about traffic problems with only one ramp. A no-ramp option would lead to significant traffic issues.

**C.** I would like to see a no- or one-ramp concept modelled. If it was presented as an option, Council would at least have the opportunity to say they are not interested in looking at that kind of compromise.

**Q. At the last SAC meeting, a proposal prepared by an external team featuring a viaduct option was presented. Is that proposal reflected in the options presented this evening?**

**A.** There were a few options proposed by external teams, including the viaduct option. Most of them are similar to the alternative solutions that were examined earlier in the EA study process. There are aspects of these options that we are trying to accommodate within the hybrid options.

**C.** I am concerned that instead of looking at a fulsome range of EA criteria there is more of a focus on the vehicle user experience of the elevated ramp. The criteria should not focus only on travel-related issues (e.g., time or speed) as each hybrid option has different spinoff benefits. As a second point, the quality in addition to the quantity of developable land should be considered by the evaluation criteria. There is also a need to clarify whether Lake Shore Boulevard will be used primarily to convey vehicles or whether it could be more of a high-end street with public realm features.

**Q. The new ramps will require actual shoulder widths – how much wider will they be than the current ramps?**

**A.** They are currently two metres wide; they would be widened out to about four metres. There are currently two lanes in the elevated expressway that serve as connections to the Logan Avenue ramps that would no longer be needed, resulting in a new overhead structure that is a lot narrower than what it is today. The ramps going over the Don River would certainly be wider compared to what they are now.

**Q. Is the overhead structure from Cherry to Jarvis Streets also going to be two lanes? Will it be narrower than it is today?**

**A.** It will be two lanes in each direction and narrower than it is today.

**Q. At what point will the new overhead structure begin to narrow down?**

**A.** The exact location requires additional study, but it will be east of Cherry Street. There will be a rethink on the entire Gardiner Expressway in terms of its design, to consider the new alignment and connection with the re-decking taking place west of Jarvis Street.

**Q. Will you evaluate the number of lanes that are necessary on Lake Shore Boulevard?**

**A.** With the realignment of Lake Shore Boulevard through the Keating Channel, there is an opportunity to reconsider the number of lanes. However, we are not anticipating any changes to the lane configuration west of Cherry Street, unless this is being considered in another study.

**Q. [Referring to Concept 3] There has been some discussion as to whether the ramps to/from Cherry Street can be located in the middle (of the split configuration) and away from the southern edge of the elevated structure. The concern is that ramps along the southern edge will not support nearby high-quality development.**

**A.** Yes, that is what is depicted in the concept. It was not depicted on the north side of the westbound on ramp because of the location of the stormwater management facility.

**C. I think it is more important on the south side.**

**Q. I want to emphasize that Cherry Street should be kept free of any additional elevated infrastructure. I see the ramps are continuing to the west of Cherry Street, are there other opportunities to reduce their impact?**

**A.** The intent to this point has been not to widen the overhead infrastructure any more than what it is today. If there is an opportunity to narrow it further, we are exploring.

**Q. Is the de-construction of the elevated highway being considered as a criterion? It is worth considering in terms of long-term flexibility?**

**A.** It's something to think about; it could tie in to the sustainability aspects of the EA.

**C. The angle of sustainability and ability to adapt to change over time is worth weighing. We have seen dramatic changes in recent decades that were not expected (e.g., with technology). Sustainability should be included in evaluation criteria in some form.**

**C. Building off that point, changes in weather and extreme weather should also be considered in terms of the resiliency of the designs.**

**A.** There is certainly an expectation from the Ministry of the Environment and Climate Change to consider climate change in the expressway design.

**C. Prioritize public realm improvements west of Cherry Street. It appears that any changes will only benefit the area east of Cherry Street – this is not ok with existing residents.**

**C. The redevelopment of the Port Lands will generate all kinds of new traffic. Future access to the Port Lands should also be considered as a criterion.**

**C. Find a way to include quality of life in the criteria, particularly for the people who live in the surrounding area (e.g., St. Lawrence Market, Distillery District, Queens Quay, East Bayfront). The number of residents affected by the highway is considerably more than the number of drivers who benefit from its use.**

**C. Explore and highlight the options that have clear and distinguishable benefits (e.g., the trade-off of two versus three lanes on Lake Shore Boulevard).**

**A.** During the alternative solution stage, we did look at the impact of different lane reductions. The results typically indicate an increase in travel times, for which there is little appetite.

**Q. You mentioned that you would be looking at the ramps in more detail – can you speak to that?**

**A.** We will be looking at the ramps in more detail from the point of view of their alignment, grade, exact location, length, where they merge with Lake Shore Boulevard, property needs, and confirming right-of-way requirements, etc.

**C. I appreciate work that the EA team has done, since Council's decision to proceed with the hybrid option. It is important to ensure that the east Keating District is viable and has the potential to be a strong transitional area between the City and the Port Lands. Everything that can be done to maximize the quantity and quality of development along the Keating Channel should be done.**

**I am also interested in the potential collateral benefits of expanding the railway bridge (e.g., mitigating flooding on Broadview Avenue), particularly in terms of costing. It is also extremely important to ensure that costing fully reflects public realm benefits, not just in the Keating Channel or defined by land sale revenues. A more robust and wide-ranging evaluation of costs is needed.**

**It also needs to be emphasized that the concepts that leave infrastructure on the north side of the Keating Channel will potentially have negative effects on any development on the Villiers Island Precinct. That said there is a need for a more robust look to understand the true cost-benefits of this alternative.**

**It would also be helpful to have some concrete examples of what we can expect in terms of public realm benefits between Jarvis and Cherry Streets and what is feasible.**

**A. You have raised some very important points. We are essentially trying to decide between variations of an alternative that have the same underlying assumptions about the area between Jarvis and Cherry Streets. We understand that something needs to be done to improve the liveability of that area and we will look at this closely.**

**C. A big part of the campaign to maintain the Gardiner Expressway focused on public realm improvements under the structure; we'd like to see them.**

**C. Please consider using only the posted speed in presentations to Council or the public to avoid confusion if the terms "design speed" and "posted speed" are both used.**

**C. The Martin Goodman Trail has not been mentioned. The cost of renewing the trail should be included in each of the concepts.**

**A. Absolutely, the continuation of the Martin Goodman Trail through the Keating Precinct is included in all the options. The next stage will include details about how the Trail will be integrated with the road alignment in all the options.**

**C. Opening up sites for potential development south of the expressway, closer to the waterfront and away from the rail corridor would lead to higher quality neighbourhood development. My understanding is that the impact on travel times across all the concepts is similar; this has helped move the conversation forward to now enable us to discuss other elements of the study (e.g., public realm). I would be concerned to see the introduction of another concept that re-opens the conversation on travel times.**

**C. We should be thinking about this from the perspective of a system of roads, not individual roads or the hybrid in isolation. That might be a way to reintroduce Lake Shore Boulevard into the conversation and open up discussion about its future design. It is an important component of the EA study.**

**Q. Will Lake Shore Boulevard be updated to modern standards?**

**A. Yes.**

**C. Consider the following as measureable criteria to assess the experience of living near the expressway – travel time for pedestrians, noise levels, vibrations.**

**C. Consider doing research on population estimates for East Bayfront and Keating Channel to understand how many people will be affected by the highway compared to the number of drivers who use the eastern segment of the Gardiner Expressway.**

**Q. Is the plan to present the costs the same way they were presented during the last round? Will considerations such as land value, tax base be rolled in, or be presented separately? The way this information is presented will help clarify which one of these alternatives is in fact the best for the City.**

**A. We have not decided how that information will be presented. We will absolutely look at the costs and benefits of each concept.**

**C. Consider a broader conception of costs.**

**C. It is important to consider how information about costs is presented. Figures can be easily misrepresented. It is important to present the information in a way that people recognize the value of the broad range of issues being reflected in the costs.**

**Q. Will Lake Shore Boulevard be redesigned as an urban street or a highway?**

**A. It will be an urban street.**

**C. In terms of evaluation criteria, there are so many EAs currently underway for this section of the waterfront. Ensure all those EAs are reviewed in the context of this EA to ensure a timely completion and that there is consistency in how evaluation is approached.**

**C. I would like to reinforce the idea of walk times as an indicator of liveability. The focus of the debate between the boulevard and hybrid options was after all about travel time for vehicles.**

**Future of the Gardiner Expressway/Lake Shore Boulevard East  
Reconfiguration EA and Integrated Urban Design Study  
Stakeholder Advisory Committee - Meeting 15-9**

Tuesday, October 20, 2015 | 6:30 – 8:30 pm  
Metro Hall, 55 John Street, Room 310

**Meeting Summary**

**1. Agenda Review, Opening Remarks and Introduction**

Liz Nield, CEO at Lura Consulting, welcomed Stakeholder Advisory Committee (SAC) members and thanked them for attending the session. Ms. Nield introduced the facilitation team from Lura Consulting and led a round of introductions. She reviewed the meeting agenda and explained that the purpose of the meeting was to present and discuss the proposed evaluation criteria and hybrid urban design concepts.

Chris Glaisek, Vice President, Planning and Design at Waterfront Toronto, also welcomed SAC members. Mr. Glaisek explained that the design of the Hybrid option has been narrowed down to three main alternatives, each with sub-components that can be mixed and matched. He also noted that since the last SAC meeting, Hargreaves & Associates has been exploring potential public realm improvements for each alternative to provide a better sense of how the public spaces surrounding each alternative alignment might look like in three areas: west of Cherry, Cherry to Don, and east of the Don. Mr. Glaisek also briefly outlined the next steps in the project which include a SAC meeting in November to present the results of the evaluation, followed by a public information centre (PIC) in December. The project team anticipates reporting the results of this phase of the EA to the Public Works and Infrastructure Committee (PWIC) in early 2016.

David Stonehouse, Director, Waterfront Secretariat at City of Toronto, briefly reviewed the staff recommendations included in several reports submitted to Executive Committee, PWIC and Council in September which covered the following topics:

- Tunnel Option;
- Tolling and Road Pricing Options;
- Strategic Rehabilitation Program;
- Hybrid Alternative Design Concepts;
- Accelerated Repairs.

The meeting agenda is attached as Appendix A, while a list of attending SAC members can be found in Appendix B.

## 2. SAC Member Briefing

Don McKinnon, Project Manager at Dillon Consulting, and Gavin McMillan, Senior Principal at Hargreaves & Associates presented the work completed since the last SAC meeting covering the following topics in two parts to allow for focused discussion:

### Part I – Don McKinnon

- Process / Next Steps
- What We Heard at SAC #8
- Updated Evaluation Criteria

### Part II – Don McKinnon and Gavin McMillan

- Review of Viaduct and Consolidated Proposals
- Urban Design Update

## 3. Facilitated Discussion

The following provides a summary of the recurring themes and ideas discussed by SAC members on the material presented, as well as written feedback from SAC members. More detailed accounts of the discussion can be found in Appendix C. Appendix D includes additional written comments submitted by SAC members following the meeting.

### **Proposed Evaluation Criteria:**

#### *General Comments*

- Ensure the public understands there is no significant difference among the alternatives for certain criteria (e.g., list the criteria that have been deleted from the evaluation process).
- Ensure consistency when presenting capital costs but also ensure they are current (e.g., present them in 2013 and 2016 dollars if necessary).
- Measure the quality and value of active transportation, recreational and development opportunities (in addition to quantifying them).

Feedback about specific criteria is included in Table 1 (next page).



**Table 1 - Feedback on Proposed Evaluation Criteria**

Study Lens	Criteria Group	Criteria	Feedback
<b>A. Transportation and Infrastructure</b>	A.1 Automobiles	A 1.1 Commuter Travel Time	<ul style="list-style-type: none"> <li>Clarify how &lt; or &gt; 2 minutes was chosen as the metric for this criterion.</li> </ul>
	A.3 Pedestrians	3.1 North-South Sidewalks	<ul style="list-style-type: none"> <li>Add a measure to assess pedestrian access to the water's edge and Keating Channel.</li> <li>Consider adding a measure to assess pedestrian crossing times.</li> <li>Clarify why crossing distance has been removed.</li> </ul>
		3.2 East-West Sidewalks	<ul style="list-style-type: none"> <li>Clarify if the location and effect of on-off ramps to the Gardiner will be included as a measure.</li> <li>Add a measure to assess access to the Don River.</li> <li>Consider the opportunity to create an east-west pedestrian promenade along the Keating Channel.</li> </ul>
	A.4 Cycling		<ul style="list-style-type: none"> <li>Consider whether there is a need to distinguish between commuter cycling routes and recreational cycling routes – including routes to water's edge.</li> <li>Include measures to assess the quality of cycling routes; quality and connectivity are both important.</li> </ul>
	A.5 Movement of Goods		<ul style="list-style-type: none"> <li>Clarify why construction impact is only considered for this sub category – it should be included for all transportation modes or confined to A.7.</li> <li>Consider network flexibility in this criteria group.</li> </ul>
	A.6 Safety	A 6.1 Pedestrian Conflict Points	<ul style="list-style-type: none"> <li>Consider conflicts created by Gardiner on-off ramps.</li> <li>Consider the effect of road reconfiguration at the Lake Shore Boulevard/ Jarvis Street on this criterion.</li> </ul>
		A 6.2 Cyclist Conflict Points	<ul style="list-style-type: none"> <li>Consider conflicts created by Gardiner on-off ramps.</li> <li>Add a measure to assess the presence of poor sightlines.</li> </ul>
		A 6.3 Motorist Conflict Points	<ul style="list-style-type: none"> <li>Consider a measure to assess opportunities to improve safety through improved sightlines or adding shoulders.</li> </ul>

Study Lens	Criteria Group	Criteria	Feedback
	A.7 Construction Impact	A 7.1 Duration	<ul style="list-style-type: none"> <li>Consider whether the duration, extent and precise nature of the travel disruption are more significant factors than the length of the construction period.</li> </ul>
		A 7.2 Transportation Management	<ul style="list-style-type: none"> <li>Consider the potential impact on vehicular traffic.</li> </ul>
<b>B. Urban Design</b>	B.1 Planning	B 1.2 Consistency with Precinct Plans and Other Plans and Initiatives	<ul style="list-style-type: none"> <li>Add a measure to assess the impact of development on Cherry Street as a major gateway/connector between the City Centre/West Don Lands and the extension of the City into the Port Lands.</li> <li>Add the Villiers Island Precinct Plan and the Lower Don Lands Framework Plan to the list.</li> </ul>
		<i>B 1.3 Impact on Keating Channel East (proposed new criterion)</i>	<ul style="list-style-type: none"> <li>Add a measure to assess the ability to create a viable new precinct that connects the Port Lands to the rest of the City (i.e., ability to maximize the development potential of the City-owned lands in the Keating Channel precinct).</li> </ul>
	B.2 Public Realm	B 2.1 Streetscape	<ul style="list-style-type: none"> <li>Add a measure to assess: <ul style="list-style-type: none"> <li>the opportunity to create a successful east-west spine to support development in the Keating Channel precinct.</li> <li>quality of place throughout the Keating Channel Precinct.</li> <li>the ability to improve degraded or absent north-south connections to the water's edge.</li> <li>the ability to create an attractive pedestrian realm.</li> <li>Consider the effect of road reconfiguration at the Lake Shore Boulevard/ Jarvis Street on this criterion.</li> </ul> </li> </ul>
		B 2.2 View Corridors	<ul style="list-style-type: none"> <li>Add a measure to assess: <ul style="list-style-type: none"> <li>the opportunity to improve visual connections between precincts and transportation routes</li> </ul> </li> </ul>

Study Lens	Criteria Group	Criteria	Feedback
			<ul style="list-style-type: none"> <li>and the water's edge.</li> <li>○ the opportunity to improve visual connections to the Don River Mouth.</li> <li>○ minimizing the impact of elevated infrastructure on view corridors.</li> </ul>
		B 2.3 Amount of Public Realm	<ul style="list-style-type: none"> <li>• Expand the measure to assess the "quality" of the public realm not just the quantity.</li> <li>• Add a measure to analyze the impact on public realm plans for the Keating Channel Precinct.</li> </ul>
		B 2.4 New Park Land	<ul style="list-style-type: none"> <li>• Include a measure to assess the quality of surplus land.</li> </ul>
	B.3 Built Form	B 3.1 Street Frontage	<ul style="list-style-type: none"> <li>• Expand this criterion to look at the relative potential for creating viable/quality development sites with potential for high quality retail along Lake Shore Boulevard or an extended Queen's Quay.</li> </ul>
		B 3.2 [Referred to in participant feedback]	<ul style="list-style-type: none"> <li>• Clarify why references to built form opportunities including constraints created by location of transportation infrastructure (including ramps) were removed as they are key considerations in terms of comparing the urban design impacts of the design alternatives.</li> </ul>
<b>C. Environment</b>	C.2 Natural Environment	C 2.4 Storm Water Quality	<ul style="list-style-type: none"> <li>• Reinstate potential to reduce paved/non-permeable surfaces.</li> </ul>
		C 2.5 Microclimate/Heat Island Effect	<ul style="list-style-type: none"> <li>• Retain this criterion as there is potential for varying degrees of concrete among the three Hybrid options.</li> </ul>
<b>D. Economics</b>	D.3 Fiscal Net Benefit	D 3.1 Capital Cost and Funding	<ul style="list-style-type: none"> <li>• Share the cost of the railway bridge extension in Alternative 3 with other projects that would potentially benefit from any flood conveyance improvements.</li> </ul>
		D 3.3 Public Land Value	<ul style="list-style-type: none"> <li>• Include a measure or criterion to capture spin-off</li> </ul>

Study Lens	Criteria Group	Criteria	Feedback
		Creation	<p>advantages or disadvantages of longterm economic activity (e.g. future revenue created as a result of new development).</p> <ul style="list-style-type: none"> <li>• Include a measure to assess the economic benefit of increased development.</li> <li>• Explain or clarify that an evaluation exercise will be completed to assess the land freed for redevelopment in the evaluation criteria.</li> <li>• Ensure public land distribution proceeds reflect the varying quality of the development sites created by each alternative.</li> <li>• Expand public land value creation to include: <ul style="list-style-type: none"> <li>○ A measure to assess potential positive or negative impacts on the value of adjacent lands (e.g., publicly owned lands along the Keating Channel in the Villiers Island precinct).</li> <li>○ The comprehensive valuation of the future economic activity that will be generated under the build-out of the three alternatives.</li> <li>○ An assessment of any positive or negative impacts on the development pace of precincts currently being planned (e.g., Keating, Villiers and Film Studio District).</li> </ul> </li> </ul>

## Proposed Urban Design Concepts:

### *General Comments*

- Consider minor road improvements on Lake Shore Boulevard west of Cherry Street, particularly to enhance north-south connectivity and relationship to new developments in the area.
- Consider making the Lake Shore Boulevard and Lower Jarvis Street intersection a “scramble” crossing if no structural modifications are possible.
- Locate cycling routes/trails near the water as much as possible.
- Continue the Lower Don Trail south to Villiers Island along the Don River without merging the route with the street grid.
- Provide more information about the need for on-off ramps close to Cherry Street in the EA reporting (e.g., supporting data, space requirements as well as their impact on surrounding streets and local traffic, developable land, environment, and quality of life).
- Consider that the needs and quality of life of local residents should not be sacrificed for the convenience of a small percentage of Expressway drivers.
- Consider providing three-dimensional renderings to provide SAC members and the public with a ground-level perspective on the qualitative differences between Alternatives 2 and 3.
- Participants expressed support for Alternative Designs 2 and 3 (both with the realigned Lake Shore Boulevard) as they both increase:
  - The potential to unlock development in the Keating and Villiers Island precincts.
  - Opportunities for active transportation and recreation uses along the Don River that connect the Keating Channel Precinct with the Port Lands and re-naturalized river mouth.

### *Alternative Design 2*

- Participants expressed support for Alternative Design 2 (with the realigned Lake Shore Boulevard in Alternative Design 3) as it would increase:
  - Opportunities to unlock development in the Keating and Villiers Island precincts.
  - Opportunities for active transportation and recreation uses along the Don River that connect the Lower Don Trail to Villiers Island.
- Consider reversing the vertical relationship between the Gardiner Expressway and Lake Shore Boulevard so that the Boulevard is higher than the Expressway to:
  - Minimize the perceived visual barrier caused by the Expressway, and;
  - Explore opportunities to create a double-sided street along Lake Shore Boulevard.

### *Alternative Design 3*

- Participants expressed support for Alternative Design 3 as it would increase:
  - Opportunities to unlock development in the Keating and Villiers Island precincts.
  - Opportunities to create iconic destinations and architectural structures along the Don River (e.g., park, bridge).
  - Opportunities for active transportation and recreation uses along the Don River that connect the Lower Don Trail to Villiers Island.

## 4. Next Steps

Next SAC meeting: January 14, 2016, 6:30 to 8:30 p.m., Metro Hall, Room 310.



## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study

### Stakeholder Advisory Committee Meeting #9

Tuesday, October 20, 2015

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 310

### AGENDA

#### *Meeting Purpose*

- Present and discuss the proposed evaluation criteria, hybrid urban design concepts and next steps.

#### **6:30 pm      Agenda Review, Opening Remarks and Introductions**

- Liz Nield, Lura Consulting, Facilitator

#### **6:40 pm      Project Update and Next Steps**

- Don McKinnon, Dillon Consulting
- Gavin McMillan, Hargreaves & Associates

Presentation to include:

##### Part I

- Update from Executive Committee, PWIC and Council
- What We Heard at SAC Meeting #8
- Process/Next Steps
- Updated Evaluation Matrix
- Facilitated Discussion

##### Part II

- Urban Design Update
- Review the Viaduct and Consolidated Proposals
- Facilitated Discussion

#### **7:00 pm      Facilitated Discussion – Evaluation Criteria and Urban Design Concepts**

3. Thinking about the proposed evaluation criteria:
  - What is missing, or is there anything further that you would you like to see explored?
4. Thinking about the urban design concepts presented:
  - What do you like?
  - What concerns you and why?

## Appendix A – Agenda

- Do you have any additional advice to the project team as they move forward to flesh out the urban design plans?

**8:25 pm**      **Summary/Closing**

**8:30 pm**      **Adjourn**

## Appendix B – List of Attendees

### SAC Meeting #9 List of Attendees

Beach Triangle Residents' Association  
Civic Action  
CodeBlueTO  
Cycling Toronto  
Gooderham & Worts Neighbourhood Association  
Heritage Toronto  
St. Lawrence Neighbourhood Association  
Toronto Financial District BIA  
Toronto Industry Network/Redpath Sugar  
Transport Action Toronto  
Urban Land Institute  
Walk Toronto  
West Don Lands Committee



## Appendix C – Questions and Answers

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

### *Facilitated Discussion – Part I*

**Q. Since there is already construction happening on the west end of the Gardiner Expressway that is scheduled for completion in October 2016 – what does the P3/AFP model under the Strategic Rehabilitation Program entail?**

**A.** The rehabilitation taking place in the west is using conventional construction methods (e.g., jackhammering, re-pouring roadways, etc.) and applies to only a small segment of the Gardiner Expressway. The program being studied would involve saw-cutting sections of the Expressway in the remainder of the corridor and replacing them with pre-fabricated pieces. The rehabilitation scheduled to October 2016 applies to a small section of the Expressway between Strachan Avenue and approximately Bathurst Street, however rehabilitation is still needed east of there. The rehabilitation program includes: 1) accelerating the repairs, and 2) seeking a partner to design, build, finance, operate and maintain the Expressway.

**Q. Will the elevation of the Don Roadway and Lake Shore Boulevard intersection change as a result of the Don River Naturalization and Flood Protection project? Is there any clarity regarding the future of the rail spur near the intersection?**

**A.** We are accommodating the rail spur in our design work to allow for the possibility of the rail link being rebuilt in the future – whether the rail spur will be rebuilt is a longer-term decision. As part of the Don River flood protection work; the elevation of the intersection will likely be higher, however the elevations are not yet confirmed. We are talking in conceptual terms about replacing the bridge with a wider, higher and slimmer structure.

**Q. To clarify, evaluation criteria that have been removed from the matrix are no longer included because there is no significant difference among the alternatives, correct?**

**A.** Yes, the suggested deletions were made because those criteria or measures are no longer applicable or there is no significant difference among the alternatives.

**C. It would be useful to list all the criteria that have been deleted when presenting this to the public. It has come up in previous meetings that people would like to see an “apples-to-apples” comparison in this process. If there is no significant difference among the alternatives it is important for people to know that.**

**A.** One of our objectives is to simplify this process by trying to focus on the criteria and measures where there is differentiation.

**Q. What time horizon is being considered in terms of future traffic demand on the Don Roadway given the longterm development of the Port Lands? The Don Roadway is going to be source of traffic as people start inhabiting the Port Lands – is that being considered in this process?**

**A.** Transportation forecasting is based on the year 2031 and assumes development in the Port Lands, so yes it is being considered. Forecasting also includes impacts from a potential entrance on the First Gulf property. There is a separate transportation study that is looking at the Port Lands and South of Eastern area to determine how the street network could be enhanced to accommodate more demand in the future.

**Q. Criterion B 2.4 New Parkland should include measures for quality surplus land, not just the quantity. Why was criterion C 2.5 Microclimate / Heat Island Effect struck out? There is potential for varying degrees of concrete in the three options – I would think this still applies.**

**A.** It is based on our ability to measure that particular criterion and come up with meaningful differences among the alternatives.

**C. There is a qualitative difference among the alternatives in terms of piers, elevated ramps, and the existing Expressway.**

**Q. The measure for criteria group A.4 Cycling focuses only on connectivity to other planned and existing routes. The quality of the route should be considered as well (e.g., lighting, drainage).**

**A.** Is that a comment on how the facility should be designed or whether different alternatives provide different opportunities for the quality of the cycling experience?

**C. It's about how the different alternatives can improve the experience. Sections of the Martin Goodman Trail are located underneath the Expressway – there is no lighting and water falls down from the elevated structure at these sections of the trail.**

**A.** Measures for quality of place, whether for walking or cycling, are captured under the criteria group B.2 Public Realm.

**A.** Yes, that is true. However there may be a desire to single out specific elements of the alternative (e.g., cycling lanes) or certain options that provide a better quality experience, but we do have to be careful not to double count the measures.

**C. If the quality of the trail is poor, no one will use it. There is a section of the Lower Don Trail that passes beneath the railway corridor. On a map the trail looks nice, but in reality a lot of people don't use this section because it feels like riding through a sewer pipe. Quality and connectivity are both important.**

**A.** Linear and quantitative amounts could be measured for high-quality environments.

**A.** Another related topic is the quality of development space – not all development space will be the same. We recognize that certain concepts provide an opportunity for higher-quality development space than others. We appreciate that when it comes to trails it is not just a quantitative linear measure.

**Q. What specific measures will be used to assess Economic Competitiveness – it would be a good idea to include the assumptions behind them?**

**A.** The measures included in the matrix are the same measures used during the evaluation completed earlier in the EA. The proposed Hybrid options provide the same transportation function – the question is whether there is a difference among them from an economic competitiveness standpoint. This is likely one of the measures where there is not a lot of difference among the options. We are carrying this measure forward as there are stakeholders in the community who have concerns and would question its absence.

**Q. What does “ability to accommodate future changes to the Gardiner – LSB corridor” under A 1.3 Road Network Flexibility / Choice mean?**

**A.** Simply, it assesses whether one of the alternatives would be more amenable than the others to changes in alignment 20 or 30 years from now.

**Q. Does the measure for criteria group A 2.1 Transit Impact include the East Bayfront LRT?**

**A.** It relates back to flexibility and creating opportunities to bring transit through the Keating area. We are not proposing a new LRT line as part of this process.

**Q. “Presence of free turns” is crossed out from the measures for criteria group A 6.1 Pedestrian Conflict Points – does this refer to channelized turns or something else?**

**A.** It refers to turns to access on-ramps to the Expressway, for example, at Jarvis Street that are not within intersections. There are no examples of these turns between Cherry Street and the Don Roadway.

**Q. A measure to assess the economic benefit of increased development should be added to the section under Economics.**

**A.** The current thinking is to undertake an evaluation of the lands that would be available for redevelopment under the various Hybrid options as well as costing. This includes land within the Keating area as well as the south edge of the Keating Channel/north side of Villiers Island in terms of land benefit created by moving the current Expressway further north of the Keating Channel.

**C. Could that be reflected in the evaluation criteria?**

**A.** Yes, it can be provided for clarification.

**Q. You mentioned that capital costs will be presented in 2013 dollars; I assume that is for consistency.**

**A.** We have not made a final decision on that. We appreciate the need to link back to the numbers that were previously prepared and the desire to keep the time scale consistent.

**C. If you do report in 2013 dollars, you should also report in 2016 dollars too.**

**A.** Whichever year we land on we will be consistent.

**Q. Did the proponents of the Consolidated Plan specify what would be at the bottom of the building that is now underground?**

**A.** No, there appears to be some detail lacking.

**Q. You stated that the Viaduct Option does not serve the north-south streets – can you explain this?**

**A.** Access to north-south streets from the Viaduct Option would only be possible at either end of the Viaduct, or ramps sloping down to Yonge Street as an example, would have to be added.

**Q. Both these proposals have the de facto effect of moving the Expressway north. What consideration has been given to noise impacts on existing and new neighbourhoods north of the Expressway? The current structure amplifies noise in the St. Lawrence neighbourhood.**

**A.** There is a potential for noise to impact neighbourhoods north of the Expressway in the Consolidated Plan. There is also potential to mitigate the noise, but it is something that would have to be looked at further.

### ***Facilitated Discussion – Part II***

**Q. The presentation gave the impression that sections of the Martin Goodman Trail are incomplete. The trail is there, but the problem is that it switches from the north side of Lake Shore Boulevard to the south side without the necessary road crossings. Some sections of the trail were constructed but not completed with wayfinding (e.g., painted lines, signs). Both the Martin Goodman and Lower Don Trails should be located near the water as much as possible – people like the Lower Don Trail because it is primarily a park trail along the water.**

**A.** The north side of the Keating Channel is not intended for bike use, but it would not be prohibited. We can explore opportunities to continue the work done on the Martin Goodman Trail on Queens Quay.

**C. Alternative Design 3 with the straightened Lake Shore Boulevard is interesting. It is probably one of the only opportunities to have a park with frontage on the Don River which could become an iconic space for Toronto. Opportunities to increase connectivity to the open space on the north side of the Expressway should also be explored. The crossing over the Don River could also become an architectural feature if it is treated like a bridge (e.g., Prince Edward Viaduct).**

**Q. Is the plan to maintain Lake Shore Boulevard as it is or are you exploring ways to improve traffic flow?**

**A.** Lake Shore Boulevard east of the Don River is open game; the road needs to be redesigned. There is also opportunity for some redesign through the Keating Channel area. Things are more restrictive west of Cherry Street. There are many intersection improvements being proposed by the City to address existing concerns (e.g., safety). Changes to improve the pedestrian experience do not involve major infrastructure changes to Lake Shore Boulevard.

**C. Consider minor roadway modifications on Lake Shore Boulevard west of Cherry Street, particularly to enhance north – south connectivity.**

**A.** The Lower Yonge Precinct study may include roadway improvements along Lake Shore Boulevard.

**Q. Alternative #3 is my preference – I like the idea of opening the mouth of the Don River and creating a destination. I don't quite understand references to ramps inside the elevated Expressway – can you please explain this?**

**A.** Essentially, there will be two lanes of traffic travelling westbound from the Don Valley Parkway and two more lanes coming up to the Expressway from Lake Shore Boulevard for a total of four westbound lanes. The two lanes connecting the Expressway to the DVP will be the outer two lanes. Travelling in the reverse direction, the two outer lanes of the Expressway would connect to the DVP while the two inside lanes would slope down, connecting to the eastbound Lake Shore Boulevard.

**C. I do like the idea of the two lanes opening up the interior of Expressway.**

**C. I am concerned about how the Lower Don Trail merges into this area. Consideration should be given to continue the trail under the bridge feature alongside the river to connect it with Villiers Island without becoming part of the street grid. It will be a challenge to maintain the trail near the sediment management area, but that can be overcome through detailed design. The third alternative provides more opportunity to play with these ideas. The Unilever site provides further opportunities on the east side of the river.**

**C. On a vertical plane, consider reversing the relationship between the Gardiner Expressway and Lake Shore Boulevard in Alternative 2. Essentially, this means playing with the current elevation so that Lake Shore Boulevard is higher than the Gardiner Expressway. There is potential to do this particularly if the Boulevard is going to be raised as part of flood protection work. The benefit is that the Expressway is kept low and out of sight from the community. The railway spur would go over the Expressway. I can submit drawings and additional comments to explain this further.**

**C. If elevating Lake Shore Boulevard is feasible, it may provide the opportunity to develop the space north of the Gardiner Expressway to create a double-sided street experience.**

**C. The section of the trail proposed near the railway corridor and the sediment treatment plant does not sound very pleasant.**

**A.** We are aiming to provide the same basic level of service to the trail system in the three alternatives so that one isn't better than the other. The trail can be designed so that passing by the sediment facility can be a positive experience.

**Q. It was mentioned that the Consolidated and Viaduct Proposals do not provide north-south connections from Lake Shore Boulevard – can you clarify this?**

**A.** By the nature of these options they are either above the rail corridor or tied up against the rail corridor – access is at either end of the Gardiner Expressway. There is however full north-south access on Lake Shore Boulevard.

**Q. Do you have data on where people travel to when they come into the City via the Gardiner Expressway?**

**A.** We have Bluetooth data which picked up signals from people driving into or out of the area. We can follow-up on how far the data carries into the downtown.

## Appendix D – Additional Written Comments from SAC Members

### Transport Action Ontario

Thank you very much for your presentations and generating great discussion at last week's SAC meeting.

As requested, I have prepared some drawings to illustrate what came to my mind after Gavin's presentation involving a different vertical approach to Option 2 (with the Option 3 version of the Lake Shore Boulevard alignment). With minor exceptions, the horizontal is effectively the same as presented; the focus is on the vertical. In that respect, this could perhaps be thought of as "Option 2A."

Starting from around Cherry Street, where the Gardiner Expressway is elevated and Lake Shore Boulevard is below, heading east, three things begin to happen:

1. The Gardiner Expressway dives down at -3% (assumed maximum based on 400-series highway standards; if steeper permitted, may yield some improvement (?));
2. Lake Shore Boulevard, after descending slightly to maintain vertical clearance while still beneath the Gardiner Expressway, shoots up at 4%; and
3. The rail spur gently ascends towards the Don River crossing instead of descending like it does today.

The eastbound Lake Shore lanes jut out from below the Gardiner on the south side and hug the edge immediately south of it after clearing the east limits of the Cherry St intersection. Once east of the Stormwater Management Facility on the north side of Lake Shore, the westbound Lake Shore lanes swing out to the north side of the Gardiner to clear the way for the Gardiner to descend while Lake Shore ascends as they occupy the same elevation range. The westbound lanes of Lake Shore during this northern swing-out are occupying the space Gavin identified as undevelopable in his presentation due to noise and odours associated with the future sediment control facility for the Don. It is around this point that a shorter ramp structure can take shape in the left lanes.

When the Gardiner is low enough below Lake Shore and Lake Shore high enough above the Gardiner, the westbound Lake Shore lanes swing overtop the Gardiner as Lake Shore meets the rail spur. Both the Gardiner and Lake Shore level off vertically to very gentle grades, as the Gardiner swings away north to the DVP and Lake Shore heads across the Don River towards Logan Ave (using the Option 3 alignment in the attached). Lake Shore is much higher in Option 2A, as is the rail spur, as the rail spur and Lake Shore are both above the Gardiner just west of the proposed sediment control facility for the Don Mouth Naturalization. The rail spur (along with Lake Shore) is at about the same elevation as the main line rail corridor (Kingston subdivision) further north at its crossing with the DVP, and the Gardiner also at about the same elevation as the DVP at its crossing with the Kingston subdivision. Considering that flood protection measures would raise Lake Shore Blvd across the Don River anyway, this would be an incremental rising. At Don Roadway, Lake Shore would be at an elevation of around 81m in Option 2A, which appears to be less than 2m higher than it would have been for flood protection based on a waterfront graphic I have that indicates the crossing would be between 79 and 80 metres crossing the Don River on a new, higher bridge. I would expect this to result in a modest incremental cost on earthworks while reducing the concrete quantities involved in the Gardiner as less of the Gardiner structure is elevated in Option 2A.

The descent of Lake Shore east of the Don River is shown as a very gentle 0.8%, out of consideration for the rail spur. Marginally steeper may be acceptable - if so, wonderful, but I assumed less than 1% would be sought by the railway. Lake Shore (and the rail spur) would reach its existing grade around Bouchette St.

It also appears that staging opportunities may improve with Option 2A, as one may expect fewer vertical conflicts between old and new expressway structures across the Don River, creating potential opportunities for enhanced traffic staging strategies that would both reduce the duration of detours and perhaps also the associated costs from detour works.

As discussed at the meeting, this opens up interesting public realm benefits as the Gardiner becomes more "out-of-sight, out-of-mind" with Lake Shore at a higher elevation than the Gardiner in the eastern half of the Keating precinct. The development frontages on the higher portions of Lake Shore would, by extension, also be at a higher elevation. Among other things, it creates opportunities to hide parking in a flood-sensitive area that may not otherwise have been viable. The sediment control facility structure could also be tucked under Lake Shore like Gavin suggested, similar to the slide that showed it tucked under the Gardiner in option 3 - the south wall would have to be inoffensive, however, with noise and odours directed towards the north side of Lake Shore.

The attached drawings are intended to be roughly geographically representative but are not to scale; I've included just enough to convey the concept so that the details can be looked at by the team. I hope this is useful and constructive and I would be very interested in any results of a more detailed review of this Option 2A.

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### **West Don Lands Committee**

Although I was not at SAC #9, the draft evaluation matrix was shared with me. Without having the benefit of the discussion at the meeting, below are my comments and a few questions. I expect that much of what I have noted was already covered by meeting participants, but if not, I hope this might be helpful.

*[The feedback provided by the West Don Land Committee on the evaluation criteria has been integrated in the table on page 3].*

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### **CodeBlueTO**

Alternatives 2 and 3 presented at SAC #9 in tandem with the realignment of Lake Shore Boulevard have great promise to improve the Hybrid design and unlock the development potential of the Keating Channel precinct and Villiers Island. These changes would allow for the Don River to be opened up to north-south views through to the Port Lands. It will also make possible better active transportation and recreation uses along the Don that connect the Keating Channel Precinct with the Port Lands and re-naturalized river mouth. It would be very helpful to have some three-dimensional renderings or virtual "walk-throughs" of the alternatives from a ground-level perspective to help the SAC, the public, and politicians understand the qualitative differences among them.

The preliminary concepts for making the study corridor more accommodating to non-automobile use were encouraging. We would like to reiterate that re-engineering Lake Shore Blvd. should continue to the west of Cherry Street. While the elevated structure is not expected to change significantly in this area, this should not limit a fulsome investigation of the potential to improve Lake Shore Blvd. and its relationship to north-south connections and new development throughout the study area.

The backing traffic studies to justify including new ramps on and off of the elevated structure at Cherry St. have still not been tabled. We expect that this information would be transferable to the promised feasibility study of the Viaduct option. It is important to have all of the facts that support critical design decisions presented to the SAC and included in EA reporting.

The changes to the Evaluation Matrix Criteria largely make sense but there are two concepts that were brought up at the SAC meeting that we would like to emphasize:

When it comes to active transportation, recreation opportunities, and developable land, (add comma) it is less important to quantify them in length and area than it is to measure their quality and value.

Secondly, in the Fiscal Net Benefits criteria there is no mention of any spin-off advantages or disadvantages in terms of longterm economic activity and tax base. Adjacent areas such as Villiers Island also need to be included in any net benefit analysis. Land sales and direct costs do not begin to describe the differences in net economic benefits among the different schemes.

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### **Gooderham & Worts Neighbourhood Association**

Under economics, I have a note that the increase in land values for the north shore of Villiers Island would be considered, but this is not included in the matrix. I would like to see the evaluations for each option.

Also, in economics, we have always indicated that we would like the economics to show, not just the land values, but also the possible future revenue created via property and retail taxes etc.

\*\*\*

I very much regret not being able to attend the SAC meeting last week. I have seen the draft evaluation matrix and have these comments:

1. I endorse the comments that have been sent to you on behalf of CodeBlueTO.
2. I support CodeBlueTO's request that you provide us with all possible data regarding the need for on-off ramps close to Cherry St. As well as the issue of whether or not traffic volume makes them necessary, the effects that such ramps have on surrounding streets and neighbourhoods should be taken into account. In addition to the amount of space they would take up, reducing the quantity of developable land, their effect on development around them and the quality of life of inhabitants and visitors could reduce the value of neighbouring sites. On-off ramps generate traffic which would have to find its way through local streets creating all the kinds of nuisance that traffic generates. Noise and air pollution as well as danger to pedestrians would deter buyers of homes and other buildings. The effect on pedestrian safety would mean more choices to drive within the precinct, surely the opposite of what is desired.



3. The existing on-ramps at Jarvis and Lake Shore make Lower Jarvis a very nasty place for much of the day and are the main reason the intersection is such a horror for pedestrians. If no modification of them is possible, perhaps making this a "scramble" intersection is the solution. This is urgent given the imminence of major amount of pedestrian and bicycle traffic from the Daniels development at Jarvis and Queens Quay.
4. The effect of any road reconfiguration on traffic at the Lake Shore Boulevard/ Jarvis Street intersection, i.e. whether to increase or decrease the number of vehicles accessing the Expressway there, must be considered in both pedestrian safety and urban design categories.
5. We know from traffic studies that the number of people who really need to drive on the highway is most likely exceeded by the number of people who live and will soon be living close to it. The needs and quality of life of the larger number must not be sacrificed to the convenience of the smaller number.

# Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study Stakeholder Advisory Committee - Meeting 16-10

Thursday, January 14, 2016 | 6:30 – 8:30 pm  
Metro Hall, 55 John Street, Room 310

## Meeting Summary

### 1. Agenda Review, Opening Remarks and Introduction

Ms. Liz Nield, CEO at Lura Consulting, welcomed Stakeholder Advisory Committee (SAC) members and thanked them for attending the session. Ms. Nield introduced the facilitation team from Lura Consulting and led a round of introductions. She reviewed the meeting agenda and explained that the purpose of the meeting was to present and discuss the evaluation of the alternative designs for the hybrid option and urban design concepts for the study area that will be presented at the public forum on January 19, 2016.

Mr. John Livey, Deputy City Manager, City of Toronto, also welcomed committee members and thanked them for their ongoing interest and support throughout the study process. Mr. Livey briefly highlighted the common features of the three alternative designs for the hybrid option (e.g., maintain corridor capacity, removal of the Logan Avenue on-off ramps, create a multi-use pathway, etc.). He welcomed input from SAC members on the design alternatives and urban design concepts, noting that their previous feedback had helped the project team refine the alternatives. Mr. Livey also outlined the next steps in the study process which include reporting to the Public Works and Infrastructure Committee (PWIC) in February and City Council in March. The EA will subsequently be completed and submitted to the Ministry of the Environment and Climate Change (MOECC) for approval.

Chris Glaisek, Vice President, Planning and Design at Waterfront Toronto, thanked committee members for their continued support and commended them for remaining focused and dedicated as the study evolved based on direction from City Council. He assured SAC members (noting that many members had supported the remove alternative) that much work has been done on the design alternatives for the hybrid option to facilitate the creation of a vibrant Keating Precinct.

The meeting agenda is attached as Appendix A, while a list of attending SAC members can be found in Appendix B.

## 2. SAC Member Briefing

Don McKinnon, Project Manager at Dillon Consulting, presented the work completed since the last SAC meeting. He covered the following topics:

- Gardiner East EA Background
- New work since June 2015 Council Meeting:
  - Third-Party Proposals
  - Hybrid Design Alternatives Development
  - Gardiner East Corridor Public Realm Plan
  - Hybrid Design Alternative Evaluation
- Next Steps

## 3. Facilitated Discussion

The following provides a summary of the recurring themes and ideas discussed by SAC members on the material presented. More detailed accounts of the discussion can be found in Appendix C.

### Hybrid Design Alternatives

- Provide more details highlighting the trade-offs and benefits of each option (e.g., Option 1 impacts the new Cherry Street alignment, Option 3 is safer when traveling southbound on the Don Valley Parkway, the land value uplift of Options 2 and 3, reduced construction impacts of Options 2 and 3).
- Include rendering showing conceptual elevations of each option to provide visual examples of ramp locations and to identify potential impacts to adjacent land uses.

### Gardiner East Corridor Public Realm Plan

- Continue to examine ways to improve the Jarvis Street and Lake Shore Blvd. intersection, particularly near the east bound ramp to the Gardiner Expressway to increase driver awareness of pedestrians and pedestrian safety and comfort (e.g., a pedestrian scramble, changing the elevation of the roadway, changing signalization).
- Provide visual examples of public realm improvements for the stacked portion of the corridor (i.e., under the Gardiner Expressway), not just intersections.
- Consider the need for further discussion regarding the location of cycling lanes in the study area.
- Include information about improvements (and related benefits) to the Don Roadway.
- Include cross-sections and concepts for public realm improvements east of the Don Roadway.

### Hybrid Design Alternatives Evaluation

- Explain the short-term and long-term differences in construction costs for each option to clarify the evaluation results for the Global Regional Economics category.
- Consider including development charges and future property taxes in the estimates for land value creation.
- Combine the estimated lifecycle infrastructure costs and land value creation benefits to provide net results for each option.
- Integrate the land value creation benefits and public realm costs to provide net results for each option.

- Ensure the difference in land value of waterfront and land locked parcels is accurately reflected in the land value creation benefits.

#### **Presentation**

- Clarify which land parcels are publicly and privately owned (e.g., areas freed for development, Keating Channel and Villiers Island).
- Provide land use details on conceptual diagrams to indicate which areas or buildings are commercial, residential, etc.
- Improve the legibility of text and visuals in the slide deck and ensure accessibility requirements are met (e.g., provide better colour contrasts on multiple slides; enhance red/green/yellow colour contrast on evaluation summary slide for those who cannot distinguish between colours).
- Add metres to Green Gardiner cross section slide.

#### **4. Closing Remarks**

Ms. Nield thanked SAC members for contributing their feedback and adjourned the meeting at 8:20 pm.



## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study

### Stakeholder Advisory Committee Meeting #10

Thursday, January 14, 2016

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 310

### AGENDA

#### *Meeting Purpose*

- Present and discuss the evaluation of the alternative designs for the hybrid option and urban design concepts for the study area.

#### **6:30 pm      Agenda Review, Opening Remarks and Introductions**

- Liz Nield, Lura Consulting, Facilitator
- John Livey, City of Toronto
- Chris Glaisek, Waterfront Toronto

#### **6:40 pm      Presentation**

- Don McKinnon, Dillon Consulting

#### **7:30 pm      Facilitated Discussion**

5. Thinking about the results of the evaluation of the alternative designs for the hybrid option...
  - What do you like? What concerns do you have?
  - What advice do you have for the project team?
6. Thinking about the urban design concepts presented for the study area...
  - What do you like? What concerns do you have?
  - What advice do you have for the project team?
7. Thinking about the material presented, what feedback or advice do you have to improve the clarity of the presentation in preparation for the upcoming public forum?

#### **8:25 pm      Summary/Closing**

#### **8:30 pm      Adjourn**

## Appendix B – List of Attendees

### SAC Meeting #10 List of Attendees

Beach Triangle Residents' Association  
Castlepoint Numa  
CivicAction  
CodeBlueTO  
Corktown Residents and Business Association  
Cycle Toronto  
Evergreen  
Federation of North Toronto Residents Association  
First Gulf  
Gooderham and Worts Neighbourhood Association  
Heritage Toronto  
St. Lawrence Neighbourhood Association  
Toronto Financial District BIA  
Toronto Industry Network / Redpath Sugar  
Toronto Urban Renewal Network  
Transport Action Ontario  
Unionville Ratepayers Association  
Urban Land Institute  
Walk Toronto  
West Don Lands Committee

Mayor's Office  
Councillor Pam McConnell's Office  
Councillor Jaye Robinson's Office

## Appendix C – Questions and Answers

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

**Q. When will the project team be reporting to City Council?**

**A.** We will be reporting first to PWIC in February, followed by City Council in March.

**Q. It is very difficult to cross Lake Shore Boulevard at Jarvis Street on the east side of the intersection because of traffic turning to access the east bound ramp to the Gardiner Expressway. Drivers do not look for pedestrians. There will be a huge new residential development south of the intersection, increasing the number of people who cross through the intersection. Is there a way to encourage drivers to be more considerate of pedestrians (e.g., pedestrian scramble, adjusting signal timing, or more signs)?**

**A.** The City is aware of the challenges at this intersection. This is something that the City can take away for further consideration.

**C. The level of the roadway could be modified as another mechanism to make drivers more aware of the pedestrian crossing.**

**Q.** When presenting the results of the Public Land Value Creation, it is important to remind people that the Keating Channel Precinct and Villiers Island are all publicly owned land. Also, is the reason that Hybrid Options 2 and 3 are not the same in terms of Global Regional Economics because of construction costs?

**A.** Yes.

**C. It could be worth breaking down those costs further to show the impacts of each option over the longer-term, otherwise it is misleading.**

**A.** The result is based on the indicator used to assess construction impacts.

**C. My concern is too much emphasis will be placed on the costs. As a further comment, concepts of potential public realm improvements should highlight examples for both stacked and unstacked portions of the Gardiner Expressway and Lake Shore Boulevard.**

**A.** We did not create renderings for the underside of the whole length of the study area. Intersections are the highest priority areas.

**C. It would be helpful if there were ideas to improve the conditions in the longer stretches of the corridor, not just at intersections.**

**Q. The concern raised earlier about the Lake Shore Boulevard and Jarvis Street intersection is primarily about southbound traffic on Jarvis Street turning left to access the on-ramp to the Gardiner Expressway. This could be addressed if left turns were permitted only through an advanced green arrow and timed so pedestrians can cross safely. Is it necessary to add a dedicated left turn lane to enable this?**

**A.** Through this conversation, three issues have been identified about this intersection. The City is aware of about half a dozen issues. This intersection is a good candidate for further review beyond this study.

**C. There used to be a similar issue at Yonge Street at Lake Shore Boulevard that has since been addressed.**

**A.** The Lake Shore Boulevard intersections at Yonge and Sherbourne Streets have been improved. The Lake Shore Boulevard and Jarvis Street intersection will have to be addressed further beyond this study.

**Q. Should future benefits from development charges, s. 37 funding or property taxes be included in the Public Land Value Creation results, which is currently based only on the sale of public land?**

**A.** The argument could be made that land freed for development will lead to additional benefits, considering the prime location. It is a fair point that could be included in the report.

**Q. I am concerned that the conceptual pedestrian and bicycle network presented will be finalized without further discussion through this study process. More discussion is needed to identify the location of the bike lanes (e.g., street level or grade-separated). I would prefer if the bike lanes were on the street as part of a pedestrian oriented street. This plan appears to have come from nowhere and was not adequately discussed.**

**A.** This plan has been included in every presentation throughout the study process. The cycle lanes have always been depicted on the north side of Lake Shore Boulevard which enables continuous connections to other existing trails and is much safer than an on-street configuration.

**C. Statistics indicate that on-street bike lanes are safer than those located near streets due to issues created by traffic turning through signalized bike lanes.**

**A.** This plan was developed by the City in conjunction with cycling stakeholders.

**C. The conceptual bicycle network is based on the original Martin Goodman Trail from the 1970s, which was not fully implemented. In the last few years momentum has shifted to segregated cycle routes.**

**Q. Firstly, could it be argued that Hybrid Option 3 is safer when traveling south on the Don Valley Parkway beginning north of the rail bridge, making it easier to direct drivers where they need to go compared to the option that would do this south of the rail bridge?**

**A.** There was a slight positive attribute to this in Hybrid Option 3. The advantage of the southbound movement is that the lanes narrow to adjust to various conditions in the corridor prompting drivers to slow down. Hybrid Option 3 widens the east side of the underpass of the rail bridge which allows the curve to start sooner.

**A. If it is safer, it is worth mentioning. Secondly, I did not hear any information about improvements associated with widening Don Roadway. That is another point worth making as this impacts the Port Lands. I also want to reiterate that the Public Land Value Creation results should emphasize the land value uptick of Hybrid Options 2 and 3. You should reinforce these are real dollars and suggest that there could be an offset to these numbers.**

**C. If Hybrid Options 2 or 3 will be recommended, combine the costs and public land value created to present them more favourably. Separating the costs and value created is a disservice to both options.**

**Q. [Referring to Slide 13 – The Green Gardiner Plan] What unit of measure are the numbers in the schematics? It would be helpful if the units were marked. It would also be helpful to identify the land uses surrounding the parcels freed for future development throughout the presentation – are they residential, commercial, or industrial? The distinction is important.**

**A.** We can certainly clarify that.

**Q. You spoke about West of Cherry and the Keating Precinct areas, but I didn't hear anything about the area east of Don Roadway.**

**A.** We will emphasize and speak to that at the PIC on Tuesday. The intent is to open up the corridor and improve the public realm (e.g., landscaping, etc.).

**Q. Have any cross-sections been prepared for that area?**

**A.** I think we have cross sections that are not shown. I can look into that.



**C. The pale gray font used in the presentation will be illegible at the public forum venue, particularly at the back of the room.**

**C. Regarding the conceptual bicycle plan, the proposal is in fact compatible with latest thinking about bicycle trail planning. Eglinton Connects is a good example where the bike trail is beside the sidewalk but elevated from the road. The situation on Richmond and Adelaide Streets is still problematic, but the best option in an intensely urban situation. Lake Shore Boulevard is still a high speed road that is not suitable for that kind of approach. The City's 10-year bicycle plan is being presented to PWIC in February, so please ensure that plan is consistent with the one included here. Secondly, I happen to be colour blind and could not decipher the results depicted on the evaluation slide – please consider different colour combinations to depict them.**

**C. [Referring to Slide 77 – Public Land Value Creation] Two of the land parcels depicted in the Public Land Value Creation slide, immediately east of the New Cherry Street alignment, are in fact privately owned. Secondly, Hybrid Option 1 carves through the north portion of parcel A. Lastly, the Public Land Value Creation results appear to be based on an apples-to-apples comparison of waterfront and land locked land, which is not necessarily accurate. The land parcel information needs to be corrected before the PIC.**

**Q. At the last SAC meeting, different alignments for Lake Shore Boulevard were presented. One of the alignments included the possibility of creating a new public park near the mouth of the Don River. Are those alignments still on the table?**

**A.** That particular alignment of Lake Shore Boulevard was taking land away from the Toronto and Region Conservation Authority's (TRCA) sediment control area. The TRCA was not in a position to confirm if that would be acceptable and preferred to maintain flexibility within the area. It also created other challenges at nearby intersections. This configuration of Lake Shore Boulevard is probably the best. The other alignments explored can be included in the EA report.

**Q. Will you be presenting the table of evaluation results at the public meeting? Does this infer you will ultimately be recommending Hybrid Option 3?**

**A.** This question came up the last time evaluation results were presented. You inferred right the first time, and you'll probably infer correctly the second time.

**Q. Are the total cost numbers inclusive of public realm improvements?**

**A.** No, they are separated.

**C.** I would like to reiterate the comment made earlier that separating them is misleading.

**A.** At this stage of the EA, we are trying to reduce or eliminate the common elements and focus on differences between the options. The conditions between Cherry Street and the Don Roadway are the same across the three hybrid options.

**C. There is a \$10 million difference between Hybrid Option 1 and Hybrid Options 2 and 3. Why is that not considered? I also did not realize that the same value per acre was used across all three options in the Public Land Value Creation results. Prime waterfront land is not the same value as land located between a highway and a rail corridor.**

**A.** We will take this into consideration.

**Q. Could you clarify why 2013 dollars are still being used in the costing? How long will you be using these units?**

**A.** It is for comparison purposes; we don't usually change numbers that were previously publicly presented. There won't be any future comparison after a decision has been made. Any further costing would be presented in current dollars.

**C. Do the evaluation results focus only on the horizontal elements of the alternative or do they also consider the vertical elements? The reason I ask is that at the last SAC meeting we talked about possibly changing the elevation of the expressway. Was any analysis completed to assess the feasibility of doing so?**

**A.** We have not changed the configuration of the expressway.

**Q. Is the vertical a detailed design issue then?**

**A.** Fundamentally the concept would not change but there may be some tweaking during the detailed design stage.

**Q. Was it feasible to lower the elevated expressway above the river, while raising Lake Shore Boulevard?**

**A.** I am having difficulty understanding your concept; perhaps we can continue this conversation after the meeting.

**Q. Can Hybrid Options 2 and 3 be built before tearing down the current elevated expressway?**

**A.** You can build more of Hybrid Option 3 than Hybrid Option 2 before tearing down the existing expressway. There is some advantage of 3 over 2.

**Q. Is the eastbound off ramp past Cherry Street a single lane?**

**A.** It's a double lane.

**C. Not much space on the elevated portion of the expressway will be allocated to those lanes. It is going to be similar to the Spadina Avenue exit which is backed up for kilometres.**

**A.** It is not different from what currently exists at the Logan Avenue exit.

**C. Yes and that is also backed up. In this situation, the backup is going to start earlier because of the signalized stop at the Munition Street intersection.**

**A.** We can look further into this matter.

**C. Most of us intuitively like Hybrid Options 2 and 3. I am worried that Council will pick Hybrid Option 1 based on the lower costs. Is there anything else that has not been quantified that would add value to Hybrid Options 2 and 3?**

**A.** There are other benefits that were not included, but the differences were insignificant.

**Q. I am concerned about what the corridor will look like at the detailed design stage. I would appreciate being able to see an elevation of where the on-off ramps start and end to visualize the potential impact on land freed for development.**

**A.** The City will do that.

**APPENDIX C –  
PUBLIC FORUM Q&A SUMMARY AND TABLE REPORTS**

## A. Questions of Clarification

A summary of the Q&A session following the project's team presentation at the January 19 public forum is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**.

**Q1: I like the way the new ramps come down in between the upper lanes in Hybrid 2 and 3 but I am worried about Munition Street. It looks like it is divided by a median. How will people turn right to get into the Keating District?**

**A1:** For Hybrid 1, there would be a tie in at a new intersection with the eastbound off-ramp providing the opportunity to make a full turning movement at that intersection. The expectation is full movement to get into the Port Lands. There would be restrictions for Hybrid 2 and 3 with the eastbound off-ramp traffic coming down to Lake Shore Boulevard. Because of the minimal separation distance between where that ramp ends and where the Munition Street intersection starts at Lake Shore Boulevard, vehicles would not be able to make a right turn to go southbound on Munition Street. The alternative is for vehicles to continue on Lake Shore Boulevard and make a right turn onto the Don Roadway to go southbound. A lot of existing visibility restrictions at the Don Roadway intersection would be removed to provide for better movement at that intersection.

**Q2: I am interested in the long term costs. Will the base of the new structure be cement or asphalt?**

**A2:** The specific materials used in the construction would be determined in the detailed design phase. The best materials will be used.

**Q3: Are you planning to straighten out the Keating Channel? There is debris coming down the river every spring. What refinements are you planning so it does not have to constantly be dredged?**

**A3:** This project is about the highway and the roadway; it does not address the Keating Channel. The Don Mouth Naturalization Project shows significant plans for the re-naturalization of the river mouth that would include the clean-up of the Keating Channel and improvements in water quality.

**Q4: In relation to Hybrid 3 with the rebuilding of the rail bridge, is that something Metrolinx might be looking to do themselves? Would they be willing to contribute to the cost?**

**A4:** The project team has had discussions with Metrolinx about the rail bridge. There is a need for Metrolinx to add width to the bridge or build another bridge. We are having those discussions about the cost.

**Q5: Can you clarify how the on and off ramps inside the Gardiner will work and if they will cause issues with traffic weaving?**

**A5:** For Hybrid 2 and 3, the eastbound off-ramp and the westbound on-ramp are in the centre of the Gardiner Expressway. This provides improvements from a traffic weaving perspective. As an example, if you are driving eastbound, the decision a driver needs to make of whether to exit or continue onto the Don Valley Parkway is brought further west. Drivers accessing the Gardiner Expressway at Jarvis Street who want to continue onto the Don Valley Parkway do not need to cross over lanes to stay on the highway. In the westbound direction, the lanes coming off the DVP will be on the outside. The expectation is that most vehicles using the Sherbourne/Jarvis exit just west of Cherry Street will be vehicles coming from the Don Valley Parkway. These vehicles will already be in the outside lanes, making it easier to reach the exit and minimizing the potential for weaving. With Hybrid 1, it is the opposite scenario and there would be the potential for more traffic weaving.

**Q6: When you were modelling traffic volumes, did you consider the possibility of road pricing as well as the pronounced cultural change that is happening where people are choosing not to drive?**

**A6:** There were assumptions made regarding traffic demand reduction in the modelling, including social changes and the expectation that future generations will rely less on automobiles, particularly if other alternatives are available. There was a demand reduction associated with the different alternatives. Road pricing was not specifically assumed in the modelling. It is a next step of demand reduction that is possible.

**Q7: To make the Jarvis Street and Lake Shore Boulevard intersection a bit more civilized, is there any possibility of considering a pedestrian scramble?**

**A7:** The Jarvis Street intersection does remain a challenging intersection from both an automobile and pedestrian point of view. The City recognizes that it deserves another look. We are not completely satisfied that we have made all the right recommendations and another look will be taken for that intersection.

**Q8: I understand that this project is looking at a specific study area but I am wondering how it relates to the wider vision of the waterfront. How is it being integrated into the broader issues on a larger scale?**

**A8:** There is a connection between the Gardiner East EA and the strategic rehabilitation plans for accelerating the reconstruction of the deck of the Gardiner. This work will be rolled into that project. With respect to the whole waterfront, this project is being thoroughly integrated with many of the other revitalization efforts. The project team has worked closely with the Toronto and Region Conservation Authority on their plans for the Don Mouth Naturalization Project and improving water quality and flood protection. Part of the flood protection program is to enable flood protection and revitalization in the Port Lands. All of the effort being put into the Gardiner East EA is being done with an eye towards making sure there is access to the Port Lands for future revitalization.

**Q9: What are the opportunities for construction before deconstruction? That is one of the complexities that may be useful in the analysis of the various options.**

**A9:** As part of the EA we are doing a construction staging plan for all three alternatives to help in the decision making process. One of the objectives is to minimize the amount of traffic detouring as much as possible during the construction period. There are differences among the options in terms of ability to keep sections of the roadway open longer. For the options that are more outside of the existing footprint (i.e. Hybrid 2 and 3), is it anticipated that we would build more of the hybrid while maintaining the existing infrastructure and then transitioning over to the new infrastructure. With Hybrid 3 the widening of the rail bridge potentially provides traffic detouring opportunities that might alleviate disruption to travel through the area.

## B. Facilitated Roundtable Discussion

Feedback from the roundtable discussions (as recorded by the table facilitators at the public forum) is documented below.

### Thinking about the results of the evaluation of the alternative alignments for the Hybrid option...

#### 1. What do you like?

##### Table One

- Extension of Queen's Quay.
- Streetcar extension.

##### Table Two

- Hybrid 3 preferred option.
- Like that third party proposals are not on the table.
- Hybrid 2 + 3 because of increased opportunity for development, Keating and West Don initiatives.
- Prefer 2 + 3 for increased safety.

##### Table Three

- Opening up mouth of Don River (Hybrid 3).
- As close to railway as possible.
- No issue with slower curve speed (option 3).
- Hybrid 1 allows Lake Shore Blvd to be open air.
- Interior ramps are preferred.
- Option 3 has lowest impact on current traffic during construction.

##### Table Four

- 2 and 3 are better but still not good.
- Hybrid 3 is better because it facilitates greater access to the waterfront and sets the stage for rezoning the Gardiner in the future.
- Like the environmental advantages of 2 + 3.
- Like opportunities for creating new public space – i.e. Hybrid 3.
- Seem to have done a good job on the evaluation of options.

##### Table Five

- Prioritize pedestrians, cyclists, natural environment and Keating Channel.
- Upgrading infrastructure.
- Further away from Don River mouth improves the visual aesthetics and cycling connections.
- Intersection design.
- Hybrid 2 + 3 linking with Villiers Island; creating a continuous waterfront is good.

##### Table Six

- Hybrid 3 – Northern alignment (highway away from the water, more public realm space near the water).
- Improve real estate value.
- Prefer the opening up of the Don Roadway.

##### Table Seven

- Extension of the Queens Quay (connection points, safety of on-ramps).
- Hybrid 2 + 3 (the fact that it's away from the waterfront).
- Attractiveness of the ramp for residents.

- Metrolinx looking to improve the bridge.
- Keating Channel is overlapped – in reality it's not very much considered "valuable".

**Table Eight**

- Variation between the options was limited.

**Table Nine**

- Hybrid 2 & 3 – more opportunity for social interaction, better safety, economic potential.
- Don't mind increases in cost for Hybrid 2 + 3.
- Hybrid 3 could facilitate high speed rail in bridge project.

**Table 10**

- Prefer hybrid option #3.

**Table 11**

- Hybrid 3 is the best of the worst; from a driving point of view it has a better geometry (i.e., better located on/off ramps).

**Table 12**

- Hybrid 3 is the best, closer to the railways if possible (cost isn't a big factor).
- Hybrid 1 – best solution. Future generation will demand that it is torn down. We really don't want many ramps so place them within the corridor to avoid more pressure in the future.

**Table 13**

- Hybrid options 2/3 – more development space.
- Like that Hybrid 1 scores poorly (worst traffic safety, the worst option).
- Not worth keeping in the mix, drop Hybrid 1.
- Hybrid options 2/3 – the exits are safer, less accidents/scramble, frees up north side of Keating Channel.
- #3 has better connection to lake than 2, more trees to stock it.
- #3 is better than 2 – so more rehabilitation of river.
- #3 might be a better radius than #2.
- #3 has more naturalizations, buffering the railyard (Queen Street = calm).
- More of a human scale.

**Table 14**

- Informative.
- Visuals well presented.
- Interesting concept.
- Want more acoustic treatment under Gardiner.

**Table 15**

- Option #3 is best because it is closer to the rail corridor but even better would be to move it at the top of the rail corridor.
- Open space in Hybrid #3.
- Better use of space with Hybrid #3.
- Ramps in the middle are beneficial.

**Table 16**

- Cost difference is insignificant (Option #3).
- Extra cost will free up more land (balance of cost of land) – Option #3.
- Option #3 supports improvements to the Keating Precinct.

**Table 17**

- Hybrid 3 – more land not much more money.
- Hybrid 1 – unacceptable too close to waterfront.

- Hybrid 3 – preferred over hybrid 2, gentler angles going east to north.
- #3 less detours, Metrolinx may play a part.
- #2 and #3 are more logical.
- #3 is best for views, development of waterfront.

**Table 18**

- Emphasis on safety.
- Valuation of lands is undervalued, especially taking into account ...Gardiner Plan.
- Land valuation along the railway corridor parcels was higher lands along the Keating Channel should be higher.
- Options 2 and 3 have shoulders on the ramps.
- Like focus of roleplaying streets under the Gardiner Expressway.

**Table 19**

- Hybrid 3, least disruption to get built.

**2. What concerns you?**

**Table 1**

- Keating Channel is an asset.

**Table 2**

- Don't choose Hybrid 2 over 3 just because of cost saving.
- A 'dumb' Council will base decision on fewer costs (Hybrid 1) ignoring other opportunities in Hybrid 2 & 3, potential revenue costs should be considered.
- Intersection at Jarvis is a very dangerous intersection & pedestrian crossing; improvements must be implemented. This is exceedingly important.
- Avoid 'canyon effect' of buildings next to the Gardiner through height restrictions.
- Deploy increase in density outside the waterfront to the core.

**Table 3**

- Hybrid 1 is isolated, enclosed development blocks.

**Table 4**

- Costs have been addressed but need more info on things like increased taxes, road pricing – what is the money it will bring in.
- From an urban design perspective – Hybrid 1 should be least favourable.
- What about the Lake Shore Boulevard – are there changes/opportunities to improve the public realm and for transit?

**Table 5**

- How will pedestrian and cyclist thru-traffic, and local pedestrian and cyclist traffic be managed?
- Make more natural connections from north & south.
- Strong urban design guidelines are needed; concern they will not be enforced.
- Parcels fronting the Keating Channel should have more public and natural spaces.

**Table 6**

- Do not prefer Hybrid 1 which puts future development between the rail corridor and expressway.
- Hybrid 1 next to the river.

**Table 7**

- Cherry Street on ramp – the process provides flexibility for improvement.
- This notion if whether there is truly a commitment to a move forward on implementing an approved option.
- Hybrid 3 seems too expensive (may be offset by Metrolinx).



**Table 8**

- Costs over budget.
- Positioning of the right of way vs. cost benefits.
- Sound pollution.

**Table 9**

- Don't like option #1 – not opening city to water significant amount of waterfront becomes highway.
- Don't believe people will hang out under Gardiner – what examples did you look at?

**Table 10**

- Other ideas/amendments that should be explored more – bury Lake Shore Boulevard, provide pedestrian access at grade, merge Lake Shore Boulevard with Queen's Quay.
- Prefer removal of Gardiner option (all 4 table participants).

**Table 11**

- Prefer the Boulevard option; disappointed with concepts. They don't offer much for the money spent.
- The options are costlier but not much is gained.
- Too focused on what's going on east of Cherry Street; nothing for west of Cherry Street (e.g., Jarvis Street, Sherbourne Street).
- Not seeing enough potential shown to make Hybrid acceptable as the preferred option.
- Boulevard option was planned for same traffic capacity but better environment at street level achieved; the only option to meet environmental terms of reference and objectives.
- Hybrid option money better used for transit project and other city needs.

**Table 12**

- Ensure that the CSO land in the catch basin is intact.
- Who is paying for the up keep?

**Table 13**

- Hybrid 3: speeding around the curve – they will not slow down.
- What is the frequency of accidents currently?
- Consider the future (e.g., self-driving cars).
- Are there other freeways that have the similar curvature?
- Flood mitigation? The height of the Lake Shore Boulevard bridge might change because of flooding happening.
- #1's buildings are trapped by the way Gardiner/rail corridor.

**Table 14**

- Travel times not considered.

**Table 15**

- Too sharp a curve restricted by the railway bridge.
- From 90 km/h to 50 km/h.
- It is going to be a bottleneck point and will lead to more accidents. It will take time for drivers to adjust.
- This costs so much more money than the original hybrid.
- The cost of the remove alternative was much less than the cost of the hybrid.
- Most of the participants at this table still believe the remove option would have been the better choice.

**Table 16**

- Option 1 - puts the highway right next to the waterfront.
- Options 2 and 3 – Street ramps.

**Table 17**

- Intersection at Lake Shore and DVP is brutal – no accommodation for change in plan. 90 degree turn, not enough though to areas east of Don River.
- Changed mind for hybrid 2 and 3 more biking (biker).
- Keating Channel cleanup is great. Not enough discussion about traffic.
- Compares to traffic disruption a Leslie = very bad.
- Does not agree with assumption, traffic will not increase, construction will worsen traffic.
- Development will have more impact on east part of the city.
- More bikes = good; more commuters.
- Other development in the city (i.e. TTC reception will help).
- The two-tier element is practical.
- Need huge improvements & options for getting people who live outside city into downtown core.

**Table 18**

- Concerned about accidents at Lakeshore Boulevard and Carlaw Avenue since it is now the first intersection eastbound. There will be more accidents at intersections like Munition Street.

**Table 19**

- Safety.
- Get it done.
- Piecemeal – rest of Gardiner vs San Francisco.
- Hard to react to checkmarks; need to study the results.
- Transit integration.

**3. What refinements, if any, would you like to see explored?****Table 1**

No comments recorded.

**Table 2**

- Hybrid – move corridor more north and cover railroad.
- Street car access from Munition Street or East Don Roadway.
- Need more transit connections south to Villiers and further – i.e. Cherry Street + Munition Street to connect to new development.
- Cost comparison should include long-term considerations (i.e., offsets of initial costs with potential increase in taxes and revenue).
- Add open space adjacent to water; increase park space next to waterfront.
- Increase access to lake and green space; reduce development.

**Table 3**

- Double lane ramps are good.
- Queen's Quay will be more pedestrian friendly than Lake Shore Blvd with option 3 + 2.

**Table 4**

- What does road pricing do to the traffic – has this been modelled?
- Need to consider how our decision today impacts decision in the future.

**Table 5**

- Greater emphasis on linked public space.

**Table 6**

- Please focus on connectivity of corridors – specific with respect to wildlife.

**Table 7**

- The value and the viability of the Keating Channel.

**Table 8**

- Better north/south connection.

**Table 9**

- Need more details about construction materials.

**Table 10**

- Better cycling infrastructure.
- Example of removal of west side highway in Manhattan and how Toronto is ignoring the potential benefits of the removal option.

**Table 11**

- Particularity terrible aspect with Hybrid option are green ribbon inhibits tree growth.
- Terrible street – environment becomes highway.
- Park in ‘weird’ configuration and totally isolated.
- Need public consultations focused within the Keating ...and immediate neighbourhoods.
- Important in addition to city-wide consultation.
- Community directly impacted should be given as much on more respect than people using Gardiner outside the city.

**Table 12**

- Even further closer, to the railyard.
- Could we toll the road; political will to pay for the road (user pay)?

**Table 13**

- The presentation is misleading. It focuses on the savings possible with Hybrid 1. But the revenue generated 2/3 might offset.
- Need to highlight that you can build 2/3 while existing Gardiner is still up.
- Ecological corridor, consider the movement of wildlife.
- However, traffic speed at the elbow.

**Table 14**

- Explicit travel time was not shown.

**Table 15**

- Big issues that we would need guarantees for payments in future from future developments (i.e., since economy going down there is no guarantee that construction will happen).

**Table 16**

- More public land.
- Solutions to address potential acoustics issues.
- Integrate landscape features in the design (e.g., hills).
- Consider more open space between the road and lake.

**Table 17**

- Options 2 and 3 are more logical.
- Option 3 is best for views and development at the waterfront.

**Table 18**

- Could be an evaluation between existing (do nothing) and 3 options based on safety criteria.
- Need signals to discourage speeding (e.g., flashing lights).

**Table 19**

No comments recorded.

## Thinking about the urban design concepts presented for the study area...

### 1. What do you like?

#### Table 1

No comments recorded.

#### Table 2

No comments recorded.

#### Table 3

- Hybrid 3 is preferred, allows connection with surrounding development (Portlands).
- Option 3 appears more inviting + walkable.
- Like community uses and arts projects underneath.

#### Table 4

- Design #3 – Martin Goodman Trail component are really good, uninterrupted connections all the way along the Lakefront + to the North.
- Noise reduction is very important + lighting improvements.
- Like the investments in the public realm.

#### Table 5

No comments recorded.

#### Table 6

- The more cycling routes, the better – North side of Gardiner.
- Like the noise reduction element.

#### Table 7

- Cycling network – provides an actual route.
- Connectivity, a smoother commute, easy, seamless.
- Provides opportunity for improvement for walkability measures.
- A real extension right through noise improvements is impressive.

#### Table 8

No comments recorded.

#### Table 9

No comments recorded.

#### Table 10

- Want proper integration of urban design.

#### Table 11

No comments recorded.

#### Table 12

- Visuals are very important.
- Sound mitigation is key.
- Hybrid Options 2/3 – Keating Channel is much better in these options.

#### Table 13

- 2/3 consolidates traffic into one corridor.

#### Table 14

- Intersection design concept well-coordinated and prepared.

#### Table 15

- Continues Martin Goodman Trail in options #2 and #3.
- Option #2 and #3 opens up more public land.
- Option #3 creates more public realm space.

- Pushes the corridor further north – better for using the space by the lake.
- Option #3 pays more attention to natural environment.
- The study east of the river is great.
- The new Lake Shore Boulevard bridge is impressive.

**Table 16**

No comments recorded.

**Table 17**

- We like #3; moving ramp further north opens up more space for development.
- #1 has gentlest a turn / speed (#3 has sharpest).
- Shoulders Super-elevated road, slightly?

**Table 18**

- Liked showing potential uses under the Gardiner -- images were good.

**Table 19**

- Bridge over Don Rivers should be well designed.
- Include public art etc.
- Concerned about compromises on public realm if it goes over budget.
- Should be done by design competition.

**2. What concerns do you have?**

**Table 1**

No comments recorded.

**Table 2**

No comments recorded.

**Table 3**

- #2 is better than #3 – frees up more of Lake Shore Boulevard.

**Table 4**

- Urban design will be done last + the project may be cut – make sure there is funding in order to make these improvements.
- Need to identify the spending of the money.
- Avoid blue light – it impacts circadian cycles, and wildlife.

**Table 5**

No comments recorded.

**Table 6**

- More cycling routes the better – North side of Gardiner.
- Like the noise reduction element.

**Table 7**

- How do we incorporate or look at how these options will better our transit system?
- Can we consider an LRT corridor?
- Flexibility for integration of the proposed and approved option.

**Table 8**

No comments recorded.

**Table 9**

- Bridge should be better looking (over the Don River).
- Should incorporate budget for public art; don't sacrifice for cost cutting.
- Need to celebrate place more – make it a place to go.
- Use of permeable material may increase cost.

- Tree canopy.

**Table 10**

- Noise levels very high – unlivable.
- The study area is too small – larger implications from planned transit.

**Table 11**

No comments recorded.

**Table 12**

- Make sure it's sustainable.
- Maintenance plan, low maintenance solution.
- Use of space/parks/commercial.
- Keep buildings going along.

**Table 13**

- The height – high level might be a concern.
- Elevating the noise – more people living / working @ great heights vs balancing impacts on pedestrians.
- Dead wildlife, dead because trying to cross the DVP/Gardiner – need wildlife corridor.
- None of the presentation addressed; this consolidates the planting on North side.

**Table 14**

- Not enough details about stormwater management quantity and quality.

**Table 15**

- Not enough room under the bridge crossing – Don River and Keating Channel.
- Acoustic mitigation measures are needed but may be expensive.
- All the urban design options require maintenance in the future.

**Table 16**

No comments recorded.

**Table 17**

- Is sale of land for development necessary to plan?
- Waterfront is already not that accessible.
- Not impressed with green space – wouldn't go there.
- Development seems to be plans for drive not cyclists. Other cities, like Vancouver does more for bikers.
- Value of land for development not very much – do we have to sell it?
- Keep it as parkland, is this the primary place for parkland.

**Table 18**

- How wide will Lake Shore Boulevard be?
- Need short north/south signal light for cyclists so east/west traffic does not back up.
- Alignment of Gardiner Expressway impacts land parcels A, C and E.
- The railway corridor over the Don River is not shown.

**Table 19**

- Concern not knowing materials about Gardiner.

### 3. What modifications or improvements, if any, would you like to see explored?

#### Table 1

No comments recorded.

#### Table 2

No comments recorded.

#### Table 3

- Would like to see lots of tree planting, continuous with Lake Shore Boulevard east of Don River.

#### Table 4

No comments recorded.

#### Table 5

No comments recorded.

#### Table 6

No comments recorded.

#### Table 7

- Tailor the type of uses under the bridge.
- Let's provide appropriate width for different modes of transportation.
- Munition Street – Pedestrian Tunnel that connects to the parks/neighbourhood to the north.

#### Table 8

- Better linkage between green spaces of sidewalks.

#### Table 9

- Have a design competition for the design (like for City Hall).

#### Table 10

No comments recorded.

#### Table 11

No comments recorded.

#### Table 12

- Public/private partnership.
- Don't be so quick to dismiss the Green Gardiner plan. It gives some potential to Lake Shore, try to incorporate it.

#### Table 13

No comments recorded.

#### Table 14

- More walkways.
- Pedestrian safety should be prioritized.

#### Table 15

- Try to get Metrolinx to allow the Gardiner Expressway to be stacked above the rail corridor.
- Remove the Gardiner.

#### Table 16

No comments recorded.

#### Table 17

- Land transfer tax on development area is huge.
- Develop new space – city benefits economically.
- Keep new space for parks – people benefit.

#### Table 18

- PATH bridge like west of Bay Street could be good.
- Shanghai elevated ridges are good.

- Consider a north-south pedestrian bridge at Jarvis Street.

**Table 19**

No comments recorded.

**Other Comments**

**Table 1**

No comments recorded.

**Table 2**

No comments recorded.

**Table 3**

- Need to integrate transit options on Queens Quay.

**Table 4**

No comments recorded.

**Table 5**

No comments recorded.

**Table 6**

No comments recorded.

**Table 7**

- Can we make a U turn lane at Munitions Street to provide a better connection?
- Hybrid 2 & 3 – Will First Gulf be offsetting some of the costs?
- 3D visualization of the options to get a better understanding.
- Build-out time may affect evaluation results.

**Table 8**

No comments recorded.

**Table 9**

- Look at the entire Gardiner, not just 2.4 km section.

**Table 10**

No comments recorded.

**Table 11**

- No mention on impact or solution on climate change; need to be part of evaluation.
- City staff did good work in evaluation; city council dropped the bad ...the recommendations and city staff and terms of reference.
- Through EA was through and by city council because of independent.
- Local councillors were over-influenced by councillors outside the area who did not represent the local residents' views.
- Solution is not future looking and recognizing emerging communities; not based on planning.
- Provincial policy about governing, density not being addressed.
- Better solution should improve transit opportunities.

**Table 12**

No comments recorded.

**Table 13**

No comments recorded.

**Table 14:**

- Option 3 the most desirable.
- Difference in price between option 2 & 3 – not significant.



**Table 15**

No comments recorded.

**Table 16**

No comments recorded.

**Table 17**

No comments recorded.

**Table 18**

- All table participants prefer option 3.

**Table 19**

No comments recorded.

**APPENDIX D –  
COMPLETED DISCUSSION GUIDES**

## A. Completed Discussion Guides

Feedback submitted by participants at the public forum and through the online survey is recorded below and organized according to the Discussion Questions. A total of 104 (37 hardcopy and 68 online) submissions were received.

### Thinking about the results of the evaluation of the alternative alignments for the Hybrid option...

#### 1. What do you like?

- Hybrid 3
- Options 2 and 3 are more desirable during the construction phase because both minimize traffic diversion and congestion. While option 3 is slightly more expensive from an economic analysis perspective, it is preferable from an urban design point of view. While detailed design is yet to be undertaken, the relative economic numbers presented (all options) should not change much, however, I think Council should expect to see a robust risk/probability assessment of that aspect.
- I like alignment #1.
- Initially, I must state that it is sad that Toronto is not ready for bold decisions to take down the Gardiner. Improved transit, self-driving cars and other developments will enable the tear down of the elevated highway. Based on the opening comment, it is more choosing the least negative alternative. Hybrid 1 is completely out of question, ruining a big portion of the waterfront. Hybrid 3 is probably a little bit better than Hybrid 2, as it moves the road further away from the waterfront.
- First option is to tear it down and replace it with a surface road. Since the first option not on the table, option #3 is the way to go.
- Frankly, I'm of the opinion that following the previous, extremely ill-advised decision to opt for a hybrid rather than tear-down option was maddeningly obtuse, meaning that the Hybrid Option 3 at this stage is the only real option henceforth. It's the least bad of a handful of also-bad options, but the best we can do given what we've been left with.
- I like that we keep the DVP but that we also create a better space on the West side of the Don. I like option 3 best. The cost, over time, is more or less the same as the others but the potential benefits are much greater.
- Prefer Hybrid 3 as it pushes the Gardiner to the north creating more user friendly space. Added bonus - you could build all but the ramps/ connections without affecting traffic flows and then we lose less down time for the expressway and Lake Shore! Financial costs/impacts did not seem to reflect that the better community will lead to higher market assessments and a better higher property tax base! Got to love that. Hybrid three offers the best community and walk ability of the three options.
- I like the 3rd option here as it opens up the Keating Channel the most and has the most social and environmental benefits at not that greater a cost.
- Hybrid 3.
- Very little. Of the three, the third option at least moves the horrible road infrastructure away from the waterfront and opens up more of the area for development and parkland. But the so called hybrid is still the wrong decision.
- Nothing. I live in the Beach and think this is all a waste. We in The Beach lose the on-ramps at Carlaw. We spend more money than the option which keeps the status quo. This mainly benefits the developers like First Gulf and other property owners. We do not get enough parkland. Keep

the existing Gardiner and just turn the eland into parkland and leave it for a future generation to change it if they want.

- Parkland improvements, access to additional transit. Having access to the subway and/or Go Transit in the east end would be a valuable addition to the neighbourhood.
- None! Get rid of it build a boulevard. There is no traffic on Lake Shore and not much traffic on the expressway at peak times. This is what the studies that taxpayers paid to get done have told us and then you just ignored them. What are you trying to pull off here?
- Hybrid 1 only.
- I like hybrid 3. It seems to be the best of bad options if the Gardiner is staying.
- Hybrid 3.
- Liked Conceptual Public Realm Plan – Hybrid 3 the best. Seems to blend in better with the area and appears to be a far better plan for the opening up of the mouth of the Don River.
- - I liked Option 3. I was also a promoter of the Tear Down Boulevard option. - I liked that there is improved Public Realm space between the Gardiner and the Keating Channel - I liked the on off ramp considerations. Well thought out. - I liked that the Rail Corridor is being widened. This does open the consideration that they elevation of the Rail Bridge can be increased. The elevation of the Don Roadway also elevated to improve flooding hazards from the Don River. The additional of a new rail line is a perfect opportunity for mitigating construction timelines due to detours. The Gulf Lands should be used as interim use during construction. Granted this is a negotiation that will need to happen. Construction bids should be based on schedule priorities and then price. - I very much liked the Green Corridor Proposal and liked that there may be consideration for inclusion at a later date.
- I like the section of boulevard that would be created along Lake Shore in Hybrid 1 I like the fact that in Hybrid 2 and Hybrid 3 where Lake Shore Blvd crosses the Don is an open boulevard (no expressway overhead).
- Hybrid 3 comes the closest; however it is short-sightedly far off the mark. See below.
- Realignment of Gardiner-DVP link in Hybrid 2 & 3. Reduced visual impact of realignment in Hybrid 3. Greenspace in Hybrid 2 & 3 has a more defined purpose as a green corridor.
- Though I continue to prefer the complete removal option I realise that it is not going to happen so prefer Option 3 because it moves the expressway as far north as seems feasible and frees up what could be very desirable land along the Keating and allows for a much better Queens Quay further east. I like the idea of dealing with the currently very messy north-south road junctions with the (Jarvis, Sherbourne, Parliament, Cherry in particular) and hope that these improvements (for cars, bikes, people) will occur at same time or even earlier than the work on the Gardiner itself. Improving and extending the bike path north of the is a great idea and should be done sooner than later. In particular the link from the current terminus at Parliament to the new bike track on Lower Sherbourne.
- The opportunity to attend in groups and try to express what I like and listen to others what they think, collaborate and try to reach a consensus. Ideally I would like to bury the whole thing along with the rail tracks, charge a toll to shoot the traffic from the dip to the food terminal and above ground a huge boulevard also take down the DVP clover leaf connection to the Gardiner Expressway. That's my wish. It can be down. It comes under infrastructure, just like when they built Seaway Canal, Trans Congenital Highway and railway, Burlington Skyway, Welland Canal. Today the Greater Golden Horseshoe needs the dots connected as Toronto is the focal point and it is so important for this region to compete globally. Today Toronto average house price is one million dollars...we need to connect to the Greater Golden Horseshoe in order to provide affordability and seamless transportation in a timely manner.

- HYBRID OPTION 3 OPPORTUNITIES FOR 2-SIDED DEVELOPMENT ALONG LAKE SHORE BLVD OPENS UP NORTH SIDE OF KEATING CHANNEL FOR WATER ACCESS

- I have to say thank you whoever decided to go through with spending the big bucks now to save this important artery. I attended the meeting in 2015 and the impression I left with was that the remove w/ roadway and maintain options were both non-starters from the get go. The biggest issue with removal was that the city projections for traffic volume and traffic times didn't seem accurate to me. The other option to maintain is for cheapskates. You know those guys. They renovate their homes once in 20 years and do a sh\*t job of it because they didn't spend the money. You got to spend the money now to ensure an efficient and aesthetically pleasing future later.
- I very much like continuing to maintain the connection between The Gardiner and the DVP.
- The January 2016 public presentation (content and format) is remarkably clear and informative. If the damn thing has to be built, then Option 3 is clearly the best choice.
- I like the city's dedication to our urban fabric. I like Hybrid option 3, and I hope we can get some sweet, sweet development fees to help pay for it.
- Opening up the Keating Channel waterfront lands and provision of space for cycling and transit. I am neutral between options 2 and 3.
- Hybrid 3 is my preferred design solution. It emphasizes softer uses (pedestrians, cyclists) along the waterfront of Keating Channel. For any waterfront to succeed vehicles need to be removed or severely limited.
- The ramp alignment of Hybrid 3 best achieves the project goals, in particular revitalizing the waterfront and reconnecting the city with the lake. The urban design concept for hybrids 2 and 3 demonstrates that a new alignment for the ramps improves the availability and desirability of developable land.
- Do not know as there is far too much change (lots of new buildings east of Cherry Street on both sides of Keating channel) and very little information in this document. What would help in this document are: Cross reference in this document for buildings A through H (Conceptual Plan) to another currently accessible document. A short description of plans for south of Keating channel such as "Redevelopment is projected to be even better than the redevelopment west of Rogers Centre"
- My ranking is 1. HB 3 2. HB 2 3. HB 1. Please confirm if the exit off the DVP onto Lake Shore still remains as is.
- I like keeping the waterfront as pedestrian friendly and as peaceful as possible ...therefore Hybrid 3 looks best.
- Hybrid option 3.
- I like the hybrid options---looks much better than the current design.
- Maximization of developable land.
- None of it. Take the Gardiner down.
- I want a ramp from Lake Shore east to remain.
- My priority is to preserve the wonderful view of Toronto, the Island and the harbour from the Gardiner as it enters Toronto from the don Valley. Toronto is a city with few viewing places. Therefore I prefer Hybrid 1. The other two options are surrounded by tall buildings on the south side, preventing any view of the harbour.
- As an engineering organization, we like the process by which each option was determined and evaluated. With regard to different group criteria, we like how design alternatives were determined and evaluated. All types of issues were evaluated in an interrelated manner. The resulting alternatives take into account all the complex issues that go into transportation and

infrastructure, urban design, environment and economics.

- Hybrid 2 and 3 appear to be better in that they both consolidate the rail/road corridor. The less expensive of the two would be preferred.
- I believe that reasonable effort has been invested in preserving an adequate level of flow capacity while improving safety by reflecting newer design standards for shoulders on the ramps and positioning the ramps to the Lake Shore on the inside of the expressway.
- Your statement: Project Goals Five goals are guiding this project is copying the clichés for sustainability in the most counterproductive design for an economically wasteful project of a Relic, aka... Gardiner. All of the above Goals mentioned, would be positive by tearing down the most costly and unsustainable infrastructure, you are trying to perpetuate.
- Nothing. Goals 1, 2 and 4 are not achieved by this plan. I would never live or work in the buildings planned between the Gardiner and the railway sidings. Noise, air quality, view, and just the stress of being there would be unpleasant.
- Most aspects of the study are of great benefit to the City.
- I like the comprehensive approach to the project; the consultation between all professional organizations and public input, although I am not too sure of its effect.
- The estimated costs for each option are not included in this online presentation, why? My preference is the hybrid #1 option. It appears to be the best choice to maintain mobility for the 110,000 vehicles/passengers that use it daily. It also is the best choice for mitigating traffic infiltration into local neighbourhoods. It maintains the best & quickest link for west bound vehicles to the Gardiner.
- Generally, you cover the important categories.
- I like the H2 and H3 realignments. The Gardiner-Parkway link is kept and the redevelopment of the industrial wasteland locked between the GO railyards and present Lake Shore-Gardiner route is shifted south to the more attractive location. The new parkland accessed along the Don walking trail is much better than a trail between the railyard and the backs of new buildings. H3 is better for the new boulevard; H2 is better for the park and Don Trail.
- That there is no more talk of removing the highway.
- Of the 3 options here, I prefer Hybrid 3. The Remove option, however, is still the best option - the one that best meets the goals of the EA and is also the least costly.
- I think Hybrid 3 is definitely the best of these three options. Hybrid 1 leaves all the new buildings sitting between the Gardiner and the railway, with no access to the water. Options 2 and 3 are much more likely to allow the buildings to effectively face the water, with their back to the Gardiner. They will allow much better development of waterside buildings (bars and restaurants?) along the Keating Channel. They are definitely worth the extra money, compared to Hybrid 1.
- Hybrid 3.
- I just relocated from Calgary, Alberta to Toronto where I am originally from. What an amazing group of people who have been working on this project! Amazing turnout for the January event.
- None of the options. The best option is to "regularize" the downtown waterfront. Remove that section of the elevated expressway and replace it with an urban boulevard at grade. As an example, Halifax got it right when they stopped the expressway from the north to the City at the edge of downtown Halifax. Other cities in the world have removed their elevated freeways because they are a 'blight' on the waterfront. Clearly, of the schemes presented, Hybrid #3 is the best of a bad lot, because it at least yields some development parcels along the river's edge. (As an aside, if any expressway is ever built paralleling the waterfront connecting the QEW to the Don Valley Expressway it should be underground, facilitating freer movement from downtown to the Lake Shore.) I understand that there was a 'greening' alternative presented, maybe decking over

the existing railroad tracks, and a greener strategy like that should be pursued. The principle should be to spend more money on the urban environment and less money on trying to accommodate cars at 80 km/h.

- On behalf of Walk Toronto I wish to advise that our organization supports Hybrid #3 because it pushes the ramps farthest away from the pedestrian promenade on the north side of the Keating Channel and creates the shortest obstruction and shadowing of the sidewalks on the rerouted Lake Shore Blvd.
- Of the three options put forward in January 2016, there is no doubt that #3 is preferable. However, as discussed below, none of the so-called "hybrid" solutions is necessarily the best means of dealing with the deteriorating eastern end of the Gardiner. See Other Comments below for more on this point.
- As a commuter from North York, I'm very pleased that Council chose the Hybrid Alternative in June, 2015 to maintain the link between the DVP and FGE. 2. I'm pleased that you reviewed other alternatives (e.g. Green Gardiner, Viaduct), etc. to eliminate future second-guessing on what we should have done with this important public infrastructure. 3. I like that you looked at the three alternatives which range from Hybrid #1 (Least Disruption to Drivers/Least Costly to Taxpayers, but Least Benefit to the local community and environment) to Hybrid #3 (Very disruptive as bridges and ramps will have to be rebuilt at a greater cost than #1 and #2, but has the greatest positive impact on the community and environment). 4. I really like your balanced approach to serving the different constituencies.
- Not much. The new designs 2 & 3 do allow for some better development opportunities to revitalize the waterfront and create value, although they don't really achieve any of the other goals of the Environmental Assessment. I
- Of the 3 alternatives presented I prefer Hybrid 3. It does not isolate the community as does Hybrid 1 (blocks C-H). It frees the north edge of Keating Channel for development and provides a better experience for bicyclists and pedestrians. It situates the road further north providing a more attractive junction where the Don River meets the Keating Channel. Also, a larger section of Lake Shore Blvd. is open to the air (compared to Hybrid 2) and can therefore function as an attractive tree-lined boulevard.
- Hybrid 3.
- Hybrid 1 is quite unacceptable.
- Remove would be best.
- Ramp orientation in 2 & 3 is good.
- The interior ramps in the hybrids 2 + 3.
- The setback from the Keating Channel in hybrids 2 + 3.
- The proximity of the road and railway, reduction of sprawl in hybrid 3.
- Hybrid 3 is my preference.
- Reduced speeds.
- I like the movement away from the Keating Channel of the hybrid channel 2 + 3.
- Prefer Hybrid 3.
- Hybrid 3, but I'd prefer the previous option to tear it down.
- If you are going to go to all the effort to rebuilding the Gardiner, you may as well do #2 or #3 and move it away from Keating. Ultimately the increase in property tax revenue by better development would pay for the difference. What is the NPV of 100 years of property tax? If there's no traffic operational difference between #2 and #3, clearly #3 is better on other factors and should be re-decided.
- Moving the highway away from the edge of the Keating Channel, Retaining the same auto travel

time and capacity. Reduced speed from 60 to 50 km/h is acceptable. Allows the development of the Keating north shore with a pleasant public realm and to animate the first floors of the condo buildings. Creating an Amsterdam canal vibe. Improves view north from Villiers Island and will increase land.

- Hybrid 3 is preferred and worth the extra \$43 million cost over Hybrid 2. Allowing the extension of Queens Quay with Hybrid 2 and 3.
- None of the options go really green, get rid of the raised expressway
- According to people who have been undervalued in this issue over the years, having listened to these, it would appear that the only solution is to put the condominiums at-grade. That is the only way to produce valuable pedestrian/people entertainment, Supports the environment by seducing auto traffic, Put this money into transit – put one with transit in the entire Metro away, Listen to small neighbourhoods when residents who have to walk in this area and want sunlight not shade. The disinvestment assessment might give at-grade value.
- Urban design priority for H2 and 3. Better design for Keating channel for H2 and 3.
- Graphically, I like the linearity of 2 but prefer the longer boulevard of 3
- Hybrid, more green move, move traffic away from lake, open Don mouth.
- Hybrid 3 is better than hybrid 1.
- #2 and #3 green space for cycle + walk up path. Hybrid #2 and 3 more condominiums away from Keating Channel. #3 will be better for sediment, creating spaces the most hard for redevelopment
- #1 is less desirable because living between rail lands or expressway is not desirable. Acoustical treatment + raising expressway seem a good idea for soundness. Pedestrian areas much better in #2 and #3
- I love hybrid #2 and 3. I like the double ramps inside the Gardiner dropping into the centre of Lake Shore Boulevard. I like the way the mouth of the Don River is opened up more. More Green space is good.
- Clearly, hybrid # 2 and 3 is the best option.
- Hybrid #3.
- Alternative #3 provides the best option, both from an urban design standpoint, and a transportation safety standpoint. I am support #2 and 3.
- Auto trend maintained. Opening of grade-level land and green spaces. Preferred alternative: #3.
- Option 3 is preferred.
- Hybrid 3 offers a glimpse of the future (better of the options) with the beginning of the boulevard.
- Good attempt at public realm connectivity in #3
- Attempts to redesign intersection to be pedestrian + cycle of public realm (friendly/safe). Good thought to maximize use/value of available options.
- Increased safety of inside ramps. Queens Quay as a main street for pedestrian instead of Lake Shore.
- Queens Quay seems more walkable and street oriented.
- Hybrid Three wanted. Created best neighbourhood south of expressway. Creates better/nice space for walking and cycling. Reduces impact of expressway on residential with greater separation. Increases property tax base = more income from tax revenue for city.
- Very little. Best of worst obstacles may be Hybrid option 3



## 2. What concerns do you have?

- Irrespective of the option chosen, the elephant in the room is how to finance the capital works. This can be eliminated if the City implements road tolls on its portion of the Toronto expressway system; this being comprised of the Toronto portion (DVP and Gardiner) and the provincial portion (Hwy s' 401 & 427). The Toronto portions of the system provide a premium service for both City residents, non-City residents and the business sector. To the extent that they utilize the system, they should be required to pay for its use.
- As a commuter who uses Queen St. to access the North DVP, which is a very short merging ramp, I am slightly concerned regarding the traffic flow northbound on the DVP prior the merging location. It would like to hear any comments on this matter to alleviate my concerns.
- That lowest cost will once again be the major decision point.
- I am concerned with the development to the south of the new avenue and on the south side of the Keating Channel. I don't want to continue the wall of Condos which, frankly ruins the waterfront.
- Hate hybrid 1 - creates a ghetto in between a highway, elevated expressway and the rail lines. Not a nice place to neither live nor have a community. With all the versions - how are you going to get a dredger north of the Lake Shore? I ride this route and the Don needs dredging! Will there be enough water flow to keep both the Keating Channel and the new spillway from getting polluted or stagnant. Certainly are times of year when Lower Don really stinks because the water flow is so low.
- That the open areas along the Keating Channel will not be fully accessible - it's important that pedestrian and bike access be maintained along the water way along with automobile access and private/city development.
- Cost.
- Keeping the Gardiner up in this location is simply a wrong and costly decision that is not based on facts or intelligence.
- Lack of easy access to the Gardiner. Wasted money. Too much emphasis on selling off land for condos instead of having a big waterfront park like Chicago.
- The biggest concern that I have is the volume of traffic for residents who live in the east end. Currently, taking the Gardiner from downtown to the east end is reasonable, 10-15 min from Spadina to Carlaw. If we are now asked to take Lake Shore from downtown to the east end it will add an additional 15/20 min of traffic time. I've driven both of these routes and the difference is substantial 15-20min for a total of 30-35 minutes. The volume of traffic will be substantial and will be a long commute. Given that Eastern/Adelaide is already an issue, residents who live in the east end need options to get home in a reasonable amount of time.
- Follow the studies get rid of it.
- I have concerns with H2 and H3 cost and duration of disruption. That the value add really won't be what it is projected to be. That the overrun of costs is practically guaranteed, nothing the city does is on budget. And projects like this simply cannot be forecasted that accurately. Whilst they are represented well graphically I don't see the pros outweighing H1 in my view. The revenue generated by the land is not really a value add to me. Its 2.5 acres. Why don't we finally actually retain outdoor space and STOP allowing residential buildings along the water sedge! If H2 and H3 are elected then the slowing of traffic from 90 to 50 is ridiculous. It will jam the city up just as it does today. So what is the win? Like the stupidity on the 401 that is eliminating lanes here and there to bottle neck traffic, Yonge and 401 for e.g. Tired of the idiocy in road design
- I don't like the idea of new ramps at Cherry Street. Ramps take up significant pedestrian space, as

they do at the York-Bay-Yonge exit, and this is prime waterfront land. I also have concerns as a future area resident and the kind of traffic on Cherry Street, which has been made over into a primarily pedestrian area.

- As much quality living space as possible. Hybrid 1 shuts a bunch of blocks off from the waterfront. Hybrid 2 I'd be ok with, but why not push the highway connection as far up and away from the channel as possible? Thus, #3 for me. Also, looks like Lake Shore could be a nice boulevard into the redesigned south of Eastern/Port Lands (also under survey right now) in #3.
- Is there a planned TTC Keating Yard on the east side of the Don River? It absolutely should not be located there. - I would like to have seen more consideration for inclusion of the Green Corridor features. The cost identified as sunk costs are misleading. Deck replacement would not proceed with the same budget that is currently proposed if indeed the Green Corridor features were implemented. - There is no information on Jarvis ramps or Yonge street ramps. I do hold out hope that the Green Corridor might still make its way into this leg of the revitalization. - I would like to see a cross-section of the Lake Shore bridge - is there a rail corridor also? Is this for LRT? Is it connecting into the Metrolinx rail corridor?
- Cost (complexity) of Hybrid 3 due to need to widen railway underpass Are we over-emphasizing the value of the Keating Channel - when the mouth of the Don is re-worked the Keating Channel just becomes a somewhat stagnant man-made strip of water. If it was simply filled-in it would allow a more connected neighbourhood south. Some concern about the ability to get traffic to fully slow-down for the tighter expressway curves in Hybrid 2 and Hybrid 3 - but I expect that can be done.
- All options assume transit modes will remain as they are today in 40 years. Note that when the Gardiner was built, there was no such device as a cell phone. As communication has progressed, transportation concepts remain the same. No assumptions are being made for potential modes in the future that just might obviate the need for a Don Valley Parkway in its current form. These three options are sorely short-sighted.
- The footprint of roads in Hybrid 1 is too large. Greenspace south of the Gardiner in Hybrid 1 has little value. It is merely beautification of the leftover space under/beside the highway.
- That the City has decided NOT to pursue the cheapest option and is going to spend scarce \$\$ on this. That it will take FAR too long to build and there will be a real mess in "my area" (St Lawrence) for the next decade.
- I refer to the past where the Bloor Viaduct was opened in 1918 with an under-pad for future use. There is a map I saw in 1910 which shows in red marking out a relief path for future use in Toronto and area. We are not planning nor working a long term plan with yearly goals to work the plan. This barrier needs to be taken down, not rebuilt due to the long construction time lines or inconvenience. The mission is to take it down, maybe not all at once but bits and pieces a little each year with a target to bury this above ground mistake to connect with the lake. Elevated barriers in the city that is maturing with intensification does not help to provide live, work, play for each city block so that we can try very hard to have everything within walking distance. When you can't meet the goal for live, work, play for each city block you move what is missing to the adjacent block and try to fit that in. This analogy is like moving air rights from one city block to the adjacent city block. I remember in the old days downtown was empty after five pm in the financial district. Today I see activity which I think is a good thing. Now with one million dollar single family average price we need to think connecting the dots with the Greater Golden Horseshoe so that I can afford a house in Welland and commute daily to Toronto in as much as we can provide a seamless connection for transport. We are fortunate that we are close to the USA border for trade and travel connections not only for pleasure but work travel in a seamless way. My wish is commute to Buffalo airport high speed within an hour. Pearson is too cumbersome and busy.

- How you going to rebuild the west end of it now that you have condo's that are a stone's throw away. There's higher volume on that end and it needs to be completely rebuilt as well.
- Reducing the speed at the interconnection with the DVP may not result in significant travel time delays under most circumstances, however, during high traffic volume periods it could exacerbate congestion resulting in longer back-ups and therefore significant travel time delays during these periods. I'm quite concerned about the high cost of all the options; it seems like we are spending an awful lot of money just to open up a small amount of development land and too pull the Gardiner away from the Keating Channel, which is not, after all, our real waterfront.
- Anyone who regularly uses the current Gardiner-DVP link knows that it is laughably under-utilized. I use that stretch of road half-a-dozen times a week, and I think of it as a 'best-kept secret': typically, the Gardiner (west of downtown) and the DVP (north of Richmond/Adelaide) are both clogged-up but my stretch of 'private expressway' is virtually empty. I have to assume the City Councillors who insist on replacing it (and their suburban constituents) don't actually use this short stretch of empty elevated highway. They just like the IDEA of keeping a linkage between our two heavily-used commuter expressways. So here's a suggestion for City Council to keep those constituents happy: announce that it's going to be rebuilt (any option will do), then tear down the current Gardiner (east of Jarvis), but announce a 3-year moratorium before constructing the replacement. THIS STRETCH OF ROAD IS SO UNDERUTILIZED AT PRESENT THAT VERY FEW VOTERS WILL NOTICE IT'S GONE. When the three years is up, the choice will be obvious.
- Hybrid 1 - blocks a section of our waterfront permanently. That should not happen. The Queens Quay East LRT is still unfunded and seems to be dropped from the plans, which is embarrassing considering what an opportunity we have to build transit-first development.
- Option 1 does not change the urban fabric enough.
- I would like to see Toronto moving in the direction of severing its addiction to the automobile. Pedestrians, cyclists and transit users should have priority freedom of movement in the future shape of Toronto public space.
- The long-term viability of maintaining the existing elevated guideway between Yonge and Cherry, despite sunk costs.
- This document starts with a pseudo photo without linking it to which "Hybrid" alternative it belongs to (perhaps "Hybrid" 4). Need the "Current" and original "Improve" alternative , and original "Replace" alternative in the same form as the pseudo photos and the conceptual plans for the 3 "Hybrid" alternatives to put the conceptual plans in context. The artist impression for all 3 "Hybrid" alternatives appear to be elevated "above-grade" alternatives whereas "Replace" was "above-below-grade" without any narrative. No information about ramps from Gardiner to in the pseudo photos or the conceptual plans. No information about disruption of traffic flow during construction or realistic (likely 50% to 100% longer than forecast) time frames for Gardiner.
- Suggest an area chart graph rather than a time frame (part of current diagram) with Y axis for degree of traffic disruption where the graph changes colour between "modest" (under 15%), "significant" (15 - 25%), "substantial" (25 - 50%) and "reroute required" (over 50%). A lack of preliminary bullet form of pros and cons for each option, developed by the "Public Works and Infrastructure Committee" and included in the document.
- Hybrid one takes too much of our valuable waterfront away from people use and condo development.
- Time to construct - disruption to existing traffic.
- That nothing will be done.
- Protracted construction time.
- We will waste all this money only to end up taking it down in the future. Keeping it does not

achieve the goals as set out. Goal #1: Revitalize the Waterfront taking it all down better achieves this goal. Goal #2: Reconnect the City with the Lake taking it all down better achieves this goal. Goal #3: Balance Modes of Travel make the area more bike and pedestrian friendly, don't worry so much about cars. Cars have a limited life span left with driver-less cars and the fact that fewer people own or drive cars Goal #4: Achieve Sustainability far more sustainability without cars, air pollution and costs. Goal #5: Create Value much better value without the Gardiner in all aspects.

- I live in the beach and work in Mississauga. I have no transit options to get to work without the Gardiner. All of your hybrid options will at least 10 minutes to my commute each way. That's 100 minutes per week of family time that I will lose because of this plan.
- Hybrid 1 also is the least expensive to build and the least disruptive to traffic during its construction. These are major considerations and should be respected.
- While this is not an engineering concern, our experts are concerned that decisions and approvals will potential still get bogged down in political debate. We strongly recommend that decisions are based on evidence and expert study and opinion and the project goes to the next level.
- Need to minimize cost and disruption during the realignment process
- I don't have a lot of confidence in the idea of supporting the new ramps on pillars footed in water of the Don River. I believe we would be better served by pillars footed on dry land where access for maintenance and inspection is simpler and turbulence induced in the flow of the river would be eliminated.
- The socioeconomic costs will soar as that relic, Gardiner, is being resuscitated over and over again.
- I don't drive much on the Gardiner/DVP combination; I usually bike or take transit downtown to avoid this. But both hybrid 2 and 3 will have increased accident rates around the curve, including possible disastrous spills into the Don River. Drivers will have to have flashing lights, speed indicators such as those in school zones, or other types of speed limiters, if they are over the speed limit. An ice storm would make this curve treacherous, and may have to be closed at that time. Selling real estate should not be a consideration in the decision.
- I am concerned that a reduction of speed from 90km/hr to 50 km/hr will degrade the connectivity of this only expressway connection in the City. I am particularly worried about the safety aspects especially during non-peak hours. The sentence on your Road Safety slide "with appropriate mitigation, ramps can be designed to an acceptable level of safety" is of particular concern. What is the number of fatalities that could occur at the curve when cars are speeding? I would like to see what kind of mitigation will force drivers to reduce speed and request to know their effectiveness.
- My biggest concern: It is a fact that the current structure has reached its end-of-life stage. This was reiterated at the beginning of the last meeting. To find out that a large portion of the deck is to be replaced infers the columns and foundations will remain - in theory. From a structural perspective this is a potential problem of huge proportion. We have excellent civil engineers working on, and advising on this important project, I do not believe that this issue has been ignored. The only conclusion that I can come to is that the right information was not made clear to all members of council before putting the hybrid options to a vote. If logic and common sense, not to mention financial pragmatism is allowed to prevail council should be allowed an opportunity to hear from the civil and structural experts who will elaborate on the true construction costs and long term maintenance - not to mention the ugly nature of the overall design. You do not build a house on quicksand!
- That insufficient consideration will be given to accurate estimations for the capital costs of each option. The city must invest in the least expensive option to allow other capital projects, in other parts of the city, to receive funding.
- I don't like the method of representation of the criteria with green checkmarks, yellow circles, and red x's. It's overdone and not nuanced. For instance, a \$43M difference between Hybrid 2 and 3

shouldn't change it from a yellow circle to a red X. The difference between these two options is minimal compared to the difference between H1 and H2/3. Environmental costs and benefits still have not been monetized. If we're comparing the cost of traffic congestion (monetized) to the cost of construction, then we also need to monetize the benefit/cost to the environment, health, and urban design. This has not been improved upon since the first realm, suggesting to me that this feedback is not truly considered.

- The concerns about the tighter turn and lowered speed Gardiner to Parkway is not a problem to me, alerted by pavement noise ripples and markers.
- The fact that the city wants to destroy and rebuild the road just because it "looks ugly" according to some NIMBYs and the fact that First Gulf wants to develop some land. If that's the case then First Gulf should pay for the project
- In all Hybrid options, the high cost for capital and operations & maintenance, and how we will pay for it. Will public realm really be improved to such an extent that walking or cycling along the new paths and through the intersections feel both safe and enjoyable at any time of day or night? Will we indeed achieve the goals of the EA?
- I much prefer the "tear down" option. It does far more to open the city to the lake, while saving half a billion dollars compared to any of these plans. I also believe tearing it down will lead to vanishing traffic, as it did in San Francisco, not traffic chaos. However, if the city council insists on a hybrid option, Hybrid 3 is the best choice.
- This is a beautiful area that has huge potential. I think it would be a shame not to take full advantage in the waterfront beauty with residential and commercial property, balanced with ample public green/recreational/walking space. This project has the most potential to transform this part of Toronto.
- In Calgary we have the Calf Robe Bridge. There have been lots of accidents over the years on the bridge. Lots of information is available on the web. An engineer explained to me that there are numerous technologies now to insulate the bridge from underneath and different ways to coat bridge surface which will make the bridge safer in winter conditions over the water. I assume the engineers will be reviewing these methods to reduce accidents.
- Elevated urban expressways are an outmoded model. Save the money spent building new roads and spend it on public transit.
- My concerns are that all three options, including my preferred #3, are better for cars, but not necessarily for transit, pedestrians, cyclists, or the city as a whole. In fact, the presentation does not address opportunities for improved transit at all. In addition, the main beneficiary of Option 3 is Great Gulf -- again, not the city or other stakeholders. Again, see Other Comments below for additional concerns.
- 1. Construction delays for traffic on the DVP/FGE connection. 2. Cost - obviously, but willing to pay for it if it means everyone's satisfied. 3. I'm concerned that the eastern-most on-off ramps that connect to Lake Shore Blvd. will be constructed in a such a way that they will look like the existing on-off ramps at Jarvis, Yonge and Spadina (i.e. they will result in highly congested, high traffic, noisy, polluted, least pedestrian-friendly intersections.)
- Many. None of these alternatives achieve the EA goals of connecting the city with the lake, Balancing modes of travel, or achieving Sustainability. The lake is still separated by an elevated expressway from neighbourhoods to the north, and despite how pretty the designs may try to make it seem, this is still a major problem. None of these really balances modes of travel, as ultimately motor vehicles have been prioritized well ahead of all other modes in these options. Although I did see some pedestrian crossing improvements proposed, with an elevated expressway above it still seems like this will be a terrible pedestrian environment. Will there still be two-phase crossings and the pillars of the expressway acting as visual barriers to hide

pedestrians from vehicles? Will Jarvis, among the most dangerous intersections in the city, be improved at all? Will the East Bayfront LRT or Relief Line ever be built, or are people on transit (the majority), still not as important as the 3% of drivers? No real attempt has been made in this last phase of the consultation to achieve sustainability. The environment has been left out of this Environmental Assessment, except in terms of facilitating widening of the Don Mouth. What about climate change? What about new trees and vegetation? What about air, noise, and water pollution? None of these options are any more sustainable than what was built in the 1960's, and that is extremely disappointing. I attended the public meeting, and all I heard was greenwashing terms like "a green ribbon," with no comprehensive understanding or vision of sustainability.

- I couldn't tell from the materials or the presentation whether the width (number of lanes) of Lake Shore Boulevard would be impacted by any of the options.
- I had a minor concern with the sharp 90 degree turn where the Gardiner meets the DVP, causing motorists to slow from 90 to 50kph. I believe most drivers view the Gardiner and DVP as one continuous expressway and may not be prepared to slow down. However, one would be able to get around this with appropriate signage and lights.
- Parkland north of Keating – promenade and green space here is a priority. Don Roadway intersection will be difficult. Then Broadview/Lake Shore?? Keep cycling on a big priority – the future for our young people. 5-year construction.
- Will the noise factors, and air pollution become dangerous? Pedestrian crossing – good maintenance and sufficient lighting to ensure safety. Long term maintenance – underside, and overhead decks
- Maintenance, sound and also the pedestrian collides at one side. Lake Shore and sufficient lighting, safety.
- Why are we spending so much money to keep a section of the highway with low usage. 5 years of detours will “teach” Torontonians to not be as dependent on this section of the Gardiner and probably show us that we don't even need it.
- The segment of Lake Shore east of the Don River seems to be an afterthought. Where are the opportunities and innovations that take advantage of the extraordinary opening up of the corridor?
- It just looks like a long straight high-speed boring arterial when it could be so much curvier? Roundabouts? Development frontage? Complex intersection operation.
- Hybrid 1 would be a big mistake, 2 would cover most of LSB
- Stop preventing progress. Some overpass decorations are never devalued anyway. Urban design should try out a reality check.
- no comparison to previous options
- Induced demand. By maintaining a highway we ensure that we are prioritizing car traffic. Is there an opportunity to minimize number + width of lanes?
- It appears that #1 is a deliberate throw away option so why was it even offered?
- It appears that the rail bridge is Keating Channel is not represented in several of the renders
- Where is the \$ and time differences portion of these studies?
- Noise, need to improve noise reduction on and below the Gardiner
- All options cost too much, take need money for other projects. It's too bad that the least objectionable option (3) is the most expensive. Assumption that development is what must happen in all left-over space.
- Ramps at Cherry – will they obstruct the gateway to Villiers Island or the Portlands? #1 may be cheaper but it is obviously so much less desirable. That cheapness may win over quality.
- I do not like 1. It leaves things as they are now. Better to move it further north with LSB ramps in

the middle.

- The rails and the Gardiner block the view of the Lake Shore, and block people from accessing the lake
- Will Munition Street and Cherry Street incorporate pedestrian + cyclist infrastructure?
- Time of construction / detours. Build new curve and keep existing highway open until the final stage of connection.
- The Cherry Street ramps, while better in option 2 & 3 vs option 1, still pose a barrier to the entrance to the Portland. It would be better if the ramps didn't exit at all.
- Traffic with on/off ramps
- How accessible is it for pedestrians to cross LSB & the on/off ramp intersections?
- Noise
- Shadow casting
- Not even how trail system north of Lake Shore Boulevard connects to trails to South, Martin Goodman, Waterfront promenade
- Concern with connections to the east – Portland
- I concern the automotive demand won't materialize
- I think a potential opportunity to reduce Lake Shore lanes, or combine with transit options is going to waste
- Lock the funding for urban design in first so it doesn't get cut when/if the project goes over budget
- Avoid blue light, under intersections, harmful for animal + humans, circulated rhythms
- Costs are over 100 years. The current Gardiner how has lasted only 60 years. This seems like a misrepresentation of true costs than not appropriate project timeframe
- Why are costs only +/- 20%?
- No access to Don for dredging?
- Would prefer to see Hybrid 3, moved closer to Rail Land (could they build over Cherry Street facility?)
- If not would prefer to see expressway height minimized to reduce impact
- Ignoring best experts solution of "remove"
- Former mayors, planners, engineers, Toronto lovers all agreed each time the topic arose that "Remove" was the least expensive and sensible solution

### 3. What refinements, if any, would you like to see explored?

- Rebuilding the Richmond Street off ramp from one lane to the same number of lanes available on Richmond Street (A one way street)
- I would like to see a middle ground which focuses less on the development space potentials and maximization of green spaces.
- Tear it down 100%
- Why can't the expressway be pushed further north and over the water treatment on Cherry? It is elevated!
- Unfortunate that highway could not be moved further north?
- Take it down. Go back to the remove option.
- Scrap this - just fix the Gardiner and don't build condos.
- I would like to see an option that is a hybrid of the hybrid with improved traffic flow for residents who commute from downtown to the east end. This could be an option for residents to exit off the

Gardiner, similar to today or adding an additional lane on Lake Shore with improved traffic lights so there is less stop and go - which currently adds a significant amount of travel time.

- Get rid of it build a boulevard
- Not totally clear on if there is a full road that is Queens Quay extending in H1 all the way along. If so, why? Does it need to have cars for any extension of the DVP? Perhaps the graphics are possibly misrepresenting it or, perhaps sections are just not as clearly defined as needed to show full vision. But without moving the DVP sweeping turn
- I would encourage city staff to study eliminating the Cherry Street ramps and just having traffic use the existing Sherbourne/Jarvis or Richmond/Adelaide ramps.
- If you go with #3, no refinements come to mind.
- On the south side of the elevated Gardiner - there should be a wider green corridor. Let's not have a copy of the west end with buildings right up against the structure. - I would like to see details of the ramp connection to the Don Valley Parkway. Hopefully getting rid of the current confusing design where keeping left take you to Lake Shore and right takes you on to the Gardiner. The Lake Shore extension can be raised to accommodate flooding concerns. I would like to see more detail on how this area will be built. Will it end up being a dead zone as it is now? With the Gardiner pushed north it should allow for better vegetative features and sight lines. How will the Gulf lands design be brought it this short leg of transitioning roadway? - There is an intersection at Lake Shore and Don Valley Parkway. There also appears to be an LRT line. Some drawings show a TTC Keating Yard to the East. This is the wrong location for another LRT yard. This intersection will be heavily impacted if Streetcars block the intersection.
- Explore providing space for an LRT connection between Queen Street and Queens Quay (I realize possibly outside this scope)
- There is opportunity to extend Queens Quay east to the inlet, realign the Lake Shore to cross a new bridge north of the present structure, reconfigure a traffic circle interchange with a new Bayview Extension to take 'traffic' north along the west side of the Don Valley, and eliminate the Don Valley Parkway.
- Can the Gardiner-DVP link bridge over the railroads? Why not keep it as tight to the railroads as possible?
- I would like to see more work done on designing the Cherry Street area as it will be necessary to bring the Cherry Street LRT through the rail corridor and this project needs to be part of this work. Even if the LRT extension east of Parliament is a decade or more away the widening of the Cherry **Street** bridge MUST be done now. I would like to see more info and costs of the proposed TRINITY STREET pedestrian and bike connection. Even if it is an 'add-on' it should be planned now so that it is 'shovel-ready' if or when \$\$ are available.
- Since the powers to be gave us three choices which none of them I like...but if I had too I would chose number 3
- ENOUGH ALREADY - LET'S GET ON WITH IT!
- I think we should now re-examine these 'hybrid' alternatives against the rehab option, to see if the high costs associated with the former are truly worth it.
- Build-in a 3-year moratorium between demolition of the eastern Gardiner and start-of-construction of Option 3. That would allow time for sober second thought before making the bulk of the investment, giving the public time to assess the real impact of not having an elevated link between the two main commuter expressways. Even if there is still a decision to proceed at the end of the moratorium, the delay would significantly reduce the project NPV.
- As mentioned, the QQE LRT.
- Can the rebuild of this section of the Gardiner be done in such a way as to facilitate an easier



removal of the structure in the future?

- All three proposals seem to have the development built out to maximum yield. I would like to see more public open space along the channels. Although Option #1 is my least preferred option (putting the Gardiner alongside the waterfront would be a grave mistake) it does indicate a larger allocation of open space on the waterfront. If the city's intention is to eventually remove the Gardiner altogether I would prefer Option #1 since it gives more waterfront space for public use.
- I'd be curious to see how travel time and cost would be affected if the Hybrid 3 option was combined with the remove option. If ramps connecting to an 8-lane boulevard were to be constructed between Parliament and Jarvis instead of a refurbishment of the existing Gardiner, it would mean some savings could be retained from maintenance costs, and that surplus lands created from a reduction in ramps could be sold off to displace the cost of the project. There should also be a reduction in travel time when compared with the Remove option as there would be higher speed on the guideway connecting the DVP to Boulevard, less mingling with local traffic and fewer traffic signals (3 compared to 6). An illustration of what this cost-optimized option 3 can be found here: <http://i.imgur.com/E3sgsH4.png>
- As challenged by my concerns I recommend refinements are premature at this time Adding "Construction is projected to take at least 10 years for all "Hybrid" options and that "Hybrid X" is projected to be the shortest and "Hybrid Y" is projected to be the longest." would be very informative. Using "Google Earth" style photos for the pseudo photos would help everyone to get a better sense of "reality" than the "artist" impression "glossy" pseudo photos
- add a few public docks and paddling launch areas
- Running the expressway over the actual train tracks. Could allow for more green space and lessen the visual impact and footprint of traffic/roadways.
- Visual appeal of the elevated sections of the Gardiner/DVP junction -- what can be done to make it 'greener' and less obtrusive?
- Go back and start promoting the take down option
- You can't eliminate highways without full public transit that goes to the suburbs. The ramp that connects directly with Lake Shore at Carlaw must remain.
- While recognizing the presentation was an overview and high level, at some point the public should be made aware of more detailed studies that were completed to determine the 3 alternatives. It is important to release and be transparent to show, for example, geotechnical assessment, anthropological studies, heritage impact, etc.
- **There** is always going to be a big busy road **that is** not conducive to pedestrian activity. Need to focus on the waterfront and the pedestrian public realm.
- I would like to see how clever the designers can become about moving both Lake Shore and the Gardiner-DVP ramps as tightly adjacent to the rail facilities as possible and moving the green space from the north edge of the Lake Shore to the south edge to form a buffer between the expressway and development cells A, C, E, and G in Hybrid 3, even if that means the storm water facility ends up parked between the westbound and eastbound traffic lanes.
- Tear the Eastern portion down, to mark the beginning to an eventual sustainable infrastructure that will benefit the City's quality of life.
- Flood control on the Don River should be the number one design criteria. It should be over-designed for at least double the 100 year upper flood limit, since heavy rains and flooding are bound to increase over time due to climate change. Buildings should not be allowed at all on a floodplain, as per Toronto and Region Conservation rules. The whole area should be naturalized.
- I would like to see a closer connection for west bound vehicles on to the new onramps for the Gardiner. Also maintain a connection for Lake Shore traffic to the DVP North.

- What materials are being used? How much will this actually cost? Who is paying for it? Will there be tolls?
- Keeping the road as is. If NIMBYs are really concerned about its ugliness than there can be a downtown only property tax hike to beautify it. Having First Gulf pay for the project. Expanding the Gardiner east till the 401. Uploading the highway to the province.
- Remove option back on the table.
- Understand Metrolinx plans and (hopefully) get them to fully or partially fund the bridge changes required for option 3. Look further at ways to make the walk down to the lake past the railway and Gardiner more pleasing. I love being at the lake, but I hate getting there. Maybe enclosed walkways, similar to the Union Station area, on Jarvis or Sherbourne, which would at least be warmer in the cooler and windier months of the year. Alternatively, a pedestrian bridge over the railway and Gardiner, with escalators to get up there, would give a magnificent view as a reward for crossing no man's land.
- Take it down, and don't rebuild it. Pursue 'green' cover over the rail tracks to decrease the barrier it creates from a smooth pedestrian connection from downtown to the Lake Shore.
- Any of the options could benefit from more attention to ways of greatly enhancing bike and transit use. (See below.)
- On-off ramps from the left side of an expressway are always difficult for drivers. You always want to see cars entering and exiting from ramps on the RIGHT. I'm sure this is a safety issue. Can we come up with more refinements to allow this? As well, having the on-off ramps configured as in Hybrid #2 and #3 (i.e. in the middle of the roadway) will cause significant congestion and complicated traffic signal configurations.
- As suggested above, continue to improve the pedestrian realm - none of the current designs do this very well in my opinion. If a highway full of polluting cars that encourage more people to drive, where is the mitigation for the negative climate and pollution effects of this? Potential solutions could include solar or wind power, GO bus or HOV lanes along this section of highway, and better incorporation of transit overall.
- I originally thought that situating the road even further north over the rail yards could lead to an improved turning angle and more open parkland north of Blvd., but due to the restraints (e.g. the railroad bridge over the Don River) I now see that this is impossible.
- Can you get more parkland by not selling all the land (something like Sherbourne Commons)
- Improved intersection of Jarvis Street and School. Cherry looks quite intimidating for pedestrians
- If we are building an entirely new expressway, then it is an opportunity to introduce road tolls, which I am in favour of.
- I'd prefer to fund transit and use the highway and pay for it
- Keep the Gardiner 'low' – at the level of the existing Don River crossings by taking the Don Roadway SB ramps even the expressway instead of today's vice-versa (Hybrid 3, as to not interfere with Don River maintenance area). This would allow the Gardiner to stay low as far west as Cherry Street, where it would rise to a grade separation. At the same grade as LSB between Don and Cherry may allow different merging/weaving options than high-visibility ramps. Would this eliminate the need to modify the DVP/rail structure, thereby reducing cost?
- Double decking the Gardiner from Cherry Street to the Don River to reduce the footprint.
- Lower deck would be EB and upper deck WB (or vice-versa).
- Pedestrians traveling north or south would spend less time crossing under the Gardiner bridge.
- Take the expressway down.
- Would like to do a cumulative cost analysis to show costs for rehabilitation/reconstruction; plus the public realm costs. Also need to show revenue budgets from land sites for each option along

with capital costs – not just a footnote.

- Design of structure to be as minimal, elegant as possible. Could the structure design be unique or unusual in certain areas to make it an attraction (something to come, see and marvel at, other than just a road)?
- The remove option.
- Improve noise reduction. Decease abstract art, it has no cultural connection.
- Council should re-consider in light of overall capital budget, and seriously look at how to manage local traffic if the “Remove” option were chosen. Exploration of lower density development (e.g., “St. Lawrence neighbourhood”) or just plain open space.
- Increase green space + public areas as there will be a lot of people residents + visitors.
- Make all sidewalks wide than standard as multi use and increased use.
- Make the Keating Channel promenade wide.
- Use money from development to pay for the project.
- Make sure the ramps are signaled well with big overhaul signs – easy to see for drivers.
- As we have seen with the popularity of the new bike lanes along Queens Quay, please ensure the new bike lanes are nice and wide – sometimes the ones along QQ are so busy, passing becomes tricky.
- Pay lots of attention to the biker’s needs.
- Strong design requirements for developers allowed to build in this prime location. Prime land along the water east should be reserved for public use, not a wall of condos. We can require developers to include public space on their land.
- Connect Martin Goodman Trail – don’t dead end at Munition Street.
- An open air market on the north park of the hybrid option would provide incentive for people to use the area and provide a vibrant space for pedestrians.
- Decreased dollar to the USB: if working within the same budget, what compromises will be made?
- Greater emphasis on the pedestrian and cycle network as the structuring component of the plan. Vehicular transportation planning seems to have too greater emphasis.
- Rethink LSB and reduce lanes, look at integrating transit.
- Iconic design should be explored.
- More visible transit consideration.
- Release the design models as open data.
- Consider parking maximums for development in the study area rather than parking minimums.
- Fiscal benefits: What’s the public value (in dollar terms) of the improved urban design, public space, environment, goods movement? Monetize sense to property compare the economic value of the options.
- Ensure public transit is part of the plan (i.e., street cars).
- Possible separation of bike and walking paths
- Want to council day Mayor Tory brought up “hybrid” and was shocked as studies showed that “remove” was the best option. Expected vote to be affirmative quickly and home by soon. At 4 pm was horrified by silly arguments and suggestions (a tunnel again?). Most experienced councillors favoured “remove”.

## Thinking about the urban design concepts presented for the study area...

### 1. What do you like?

- Getting the alignment as close to the railway berm as possible; the bridge and feeling of crossing a real river; and the proposal to renew/rework the landscaping on Lake Shore Blvd east of the Don Roadway
- I like the green spaces available in option #1.
- Again, by starting to take down the Gardiner, a beautiful boulevard could be established. By going ahead with the Hybrid the City will have to live with the elevated highway for another century. It is very unlikely it will be taken down in the foreseeable future, once the amount of money has been invested in its up-grade/change of location. Looking at the least negative alternative, Hybrid 3 seems to be the one. Hybrid 1 is totally unacceptable as it creates a wall towards the water.
- I like option 3. We need to stop the wall of Condos. We need to transform the Keating Channel into a very special place. It is unique, as is all of this section at the mouth of the Don. I would like to see something very special that is NOT A WALL of condos (sorry for shouting). If built something to make this unique space very special we could attract people from around the world. I'm thinking Sydney Opera house, or Statue of Liberty. At the very least it's a great place for a Museum of the City of Toronto. Though we will lose the revenue from a few buildings, the increased value and income from a high level destination will more than make up for it - tourist dollars, higher value of adjacent land.
- Hybrid three forms a real community
- Increased water access and movement of raised portion away from water's edge
- The greater area for urban development for areas A-G, and their greater openness to the Keating Channel and the new Port Lands developments. Also, the greater openness to the sky of the lower Don River.
- Nothing
- Parkland improvements, access to additional transit. Having access to the subway and/or Go Transit in the east end would be a valuable addition to the neighbourhood.
- Nothing get rid of it, build a boulevard
- The idea of removing the extension of the Gardiner to Leslie. I do live East, it will irritate me to drive, but not if the flow is seamless to get back onto the Gardiner at Cherry. The stretch between is currently awful and the Cherry intersection is very confusing and dangerous. I notice drivers having all kinds of issues when it snows, rains or is busy. Missing the stop lights, missing lanes to be in. Seems people can't drive around bends well in this country. Adding of cycle paths BUT they need to not be like the idiocy done on Queens Quarry.
- hybrid #3
- I like the focus on trees and open space. Keep the design features from the East Bayfront to continue all the way along the Keating channel.
- cycling route along south side of railway tracks efforts to improve pedestrian crossings across Lake Shore under Gardner
- Hybrid 3
- Not too much. All the planners seem to have in mind is more of the same kind of design and development.
- In Hybrid 2 & 3 the Gardiner is pushed further away from the water.
- I like the initial plans for improvements to Blvd and, in particular, the intersections. They are currently a REAL MESS!

- I don't quite understand the urban design except to say whatever they decide and seamless connection north and south is important. Live, work, play opportunities hopefully will happen.
- MAXIMISE THE VALUE OF DEVELOPABLE LAND BY MOVING GARDINER NORTH. INCREASES CITY TAX REVENUES TOO.
- If you're looking at it from the perspective of going out for a nice Sunday drive the 1st option is best. From an efficiency standpoint the 2nd or 3rd option is probably most efficient.
- Pulling the Gardiner away from the river will be aesthetically more pleasant.
- Removing the elevated sections/ramps east of the Don River (in all options). The proposal to reduce curve radius (and speed limits) in order to move the highway north. This is a win-win because the reduced speed limit is also a benefit in itself, i.e. lower road noise. Moving the highway away from the channel/waterfront.
- Mixed use developments! Access to the waterfront! Potential for events.
- Better than nothing.
- Options 2 and 3 are the best alternatives, with number 3 being ideal. The promenade along the channel would be a key attraction.
- Likely "Hybrid" 1 as it appears it could use the existing Gardiner and thus reduce the construction timelines. However without the committee's bullet form of pros and cons do not have sufficient information for informed observations
- I think working on the underside of the expressway is great, so as you look up from your car it's not just concrete.
- Hybrid option 3.
- I like the waterfront renewal.
- It is clear that expert thought, planning and evaluation were employed in assessing and determining the urban design affect for each alternative.
- Urban fabric extended along the waterfront with roads moved back.
- The idea of positioning development cells C, G and E south of the corridor, anchored by Queens Quay and adjacent to the Keating Channel is brilliant. Land adjacent to a water channel (Hybrid 3) is traditionally more highly valued than land adjacent to rail or major arterial roads (Hybrid 1). I believe that the regularization of the intersections of Cherry St with Queens Quay and with will be a major improvement for all road users in this area, compared to the queer mess we have accomplished to date.
- Option #1 creates sufficient new land for development. I like any option that places a priority on parks and recreation not more condos.
- I think Hybrid 3 finally offers a great balance between urban design, environment, transportation, and economics, and puts the highway up against an already existing barrier. Thank you! I appreciate the street level renderings, but it's still hard to get the actual feel of the place.
- The new development lands being along the cleaned up channel. The parkland between the H2 or H3 routings and the rail yard.
- Highway still standing - Public Parkland & trails
- Proposals to improve intersections under the Gardiner (artistic & lighting treatments, etc.). Cycling path that is separate from pedestrian walkway. Opening up the waterfront along the Keating Channel
- My preference is Hybrid #3.
- I like the 'greening' strategy to decrease the barrier from downtown to the waterfront, and increase the environmental benefits.
- Walk Toronto supports any efforts that can make north-south pedestrian crossings of Lake Shore Blvd safer, easier and less noisy.

- Again, Option 3 offers the greatest number of design benefits within the limited range that are addressed. In addition, the improvements to north-south corridors shown in the presentation, as well as the noise abatement strategies, are all things that could be done even if no change were needed or made to the Gardiner and/or its connection to the DVP. Moving the Gardiner linkage to the DVP further north definitely improves the at-grade experience, and the look of at least the affected portion of the waterfront in terms of making more of the free of an overhead expressway. (See below.)
- I like Hybrid #3 as it allows the most use of space for the community and gives the greatest opportunity for the Don River to flourish.
- I do like that in options 2 & 3, an extended Queens Quay becomes more of the focus of the future neighbourhood. I did not feel like this was communicated well in the presentation, but there is room for improvement here. One advantage of option 3 is that at least a section of Lake Shore Blvd is opened up to sunlight without a highway above, allowing for a small section of tree-lined boulevard. I also like that options 2 & 3 also allow for a walkway & public access to the waterfront that is not marred by the expressway immediately adjacent.
- I'm extremely happy to see a long-overdue focus on using the space under the Gardiner for paths, parks, shops, etc. Crossing under the Gardiner at intersections has long been an unpleasant experience for pedestrians. I'm happy to see the use of interesting lighting and acoustic clouds under the Gardiner to make the experience more aesthetically pleasing and to increase the perceived sense of safety.
- Trees – as many as possible
- Pre-plan where you will put Tim Hortons
- Attention to modes of transportation and outdoor/recreation facilities
- Like the opening up of views to the water and the...
- The development, the parcels of public land to be need. Will not be isolated
- The move Hybrid 3
- I like the improvement to bike/pedestrian pathways.
- Now public and green space.
- Artwork attached to underside of the Gardiner at intersection to mitigate the noise and darkness
- Creation of a continuous bikeway enabling easy east-west connections
- Improved pedestrian experience under the Gardiner
- Balances all modes of transport well, adding some green.
- Nice photo does wonder to blur reality
- Good spider web spinning
- IF urban design matter you would not be designing around hybrids
- Bike and pedestrian paths
- Some of the under-structure elements (lighting and especially the acoustic sections) seem great
- The contiguous new development area of 2 and 3 (where A and B are adjacent to C and D rather split by the road)
- Hybrid 3
- All of this is good. If we need to have this highway, it is best to make its surroundings as pleasant as possible.
- Particularly like the acoustic treatment intersections under devoted expressway.
- Much better intersection/pedestrian safety + pleasant experience
- Separation of pedestrian and cycling is a big help for safety. Increase of trees and green space is very important
- More green space and opening up Don River Mouth.

- The connection between the buildings on the N and S on the Keating Channel in Hybrid 2 + 3.
- Pulling infrastructure away from the water's edge giving the Don the best revitalization opportunity in Hybrid 3.
- Potential of opening lands that are highly underutilized.
- Potential for development within/close to the mouth of the Don River.
- Height of the expressway allowing for a more 'species' appearance.
- Option 3 is preferred.
- The continuation of Martin Goodman Trail.
- Thought is being put to noise reduction, lighting.
- Attempts to redesign intersections to be pedestrian and cycle public realm, friendly/safe.
- Good thoughts to maximize use/value/available options.
- Ramps on inside of highway.
- Attempts to mitigate noise.
- Increased public space in H2/3.
- Continuous waterfront access.
- H3 – best use of space, noise reduction ideas are great, cleaning up Keating.
- Very little, option 3 at least moves away from Blvd.

## 2. What concerns do you have?

- I am concerned regarding the potential money spent on developing those urban walkways under the gardener expressway. The nearby underpass park was a huge success in terms of being used as recreational area. The skater area in particular has seen a large amount of utilization. It would be nice to see some of these areas as potential recreational areas rather than pretty walkways with overhead reflective mirrors.
- That the City will go for the least expensive alternative.
- The roads and rails still cut off the city from the lake. What a terrible waste. We need to make a link - both in terms of people being able to move between north and south of tracks/roads and a visual link so that you can actually see the lake. Maybe some sort of transit or pedestrian overpass that goes over the rails and the roads? I'm thinking "high line" (New York). This is a wonderful opportunity to knit the city together as it has not been for a century or more.
- As long as public transit, bike routes, and great sidewalks are included it will be great. But would like to see buildings either limited in stories and staggered from Keating Channel north or overall limited. We need plaza's and public open spaces - not solid walls of buildings unless it is done like the St. Lawrence market area with a park down the middle! Needs to be some design controls to really build community! And big mistake I think they made with City Place - with the cost of housing - and desire for convenience - many more families than planned and not enough community recreation or housing included in plans right from start. Need to address that right away.
- That there be true public access to the Keating Channel area and full integration with Don River Valley and Lake Shore trail networks. That the open areas along the Keating Channel will not be fully accessible - it's important that pedestrian and bike access be maintained along the water way along with automobile access and private/city development
- Residents of The Beach will not have the formerly enjoyed earlier and easy access to the Gardiner Expressway.
- The biggest concern that I have is the volume of traffic for residents who live in the east end. Currently, taking the Gardiner from downtown to the east end is reasonable, 10-15 min from

Spadina to Carlaw. If we are now asked to take Lake Shore from downtown to the east end it will add an additional 15/20 min of traffic time. I've driven both of these routes and the difference is substantial 15-20min for a total of 30-35 minutes. The volume of traffic will be substantial and will be a long commute. Given that Eastern/Adelaide is already an issue, residents who live in the east end need options to get home in a reasonable amount of time.

- Waste of money, get rid of it. Build a boulevard
- Everything with the H2 and H3 from money to practicalities over traffic flow. The enviro pollution won't change with any option so that's a wash. The Don River mouth improvements – I can't really believe the benefits, but if they are accurate not a selling factor for me.
- There are two existing bridges that cross the Don River. I know one of them has a utility corridor (I.e. Enbridge Gas). That line can be relocated by directional drilling it under the river. The old bridges need to be removed, - when tearing down the eastern leg of the Gardiner - please no more memorial remnants to stay in place. I would advocate for removing some of those left behind from the previous tear down. Who owns the rail corridor on the Gulf Lands and along Lake Shore? Can a line be built from there?
- Not sure if the acoustic treatments under the expressway will be worth the long term cost - might be better to focus on landscaping and trees along side (which I expect would also help somewhat with noise under the expressway)
- That this will never be completed in a timeframe that supports the immediate need for improved infrastructure
- Although there is desire to reconnect the city with the waterfront, the design directions taken suggest mediocre architecture better suited to the interior of the city. In this vein, there is question whether the lake wants to have anything to do with the city.
- The creation of new green space in this area can be superficial given that the Gardiner will remain. High quality parks are nearby at Corktown Commons and Cherry Beach. Therefore I don't think the area needs a park. The creation of a green corridor is better. However, wouldn't the corridor be better directly on the waterfront? People will naturally want to run, rollerblade and cycle along the seawall rather than beside (and in the shadow of) the Gardiner.
- The and Lower Jarvis intersection is already a big traffic and pedestrian problem area and is likely to get worse when the plans for the Lower Yonge precinct bring yet more traffic to the area. It may be necessary to reconstruct the Gardiner at this area to relocate or reduce number of support columns.
- Getting a plan to remove the barrier and bury it for traffic to shoot out to Food terminal and beyond. Wide European Boulevard for access and agrees for city traffic with attention to walk bout people to go seamlessly north and south of the Boulevard.
- Politics will ruin and prevent what's been achieved so far from becoming a reality.
- I don't like the second option incorporating an earth embankment; too similar to out railway viaduct which creates our barrier to the lakefront. Again, the costs are very high for relatively minor gains.
- The 'no elevated expressway replacement' option should be added to the presentation (even though Council rejected it) simply to keep the cost of all three 'hybrid' options in perspective. If there are members of the public (or Councillors) who object to the best hybrid option because of its high cost, then maybe they'd now be ready to change their opinion and vote for the lowest-cost option of all, i.e. ground-level boulevards.... the cheapest and best solution, actually.
- Only that the city will get cold feet when it looks at price tags and ends up cutting vital public realm improvements. Hybrid 1 is marginally cheaper but way suboptimal.
- Space that is lively is a mix of both free public space and commercial uses like cafes. It does not



look like it could be well used in winter. Also what about the waterfalls under the Gardiner whenever it rains?

- The design concepts are very weak in terms of cycling infrastructure. Given the scope of proposed work all of the cycle routes should have dedicated, grade separated paths. The quagmire of Queens Quay should not be repeated. A thorough delineation between vehicle, pedestrian and cycling routes needs to be functional, clear and safe.
- What level of funds would remain for providing streetcar service to the area?
- Lack of concise information in this document in order to make informed observations
- My commute from the beach to Mississauga will be way longer. Your models are not based on actual experience. When the Gardiner was down to 2 lanes last year, my commute was 15 minutes longer each way. This will be very similar.
- We have very few concerns about what was included in the urban design concepts for each alternative. We reiterate that detailed plans and studies that went into the determination be publically available.
- Need to focus on the north south links through the rail/roadway corridor.
- The alignment of the multi-use path adjacent to Lake Shore is, well, near useless. The segment of the path east of the west bank of the Don should connect directly into Queens Quay as seamlessly as can be achieved. Extend the newest design for the Martin-Goodman Trail (bidirectional, on the south side of Queens Quay) continuously to Pickering. Similarly, bring the Lower Don Valley multi-use trail south to Queens Quay as quickly as possible - Munition St is an opportunity.
- You cannot hide the Gardiner Expressway, it does not matter which route it takes. We must take steps to dismantle it, like other progressive urban areas are doing to their expressways.
- That option # 3 will be chosen. This option will necessitate a speed reduction to access the DVP and this will definitely create traffic jams all the way back towards Yonge St.
- None
- The fact that we are spending so much to rebuild it just because of some NIMBYs say it's ugly and because First Gulf wants to build some condos.
- On pedestrian/cyclist pathways: Lighting. Emergency/help pillars? Snow clearing. Easy access to destinations on the south side of Boulevard.
- The main question I have is that are we going to be using 'state of the art' construction methods to complete the project in a timely manner. Can we get the Thomson Brothers to build the bridge? Maybe their grandchildren are still in the business. No I am not related to them. Maple Leaf Gardens: (Construction Time - Fast ) The contract to construct the building was awarded to Thomson Brothers Construction of Port Credit in Toronto Township.[4] Thomson Bros bid just under \$990,000 for the project, the lowest of ten tenders received, mainly due to the fact that amongst the Thomson Brothers' various enterprises they had much of the sub contract work covered (Thomson Lumber, Thomson Bros. Excavation), and others could not compete in this manner.[2] That price did not include steel work, which was estimated at an additional \$100,000. Additional savings were made through deals with labour unions, in exchange for shares in MLGL.[13] Construction began at midnight on June 1, 1931.[2] In what is to this day considered to be a remarkable accomplishment, the Gardens was constructed in five months and two weeks at a cost of C\$1.5 million[14][15] (\$23.3 million in 2016 dollars).[3]
- Increase development options along the waterfront. Take the proceeds from sale of development parcels and use them for environmental clean-up, more greening at the surface, and to support additional public transit access.
- From a pedestrian point-of-view, some of the intersections don't really look too different between existing and planned alternatives, (especially Jarvis/Lake Shore and Sherbourne/Lake Shore). Given

that there will be no on-off ramps at Jarvis, Sherbourne and Parliament (connecting to the Gardiner), I suggest that this area could be beautified significantly more by working with private sector developers. If the waterfront is to be opened up to the public, these are the intersections where it has the greatest potential.

- Options 2 & 3 both move park space to the north of the newly aligned highway, which makes that public space much lower quality and value. Ultimately, I don't believe a high quality urban space can be created in this area as long as there is an elevated expressway here. Although it can be improved to some degree from the present conditions, any improvement pales in comparison to the potential available to an at-grade boulevard in this location
- I couldn't tell from the materials or the presentation whether the width (number of lanes) of Lake Shore Boulevard would be impacted by any of the options.
- Not use that under expressway space can ever be particular existing
- Bridges for pedestrian/cycling only across Keating Channel
- Try and keep cycle paths especially during construction
- Will need to be well maintained over long term to avoid transportation deficient areas
- Signage for anti-littering
- Opportunities to save costs with Metrolinx, TTC, etc.
- Will any private business donations be pursued?
- This will take too long
- Maintenance of walkways and S path
- Urban design and 21<sup>st</sup> century planning doesn't really mix with building expressways through city centres
- Are we going to maintain all of the great public improvements under the bridges?
- No thought given to linking city to lake
- Tracks to Gardiner still cut us off
- Wall of condos
- Cost and time
- West of Cherry Street – nothing will make it more attractive to pedestrians/cyclists
- The lack of development on the north side of the boulevard renders to point of having a boulevard moot
- Further unless the purpose of the path is merely to get people past/through that area it won't facilitate pedestrian traffic to the new properties
- Landscape design will subside to traffic engineering design
- Will people really want to have one under the expressway?
- Jarvis intersection needs more improvement for safety and attractiveness
- Accessibility, careful in choice of surface material
- H1 is not good way, little green space
- leased development potentially placing waves stress on the expressway despite the increased green space
- there is still the issue of noise and shadow cost
- safety of pedestrians near the off-ramps and intersection points
- Not clear how train system north of LSB connects to trails to South – Martin Goodman, Waterfront Promenade
- Concern with connections to the east – Portland
- The promised finding won't materialize
- We didn't get much insight into the intersections underneath

- Lack the funding for urban design in first place so it doesn't get cut when/if project goes over budget
- Avoid blue lights, harmful to pedestrians and animal life
- Cleaning the noise attenuating installation
- H1 – isolated tall building island
- Would like more green space/building stepped back from road to make it feel more 'walkable'
- Wind tunnel for walking given proposed layout
- Enough parks? Problem is we only see small area, all parks and green space
- Needless expense and delay; least benefit for citizen

### 3. What modifications or improvements, if any, would you like to see explored?

- I would like to see an alternative where green space is provided near the promenade along with potential locations for commercial developments. It would be egregious to spend so much effort to showcase that promenade channel community in option 1 and 2 without providing any recreational space.
- Streetcar to union station in west and linked to beaches/Queen Street in the east.
- No to Hybrid - keep the status quo.
- I would like to see an option that is a hybrid of the hybrid with improved traffic flow for residents who commute from downtown to the east end. This could be an option for residents to exit off the Gardiner, similar to today or adding an additional lane on Lake Shore with improved traffic lights so there is less stop and go - which currently adds a significant amount of travel time.
- Get rid of it build a boulevard.
- Ensuring that the idiocy and anti-road cyclist friendly set up on Queens Quay is not repeated. Daily my friends were nearly getting hit by bikes or having pedestrians walk out in front of them when on bikes. It is slow, it is a confusing road set up and I think whoever came up with it should be fired! There are far better ways to have dealt with that to allow for cyclists and pedestrians to not have to risk colliding as regularly as they do today. If you do have a cycle path keep it the HELL AWAY from any pedestrian path. Don't put a street car or bus stop for them to cross. Sherbourne is an awful concept. I nearly got walked in front of my on bike. And I can't pass anyone that rides like a 95 year old smelling the roses.
- The new curve linking the Don Valley Parkway will have a reduced speed because of its tighter curve. That in itself is not a problem, however some drivers will not take notice of signage and I'm sure accidents will happen because of speed. Would suggest that that remote control traffic signals or signage be incorporated into the expressway, prior to the last EB exit, so that traffic could be diverted onto the Lake Shore as soon as an accident or road blockage was detected on the curve over the Don. This may also give emergency crews easier access to the scene.
- I would like to see moving Lake Shore further north. Have it go into the Gulf Lands. Have the transition (elbow) occur on the east side of the Don Roadway. It would make for a much improved access to the Keating channel and the Don River mouth. There are some constructability arguments that can be made. Again trade off with Great Gulf for land exchange. Of course the rail that no one wants to talk about. Lake Shore could be shifted as far east as Booth Street. Or at least at Saulter and the new Broadview extension.
- Reconsider the value of the Don River - Lake Ontario confluence. Indigenous people considered this sacred space and a design would serve the city best if the water is allowed to breathe its life force to the city rather than have it develop with more of the same. Even the reconfigured Don River doesn't suggest the value of this confluence any more than provision for flood control, which

inadequately considered that the lake, for all intents and purposes, actually extends up the river to the first meander bar north of the Gerrard Street bridge.

- The green corridor should be directly on the waterfront.
- I suggest more work needs to be done on the streetscape of Blvd right from Yonge to Leslie. As the possibilities differ depending on how the Gardiner support structure is built/repared I do not think all of the 'blocks' can or should be the same. I suggest all intersections (Jarvis, Sherbourne, Parliament, Cherry etc.) should have a standard "look".
- Bury the rail tracks and Gardiner, DVP cloverleaf to open up that huge space for live, work, play as Toronto matures as this barrier is a big pain and must plan for the eventual take down.
- As a 3-year delay between demolition of the Gardiner (east of Jarvis) and start-of-construction of Hybrid option 3.
- In Shanghai they've lined the downtown raised highways with planter boxes. A simple mass produced solution that could go a long way. I advocate for largest feasible planters with plants known to have air cleaning properties.
- It seems that too much open space is being handed over to development. Although it won't increase the city's coffers, more emphasis needs to be placed on creating more public open space for future generations. I would support taller buildings if it created more open space.
- Remove the rail spur north of Lake Shore Boulevard.
- Again more concise information in this document required before itemizing modifications or improvements that should be explored
- More green space! Reduce the amount of infrastructure and create more parkland and trails.
- The vertical columns holding up the expressway should be made of stone as it will last forever. Let us keep our children from going through all this again in fifty years. Let's build for the future - pay it forward - make it permanent. The stone viaducts across Port Hope harbour were built in 1857 and are in perfect condition today. They have seen 160 years of 30 ton locomotives and half-mile long trains a dozen or more times a day. If they could afford it then, we can afford it today.
- We believe the study as presented offered very viable alternatives.
- God (or the Devil) is in the details. Concepts can be enticing but the execution will make all the difference. Economics is important.
- Consider a wheelchair/pedestrian/bike bridge connecting the north stump of Munition St to the community north of the rail yard - but make it wide enough to allow residents and tourists to stop on the bridge and train-watch without creating constipation.
- If buildings or highway structures are allowed to be built they should have extreme flood protection measures built into them as well as other climate threats, such as extreme wind, ice and tornadoes.
- See above re: access to westbound Gardiner.
- Upload to province - Widen road and extend it till the 401 - Toll highway if tolls go exclusively to road and transit expansion.
- Another option is required - remove the elevated expressway. Increased 'greening' strategies, for instance by decking over the railroad tracks.
- All the development ideas seem to be centred around housing -- mainly condominium towers -- and community centres (I see a soccer field on Villiers Island, which is good). Can we consider "blue-sky" entertainment venues, theatres, shops, etc. into either the newly created areas south of the Gardiner between Jarvis and Parliament, and potentially on Villiers Island? I'm thinking of something similar to Queens Quay Terminal and Harbourfront -- especially the Waterfront Promenade in that area. It is a huge attraction for tourists and local citizens alike in the summer.
- More parkland near the waterfront in options 2 & 3.

- I prefer whatever option allows for maintaining current width of Lake Shore Boulevard (6 lanes), AND, the option that minimizes the number of "side entrances/exits" to Lake Shore Boulevard (i.e. Lake Shore Boulevard routed through the middle of residential development means driveways running off of both sides of Lake Shore Boulevard, which I believe would slow down traffic). It would be preferable to have all residential development in the area to one side of Lake Shore Boulevard to minimize this impact.
- Tear down option
- "Remove" option put to public vote
- Mayor Miller won an election by being in touch with grassroots and realizing that given a choice people really cared
- The same goes for No Jet TO – people acted while politicians dithered
- More visible transit consideration
- Release the design models as open data
- Consider parking maximums for development in the study rather than parking minimums
- I'd like to see some iconic use of the intersection
- Trail connection (both pedestrians and cycling) are critical and should be maintained (similar to 'under Gardiner in the 'west')
- Think of the pedestrians
- Greater emphasis on the pedestrian and cycle network as the structuring component of the plan.
- Vehicular transportation planning seems to have greater emphasis
- noise dampening technologies, in specific areas
- As we are stuck with the hybrid option, I'd like to see the opportunity to have import as we get down to more detailed level
- H2/3 are best, connection to Trail, lighting, trees
- I think you have done a good job with a difficult project.
- Please don't be persuaded to cut costs
- This deserves to be exceptionally beautiful and accessible
- More green space at rivers edge
- Is there any way to naturalize the structures, such as hanging plants, vines, or other green elements?
- The lake north of Keating, when does that get used?
- Refurbishing
- True water over for boats
- A natural-like Lake Shore for nesting areas
- Build 3
- Make area along the Keating Channel into something very special. A land mark or facility that attracts people worldwide.
- A Toronto museum?
- Public/private partnership to maintain public realm improvement like lighting and art under the Gardiner

## Other Comments

- With the influx of future developments in the area, I was curious if any increase in public transportation was being considered for the area. Other than that, thanks for the hard work.
- It would be wonderful if the City Council dared to make a bold decision to start taking down the Gardiner. That would show leadership that would generate interest around the world. No one will be impressed by the City building elevated highways in the 21 century.
- Thank you for this. These are good ideas. Maybe the best of all. Please be very smart in the way you work with council so that all of council will realize that the whole city can win with an excellent design. E.g. Smart track brings people from Etobicoke and Scarborough to the mouth of the Don for nothing more than a TTC fare. And it's quick, too. Thank you, again.
- Would love to live down there.
- I don't believe that the slower traffic on the DVP off ramp will impact traffic. Hopefully this does not become an issue that pro-car people use to try and avoid the additional cost. The traffic is not as significant a cost, if any, as the benefits of increased open space and superior design.
- I still wish the Gardiner could be torn down altogether, to put pressure on governments to improve transit to the point that people would prefer to leave cars at home, to totally open this part of the city to the sky and the lake, and to save costs on future generations of tearing down the then-decayed expressway (both existing and proposed). But I am retired, and getting downtown speedily isn't a high priority for my wife and I. Also, transit, even if slow and uncomfortable, is already an alternative.
- This is a huge waste of time - we are going to spend hundreds of millions on a highway and more on the waterfront for nothing but more streets full of boring massive condos.
- Would love to see an analysis of the travel time from Spadina to Carlaw pre the new plan being implemented and after.
- Get rid of it build a boulevard.
- Yes, be smart about the details when it comes to the urban set up. I drive, I cycle, and I walk. I commute via all 3 methods depending on the day, weather etc. So stop being blinded by some stupid vision of pretty and let's get practical and safe. Queens Quay SUX!!
- The only concept I like is Conceptual Public Realm Plan – Hybrid 3. It looks far better in the area and is less intrusive. From my own point of view, I am probably more pro-transit in the city than pro-car (although I do own a car) but I do find it hard to believe that people would even suggest that a 2 km link between two expressways just be done away with, and drop traffic down to surface level. I think we have a bit of a NIMBI problem there.
- Love this stuff.
- Fully explore cost sharing with Metrolinx if Hybrid 3 is selected
- 1. Plan this project as if 40 years hence were today.
- 2. The format of your public consultations is ridiculous. Those with intriguing, farsighted and worthwhile ideas don't appear to have the opportunity to get heard beyond the individual table format.
- I hope we finally actually get going on this; while Option 3 (or even Option 2) is not my preferred choices (demolition) both are better than the current situation.
- The future is set to think Greater Golden Horseshoe and to connect the dots. Toronto is the focal point. Affordability is key for getting people out the 1 million dollar average price area and if need be where people are living in Welland and commenting to Toronto on a daily basis then we need to connect the dots to complete globally. China is doing it, India and other areas. In 1986 China was all bicycles. Today not all of their growth is good but money certainly did not stop them. We

need to work in a collaborative way as a region as we have really not kept up to infrastructure to keep us globally competitive to take advantage of our adjacent assets, towns, villages and connect them seamlessly as possible along with how close we are to the US border.

- HYBRID 3 IS THE BEST OPTION LOWER RAMP DESIGN SPEED (DVP TO GARDINER) IS ACCEPTABLE WITH DOWNTOWN CITY FREEWAYS MAINTAINING THE DVP - GARDINER ELEVATED CONNECTION IS IMPORTANT HYBRID 3 ADDITIONAL COST IS JUSTIFIED WHEN THE BENEFITS OF LOWER VISIBILITY OF THE ELEVATED GARDINER ARE CONSIDERED, PLUS LESS DISRUPTION TO SEDIMENT FACILITY. LAND VALUE IS SLIGHTLY HIGHER TOO.
- Any option other than removal is a poor compromise. Toronto is behind other major world cities on visionary thinking and action. This is a bottom line city that prefers to take bandage solutions to correct foreseeable problems. Spend or borrow the money to put it underground.
- I like the 1st option most.
- I wonder what Unilever will think when their scheme to open their land to view of the Don River Fordian Slips into a view of new bridge piers.
- More concise additional information for the public and maybe the "Public Works and Infrastructure Committee" to enable a thoughtful win-win solution that the city will look back on in 50 years' time and say "They did a good job with this redevelopment".
- It would be great to see something actually done---enough study.
- As soon as the car-haters at the City of Toronto succeeded in sidelining the Toronto Waterfront Viaduct (TWV), that brilliant idea developed by Jose Ramon Gutierrez, I lost all interest in this Gardiner East process:
- There are so many advantages that come with the Toronto Waterfront Viaduct (TWV) it is amazing to me that whoever is directing the Gardiner East project, prefers to consign the TWV to oblivion. As I recall, City of Toronto senior staff recommended to Gardiner East decision makers, that the TWV idea should be tossed into the round filing cabinet in the corner of the room. My own modest contribution to Jose's excellent TWV concept, was to propose that the TWV's motor vehicle expressway and bicycle expressway, both be connected with York Street and Bay Street, by means of ramps dropped down from the TWV straight through the railway right-of-way below. These ramp connections will require removal of two tracks from the yards to the East and West of Union Station, the yards that connect to the East and West ends of the GO Transit rail passenger platforms. Undoubtedly, this trackage expropriation will cause shrieks of anguish from Metrolinx and GO Transit. And bring smiles to the faces of numerous lawyers. The new lower level beneath Union Station, envisioned as an upscale shopping area that was constructed during the Union Revitalization project will be reconfigured to include two parallel but separate one-way streets (one Eastbound, the other Westbound), each street two lanes wide. These two streets will be collectively named the Union Way Tunnel. The TWV expressway ramps (motor vehicle and bicycle) dropped through the rail yards will connect with East and West ends of the four lanes of the rather short Union Way Tunnel that passes beneath Union Station. The details of this revision to the lower level at Union Station will of course need to be worked out. (E.g. are there at present East-West passages, clear except for non-structural partitioning, through the lower level, to accommodate the two streets of the Union Way Tunnel? Are there pillars blocking the way?) To complete the TWV expressway connections to York Street and Bay Street, where they pass under the railway tracks, these two streets will be lowered to match the elevation of the new Union Way Tunnel beneath Union Station. The lowered York and Bay Streets will connect with the Union Way Tunnel, at signalized intersections.
- I do have one question for the Gardiner East project. QUESTION -- LEASES SIGNED FOR UNION STATION LOWER LEVEL? How many leases with how many tenants, are signed with deposits paid, for what percentage of the total commercial space that was envisioned for the new lower level at

## Union Station?

- You need to consider the people who pay taxes in Toronto, live in the east end, but work West of the city, like Mississauga, Oakville, Brampton, etc.
- Immediately after the Feb/March PWIC/Council event, say April 4th, 2016 begin publishing public weekly progress, status, and constipation e-reports in order to keep the fuse lit, and maintain councillors' focus until they actually accomplish something other than paper-pushing and chit-chat.
- We are all aware, that this questionnaire is none other than a Public Relations exercise. Neither the City Council, nor the companies involved will register any recommendations; this is the long standing approach Toronto has taken on infrastructure, and as a result, progressive cities have left us in the dust.
- What would happen if a truck blew off the Gardiner Expressway in a 100 km/hr wind? Could it hurt anybody?
- My biggest concern: It is a fact that the current structure has reached its end-of-life stage. This was reiterated at the beginning of the last meeting. To find out that a large portion of the deck is to be replaced infers the columns and foundations will remain - in theory. From a structural perspective this is a potential problem of huge proportion. We have excellent civil engineers working on, and advising on this important project, I do not believe that this issue has been ignored. The only conclusion that I can come to is that the right information was not made clear to all members of council before putting the hybrid options to a vote. If logic and common sense, not to mention financial pragmatism is allowed to prevail council should be allowed an opportunity to hear from the civil and structural experts who will elaborate on the true construction costs and long term maintenance - not to mention the ugly nature of the overall design. You do not build a house on quicksand!
- I'm skeptical that any consideration will be given to the actual capital costs associated with the final choice.
- No need to rebuild it. Just fix what we have.
- The City of Toronto needs to include road tolling of the Gardiner as one component of financing the combined capital and operations & maintenance costs that will be incurred with any of Hybrid 1, 2, or 3 options. The Remove option was the most cost efficient option (in 2013\$ or Net Present Value), and the funds that will be devoted to any one of the Hybrid options could be spent on other City needs.
- Great job by all!!
- Back to the 'drawing board'. Don't spend billions of dollars on accommodating the car in the downtown. Increased pedestrian, bicycle, and public transportation should be the priorities.
- My first concern is that "Hybrid" is a misnomer. Just because you give a name to something, that doesn't mean that's what it is. What the three options are, in fact, are replacements. Admittedly, they are less ambitious, less costly, and more realistic than the "Replace" options offered in previous iterations of this exercise, but they are nonetheless Replace options. Previously, there were three options: Do nothing (which necessitated Repair, and appealed neither to stakeholders nor the City), Replace (now themselves replaced), and Remove, which was dropped from the range of alternatives for purely political reasons. This leads me to question the extent to which the EA submission will meet one of the essential criteria of such exercises, namely section 3.1.2: During the environmental assessment process, proponents should consider a reasonable range of alternatives. This should include examining "alternatives" to the undertaking which are functionally different ways of approaching and dealing with the defined problem or opportunity, and alternative "methods" of carrying out the proposed undertaking which are different ways of



doing the same activity. Depending on the problem or opportunity identified, there may be a limited number of alternatives to consider. If that is the case then there should be clear rationale for limiting the examination of alternatives. Proponents must also consider the “do nothing” alternative. In the absence of the "do nothing" (i.e., Repair) and Remove options, it does not seem to me that a proper assessment can take place.

- Thanks for allowing me to participate and comment. I was sorry to miss the last public session but have attended all the others. Also, thank you for all your work so far. As always, I must conclude by saying that decisions need to be made quickly so that construction can start as soon as possible. This project started in Sept. 2009 - it's been over 6 years, and will probably take even longer to reach fruition. Let's keep moving forward :-)
- I attended the public meeting, and expressed serious concerns about these options. Perhaps I was too negative - I would like to thank the team working on this project for their diligent and very good work on this project, despite the challenges. I am disappointed in the decision by city council to proceed with the so-called "hybrid" that maintains an elevated expressway. I was further disappointed that the facilitator chose to dismiss concerns by myself and others as being "nostalgia" for the Boulevard option. I felt this was disrespectful and marred otherwise excellent work by the team working on the Gardiner East EA. Ultimately, none of the designs presented thus far meet the terms of reference and goals of the EA. Although there are important strengths and weaknesses for each of the 3 options presented in this phase, unless more work is done, I don't believe any of these should be approved.
- I believe that Hybrid 3 is the best solution for the Gardiner-DVP link. I realize that this is the most expensive option but the cost differential is not that great particularly when viewed over the expected life of the road. Thanks for the opportunity to comment. (I'm already on the mailing list so I haven't completed the section below.)
- With development north and south of Lake Shore east of Don Roadway traffic will be slowed.
- Everything there are big sewers (running east-west) and it might be possible to have several underpasses for through traffic
- Hope you don't just choose the cheapest option
- Less confidence in Mayor Tory's leadership
- Olivia Chow had better grasp of essentials that are important. Had people voted out of judgemental conviction instead of “strategically” (a much needed to beat Ford) we would not share this ridiculous situation
- Nor would “mitigate” be so important because “remove” would alleviate the need
- Remember Dillon Consulting recommendations to lift bridge to Island Airport when Operations Procedures pointed out that 20-minute delay if bridge effect time of emergency – with Rotterdam traffic already, one could imagine the total chaos and possible too late response
- This is an appealingly wrong thing to be doing. By the time the rebuild is opened, drivers will have switched up on ground routes and our children will be paying for our empty roads – a white elephant.
- As well the process is corrupt; the earlier was long and through but the preferred solution was chosen out and a cobbled version put through with low scaling.
- Ward councillors and council residents were ignored and this horror imposed on them
- Laser pointers! The speakers talked about locations but couldn't point them out! Ex: where is the Don roadway? Villiers pond?
- Please include trucks in the renderings. They are present in this area and create a different traffic feel than cars
- It would be really interesting for you to public a demographic profile of attendees: M/F/O, age, home location, occupation, etc.

- The entire hybrid option is a farce. It's difficult to take any of this so-called 'design' process seriously. After attending PIC #1 and now this final one (#5), I feel more convinced than ever that council and more importantly, Waterfront Toronto are very ignorant and lacking in vision. Why not just be transparent and admit the only reason the city advocated hybrid removal of the Eastern section is a desire for short term revenue from new condo developments on this newly freed land. Why not just increase property taxes in Toronto (political career suicide) and develop a true Gardiner and Waterfront vision? This is all going to end up throwing away dollars when the West expressway corrodes (more throwaway repair dollars). Shame on all of you! The public work/design undertaken to date is isolated, unconnected and downright useless

- Hybrid #2 is second choice
- Hybrid #1 should be scrapped – don't even consider it

- The addition on a construction cost of Hybrid 3 is worth it, especially since it appears to be asset by development gains

- Will any of our concerns make a difference

- 2019 is too long to start construction. See if you can start in 2018.
- I like hybrid 3 the best. Get it built as soon as possible and end this process. I look forward to it being done.
- Make sure you have large overhead signs at the ramps. Use fear for development to pay for the project

- Good job on the work so far

- I rate the choices:

- First place #3 – this is a high favourite for me

- Second place #2

- Third place #1

- Plenty of seating in seniors and young parents and the kids. Good play areas for children + teens

- Worth pulling suicide prevention on the Gardiner. Example like on Bloor – Viaduct

- Landscape designers need to be on integral part to any solution

- All white men on the panel

- 100-year cost provided but 100 year property tax revenue not provided

- What was the granularity of the traffic volume/time calculation?

- I don't believe that such different layers would have no significant differences

- Where is the rail bridge at the Keating/Don (Parallel to the Keating?) It appears in the site diagram but not in all of the renders

- The original idea of the boulevard was for buildings to be on both sides with that only in 1 why do 2 and 3 retain them?

- There are also significant differences between even the renders from the 8 foot and 13 foot to the ones provided in this package...why? Is the team on the same page using the same diagrams?

- In other public meetings for nearby areas there seemed to be an inclusion of a future road connection from the First Gulf property across the Don River to connect with Lake Shore. But it is not included in your plans. What is happening with that?

- This is a very disappointing effort. I appreciate how much work has gone into this project but as a downtown student I feel cheated.

- We have a very expensive proposal with any of the hybrid option that were presented that shows very little brought to the local neighbourhoods, including how developments along the Waterfront.

- Any attempt to enhance the public realm west of Cherry Street to Jarvis will not attract people to the area so long as there is an ugly structure overhead

- Fear that the water coming south in the Don may not be clean; upstream canals and mitigation measures must be implemented.
- Other opportunities to improve Lake Shore Boulevard?
- I am not interested in your hybrids. The new lake at Don River and Keating Channel stream are photo-shopped pictures. This lake happens + what is its purpose?
- I think the Hybrid idea might be better than just tearing down the Gardiner.
- The remove Boulevard option is and will always be the best option for this section of the Gardiner; if NYC can do it then we can.
- Also to clarify, I do not live downtown. I live in the former city of York which is fairly suburban in nature. I try to mix all modes of travel including bikes/cars/transit and I would love for my children to not even have to consider car ownership. Why make them pay for it? I'd also prefer the opportunity to be car free.
- The way Jennifer Keesmaat was teased when she made her personal opinion known was shameful.
- Is it too late to reverse poor decisions at Lake Shore east
- The EA previously took 5 years alone
- Conclusion was tear down, there is a short term vision

**APPENDIX F –  
ISSUE RESPONSE TABLES**

# Gardiner Expressway & Lake Shore Boulevard Reconfiguration Environmental Assessment and Integrated Urban Design Study



Prepared by Lura Consulting for:  
The City of Toronto and  
Waterfront Toronto

July 2013

### Summary Table of Issue-Response Tracking: Round One Consultation Period

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
1.	10/6/2013	Participant requested a meeting to discuss potential impacts from the EA on one of his client's project sites.	Voicemail	Local Interest/Community Group	Request for Information	11/06/2013: Issued a voicemail informing the participant his meeting request has been forwarded to the project team.
2.	10/6/2013	Participant left a voicemail message indicating he would like to comment on the Future of the Gardiner East EA process, and would like to speak to someone about it.	Voicemail	Local Resident	Request for Information	11/06/2013: Left a voicemail message asking the participant to phone back with his comments and also directed him to the project website.
3.	10/6/2013	Participant requested to be added to the project mailing list, and indicated that more notice before the next meeting would be appreciated.	Email	Local Resident	Request for Information	17/06/2013: Issued an e-mail response informing the participant that he has been added to the mailing list and noted that his comments will be taken into consideration.
4.	10/6/2013	Local resident requested to be added to the project email list.	Email	Local Resident	Request for Information	11/06/2013: Issued an email response informing the participant he has been added to the project email list.
5.	10/6/2013	Participant requested to be added to the project email list.	Email	Local Resident	Request for Information	11/06/2013: Issued an email response informing the participant he has been added to the project email list.
6.	10/6/2013	Participant inquired about opportunities to submit feedback online as she is unable to attend the June 13th public meeting.	Email	Local Resident	Request for Information	10/06/2013: Issued an email response informing the participant the meeting will be webcast live, and also available for viewing after the public forum in addition to tools to submit feedback online.

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
7.	10/6/2013	Participant requested to be added to the project mailing list.	Email	Local Resident	Request for Information	10/06/2013: Issued an email response informing the participant she has been added to the project email list.
8.	11/6/2013	Participant originally requested information about public meetings in Scarborough, and how to submit his comments and concerns as part of the consultation process.	Voicemail	Local Resident	Request for Information	24/06/2013: Issued a voicemail response informing the participant that the public meeting includes opportunities for online participation and that his comments will be considered as the next round of public meetings are planned.
9.	11/6/2013	Participant submitted comments relating to the Replace alternative as part of the consultation process.	Email	Local Resident	Comments and Feedback	17/06/2013: Issued an email response informing the participant his comments will be included in the consultation report for this phase of the EA.
10.	11/6/2013	Participant contacted member of project team to voice concerns and comments with EA.	Voicemail	Local Resident	Comments and Feedback	11/06/2013: Project team member spoke to participant.
11.	11/6/2013	Participant requested to be added to the project email list.	Email	Local Resident	Request for Information	12/06/2013: Issued an email response informing the participant she has been added to the project email list.
12.	11/6/2013	Participant requested information about public meetings in Toronto's community council districts.	Email	Local Resident	Request for Information	12/06/2013: Issued an e-mail response informing the participant that the public meeting tomorrow includes opportunities for online participation, and that his comments will be considered as the next round of public meetings are planned.
13.	11/6/2013	Participant requested to be added to the project email list.	Email	Local Resident	Request for Information	11/06/2013: Issued an email response informing the participant she has been added to the email list.

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
14.	11/6/2013	Participant requested to be added to the project email list.	Email	Local Interest/Community Group	Request for Information	11/06/2013: Issued an email response indicating that the participant has been added to the project email list.
15.	12/6/2013	Participant inquired whether attendees would be reimbursed for parking or transit fees at this MTCC which he/she considers to be an expensive venue.	Email	Local Resident	Request for Information	17/06/2013: Issued an email response informing the participant that fees will not be reimbursed and that his/her comments will be taken into consideration as preparations for the next phase of public comments are being made.
16.	12/6/2013	Participant expressed concerns about the Remove concept and requested to be added to the mailing list.	Email	Local Resident	Request for Information	13/06/2013: Issued an email response informing the participant his comments will be included in the consultation report for this phase of the EA and that he has been added to the project mailing list.
17.	12/6/2013	Participant requested information about viewing the June 13 Public Forum online.	Email	Local Resident	Request for Information	12/06/2013: Issued an email response with general project information and how to live stream the meeting online.
18.	13/06/2013	Participant requested to stay informed about the project and future events.	Email	Local Resident	Request for Information	14/06/2013: Issued an email response informing the participant she has been added to the email list, and directed her to the project website for more information.
19.	13/06/2013	Participant submitted feedback as part of the consultation process.	Email	Local Resident	Comments and Feedback	14/06/2013: Issued an email response informing the participant her comments will be considered in the consultation report.
20.	13/06/2013	Participant requested information about the length of the public forum, and expressed interest in reviewing the	Email	Local Resident	Request for Information	14/06/2013: Issued an email response informing the participant a video of the meeting and the presentation slide deck are available on the project website.



Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
		design submissions.				
21.	13/06/2013	Participant requested to be added to the project email and mailing list.	Email	Business	Request for Information	14/06/2013: Issued an email response informing the participant she has been added to both email and mailing lists.
22.	13/06/2013	Participant submitted a suggestion as part of the consultation process.	Email	Local Resident	Comments and Feedback	14/06/2013: Issued an email response informing participant his comments will be considered in the consultation report.
23.	13/06/2013	Participant submitted feedback as part of the consultation process.	Email	Local Resident	Comments and Feedback	14/06/2013: Issued an email response informing participant her comments will be considered in the consultation report.
24.	14/06/2013	Participant requested a copy of the materials presented at the June 13 public forum.	Email	Provincial Agency	Request for Information	21/06/2013: Issued an email response directing him to the project website for more information.
25.	14/06/2013	Participant submitted a final version of comments and feedback relating to the June 13 PIC.	Email	Local Resident	Comments and Feedback	19/06/2013: Issued an email response informing the participant his comments will be considered in the consultation report for this phase of the EA process.
26.	14/06/2013	Participant submitted comments to the consultation process.	Email	Local Resident	Comments and Feedback	19/06/2013: Issued an email response informing the participant his comments will be considered in the consultation report for this phase of the EA.
27.	14/06/2013	Participant submitted comments in support of maintaining the Gardiner East.	Email	Local Resident	Comments and Feedback	17/06/2013: Issued an email response informing the participant his comments will be included in the consultation report for this phase of the EA.
28.	14/06/2013	Participant requested general information about the project as he was	Voicemail	Local	Request for	14/06/2013: Spoke to participant on the phone and directed him to the project website for more information and

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
		unable to attend the public forum last night.		Resident	Information	opportunities to participate online.
29.	14/06/2013	Participant requested general information about the EA.	Email	Local Resident	Request for Information	14/06/2013: Issued an email response informing the participant how to access more information about the project through the website, including the video and presentation from the June public forum.
30.	16/06/2013	Participant expressed gratitude for being able to review the design concepts and preference for the Adrian Smith + Gordon Gill Architecture submission.	Email	Local Resident	Comments and Feedback	19/06/2013: Issued an email response informing the participant his comments will be considered in the consultation report in this phase of the EA.
31.	17/06/2013	Participant requested a copy of the traffic flow information presented at the June 13 public forum.	Email	Local Resident	Request for Information	19/06/2013: Issued an email response directing the participant to the video recording and presentation slide deck from the forum available through the project website.
32.	17/06/2013	Participant submitted comments and his own proposal for the Gardiner Expressway East.	Email	Local Resident	Comments and Feedback	19/06/2013: Issued an email response informing the participant his comments will be considered in the consultation report for this phase of the EA process.
33.	18/06/2013	Participant sent email outlining several reasons she opposes tearing down the Gardiner Expressway.	Email	Local Resident	Comments and Feedback	18/06/2013: Issued an email response, reviewed by the project team, addressing the participant's concerns about the project, and directed her to the project website for more information.
34.	18/06/2013	Participant submitted comments outlining steps if proposals for the Gardiner East impact provincially owned	Email	Provincial Agency	Comments and Feedback	29/08/2013: Issued an email response thanking the participant for submitting their comments, noting that any potential impacts will be addressed to the extent possible by

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
		land.				the EA.
35.	19/06/2013	Participant submitted suggestions for the future of the Gardiner East.	Email	Local Resident	Comments and Feedback	28/06/2013: Issued an email response informing the participant his comments will be considered in the consultation report for this phase of the EA.
36.	19/06/2013	Participant left voicemail explaining she is interested in opportunities to be more involved with the project, i.e. volunteering.	Voicemail	Local Resident	Request for Information	21/06/2013: Phoned participant and directed her to the project website for more information. In response to her question about volunteer opportunities, asked her to submit an email to the project address.
37.	19/06/2013	Participant submitted comments indicating she does not approve of the option to tear down the Gardiner.	Email	Local Resident	Comments and Feedback	20/06/2013: Issued an email response outlining the project objectives and directing the participant to the project website for more information and opportunities to submit feedback. Also informed participant her comments will be included in the consultation report.
38.	19/06/2013	Legislative assistant from Olivia Chow's office suggested updating the aerial image of the Gardiner on the project website as it is outdated and does not accurately reflect current conditions.	Email	Federal Elected Official	Comments and Feedback	20/06/2013: Issued an email response informing the legislative assistant the aerial photo has been updated.
39.	19/06/2013	Participant submitted feedback relating to the public forum on June 13.	Email	Local Resident	Comments and Feedback	19/06/2013: Issued an email response informing the participant his comments will be considered in the consultation report for this phase of the EA.
40.	20/06/2013	Participant could not find presentation slide deck with traffic flows on website.	Email	Local Resident	Request for Information	21/06/2013: Issued an email response with the presentation attached, and indicated the page location of the traffic

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
						volume data.
41.	21/06/2013	Participant expressed his enthusiasm for the project website.	Email	Local Resident	Comments and Feedback	28/06/2013: Issued an email response to thank him for his interest.
42.	24/06/2013	Participant inquired about opportunities to promote or volunteer for the project.	Email	Local Resident	Request for Information	28/06/2013: Issued an email response informing the participant her inquiry will be considered, and that she will be informed of any opportunities that arise.
43.	24/06/2013	Participant issued a suggestion for the Gardiner East design.	Email	Local Resident	Comments and Feedback	28/06/2013: Issued an email response informing her comments will be considered in the consultation report for this phase of the EA
44.	26/06/2013	Participant requested to be added to the project mailing list.	Email	First Nations	Request for Information	28/06/2013: Issued an email response informing the participant that he has been added to the project email list.
45.	26/06/2013	Participant submitted comments as part of the consultation process on behalf of his client Bell Canada.	Email	Local Interest/Community Group	Comments	29/08/2013: Issued an email response thanking the participant for submitting his comments, noting that any potential impacts will be addressed to the extent possible by the EA.
46.	27/06/2013	Participant submitted comments and feedback as part of the consultation period.	Email	Local Resident	Comments and Feedback	28/06/2013: Issued an email response informing the participant his comments will be included in the consultation report for this phase of the EA.
47.	28/06/2013	Participant submitted comments on behalf of the Don Watershed Regeneration Council for consideration in the consultation process.	Email	Provincial Agency	Comments and Feedback	29/08/2013: Issued an email response informing the participant the comments she submitted will be included in the consultation report for this phase of the EA.

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
48.	27/06/2013	Participant submitted comments and feedback as part of the consultation period.	Email	Local Resident	Comments and Feedback	28/06/2013: Issued an email response informing the participant his comments will be included in the consultation report for this phase of the EA.
49.	18/07/2013	Local interest organization submitted comments highlighting the importance of the Gardiner East to their industry.	Email	Local Interest	Comments and Feedback	25/07/2013: Issued an email response thanking the association for their comments and asked them to reconsider joining the stakeholder advisory committee.
50.	10/09/2013	Participant inquired about the next round of consultations.	Email	Local Resident	Request for Information	13/09/2013: Issued an email response informing the participant that a notice will be issued at the start of the next round of consultations.

# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study



Prepared by Lura Consulting for:  
The City of Toronto and  
Waterfront Toronto

November 2013



Round Two Summary of Issue – Response Management

Summary Table of Issue-Response Tracking: Round Two Consultation Period

**Summary Table of Issue-Response Tracking: Round Two Consultation Period**

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
1.	16/09/2013	Participant submitted several questions of clarification about the proposed alternatives.	Email	Local Resident	Request for Information	14/01/2014: Issued an email response to the participant's questions.
2.	19/09/2013	Participant requested information about how the Remove alternative will affect traffic flow on other streets.	Email	Local Resident	Request for Information	14/01/2014: Directed the participant to the public meeting materials that provide an overview of the implications of each alternative on regional and local traffic.
3.	19/09/2013	Participant requested to be added to the project mailing list.	Email	Local Resident	Request for Information	19/09/2013: Issued an email response notifying the participant that he has been added to the project mailing list.
4.	19/09/2013	Participant requested to be added to the project mailing list.	Email	Local Resident	Request for Information	24/09/2013: Issued an email response notifying the participant that he has been added to the project mailing list.
5.	21/09/2013	Participant requested to be added to the project mailing list.	Email	Local Resident	Request for Information	24/09/2013: Issued an email response notifying the participant that he has been added to the project mailing list.

Round Two Summary of Issue-Response Management

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
6.	24/09/2013	Participant contacted the Facilitator's Office for assistance to register for the public meeting.	Email	Local Resident	Request for Information	25/09/2013: Helped the participant register for multiple tickets.
7.	28/09/2013	Participant inquired whether the consultation report from the June 2013 public meeting was available.	Email	Local Resident	Request for Information	01/10/2013: Provided the participant with a link to the consultation report.
8.	01/10/2013	Participant provided comments on traffic congestion and suggested road tolls as a way to improve traffic flow.	Voicemail	Local Resident	Comments	1/10/2013: Issued a phone message stating comments have been recorded as part of the consultation process and invited participant to the public forum.
9.	02/10/2013	Local resident asked to be added to mailing list.	Voicemail	Local Resident	Mailing List	08/10/2013: Issued a voicemail message requesting contact information to be added to mailing list.
10.	04/10/2013	Participant stated he would not be able to attend the public meeting and would like to submit comments.	Voicemail	Local Resident	Request for Information	09/10/2013: Issued a voicemail message inviting participant to email comments to <a href="mailto:info@gardinereast.ca">info@gardinereast.ca</a> and to visit the website for more information.
11.	05/10/2013	Local resident requested to be added to mailing list.	Email	Local Resident	Mailing List	08/10/2013: Issued an email response confirming participant was added to mailing list.



Round Two Summary of Issue-Response Management

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
12.	05/10/2013	Participant provided feedback on preferred alternative solution.	Email	Local Resident	Feedback	8/10/2013: Issued an email response thanking participant for her input. Informed her of the upcoming public meeting and other opportunities for participation.
13.	07/10/2013	Alderville First Nation informed project team of minimal (level 3) impact to First Nations' rights from proposed project and requested to be notified of any archaeological findings, burial sites, or environmental impacts.	Email	First Nations	First Nations Response	11/10/2013: City of Toronto staff acknowledged receipt of comment and later noted that the Stage I Archaeological Resource Assessment completed by ASI in 2010 found that 19 <sup>th</sup> and 20 <sup>th</sup> century developments have removed features related to traditional uses of lands by Aboriginal peoples.
14.	08/10/2013	Participant expressed he would like to present a design panel at the next public meeting and would like to speak to the project team.	Voicemail	Business	Comments and Public Forum	08/10/2013: Issued a phone message advising participant to send an email request explaining what information he would like to present and why.
15.	08/10/2013	Local resident inquired about showcasing a panel with Toronto Waterfront Viaduct as an alternative solution at the public meeting.	Email	Business	Comments and Public Forum	15/10/2013: Issued an email response thanking participant for his input and confirming his ideas were sent to the project team for consideration. Also advised participant that the purpose of the 2nd PIC was to collect feedback on the draft alternative solutions and evaluation criteria.
16.	09/10/2013	Local resident provided comments on preferred design solution.	Email	Local Resident	Feedback	11/10/2013: Issued an email response confirming comments have been sent to project team for consideration.

Round Two Summary of Issue-Response Management

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
17.	09/10/2013	Local resident inquired about the ticket required to attend the public meeting.	Email	Local Resident	Public Forum	09/10/2013: Issued an email response indicating form of tickets accepted at public meeting.
18.	11/10/2013	Local resident requested to be added to mailing list.	Email	Local Resident	Mailing List	21/10/2013: Issued an email response confirming participant was added to mailing list.
19.	11/10/2013	Local resident provided comments on attendance at public consultation and preferred alternative solution.	Email	Local Resident	Feedback	11/10/2013: Issued an email response confirming receipt of feedback and invitation to participate in consultations.
20.	11/10/2013	Participant provided comments regarding preferred alternative solution.	Email	Business	Feedback	11/10/2013: Issued an email response confirming comments have been sent to project team for consideration.
21.	12/10/2013	Participant requested to be added to the project mailing list and inquired about a plan related to the proposed improve alternative on Waterfront Toronto's website.	Email	Local Resident	Request for Information	14/01/2014: Issued an email informing the participant that he has been added to the project mailing list and provided a response to his inquiry.
22.	14/10/2013	Participant requested to be added to mailing list.	Email	Anonymous	Mailing List	21/10/2013: Issued an email response confirming she was added to mailing list.
23.	15/10/2013	Local media organization requested information on the project and public meeting.	Email	Media	Media Inquiry	16/10/2013: Request forwarded to project communication's team, per the Issue/Response protocol.

Round Two Summary of Issue-Response Management

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
24.	15/10/2013	Local resident inquired about printing tickets for the public meeting.	Email	Local Resident	Public Forum	16/10/2013: Issued an email response explaining tickets will not be required as long as pre-registration is completed online.
25.	15/10/2013	Local resident requested to remain on mailing list.	Email	Local Resident	Mailing List	21/10/2013: Issued an email confirming participant will remain on the mailing list.
26.	15/10/2013	Local resident requested to be added to mailing list and inquired about online participation.	Email	Local Resident	Mailing List and Online Participation	21/10/2013: Issued an email response confirming she was added to email list and provided link to online participation tools.
27.	15/10/2013	Local resident requested information regarding the public forum location.	Email	Local Resident	Public Forum	15/10/2013: Issued an email response with location and time of public forum.
28.	15/10/2013	Local resident provided comments regarding preferred alternative solution.	Email	Local Resident	Feedback	21/10/2013: Issued email response confirming comments have been sent to project team for consideration.
29.	15/10/2013	Local resident provided comments regarding preferred alternative solution	Email	Local Resident	Feedback	21/10/2013: Issued an email response confirming comments have been sent to project team for consideration.
30.	15/10/2013	Participant inquired which First Nations have been consulted with as part of the EA process.	Email	Local Resident	Question	08/04/2014: Provided a brief overview of First Nations engagement protocol.
31.	16/10/2013	Local media organization inquired about filming and conducting interviews at public meeting.	Voicemail	Media	Media Inquiry	16/10/2013: Request forwarded to project communication's team, per the Issue/Response protocol.

Round Two Summary of Issue-Response Management

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
32.	16/10/2013	Local resident expressed she may be unable to attend the public meeting and provided comments on preferred alternative solution.	Voicemail	Local Resident	Feedback	22/10/2013: Issued a voicemail message informing participant her comments have been recorded and invited her to visit the website for more information on ways to participate.
33.	16/10/2013	Local resident expressed he would like to attend the 2nd public meeting and bring forth a new idea for the Gardiner.	Voicemail	Local Resident	Comment	22/10//2013: Issued a voicemail message informing participant his comments have been recorded and will be included in the consultation report. Also informed participant there are additional opportunities to submit comments and feedback online through the project website.
34.	16/10/2013	Local media organization requested information on the project.	Voicemail	Media	Media Inquiry	16/10/2013: Request forwarded to project communication's team, per the Issue/Response protocol.
35.	16/10/2013	Local media organization requested a brief interview with regards to the public meeting.	Email	Media	Media Inquiry	16/10/2013: Request forwarded to project communication's team, per the Issue/Response protocol.
36.	16/10/2013	Local resident provided comments regarding preferred alternative solution.	Email	Local Resident	Feedback	21/10/2013: Issued an email response confirming comments have been sent to project team for consideration.
37.	16/10/2013	Local resident provided comments regarding preferred alternative solutions.	Email	Local Resident	Feedback	21/10/2013: Issued an email response confirming comments have been sent to project team for consideration.

Round Two Summary of Issue-Response Management

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
38.	16/10/2013	Local resident provided comments regarding preferred alternative solution.	Email	Local Resident	Feedback	21/10/2013: Issued an email response confirming comments have been sent to project team for consideration.
39.	16/10/2013	Local resident provided a comment on preferred alternative solution.	Email	Local Resident	Feedback	21/10/2013: Issued an email response confirming comments have been sent to project team for consideration.
40.	16/10/2013	Local resident provided comments regarding preferred alternative solution.	Email	Local Resident	Feedback	21/10/2013: Issued an email response confirming comments have been sent to project team for consideration.
41.	16/10/2013	Local resident commented on preferred alternative solution.	Email	Local Resident	Feedback	21/10/2012: Issued an email response confirming comments have been sent to project team for consideration.
42.	16/10/2013	Local resident requested to be added to mailing list.	Email	Local Resident	Mailing List	21/10/2013: Issued an email confirming he was added to the mailing list.
43.	16/10/2013	Local resident communicated they could no longer attend the public consultation.	Email	Local Resident	Public Forum	21/10/2013: Issued an email response with information regarding online participation tools.
44.	16/10/2013	Local resident provided comments on preferred alternative solution.	Email	Local Resident	Feedback	21/10/2013: Issued an email response confirming comments have been sent to project team for consideration.
45.	16/10/2013	Local resident provided comments on preferred alternative solution.	Email	Local Resident	Feedback	21/10/2103: Issued an email response confirming comments have been sent to project team for consideration.
46.	16/10/2013	Local resident provided comments on preferred alternative solution.	Email	Local Resident	Feedback	21/10/2013: Issued an email response confirming comments have been sent to project team for consideration.

Round Two Summary of Issue-Response Management

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
47.	16/10/2013	Local resident provided comments on preferred alternative solution, and expressed concerns about the representation on the Stakeholder Advisory Committee.	Email	Local Resident	Feedback	14/01/2014: Issued an email response thanking the participant for her comments and described the process to assemble a diverse SAC that represents the views of groups within the study area.
48.	17/10/2013	Local resident provided comments on preferred alternative solution.	Email	Local Resident	Feedback	21/10/2013: Email response was issued confirming comments have been sent to project team for consideration.
49.	17/10/2013	Local resident provided comments on preferred alternative solution.	Email	Local Resident	Feedback	21/10/2013: An email response was issued confirming that comments have been sent to project team for consideration.
50.	17/10/2013	Participant expressed concerns about the presentation of work submitted as part of the international design competition at the public meeting.	Email	Local Interest Group	Comment	14/01/2014: Email response was issued confirming that comments have been sent to project team for consideration.
51.	18/10/2013	Participant requested to be added to project mailing list.	Voicemail	Local Resident	Mailing List	22/10/2013: Issued a phone call to retrieve email address and confirmed it was added to the mailing list.
52.	18/10/2013	Local resident provided comments on preferred alternative solution.	Email	Local Resident	Feedback	21/10/2013: Email response was issued confirming that comments have been sent to project team for consideration.
53.	18/10/2013	Local resident provided comments on design idea for the Gardiner East.	Email	Local Resident	Comment	21/10/2013: Email response was given confirming that comments have been sent to project team for consideration.

Round Two Summary of Issue-Response Management

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
54.	18/10/2013	Local resident provided feedback on preferred alternative solution.	Email	Local Resident	Feedback	21/10/2013: Issued an email response thanking participant for his/her feedback and provided link to online participation tool.
55.	21/10/2013	Participant requested contact information of where to submit letter of feedback on alternative solutions.	Email	Business	Request for Information	21/10/2013: A project team member issued an email response providing the contact information of the Facilitator's Office.
56.	22/10/2013	Local resident requested to be added to the project mailing list.	Email	Local Resident	Mailing List	23/10/2013: Issued an email response confirming that he was added to mailing list.
57.	22/10/2013	Local resident inquired about access to online participation tool.	Email	Local Resident	Online Participation	22/10/2013: Issued an email response with link to online participation tool.
58.	22/10/2013	Local resident inquired about access to online participation tool.	Email	Local Resident	Online Participation	22/10/2013: Issued an email response with information for online participation tool.
59.	23/10/2013	Local business improvement area expressed concerns with traffic forecasting and the need for investments in public transit.	Email	Business	Comments	23/10/2013: Issued an email response stating participant feedback will be considered in consultation report.
60.	26/10/2013	Participant expressed disappointment that a viaduct option has not received serious consideration as part of the Gardiner East EA.	Email	Local Resident	Comments	27/01/2014: Issued an email response informing the participant that the viaduct option has been considered under the replace category, but found to be unfeasible for a number of technical reasons.

Round Two Summary of Issue-Response Management

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
61.	28/10/2013	Local resident provided suggestions about additional solutions for the Gardiner East.	Email	Local Resident	Feedback	29/10/2013: Issued an email response confirming comments have been sent to project team for consideration.
62.	29/10/2013	Local resident provided comments on preferred alternative solution.	Email	Local Resident	Feedback	29/10/2013: Issued an email response stating comments have been sent to project team for consideration.
63.	31/10/2013	Participant provided comments on alternative solutions and new design ideas/sketches.	Email	Business	Comments and Feedback	1/11/2013: Issued an email response stating comments will be sent to project team for consideration.
64.	31/10/2013	Consultant submitted comments on behalf of client (local developer).	Email	Developer	Comments and Feedback	1/11/2013: Issued an email response thanking the consultant and his client for their feedback, noting that the concerns have been forwarded to the project team for consideration.
65.	31/10/2013	Community group provided feedback on each of the alternative solutions.	Email	Local Interest/Community Group	Feedback	1/11/2013: Issued an email response thanking the community group, noting that the concerns raised will be addressed through the EA, to the extent possible.
66.	31/10/2013	Local resident provided feedback on alternative solutions.	Email	Local Resident	Feedback	1/11/2013: Issued an email response confirming comments have been sent to the project team for consideration.
67.	31/10/2013	Local resident provided feedback on preferred alternative solution.	Email	Local Resident	Feedback	1/11/2013: Issued an email response confirming comments have been sent to project team for consideration.



Round Two Summary of Issue-Response Management

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
68.	31/10/2013	Local resident provided comments on each of the alternative solutions.	Email	Local Resident	Feedback	1/11/2013: Issued an email response confirming comments will be considered by project team.
69.	01/11/2013	Local resident provided feedback on preferred alternative solution.	Email	Local Resident	Feedback	1/11/2013: Issued an email response indicating comments have been sent to project team for consideration.
70.	01/11/2013	Local resident provided feedback on preferred alternative solution.	Email	Local Resident	Feedback	1/11/2013: Issued an email response confirming comments have been sent to project team for consideration.
71.	05/11/2013	Participant submitted feedback as part of the consultation process.	Email	Local Resident	Feedback	7/11/2013: Issued an email response informing the participant his comments will be included in the consultation report.
72.	05/11/2013	Participant submitted comments about the project evaluation criteria.	Email	Local Resident	Feedback	7/11/2013: Issued an email response informing the participant his comments will be included in the consultation report.
73.	05/11/2013	Participant submitted feedback as part of the consultation process.	Email	Local Resident	Feedback	7/11/2013: Issued an email response informing the participant his comments will be included in the consultation report.
74.	05/11/2013	Participant submitted comments about the project evaluation criteria.	Email	Local Resident	Feedback	7/11/2013: Issued an email informing the participant his comments will be included in the consultation report.
75.	06/11/2013	Participant submitted feedback as part of the consultation process.	Email	Local Interest/Community Group	Feedback	7/11/2013: Issued an email response informing the participant her comments would be included in the consultation report.

Round Two Summary of Issue-Response Management

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
76.	06/11/2013	Participant provided feedback relating to the project evaluation criteria.	Email	Local Resident	Feedback	7/11/2013: Issued a response informing the participant his comments will be included as part of the consultation report.
77.	15/11/2013	Participant submitted feedback as part of the consultation process.	Email	Local Resident	Feedback	18/11/2013: Issued a response informing the participant his comments will be included as part of the consultation report.
78.	18/11/2013	Local interest group submitted feedback on the proposed alternative solutions.	Email	Local Interest Group	Feedback	16/01/2013: Issued an email response thanking the participant and noting that the concerns raised will be addressed through the EA, to the extent possible.
79.	18/11/2013	Participant submitted feedback on the evaluation criteria.	Email	Local Resident	Feedback	19/11/2013: Issued an email response informing the participant his feedback will be incorporated into the consultation report for this phase of the EA.
80.	02/12/2013	Participant submitted feedback on the alternatives solutions in relation to property they own.	Email	Local Business	Feedback	16/01/2013: Issued an email response thanking the participant and noting that the concerns raised will be addressed through the EA, to the extent possible.
81.	08/12/2013	Participant submitted comments expressing support for the Maintain alternative.	Email	Local Resident	Comment / Suggestion	09/12/2013: Thanked participant and informed him that his feedback has been recorded as part of the study.
82.	14/01/2014	Participant submitted additional questions about the EA process.	Email	Local Resident	Request for Information	08/04/2014: Provided an overview of the EA process, beginning with the Terms of Reference phase.

Round Two Summary of Issue-Response Management

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
83.	26/02/2014	Participant submitted several questions of clarification regarding the project.	Email	Local Resident	Request for Information	04/07/2014: Issued an email response with the requested information.
84.	28/02/2014	Business student inquired about access to data from a 2010 survey regarding the future of the Gardiner East.	Voicemail	Local Resident	Request for Information	04/07/2014: Left a voicemail inquiring whether the survey data is still needed.
85.	09/03/2014	Participant submitted a proposal for a fifth alternative solution in the form of a tunnel.	Email	Local Resident	Comment	04/07/2014: Issued an email response clarifying the scope of the EA and noted that a tunnel was considered but found to be unfeasible for technical reasons.

# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study



Prepared by Lura Consulting for:  
The City of Toronto and  
Waterfront Toronto

March 2016

### Summary Table of Issue-Response Tracking: Round Three Consultation Period

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
1	23/01/2014	Reporter requested to be added to the media briefing contact list.	Email	Media	Media Inquiry	24/01/2014: Request forwarded to project communication's team, per the Issue/Response protocol.
2	23/01/2014	Participant inquired whether the public meeting will address solutions for congestion on the western segment of the Gardiner Expressway	Email	Local Resident	Question / Request for Information	24/01/2014: Informed the participant that the public meeting will focus on proposed solutions for the study area specific to the Gardiner East EA.
3	23/01/2014	Participant submitted comments suggesting a Hybrid version of the Replace and Boulevard alternatives.	Email	Local Resident	Comment/ Suggestion	08/04/2014: Issued an email response noting that later phases of the EA may consider Hybrid options, and that a Hybrid of the Maintain/Replace option has been directed by PWIC.
4	23/01/2014	Participant notified the Facilitator's Office that she is unable to print a copy of her Eventbrite registration for the public meeting.	Email	Local Resident	Question / Request for Information	23/01/2014: Informed the participant that a hard copy ticket is not needed to attend the public meeting.
5	23/01/2014	Participant inquired about the purpose of the public meeting and how it is different than the last one.	Voicemail	Local Resident	Question / Request for Information	27/01/2014: Left voice-mail clarifying the purpose of the public meeting scheduled for Feb 6, 2013.
6	23/01/2014	Participant expressed concerns about the location for the public meeting, noting that it is outside the study area.	Email	Local Resident	Comment/ Suggestion	08/04/2014: Issued an email response outlining the consultation objectives, which include encouraging an inclusive and transparent consultation process to accommodate broad interest in the EA.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
7	23/01/2014	Participant submitted comments suggesting a toll system to raise funds for the Gardiner East.	Email	Local Resident	Comment/ Suggestion	24/01/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
8	24/01/2014	Participant asked to be registered for two tickets for the public meeting.	Email	Local Resident	Question / Request for Information	24/01/2014: Informed the participant that he has been registered for two tickets as requested.
9	24/01/2014	Participant requested to participate on Stakeholder Advisory Committee.	Voicemail	Local Business	Question / Request for Information	28/01/2014: Issued an email inviting the participant to resume participation on the stakeholder advisory committee.
10	26/01/2014	Participant inquired whether a charge would be issued for any unused tickets held under her name.	Email	Local Resident	Question / Request for Information	27/01/2014: Informed the participant that no charge will be issued for tickets for the public meeting.
11	27/01/2014	Participant requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	27/01/2014: Informed the participant that she has been added to the project mailing list.
12	27/01/2014	Participant submitted comments in favour of the Improve alternative.	Email	Local Resident	Comment/ Suggestion	27/01/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
13	29/01/2014	Hiawatha First Nation expressed interest in receiving more information about the Gardiner East EA.	Email	First Nations	Question / Request for Information	30/01/2014: Response issued by the City, per the Issue/Response protocol, inviting the Hiawatha First Nation to set-up a time to further discuss the project.
14	30/01/2014	Architecture student inquired about access to three dimensional plans of the Gardiner Expressway.	Email	Local Resident	Request for Information	08/04/2014: Informed by City staff that the student was provided with the requested three dimensional plans.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
15	03/02/2014	The Rama First Nation acknowledged receipt of the notification issued by the City of Toronto regarding consultations for round three.	Email	First Nations	Comment / Suggestion	03/02/2014: Forwarded the email to the City of Toronto, per the Issue/Response protocol, for response.
16	04/02/2014	Reporter inquired about the time and location of the media briefing.	Email	Media	Media Inquiry	04/02/2014: Request forwarded to project communication's team, per the Issue/Response protocol.
17	04/02/2014	Participant suggested changes to the Round Two Consultation Report.	Email	Local Resident	Comment / Suggestion	11/02/2014: Thanked the participant for submitting her suggestion.
18	04/02/2014	Participant requested to be added to the mailing list.	Email	Local Resident	Question / Request for Information	11/02/2014: Informed the participant that she has been added to the project mailing list.
19	05/02/2014	Participant submitted comments supporting the Remove alternative.	Email	Local Resident	Comment / Suggestion	11/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
20	05/02/2014	Participant inquired about the information to be presented at the public meeting.	Email	Local Resident	Question / Request for Information	11/02/2014: Provided participant with an overview of the purpose of the public meeting.
21	05/02/2014	Participant submitted comments regarding the proposals for the Gardiner East EA.	Email	Local Resident	Comment / Suggestion	12/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
22	05/02/2014	Participant suggested replacing the Gardiner East offshore over the lake.	Email	Local Resident	Comment / Suggestion	12/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
23	05/02/2014	Participant requested to be added to the mailing list.	Email	Local Resident	Question / Request for Information	12/02/2014: Informed the participant that he has been added to the project mailing list.
24	05/02/2014	Participant submitted comments supporting the Maintain alternative.	Email	Local Business	Comment / Suggestion	12/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
25	05/02/2014	Participant highlighted the need to replace the Gardiner EA to address maintenance concerns.	Email	Local Resident	Comment / Suggestion	12/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
26	05/02/2014	Participant requested to speak to member of project team.	Voicemail	Media	Media Inquiry	2/5/2014: Request forwarded to project communication's team, per the Issue/Response protocol.
27	05/02/2014	Participant requested a copy of the slide deck presented at the media briefing.	Email	Academia	Question / Request for Information	05/02/2014: Sent the participant a link to the project website to access the slides.
28	05/02/2014	Participant requested to talk to someone about Gardiner East EA.	Voicemail	Media	Media Inquiry	2/5/2014: Request forwarded to project communication's team, per the Issue/Response protocol.
29	05/02/2014	Participant inquired about registering for the public meeting.	Voicemail	Local Resident	Question / Request for Information	02/05/2014: Phoned participant and informed him that he did not need to pre-register for the event.
30	05/02/2014	Participant requested information about revenue from land sales.	Email	Local Resident	Question / Request for Information	08/04/2014: Clarified that the land sales are derived from new parcels from surplus Gardiner/Lake Shore right of way.
31	05/02/2014	Local reporter inquired when the evaluation results would be released.	Voicemail	Media	Media Inquiry	2/5/2014: Request forwarded to project communication's team, per the Issue/Response protocol.
32	06/02/2014	Participant submitted comments	Email	Local	Comment /	12/02/2014: Thanked the participant for submitting



Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
		supporting the Maintain alternative.		Resident	Suggestion	comments and noted that they will be included in the consultation report.
33	06/02/2014	Participant comments suggested replacing the Gardiner East with an alignment over the railway corridor.	Email	Local Resident	Comment / Suggestion	08/04/2014: Issued an email response noting that existing and planned transit infrastructure projects in the railway corridor by Metrolinx preclude stacking the Gardiner on top.
34	06/02/2014	Participant submitted comments supporting the Remove alternative	Email	Local Resident	Comment / Suggestion	25/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
35	06/02/2014	Participant inquired about registering for the public meeting.	Voicemail	Local Resident	Question / Request for Information	02/06/2014: Phoned participant and informed her she does not need to pre-register for the public meeting, and can sign-in upon arrival.
36	06/02/2014	Participant submitted comments supporting the maintain alternative.	Email	Local Resident	Comment / Suggestion	12/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
37	06/02/2014	Participant notified the Facilitator's Office that he is unable to attend the public meeting and would like to cancel his ticket.	Email	Local Resident	Comment / Suggestion	12/02/2014: Thanked the participant for notifying the Facilitator's Office and informed him of opportunities to participate online.
38	06/02/2014	Participant requested more information about the project (e.g., scope of options, etc.).	Voicemail	Local Resident	Question / Request for Information	07/02/2014: Informed participant that a member of the project team would follow-up with his request.
39	06/02/2014	Participant inquired whether it was still	Email	Local	Question / Request	12/02/2014: Informed the participant of opportunities to participate online if he was unable to attend the public

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
		possible to attend the public meeting.		Resident	for Information	meeting.
40	6/02/2014	Participant submitted comments supporting the Maintain alternative.	Email	Local Resident	Comment / Suggestion	13/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
41	6/02/2014	Participant inquired whether it is still possible to attend the public meeting without pre-registering.	Voicemail	Local Resident	Question / Request for Information	Informed the participant of online opportunities to participate and submit feedback until February 20, 2014.
42	6/02/2014	Participant requested call back related to public forum registration.	Voicemail	Local Resident	Question / Request for Information	Phoned participant to inform him of online opportunities for participation; participant noted he watched the live webcast.
43	07/02/2014	Participant submitted comments supporting the Remove alternative.	Email	Local Resident	Comment / Suggestion	12/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
44	07/02/2014	Local reporter inquired about assumptions of traffic modeling completed for the Gardiner East EA alternatives.	Email	Media	Media Inquiry	12/02/2014: Request forwarded to project communication's team, per the Issue/Response protocol.
45	07/02/2014	Participant left voicemail at Waterfront Toronto number, expressing concern about the removal of the Gardiner Expressway and requested to speak to someone.	Voicemail	Local Resident	Comment / Suggestion	14/02/2014: A project team member spoke to the participant informing him of the EA process and objectives.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
46	08/02/2014	Participant inquired about the panels displayed at the public meeting.	Email	Local Resident	Question / Request for Information	12/02/2014: Sent the participant a link to the panels on the project website.
47	08/02/2014	Participant copied the Facilitator's Office on an email in response to an article published in the National Post.	Email	Local Resident	Comment / Suggestion	12/02/2014: Thanked the participant for submitting his comments and noted that they will be included in the consultation report.
48	09/02/2014	Participant requested a copy of the criteria used to evaluate the alternative solutions.	Email	Local Resident	Question / Request for Information	25/02/2014: Provided the participant with a link to the evaluation criteria.
49	11/02/2014	Participant submitted comments highlighting the information that should be emphasized in the project team's presentation to Council.	Email	Local Resident	Comment / Suggestion	28/02/2014: Thanked the participant for submitting comments and noted that they have passed on to the project team.
50	11/02/2014	Participant submitted comments about the evaluation criteria.	Email	Local Resident	Comment / Suggestion	12/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
51	11/02/2014	Participant expressed interest in viewing the model used to determine GHG emissions as part of the evaluation.	Voicemail	Local Resident	Question / Request for Information	25/02/2014: Directed the participant to the City staff report and supporting background materials available online.
52	11/02/2014	Participant submitted comments supporting the Improve alternative.	Email	Local Resident	Comment / Suggestion	12/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
53	12/02/2014	Participant submitted comments on the	Email	Local	Comment /	12/02/2014: Thanked the participant for submitting comments and noted that they will be included in the

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
		Remove and Replace alternatives.		Resident	Suggestion	consultation report.
54	12/02/2014	Participant submitted comments supporting the Remove alternative.	Email	Local Resident	Comment / Suggestion	13/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
55	13/02/2014	Local reporter inquired when the consultation report will be available.	Email	Media	Question / Request for Information	14/02/2014: Request forwarded to project communication's team, per the Issue/Response protocol.
56	17/02/2014	Participant submitted comments supporting the Maintain alternative.	Email	Local Resident	Comment / Suggestion	25/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
57	18/02/2014	Participant inquired about the relative weighting of the evaluation criteria.	Email	Local Resident	Question / Request for Information	08/04/2014: Informed the participant that the criteria were not weighted, and how the evaluation was carried out.
58	18/02/2014	Participant expressed concerns about making a decision about the Gardiner East EA in the absence of a master plan for the City.	Email	Local Resident	Question / Request for Information	25/02/2014: Issued an email response outlining the plans, policies and documents that inform the Gardiner East EA.
59	18/02/2014	Participant submitted comments supporting the Maintain alternative.	Email	Local Resident	Comment / Suggestion	25/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
60	18/02/2014	Participant shared an article about the Future of Urban Freeways.	Email	Local Resident	Comment / Suggestion	25/02/2014: Thanked the participant for sharing the article and noted that it has been passed on to the project team.
61	18/02/2014	Participant submitted a proposal for the	Email	Local	Comment /	25/02/2014: Thanked the participant for submitting comments and noted that they will be included in the

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
		Gardiner East EA to Waterfront Toronto.		Resident	Suggestion	consultation report.
62	19/02/2015	Local developer submitted feedback expressing support for the Remove alternative.	Email	Local Interest Group	Comment / Suggestion	11/07/2014: Issued an email response thanking the interest group for their feedback, noting that the concerns raised will be addressed through the EA, to the extent possible.
63	19/02/2015	Professor inquired whether there is interest from the project team for design proposals as part of a class exercise.	Voicemail	Academia	Question / Request for Information	04/07/2014: Informed participant that the project team is not seeking design proposals at this time, however anyone is welcome to submit ideas for consideration.
64	19/02/2015	Local interest group submitted feedback expressing support for the Maintain alternative.	Email	Local Interest Group	Comment / Suggestion	11/07/2014: Issued an email response thanking the interest group for their feedback, noting that the concerns raised will be addressed through the EA, to the extent possible.
65	20/02/2014	Participant submitted comments pertaining to public consultation.	Voicemail	Local Resident	Comment / Suggestion	25/02/2014: Returned call and left voice-mail acknowledging participant's message.
66	20/02/2014	Local interest group submitted feedback expressing support for the Remove alternative.	Email	Local Interest Group	Comment / Suggestion	11/07/2014: Issued an email response thanking the interest group for their feedback, noting that the concerns raised will be addressed through the EA, to the extent possible.
67	20/02/2014	Local interest group submitted feedback expressing support for the Remove alternative.	Email	Local Interest Group	Comment / Suggestion	11/07/2014: Issued an email response thanking the interest group for their feedback, noting that the concerns raised will be addressed through the EA, to the extent possible.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
68	24/02/2014	Participant submitted comments supporting the Maintain alternative.	Email	Local Resident	Comment / Suggestion	25/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
69	25/02/2014	Received comments about a new vision for the waterfront.	Email	Local Resident	Comment / Suggestion	A member of the project team contacted the resident.
70	26/02/2014	Participant inquired about the panels displayed at the public meeting. Participant also sent an email shortly after leaving the voice-mail with the same request.	Voicemail	Local Resident	Question / Request for Information	26/02/2014: Spoke to participant and directed him to panels on the project website.
71	26/02/2014	Participant inquired about the panels displayed at the public meeting.	Email	Local Resident	Question / Request for Information	26/02/2014: Sent the participant a link to access the display panels.
72	26/02/2014	Participant submitted comments supporting the Maintain alternative.	Email	Local Resident	Comment / Suggestion	26/02/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
73	26/02/2014	Participant submitted questions about the summary report.	Email	Local Resident	Question / Request for Information	26/02/2014: Directed the participant to the appropriate sections of the consultation report.
74	26/02/2014	Participant contacted the Facilitator's Office for technical assistance on the project website.	Email	Local Resident	Question / Request for Information	27/02/2014: Issued an email response with links to help the participant access the information she is interested in.
75	26/02/2014	Participant expressed concerns about the consultation process for various initiatives, including the Gardiner East	Email	Local Resident	Comment / Suggestion	26/02/2014: Thanked the participant for submitting comments and noted that they have been recorded.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
		EA.				
76	26/02/2017	Participant submitted questions about information presented at the public meeting.	Email	Local Resident	Question / Request for Information	04/07/2014: Provided an email response to questions as well as links for more information.
77	03/03/2014	Participant submitted comments supporting the Maintain alternative.	Email	Local Resident	Comment / Suggestion	05/03/2014: Thanked the participant for submitting comments and noted that they will be included in the consultation report.
78	09/03/2014	Participant submitted a proposal for the Gardiner East.	Email	Local Resident	Comment / Suggestion	04/07/2014: Thanked the participant for submitting his proposal and clarified the scope and intent of the EA, as directed by Council.
79	08/04/2014	Participant inquired how First Nations were approached as part of the consultation process.	Email	Local Resident	Question / Request for Information	04/07/2014: Issued an email response explaining the First Nations engagement protocol throughout the EA study.
80	08/04/2014	Participant submitted a follow-up question regarding a visual of the right-of-way land that will be sold.	Email	Local Resident	Question / Request for Information	11/07/2014: Provided the participant with a link to maps presented at the public meeting.
81	12/03/2014	Participant left voicemail wishing to submit feedback as part of consultation process.	Voicemail	Local Resident	Question / Request for Information	12/03/2014: Left voicemail inviting the participant to submit comments by voicemail, email or through the online participation tool available on the project website.
82	14/05/2014	Participant requested more detailed information about the preferred option.	Email	Local Resident	Question / Request for Information	11/07/2014: Informed the participant that the project team is currently working to address the same questions; an update will be provided as soon as possible.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
83	24/05/2014	Participant submitted comments in favour of the Maintain alternative.	Email	Local Resident	Comment / Suggestion	27/05/2014: Thanked the participant for submitting comments and noted that they have been recorded.
84	29/05/2014	Participant inquired whether members of the project team would be interested in speaking at an event held by the St. Lawrence Supper Club. Participant subsequently sent an email with the same inquiry.	Voicemail	Local Interest/Community Group	Question / Request for Information	24/06/2014: Informed the participant that a member of the project team will contact her directly to make arrangement. Members of the project team subsequently made a presentation to the group.
85	30/05/2014	Participant inquired whether the project team would be interested in presenting to the St. Lawrence Supper Club.	Email	Local Resident	Question / Request for Information	24/06/2014: Informed the participant that a member of the project team will contact her directly to make arrangement. Members of the project team subsequently made a presentation to the group.
86	08/07/2014	Participant expressed concerns about the response provided to his earlier questions.	Email	Local Resident	Comment / Suggestion	10/07/2014: A member of the project team contacted the participant directly to address his concerns.



# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study



Prepared by Lura Consulting for:  
The City of Toronto and  
Waterfront Toronto

July 2015

### Summary Table of Issue-Response Tracking: Round Four Consultation Period

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
1	01/04/2015	Local resident inquired how to submit feedback by mail.	Phone Call	Local Resident	Question / Request for Information	01/04/2015: Issued a phone response providing the resident with the mailing address for the Facilitator's Office.
2	01/04/2015	Local resident expressed interest in registering for the April 15 PIC, but informed the Facilitator's Office that the link to the Eventbrite registration is not working.	Phone Call	Local Resident	Question / Request for Information	01/04/15: Issued a phone response directing the resident to the project website to access a working link to the Eventbrite registration.
3	01/04/2015	Local resident requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	02/04/2015: Issued an email response informing the resident that he has been added to the project mailing list.
4	02/04/2015	Local resident requested to make a short presentation at the Scarborough PIC.	Phone Call	Local Resident	Question / Request for Information	02/04/2015: Issued a phone response to inform the resident that it is not possible to accommodate public presentations at the meeting and advised him of other opportunities to provide feedback.
5	02/04/2015	Local resident requested to be added to the project mailing list as well as a copy of the Deputy City Manager's report to the Public Works and Infrastructure Committee.	Email	Local Resident	Comment / Suggestion	02/04/2015: Issued an email response to the resident informing her that she has been added to the project mailing list and a PDF of the report by the Deputy City Manager to the Public Works and Infrastructure Committee.
6	03/04/2015	Local resident submitted comments about the alternative options.	Email	Local Resident	Comment / Suggestion	06/04/2015: Issued an email response to the resident informing him that his comments have been recorded as part of the consultation process.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
7	03/04/2015	Local resident submitted comments outlining her concerns about congestion and impacts to traffic regardless of which alternative Council chooses.	Email	Local Resident	Comment / Suggestion	06/05/2015: Issued an email response notifying the resident that her comments have been recorded as part of the consultation process.
8	05/04/2015	Local resident requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	06/04/2015: Issued an email response informing the resident that his contact information has been added to the project mailing list.
9	06/04/2015	Local resident requested an explanation of the difference in initial cost between the Remove and Replace alternatives.	Email	Local Resident	Question / Request for Information	10/07/2015: Issued an email response with the requested information.
10	06/04/2015	Local residents submitted comments suggesting improvements to the existing expressway to benefit cyclists and pedestrians.	Email	Local Resident	Comment / Suggestion	14/04/2015: Issued an email response to the local resident providing an overview of the process.
11	08/04/2015	Local resident left voicemail expressing frustration with the incorrect link printed in local newspapers to register for the PICs.	Phone Call	Local Resident	Question / Request for Information	08/04/2015: Issued a phone response apologizing for the error and registered the resident for the April 15 Public Information Centre (PIC).
12	10/04/2015	Local resident inquired about where to access the link to the live webcast.	Email	Local Resident	Question / Request for Information	13/04/2015: Issued an email response providing the resident with a link and details of how to find the recording following the meeting.
13	13/04/2015	Local resident expressed interest in registering for the April 15 public	Phone Call	Local Resident	Question / Request for Information	13/04/2015: Issued a phone response informing the stakeholder that he has been registered for the event.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
		meeting.				
14	13/04/2015	Local resident informed the Facilitator's Office that he is unable to attend the public meeting he registered for.	Email	Local Resident	Question / Request for Information	14/04/2015: Issued an email response thanking the resident for confirming his attendance and directed him to opportunities to participate online.
15	13/04/2015	Local resident requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	14/04/2015: Issued an email response informing the resident that his contact information has been added to the project mailing list.
16	13/04/2015	Local resident inquired opportunities to participate online.	Email	Local Resident	Question / Request for Information	13/04/2015: Issued an email response outlining how to participate online as well as where to find a link to the live webcast.
17	14/04/2015	Local resident inquired about the price of tickets for the Scarborough public meeting.	Phone Call	Local Resident	Question / Request for Information	14/04/2015: Issued a phone response informing him that there is no charge for tickets.
18	14/04/2015	Local resident submitted comments that suggest replacing the Gardiner Expressway with a tunnel.	Email	Local Resident	Comment / Suggestion	21/04/2015: Issued an email response notifying the resident that his comments have been recorded as part of the consultation process.
19	14/04/2015	Local resident informed the Facilitator's Office that he is no longer able to attend the public meeting he registered for.	Email	Local Resident	Comment / Suggestion	14/04/2015: Issued an email response thanking the resident for confirming his attendance and directed him to opportunities to participate online.
20	14/04/2015	Local resident informed the Facilitator's Office that she would not be able to bring a print out of her ticket to the	Email	Local Resident	Question / Request for Information	14/04/2015: Issued an email response assuring the resident that she could register at the public meeting without a ticket.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
		public meeting.				
21	14/04/2015	Local resident requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	14/04/2015: Issued an email response informing the resident that her contact information has been added to the project mailing list.
22	14/04/2015	Citizen requested information about the locations chosen for the public meetings, specifically why one was not held in Etobicoke.	Email	Local Resident	Question / Request for Information	10/07/2015: Issued an email response outlining the importance of public consultation and the rationale used to select locations for the current public meetings. The request for meetings in Etobicoke was submitted to the project team for consideration.
23	15/04/2015	Local resident expressed interest in registering for the downtown public meeting, but did not know how.	Phone Call	Local Resident	Question / Request for Information	15/04/2015: Issued a phone response informing her that she could sign in at registration or pre-register via Eventbrite.
24	15/04/2015	Local resident suggested replacing the Gardiner with a bridge over Lake Ontario.	Email	Local Resident	Comment / Suggestion	10/07/2015: Issued an email response notifying the resident that his comments have been recorded as part of the consultation process.
25	15/04/2015	Stakeholder requested to be added to the project mailing list.	Email	Local Interest/Community Group	Comment / Suggestion	27/04/2015: Issued an email response informing the stakeholder that he has been added to the project mailing list.
26	15/04/2015	Local resident submitted comments that suggested integrating bike lanes in the Remove alternative.	Email	Local Resident	Comment / Suggestion	16/04/2015: Issued an email response notifying the resident that her comments have been recorded as part of the consultation process.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
27	15/04/2015	Local resident submitted comments in support of the Remove alternative.	Email	Local Resident	Comment / Suggestion	16/04/2015: Issued an email response notifying the resident that his comments have been recorded as part of the consultation process.
28	15/04/2015	Local resident requested two tickets to the April 15 public meeting.	Email	Local Resident	Comment / Suggestion	15/04/2015: Issued an email response notifying the resident that he had been registered for two tickets as requested.
29	15/04/2015	Local resident inquired whether there will be more public meetings as he is unable to attend either date.	Email	Local Resident	Question / Request for Information	15/04/2015: Issued an email response informing the resident he can view the webcast of the April 15th meeting and submit feedback online.
30	15/04/2015	Local resident submitted comments in support of the Remove alternative.	Email	Local Resident	Comment / Suggestion	Comments were recorded as part of the consultation process.
31	15/04/2015	Local resident requested a copy of the public meeting agenda.	Email	Local Resident	Question / Request for Information	15/04/2015: Issued an email response with the requested agenda.
32	15/04/2015	Citizen requested cost information for constructing the ramps under the Remove alternative.	Email	Local Resident	Question / Request for Information	10/07/2015: Issued an email response with the requested information.
33	16/04/2015	Local resident left a voicemail (and also sent an email) message inquiring how to submit feedback.	Phone Call	Local Resident	Question / Request for Information	16/04/2015: Issued a single email response to both the voicemail and email messages informing the stakeholder of the various options to submit feedback.
34	16/04/2015	Local resident left voicemail inquiring how to submit feedback online.	Phone Call	Local Resident	Question / Request for Information	16/04/2015: Issued a phone response and directed the stakeholder to the online discussion guide on the project website.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
35	16/04/2015	Local resident submitted comments in support of the Remove alternative and also suggested a buried (tunnel) express lane.	Email	Local Resident	Comment / Suggestion	22/04/2015: Issued an email response providing resident with an overview of the process.
36	16/04/2015	Local resident expressed interest in submitting comments in lieu of attending the public meetings.	Email	Local Resident	Comment / Suggestion	16/04/2015: Issued an email response informing the residents of the various options to submit feedback as part of the consultation process.
37	16/04/2015	Local resident submitted comments directly to the technical consultant.	Email	Local Resident	Comment / Suggestion	Technical consultant responded to inquiry.
38	17/04/2015	17/04/2015: Citizen requested information about signal time data.	Email	Local Resident	Question / Request for Information	10/07/2015: Issued an email response explaining regarding signal time data.
39	17/04/2015	Local resident enquired why a new expressway over the rail corridor is not feasible.	Email	Local Resident	Question / Request for Information	23/04/2015: Email response issued informing the resident that his suggestion was explored during earlier phases of the EA and found to be technically challenging and cost-prohibitive.
40	17/04/2015	Participant submitted concerns about the proposed Remove alternative.	Letter Mail	Local Resident	Comment / Suggestion	13/07/2015: Issued a thank you letter, notifying the participant that his comments were included in the consultation report.
41	20/04/2015	Participant left a voicemail inquiring how to clarify a technical question with a member of the project team.	Phone Call	SAC Member	Question / Request for Information	20/05/2015: Issued a voicemail response directing the stakeholder to email the question so it could be forwarded to the project team.
42	20/04/2015	Participant submitted question of clarification to pass on to the project	Email	Local Interest/Com	Question / Request	01/05/2015: Issued an email response indicating that both the Remove and Hybrid alternatives would improve access

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
		team.		munity Group	for Information	to Lake Shore Boulevard East and the surrounding properties.
43	20/04/2015	Local resident left voicemail inquiring about the address of the Scarborough public meeting.	Phone Call	Local Resident	Question / Request for Information	21/04/2015: Issued a phone response and spoke to the local resident; he responded that he was able to attend the public meeting.
44	20/04/2015	Local resident phoned to pre-register for the public meeting taking place on April 20 at Cardinal Newman High School.	Phone Call	Local Resident	Question / Request for Information	21/04/2015: Issued a phone response the next day; stakeholder confirmed he signed in before the meeting.
45	20/04/2015	Local resident requested information about the land value of the Gardiner Expressway and also submitted comments.	Email	Local Resident	Question / Request for Information	10/07/2015: Issued an email response with the requested information and informed him that his comments have been recorded as part of the consultation process.
46	21/04/2015	Local interest group requested promotion of an upcoming event (Gardiner Jane's Walk) through the project's social media account.	Email	Local Interest/Community Group	Media Inquiry	22/04/2015: Issued an email response to the organizer informing her that the Facilitator's Office will retweet her event announcements.
47	21/04/2015	Local resident submitted comments identifying precedents from other cities of tunnels or boulevards that replaced elevated expressways.	Email	Local Resident	Comment / Suggestion	21/04/2015: Issued an email response notifying the resident that his comments have been recorded as part of the consultation process.
48	21/04/2015	Local resident submitted comments outlining San Francisco's experience with the removal of the Embarcadero	Letter Mail	Local Resident	Comment / Suggestion	28/04/2015: Issued an email response informing the resident that San Francisco was profiled as a case study during earlier phases of the EA.



Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
		Freeway.				
49	21/04/2015	Local requested information about construction phasing.	Phone Call	Local Resident	Question / Request for Information	10/07/2015: Issued an email response with links to information about construction phasing as well as next steps in the study process.
50	22/04/2015	Local resident submitted comments in support of the Remove alternative.	Phone Call	Local Resident	Comment / Suggestion	22/04/2015: Issued a voicemail informing the resident that her comments have been recorded as part of the consultation process.
51	23/04/2015	Local resident submitted comments expressing support for the Maintain alternative; he did not approve of the Hybrid or Remove options.	Email	Local Resident	Comment / Suggestion	28/04/2015: Issued an email response notifying the resident that his comments have been recorded as part of the consultation process
52	23/04/2015	Local resident inquired about the timing for implementation of the preferred alternative.	Email	Local Resident	Question / Request for Information	10/07/2015: Issued an email response indicating that implementation could begin in 2019, following the necessary approvals.
53	23/04/2015	Local resident submitted feedback outlining his concerns about the Remove alternative.	Email	Local Resident	Comment / Suggestion	10/07/2015: Issued an email response outlining the scope and results to date of the EA to address the concerns in the submission.
54	24/04/2015	Local resident requested a call back from the Gardiner East Facilitator's Office.	Phone Call	Local Resident	Question / Request for Information	24/04/2015: Issued two voicemails; citizen did not return calls.
55	24/04/2015	Local resident submitted comments in favour of the Remove alternative.	Email	Local Interest/Community	Comment / Suggestion	28/04/2015: Issued an email response notifying the resident that her comments have been recorded as part of the consultation process.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
				Group		
56	25/04/2015	Local resident suggested conducting traffic counts during a scheduled closure of the Gardiner Expressway.	Email	Local Resident	Comment / Suggestion	10/07/2015: Issued an email response outlining why the scheduled closure is not a comparable proxy.
57	29/04/2015	Stakeholder submitted comments in support of the Remove alternative.	Email	Local Interest/Community Group	Comment / Suggestion	10/07/2015: Issued an email response notifying the stakeholder that his comments have been recorded as part of the consultation process.
58	01/05/2015	Owner of a Mexican quick serve chain interested in opening a location near Lower Jarvis and Queens Quay asked for more information about construction taking place at the site.	Phone Call	Local Business	Question / Request for Information	01/05/2015: Issued a phone response informing the business owner that the construction project is not related to the Gardiner East EA and directed him to contact the local Councillor or 311 to find out more information.
59	02/05/2015	SAC member submitted comments in support of the Remove alternative.	Email	Local Interest/Community Group	Comment / Suggestion	10/07/2015: Issued an email response addressing concerns outlined in the letter and thanking the group for its submission.
60	05/05/2015	Local resident submitted comments in support of the Remove alternative and requested to be added to the project mailing list.	Email	Local Resident	Comment / Suggestion	06/05/2015: Issued an email response notifying the resident that her comments have been recorded as part of the consultation process and informed her that she has been added to the project mailing list.
61	07/05/2015	Local residents submitted comments on the report from the Deputy City	Email	Local Resident	Comment / Suggestion	08/05/2015: Issued an email response to the local resident providing an updated report as well as information about

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
		Manager to the PWIC.				the upcoming PWIC on May 13.
62	11/05/2015	Local business association leader submitted a letter outlining concerns with the proposed Remove alternative.	Email	Local Interest/Community Group	Comment / Suggestion	10/07/2015: Issued an email response addressing the association's concerns.
63	12/05/2015	Local resident commented on the removal of the Gardiner	Email	Local Resident	Comment / Suggestion	13/05/2015: Issued email response to local resident providing details on consultation report.
64	13/05/2015	Information about the percentage of commuters who travel on the Gardiner Expressway was requested by a local resident.	Email	Local Resident	Comment / Suggestion	10/07/2015: Issued an email response directing the resident to the requested information on the project website.
65	19/05/2015	Local resident requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	20/05/2015: Issued an email response informing the resident that his contact information has been added to the project mailing list.
66	20/05/2015	Citizen requested a copy of a plan with precise details of the Hybrid alternative.	Phone Call	Local Resident	Question / Request for Information	20/05/2015: Issued an email response directing the resident to concept plans about the Hybrid alternative on the project website.
67	23/05/2015	Local resident requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	26/05/2015: Issued an email response informing the resident that his contact information has been added to the project mailing list.
68	24/05/2015	Local resident submitted comments in support of the Remove alternative.	Email	Local Resident	Comment / Suggestion	28/04/2015: Issued an email response notifying the resident that his comments have been recorded as part of the

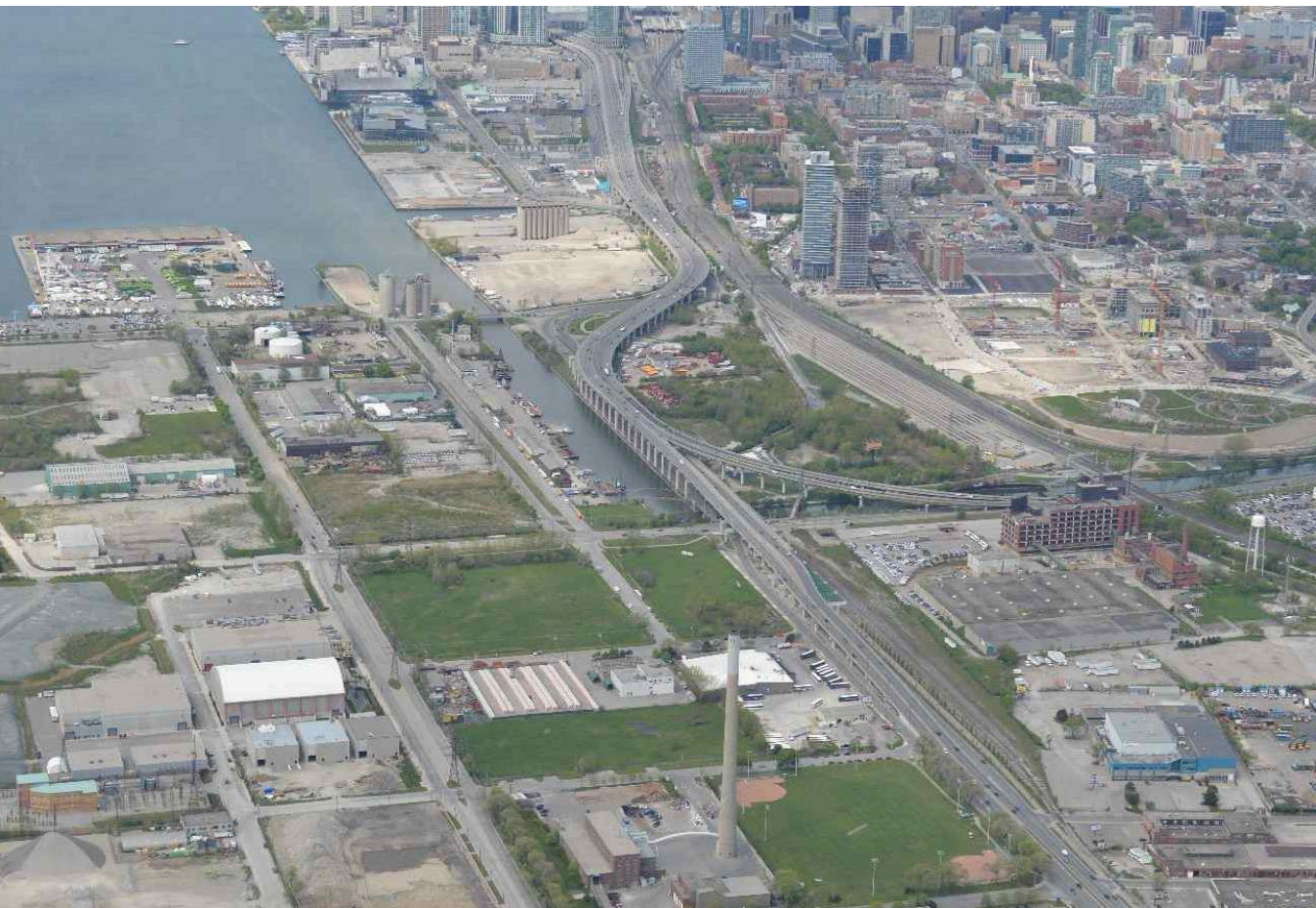
Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
						consultation process.
69	24/05/2015	Local resident submitted comments and concept plans, cc'ing Toronto City Councillors and local reporters.	Email	Local Resident	Comment / Suggestion	3/06/2015: Issued an email response notifying the resident that his comments have been recorded as part of the consultation process.
70	24/05/2015	Local resident submitted additional comments outlining advantages and disadvantages of an immersed tunnel expressway option along with technical drawings.	Email	Local Resident	Comment / Suggestion	3/06/2015: Issued an email response notifying the resident that his comments have been recorded as part of the consultation process.
71	25/05/2015	Local resident requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	26/05/2015: Issued an email response informing the resident that his contact information has been added to the project mailing list.
72	25/05/2015	Participant submitted comments outlining support for the Remove alternative.	Email	Local Resident	Comment / Suggestion	Date: Issued an email response notifying the resident that his comments have been recorded as part of the consultation process.
73	27/05/2015	Local resident submitted comments in support of maintaining the Gardiner Expressway.	Email	Local Resident	Comment / Suggestion	3/06/2015: Issued an email response notifying the resident that his comments have been recorded as part of the consultation process.
74	29/05/2015	Local resident expressed concerns about misinformation being presented about the Remove and Hybrid options.	Phone Call	Local Resident	Comment / Suggestion	20/05/2015: Issued a response by phone to inform the resident that her comments have been recorded as part of the consultation process.
75	01/06/2015	Local resident requested more detailed drawings of each alternative option and	Email	Local	Comment /	02/06/2015: Issued an email response notifying the resident that her comments have been recorded as part of the

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
		submitted comments outlining concerns about local traffic and congestion.		Resident	Suggestion	consultation process as well as direct links to the concept plans of each alternative on the project website.
76	01/06/2015	Local resident submitted comments noting that the concept plans for the Remove and Hybrid alternatives are poorly defined.	Email	Local Resident	Comment / Suggestion	03/06/2015: Issued an email response notifying the resident that his comments have been recorded as part of the consultation process.
77	01/06/2015	Local resident requested the criteria used to evaluate each alternative option.	Email	Local Resident	Question / Request for Information	03/06/2015: Issued an email response directing the resident to the evaluation criteria on the project website as well as the report prepared by the technical consultant.
78	02/06/2015	Local resident submitted comments suggesting a new expressway over the railway corridor.	Email	Local Resident	Comment / Suggestion	03/06/2015: Issued an email response informing the resident that an expressway over the railway corridor was explored during earlier phases of the EA and found to be infeasible.
79	02/06/2015	02/06/2015: Local resident submitted comments in support of the Remove alternative.	Email	Local Resident	Comment / Suggestion	02/06/2015: Issued an email response notifying the resident that his comments have been recorded as part of the consultation process.
80	03/06/2015	Local businesses representative requested permission to distribute the Gardiner East Consultation report on the business' Facebook page.	Email	Local Business	Question / Request for Information	03/06/2015: Issued an email response confirming permission to circulate the consultation report and also provided information about next steps in the project.
81	04/06/2015	Local resident and architect submitted their ideas for the Gardiner Expressway East, including a detailed design for a	Email	Local Resident	Comment / Suggestion	05/06/2015: Issued an email response notifying the resident that his comments have been recorded as part of the consultation process.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
		new option.				
82	06/06/2015	Citizen submitted additional comments outlining his idea to replace the entire Gardiner Expressway with a pre-fabricated tunnel.	Email	Local Resident	Comment / Suggestion	15/06/2015: Issued an email response informing the resident that his comments have been recorded as part of the consultation process.
83	08/06/2015	Local resident inquired about when the final decision would be made on the future of the Gardiner and when the public would be notified.	Email	Local Resident	Question / Request for Information	08/06/2015: Issued an email response outlining the next steps in the project process.
84	08/06/2015	Local resident requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	09/06/2015: Issued an email response informing the resident that her contact information has been added to the project mailing list.
85	10/06/2015	Local resident submitted comments while observing City Council debate the Remove and Hybrid alternatives.	Phone Call	Local Resident	Comment / Suggestion	10/06/2015: Issued an email response informing the resident that his comments have been recorded as part of the consultation process.
86	14/06/2015	Local resident requested information about the proposed Munition Street extension mentioned in Gardiner East EA consultation materials.	Email	Local Resident	Question / Request for Information	16/06/2015: Issued an email response outlining the requested background information (proponents, scope, and related studies).
87	03/07/2015	University of Waterloo student requested information about how to access inspection reports for the Gardiner Expressway.	Email	Academia	Question / Request for Information	10/07/2015: Issued an email response directing the student to the City of Toronto's Transportation Division.

Item	Dated Received	Summary of Inquiry	Event Type	Stakeholder Type	Reason for Contact	Response Summary
88	05/07/2015	Local resident requested to be added to project mailing list.	Email	Local Resident	Question / Request for Information	10/07/2015: Issued an email response to inform the resident that he has been added to the project mailing list.
89	24/08/2015	Stakeholder Advisory Committee member submitted comments regarding preliminary concepts of alignments for the Hybrid option.	Email	Local Interest/Community Group	Question / Request for Information	26/08/2015: Thanked the stakeholder for submitting their comments.
90	01/10/2015	Participant forward an email he originally submitted to the Public Works and Infrastructure Committee ideas for consideration as part of the Gardiner East EA.	Email	Local Resident	Comment / Suggestion	01/10/2015: Issued an email thanking the participant for his ongoing interest and participation in EA.
91	08/10/2015	A fourth year architecture student requested detailed plans of the Remove alternative.	Email	Local Resident	Question / Request for Information	15/10/2015: Issued an email response directing the student to the materials on the project website.

# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study



Prepared by Lura Consulting for:  
The City of Toronto and  
Waterfront Toronto

March 2016



### Summary Table of Issue-Response Tracking: Round Five Consultation Period

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
1	04/01/2016	Participant requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	11/01/2016: Informed the participant that he is already subscribed to the project mailing list.
2	05/01/2016	Received notification that event details for the Jan. 19 public meeting were posted to allevents.in.	Email	Business	Media Inquiry	07/01/2016: Sent a thank you email to the customer service contact.
3	05/01/2016	Local transit blogger inquired whether there will be a media briefing scheduled before the public meeting.	Email	Media	Media Inquiry	07/01/2016: Issued an email response connecting him with the Director of Communications and Marketing at Waterfront Toronto to obtain the information he needs.
4	05/01/2016	Participant inquired whether he can make a presentation at the public forum.	Email	Local Resident	Question / Request for Information	06/01/2016: Informed participant that it is not possible to accommodate presentations from the public at the public forum, but explained how he can submit his comments and feedback.
5	05/01/2016	Participant requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	05/01/2016: Issued an email informing the participant that he has been added to the project mailing list.
6	05/01/2016	Participant requested to be added to the project mailing list. Participant also sent a subsequent email noting a hyperlink error.	Email	Local Resident	Question / Request for Information	05/01/2016: Issued an email response informing the participant that she has been added to the project mailing list. Thanked the participant for bring attention to the hyperlink error in the response email.
7	05/01/2016	Participant requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	05/01/2016: Issued an email response informing the participant they have been added to the project mailing list.
8	05/01/2016	Participant requested information about	Email	Local	Question / Request	05/01/2016: Issued an email response informing the

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
		how to register other individuals for the public meeting.		Resident	for Information	participant how to register multiple individuals for the public meeting.
9	05/01/2016	Participant requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	05/01/2016: Issued an email response informing the participant that they have been added to the project mailing list.
10	05/01/2016	Participant requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	05/01/2016: Issued an email response informing the participant that they have been added to the project mailing list.
11	05/01/2016	Participant requested information about the Hybrid alternatives that will be presented at the public meeting and what their effect will be on commute times will be.	Email	Local Resident	Question / Request for Information	05/20/2016: Informed participant that this phase of the EA process requires studying different alignments of the Hybrid alternative and noted that all three alignments retain the same commute times projected for the Hybrid option.
12	06/01/2016	Participant inquired whether the Under Gardiner project will be open for discussion at the upcoming meeting.	Phone Call	Local Resident	Question / Request for Information	06/01/2016: Spoke to the participant and clarified that the Under Gardiner project is a separate initiative from the Gardiner East EA.
13	06/01/2016	Participant requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	06/01/2016: Issued an email response informing the participant that they have been added to the project mailing list.
14	06/01/2016	Participant requested to be added to the project mailing list and also noted that he is unable to attend the public meeting.	Email	Local Resident	Question / Request for Information	06/01/2016: Issued an email response informing the participant that they have been added to the project mailing list, as well as how to participate online.

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
15	06/01/2016	Participant requested to be added to the project mailing list. He also noted that he is unable to attend the public meeting.	Email	Local Resident	Question / Request for Information	06/01/2016: Issued an email response informing the participant that they have been added to the project mailing list, as well as how to participate online.
16	07/01/2016	Participant requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	07/01/2016: Informed the participant that they have been added to the project mailing list.
17	08/01/2016	Participant left a voicemail indicating that she is experiencing technical difficulties registering for the upcoming public meeting.	Phone Call	Local Resident	Question / Request for Information	08/01/2016: Spoke to participant and helped her register for two tickets.
18	09/01/2016	Participant requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	11/01/2016: Informed participant that she has been added to the project mailing list.
19	10/01/2016	Participant inquired whether he could attend and record the public meeting on Jan. 19.	Email	Academia	Question / Request for Information	11/01/2016: Informed the participant that he is welcome to attend the public meeting and that a video recording of the live webcast will also be available through the project website.
20	11/01/2016	Participant requested to be added to the project mailing list.	Phone Call	Local Resident	Question / Request for Information	12/01/2016: Contacted participant to obtain his email address and added him to the project mailing list.
21	11/01/2016	Participant requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	12/01/2016: Informed the participant that they have been added to the project mailing list.
22	11/01/2016	Participant requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	11/01/2016: Informed the participant that they have been added to the project mailing list.

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
23	11/01/2016	Participant inquired whether there will be more than one public meeting date for this phase of the project as she is unable to attend the PIC on January 19.	Phone Call	Local Resident	Question / Request for Information	11/01/2016: Left a voicemail informing the participant that there is only one scheduled meeting date for this phase of the project and noted that a video recording of the meeting will be available on the project website as well as other ways to participate online.
24	12/01/2016	Participant requested to be added to the project mailing list and inquired whether a design competition has been considered for the Gardiner East.	Email	Local Resident	Question / Request for Information	13/01/2016: Informed participant that he has been added to the project mailing list and directed him to information about the 2010 international design competition on the project website.
25	13/01/2016	Participant inquired about the format of the public meeting (e.g., length of presentation, Q + A, etc.).	Email	Local Resident	Question / Request for Information	18/01/2016: Emailed participant a brief overview of the meeting format.
26	14/01/2016	Participant inquired about the PIC agenda, speakers and overall format.	Phone Call	Local Resident	Question / Request for Information	14/15/2016: Provided participant with an overview of the PIC agenda, speakers and meeting format.
27	15/01/2016	Participant shared his frustrations about the project process (e.g., council decisions, website, and registration) and inquired whether technical drawings of the Hybrid options will be available for public viewing at the public meeting.	Phone Call	Local Resident	Question / Request for Information	18/01/2016: Responded by voicemail and email to clarify the EA process and informed the participant of the level of detail that will be provided at the public meeting.
28	15/01/2016	Participant requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	18/01/2016: Informed participant that she has been added to the project mailing list.
29	15/01/2016	Participant requested to be added to the	Email	Local	Question / Request	18/01/2016: Informed participant that he has been added to

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
		project mailing list.		Resident	for Information	the project mailing list.
30	16/01/2016	Participant shared a stakeholder map he created for a class and offered to bring copies to the public meeting.	Email	Local Resident	Comment / Suggestion	18/01/2016: Informed the participant that he is welcome to submit the stakeholder map with any feedback he has about the project and offered to clarify any process related questions at the public meeting.
31	17/01/2016	Participant inquired about the potential to conduct academic research on the site under the Gardiner Expressway which will be transformed into a public park.	Email	Academia	Question / Request for Information	18/01/2016: Informed the participant that the Under Gardiner project is a separate initiative from the Gardiner East EA and provided her with contact information to connect with the appropriate project staff.
32	17/01/2016	Participant requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	17/01/2016: Unable to register the participant because of the lack of information provided.
33	18/01/2016	Participant inquired whether a recording of the public meeting will be available for viewing at a later date.	Email	Local Resident	Question / Request for Information	19/01/2016: Informed the participant that the meeting will be webcast live and recorded to enable participation throughout the consultation period.
34	19/01/2016	Participant requested information regarding the public meeting location, the expressway design and whether the Hybrid is an environmental option.	Email	Local Resident	Question / Request for Information	20/01/2015: Informed the participant of the meeting location and provided the requested information regarding the expressway design and purpose of an environmental assessment.
35	19/01/2016	Participant requested to be added to the project mailing list.	Email	Local Resident	Question / Request for Information	20/01/2016: Informed participant that he has been added to the project mailing list.
36	19/01/2016	Participant left a voicemail requesting more information about stormwater	Phone Call	Academia	Question / Request	20/01/2019: Clarified that this phase of the EA focuses on the evaluation results of the Hybrid options and conceptual

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
		management options for the Gardiner East EA and Under Gardiner project.			for Information	public realm plans and that the Under Gardiner project is a separate initiative.
37	19/01/2016	Participant requested clarification about which options are on the table for the Gardiner East.	Phone Call	Local Resident	Question / Request for Information	20/01/2016: Participant indicated that he obtained answers to his questions at the public meeting.
38	19/01/2016	Participant requested to be added to the project mailing.	Phone Call	Local Resident	Question / Request for Information	19/01/2016: Informed the participant that he has been added to the project mailing list via email.
39	19/01/2016	Participant inquired about format and purpose of public forum.	Phone Call	Local Resident	Question / Request for Information	19/01/2016: Provided participant an overview of the public forum purpose and format.
40	19/01/2016	Participant called to inform the Facilitator's office that he will no longer be attending the public meeting.	Phone Call	Local Resident	Comment / Suggestion	19/01/2016: No voicemail option available when call returned.
41	19/01/2016	Participant left voicemail indicating that he will be attending the public meeting.	Phone Call	Local Resident	Question / Request for Information	19/01/2016: No voicemail option available when call returned.
42	20/01/2016	Councillor's office inquired about the deadline for public feedback and where it is posted on the project website.	Email	Municipal Staff Members	Question / Request for Information	20/01/2016: Informed the Councillor's office that the deadline is January 29, and noted that the project website has been updated to reflect the deadline date.
43	20/01/2016	In a follow-up email, the participant inquired whether the Hybrid option promotes environmental conservation.	Email	Local Resident	Question / Request for Information	21/01/2016: Outlined the goals and lenses used in the EA and directed the participant to the evaluation results for the hybrid options.
44	20/01/2016	Participant requested information about future road access to the First Gulf site,	Email	Local	Question / Request	05/20/2016: Clarified that a road connection to the First Gulf site has been shown in other presentations, but is not

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
		noting that it was not included in the public meeting presentation.		Resident	for Information	part of the scope of the Gardiner East EA.
45	21/01/2016	Participant requested clarification about information on a panel displayed at the public meeting.	Email	Local Resident	Question / Request for Information	05/20/2016: Explained the intent of the information presented on the display board and noted it will be clarified on any future consultation materials.
46	23/01/2016	Participant provided feedback regarding the Hybrid options and conceptual public realm plans noting that they do not sufficiently improve pedestrian access to the waterfront.	Email	Local Resident	Comment / Suggestion	25/01/2016: Informed participant that his feedback and comments have been recorded and will be included in the consultation report for this phase of the study.
47	25/01/2016	Participant expressed concerns about making a decision about the Gardiner East EA in the absence of a master plan for the City.	Email	Local Resident	Question / Request for Information	26/01/2016: Issued an email response outlining the planning plans, policies and documents that inform the Gardiner East EA.
48	26/01/2016	Participant submitted feedback regarding the evaluation results of the Hybrid options.	Email	Local Resident	Comment / Suggestion	27/01/2016: Thanked participant and informed him that his feedback will be included in the consultation report for this phase of the study.
49	26/01/2016	Participant submitted feedback regarding the evaluation results of the Hybrid options.	Email	Local Resident	Comment / Suggestion	27/01/2016: Thanked participant and informed her that her feedback will be included in the consultation report for this phase of the study.
50	26/01/2016	Participant submitted feedback regarding the evaluation results of the Hybrid options.	Email	Local Resident	Comment / Suggestion	27/01/2016: Thanked participant and informed him that his feedback will be included in the consultation report for this phase of the study.

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
51	26/01/2016	Participant submitted feedback regarding the evaluation results of the Hybrid options.	Email	Local Resident	Comment / Suggestion	27/01/2016: Thanked participant and informed him that his feedback will be included in the consultation report for this phase of the study.
52	29/01/2016	Stakeholder Advisory Committee member submitted comments as part of this round of consultation.	Email	Local Interest/Community Group	Comment / Suggestion	01/02/2016: Thanked the stakeholder for submitting their comments and for their continued support and ongoing dedication to the project.
53	29/01/2016	Stakeholder Advisory Committee member submitted comments as part of this round of consultation.	Email	Local Interest/Community Group	Comment / Suggestion	01/02/2016: Thanked the stakeholder for submitting their comments and for their continued support and ongoing dedication to the project.
54	30/01/2016	Participant submitted feedback regarding the evaluation results of the alternative Hybrid options.	Email	Local Resident	Comment / Suggestion	01/02/2016: Thanked participant for his feedback and informed him that his comments will be included in the consultation report.
55	01/02/2016	Participants submitted comments suggesting the use of stone as a building material in the construction of Hybrid alternative.	Email	Local Resident	Comment / Suggestion	01/02/2016: Issued an email response thanking the participant for his feedback.
56	04/02/2016	Participant submitted feedback suggesting a Hybrid option for the Gardiner Expressway that connects to the DVP over the existing rail bridge.	Email	Local Resident	Comment / Suggestion	04/02/2016: Issued an email response informing the participant that this suggested alignment was found to be infeasible due to a number of design constraints as outlined in the January 19 public meeting presentation; sent the participant the presentation link.



Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
57	06/02/2016	Participant submitted additional comments about elevating the connection between the DVP and Gardiner Expressway above the existing rail corridor, citing several regional examples.	Email	Local Resident	Comment / Suggestion	16/02/2016: Issued an email response thanking the participant for his comments and informed him that they have been recorded.
58	11/02/2016	Participant submitted feedback outlining support to rebuild the eastern section of the Gardiner Expressway, and to reduce the impacts of construction.	Comment Card	Local Resident	Comment / Suggestion	16/02/2016: Issued an email response thanking the participant for his comments and informed him that they have been recorded.
59	25/02/2016	Participant notified the Facilitator's Office about a technical issue about accessing the recording of Public Forum #5 from mobile devices.	Email	Local Resident	Comment / Suggestion	27/01/2016: Thanked the participant for notifying the Facilitator's Office and conveyed that technical support staff had since addressed the issue.
60	02/03/2016	Teacher at a local high school inquired whether members of the project team would be available to visit her classroom or accompany students on a walking tour to discuss the Gardiner East EA.	Email	Academia	Question / Request for Information	10/03/2016: Issued an email response confirming interest from the project team to visit her classroom.
61	09/03/2016	Participant forwarded an email which he previously sent to Toronto City Council of a pre-fabricated immersed tunnel option for the Gardiner East EA.	Email	Local Resident	Comment / Suggestion	10/03/2016: Issued an email response thanking the participant for his ongoing interest in the project and informed him that his comments have been recorded.

# Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study



Prepared by Lura Consulting for:  
The City of Toronto and  
Waterfront Toronto

January 2017

### Summary Table of Issue-Response Tracking: Voluntary Review Consultation Period

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
1	22/07/2016	Participant submitted a question regarding the value of consultations during the voluntary review of the Draft EA Report.	Email	Local Resident	Question / Request for Information	27/01/17: Issued an email response outlining the importance of consultation activities during the voluntary review, and how stakeholder and public input was used in the EA process.
2	22/07/2016	Participant submitted feedback advising the removal of the Gardiner Expressway support columns in the Don River, which trap debris floating downstream.	Email	Local Resident	Comment/Suggestion	25/07/2016: Issued an email response informing the participant that their comments have been received and will be considered by the project team along with other feedback received during the voluntary review.
3	22/07/2016	Participant submitted comments on the Draft EA Report.	Email	Local Resident	Comment/Suggestion	25/07/2016: Issued an email response informing the participant that their comments have been received and will be considered by the project team along with other feedback received during the voluntary review.
4	22/07/2016	Participant submitted comments on the Draft EA Report.	Email	Local Resident	Comment/Suggestion	25/07/2016: Issued an email response informing the participant that their comments have been received and will be considered by the project team along with other feedback received during the voluntary review.
5	23/07/2016	Participant submitted comments on the Draft EA Report.	Email	Local Resident	Comment/Suggestion	25/07/2016: Issued an email response informing the participant that their comments have been received and will be considered by the project team along with other feedback received during the voluntary review.
6	26/07/2016	Participant submitted comments regarding the EA process and Council's	Email	Local Resident	Comment/Suggestion	29/08/2016: Issued an email response informing the participant that their comments have been received and will be considered by the project team along with other

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
		decision.				feedback received during the voluntary review.
7	27/07/2016	Local newspaper reporter inquired whether the Draft EA Report contains any new information.	Voicemail	Media	Question / Request for Information	27/07/2016: Connected the reporter to a member of the consulting team from Dillon Consulting.
8	30/08/2016	Local business inquired whether public-private partnerships have been considered to implement the approved hybrid.	Email	Local Business	Question / Request for Information	27/01/17: Issued an email response outlining options presented to Toronto City Council to fund and implement the preferred alternative, and where to find more information.
9	01/09/2016	A partner at PFS Studio requested that the firm's name be added to the list of consultants who contributed ideas as part of the Design Competition in 2013 on the project website.	Email	Other	Question/ Request for information	06/09/2016: Issued an email response informing the partner that the Design Ideas page has been updated to include the studio, as well as other firms, that were part of each team of consultants.
10	03/09/2016	Participant submitted comments on the Draft EA Report.	Email	Local Resident	Comment/Suggestion	06/09/2016: Issued an email response informing the participant that their comments have been received and will be considered by the project team along with other feedback received during the voluntary review.
11	06/09/2016	Local stakeholder group submitted comments on the Draft EA Report.	Email	Local Interest Group	Comment/Suggestion	06/09/2016: Issued an email response informing the stakeholder that their comments have been received and will be considered by the project team along with other feedback received during the voluntary review. Issued a follow-up email in January 2017 to address specific comments raised in the stakeholder's email.

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
12	06/09/2016	Local stakeholder group submitted comments on the Draft EA Report.	Email	Local Interest Group	Comment/Suggestion	06/09/2016: Issued an email response informing the stakeholder that their comments have been received and will be considered by the project team along with other feedback received during the voluntary review.
13	06/09/2016	Local stakeholder group submitted comments on the Draft EA Report.	Email	Local Interest Group	Comment/Suggestion	07/09/2016: Issued an email response informing the stakeholder that their comments have been received and will be considered by the project team along with other feedback received during the voluntary review. Issued a follow-up email in January 2017 to address specific comments raised in the stakeholder's email.
14	06/09/2016	Local stakeholder group submitted comments on the Draft EA Report.	Email	Local Interest Group	Comment/Suggestion	07/09/2016: Issued an email response informing the stakeholder that their comments have been received and will be considered by the project team along with other feedback received during the voluntary review. Issued a follow-up email in January 2017 to address specific comments raised in the stakeholder's email.
15	06/09/2016	Local stakeholder group submitted comments on the Draft EA Report.	Email	Local Interest Group	Comment/Suggestion	07/09/2016: Issued an email response informing the stakeholder that their comments have been received and will be considered by the project team along with other feedback received during the voluntary review.
16	7/11/2016	Local stakeholder group submitted comments on the Draft EA Report.	Email	Local Interest Group	Comment/Suggestion	8/11/2016: Issued an email response informing the stakeholder that their comments have been received and will be considered by the project team along with other feedback received during the voluntary review.

Item	Dated Received	Summary of Inquiry	Event Type	Participant Type	Reason for Contact	Response Summary
17	25/11/16	Local resident inquired about a contest and employment opportunity related to The Bentway (Project Under Gardiner).	Voicemail	Local Resident	Question / Request for Information	25/11/2016: Explained that the Gardiner East EA and The Bentway are separate projects, and provided resident with contact information for The Bentway project.

**APPENDIX G –  
VOLUNTARY REVIEW SUMMARY REPORT**



**Gardiner Expressway & Lake Shore Boulevard East Reconfiguration  
Environmental Assessment & Integrated Urban Design Study**

**Voluntary Review of the Draft EA Report – Summary of Participant Feedback**



**Prepared by Lura Consulting for:  
The City of Toronto and Waterfront Toronto  
January 2017**



This summary was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment & Integrated Urban Design Study. If you have any questions or comments regarding this report, please contact:

**Liz Nield**

Facilitator's Office

505 Consumers Road, Suite 1005

Toronto, Ontario M2J 4Z2

Project Hotline: 416-479-0662

[info@gardinereast.ca](mailto:info@gardinereast.ca)

[www.gardinereast.ca](http://www.gardinereast.ca)



## Table of Contents

1. Introduction .....	1
2. Voluntary Review Consultation Process .....	1
3. Summary of Participant Feedback .....	2
What We Heard .....	2
Comment Log and Project Team Responses.....	4
4. Next Steps .....	11

Gardiner EA & Integrated Urban Design Study  
Voluntary Review of the Draft EA Report – Summary of Participant Feedback

## 1. Introduction

Waterfront Toronto and the City of Toronto are jointly carrying out the Gardiner Expressway / Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately west of Jarvis Street to approximately Leslie Street. Four alternative solutions were considered as part of the EA: Maintain, Improve, Replace or Remove.

Following direction from the Public Works and Infrastructure Committee of Toronto City Council, an additional Hybrid option that combined the Maintain and Replace alternatives was prepared. The Hybrid option was endorsed by Toronto City Council as the preferred alternative for the Gardiner Expressway East on June 11, 2015. In March 2016, Council endorsed Hybrid 3 as the preferred alternative design in the EA study.

The Gardiner East EA project team has prepared a comprehensive Draft EA Report. The Draft EA Report summarizes the Gardiner East EA study process since it was initiated in 2009 to the present and outlines the findings and results of the study. The EA co-proponents intend to submit the EA report, once finalized, to the Ontario Ministry of the Environment and Climate Change (MOECC) for approval in the near future.

A 45-day voluntary review of the Draft EA Report was held between July 21, 2016 and September 6, 2016 to provide stakeholders and members of the public with an opportunity to review and comment on the Draft EA Report before its submission to the MOECC.

This report provides an overview of the Voluntary Review process, and summarizes the stakeholder and public input received during the review period. Section 2 outlines the mechanisms used to engage stakeholders and members of the public, followed by a summary of the feedback received in Section 3. The report concludes with a brief description of the next steps in the project in Section 4.

## 2. Voluntary Review Consultation Process

Stakeholders and the public were invited to review the Draft EA Report during the 45-day voluntary review period, between July 21, 2016 and September 6, 2016, and provide comments to the project team via the Facilitator's Office. Stakeholders and the public were notified of the opportunity to provide feedback through e-blasts and social media channels established earlier in the EA study process. Members of the project's Stakeholder Advisory Committee and subscribers to the project website's mailing list received direct notification of the opportunity to comment.

Gardiner EA & Integrated Urban Design Study  
Voluntary Review of the Draft EA Report – Summary of Participant Feedback

An electronic copy of the Draft EA Report was made available on the [project website](#). A hard copy of the full Draft EA Report was also available for viewing at [Toronto City Hall Library](#) (100 Queen Street West, main floor), [Waterfront Toronto](#) (20 Bay Street, Suite 1310), and the [Facilitator’s Office](#) (505 Consumers Road, Suite 1005).

Stakeholders and the public were provided with three options to submit comments:

- 1) An online feedback form;
- 2) Email to [info@gardinereast.ca](mailto:info@gardinereast.ca); or
- 3) Mail to the Facilitator’s Office.

Forty-five individuals and stakeholders submitted feedback as part of the Voluntary Review of the Draft EA Report. Stakeholder organizations that provided comments included the West Don Lands Committee, First Gulf, Lafarge Canada Inc., Castlepoint Numa, and the Ontario Society of Professional Engineers. The table below summarizes the number of comments received by each submission method.

Submission Method	# of Submissions
Online Submission Form	29
Email	15
Mail/Hard Copy Submission Form	0
Voicemail	1
<b>Total</b>	<b>45</b>

### 3. Summary of Participant Feedback

The purpose of the Voluntary Review was to provide stakeholders and the public with the opportunity to review and comment on the Draft EA Report before its submission to the MOECC. The summary below provides a high-level synopsis of key recurring comments, concerns and/or advice submitted by stakeholders and the public.

#### What We Heard

Overall, the Draft EA Report was well received by stakeholders and the public. Several comments indicated that the report was well written, thorough in its analysis and professionally presented. Specific comments on the report, as well as concerns raised by stakeholders and the public about the EA process and outcomes are organized according to the themes below.

#### *Importance of Public Realm Improvements*

A strong and recurring theme that emerged in the feedback from stakeholders and individual members of the public is the need to ensure that public realm improvements proposed to revitalize and improve connections to the waterfront are completed in tandem with the implementation of the preferred

Gardiner EA & Integrated Urban Design Study  
Voluntary Review of the Draft EA Report – Summary of Participant Feedback

alternative. Many participants in the Voluntary Review highlighted this project as an important opportunity to improve the public realm, revitalize the eastern waterfront and support the development of new neighbourhoods (e.g., Keating Channel Precinct, East Harbour, and the Port Lands).

***Remove Alternative***

Several comments received from members of the public reiterated support for the Remove alternative, noting that it had been previously recommended by staff based on technical merit as detailed in the EA Report, and fulfilled more of the study goals and objectives corresponding to the four evaluation lenses. These participants expressed disappointment with Toronto City Council’s decision to approve Hybrid 3 as the preferred alternative, and raised concerns about decision-making in the EA process.

***Preferred Alternative (Hybrid 3)***

Feedback from several stakeholders and members of the public indicated support for Council’s decision on Hybrid 3 as the preferred alternative, noting that it maintains traffic capacity, separates high-speed vehicular traffic from pedestrians, and frees more land for redevelopment. Feedback from a few stakeholders who supported the Remove alternative throughout the EA process also acknowledged that the preferred alternative provides the most opportunity of the three Hybrid design alternatives to improve the public realm and revitalize the waterfront in the study area.

***Balancing Transportation Modes***

Several comments from members of the public expressed concern that too much emphasis was placed on maintaining road capacity for cars and short-term strategies to address congestion (i.e., undue emphasis on the Transportation and Infrastructure study lens). They highlighted the need for planners and decision-makers to adopt long-term and innovative solutions that recognize the need to balance and invest in different modes of transportation (i.e., public transit, walking, cycling, and autonomous vehicles), keep pace with changing technology (e.g., driverless vehicles), and support city building and the creation of dynamic public spaces.

***Public Consultation***

Several stakeholders and members of the public indicated in their feedback that they have participated in the EA process since the outset of the project and are generally pleased with the consultation process and ongoing opportunities to provide input. A few comments received from members of the public expressed concerns about the Voluntary Review process, suggesting that it was designed to discourage public comment and that the online methods used to obtain feedback were outdated and disengaging.

***Project Cost and Use of Public Funds***

Several submissions from stakeholders and the public raised concern about the cost of completing the EA and implementing the preferred alternative. While a few participants felt that the cost to implement Hybrid 3 is justified and will be offset by the long-term benefits of a revitalized and attractive waterfront (i.e., higher property taxes, tourism, etc.), many members of the public felt that it is an inappropriate use of public funds. They would prefer that funds allocated for the EA and for the future implementation

Gardiner EA & Integrated Urban Design Study  
Voluntary Review of the Draft EA Report – Summary of Participant Feedback

of Hybrid 3 be spent to accelerate improvements to local and regional public transit infrastructure and services in the City, or other priority issues (e.g., affordable housing).

A few comments suggested road tolls or public-private partnerships as options to finance the construction of Hybrid 3.

***Role of the Gardiner East in the GTA Transportation Network***

Stakeholders and the public brought forward a range of concerns and observations regarding the relationship between the Gardiner Expressway East and the existing transportation network in the Greater Toronto Area. One participant noted that the Gardiner Expressway East provides little benefit to residents living in Scarborough, and is used primarily by residents travelling south on the Don Valley Parkway (DVP) from York Region, and conveyed support for the Remove alternative. Another suggested that the Gardiner Expressway East should be extended to the east to complete the “missing link” in Toronto’s transportation network. Two others noted that many residents in the Beach and Leslieville neighbourhoods use the Gardiner Expressway East to travel to destinations in Peel Region, highlighting the importance of this segment of the expressway to these neighbourhoods.

***Need for More Information about Construction Phasing and Impacts***

A few stakeholders and public respondents requested more detailed information about the Construction Staging Report included as Appendix D to the Draft EA Report. Stakeholders are particularly interested in ensuring construction staging to implement Hybrid 3 provides sufficient capacity and redundancy in the road network to avoid congestion and mitigate impacts to businesses operating in the Port Lands. Members of the public raised the need for more information about timelines and strategies to mitigate congestion, noise and air pollution impacts associated with construction activities.

**Comment Log and Project Team Responses**

The specific issues and concerns raised by participants during the Voluntary Review are listed in the table below along with the corresponding response from the Gardiner East EA project team.

Comment	Response
<b>Importance of Public Realm Improvements</b>	
Ensure that land “unlocked” along the waterfront by the preferred alternative is revitalized for public use. There is a concern that pressure from developers motivated the initiation of the Gardiner East EA.	The Gardiner East EA was initiated in 2009 by the City of Toronto and Waterfront Toronto to examine options to reconfigure the elevated expressway east of Jarvis Street. The EA builds on nearly a decade of City and/or Waterfront Toronto-led studies to address current problems and opportunities in the study area. Key problems, identified by the co-proponents, include a deteriorated Gardiner Expressway that needs major repairs and a disconnected waterfront, while key opportunities comprise revitalizing the

Gardiner EA & Integrated Urban Design Study  
 Voluntary Review of the Draft EA Report – Summary of Participant Feedback

Comment	Response
	waterfront through city building, and creating new public space. It is important to note that reconfiguring the Gardiner Expressway and Lake Shore Boulevard may also result in unlocking privately owned land in the study area.
Ensure public realm improvements to the study area are completed in coordination with the implementation of the preferred alternative to showcase the public benefits of this option.	The project co-proponents are committed to improving the public realm in the study area. A key next step for this project, as directed by Toronto City Council, is the completion of a Public Realm Phasing and Implementation Strategy. The Strategy will identify the scope, phasing, funding options, project partners as well as opportunities for stakeholder involvement to implement the proposed public realm improvements for the Gardiner East corridor. The intent is to synchronize public realm and intersection improvements with the implementation of the Gardiner East reconfiguration to the extent possible.
Develop a plan to improve the design and public realm where Jarvis and Cherry Streets intersect under the Gardiner Expressway. This should include a phasing and costing plan, as well as plan to engage stakeholders.	
Ensure the same level of public realm improvements are proposed for the corridor east and west of Cherry Street.	A key next step for this project, as directed by Toronto City Council, is the completion of a Public Realm Phasing and Implementation Strategy. The Strategy will identify the scope, phasing, funding options and project partners. City staff are currently working to identify which elements of the proposed public realm improvements may be delivered within the scope of the Gardiner Strategic Plan, versus those public realm elements which will be coordinated through established planning tools and processes, as well as through other waterfront and city-building initiatives.
Preferred Alternative (Hybrid 3)	
Concern that the preferred Hybrid 3 alternative approved by Toronto City Council is not substantiated by evidence brought forward during the EA process. The EA project team should encourage Council to reconsider the Remove alternative.	<p>The Gardiner East EA was completed in accordance with Ontario’s <i>Environmental Assessment Act</i>, specifically the Individual EA process identified in Part II of the Act.</p> <p>Results of the technical analysis and stakeholder and public consultations completed during each phase of the study process were reported to the City of Toronto’s Public Works and Infrastructure Committee (PWIC) and Toronto City Council for further direction or approval.</p> <p>Four alternative solutions were originally developed and evaluated as part of the EA: Maintain, Improve, Replace and Remove. The</p>

Gardiner EA & Integrated Urban Design Study  
 Voluntary Review of the Draft EA Report – Summary of Participant Feedback

Comment	Response
	<p>evaluation of alternatives was based on an extensive set of evaluation criteria organized according to the four study lenses. The initial evaluation of alternative solutions identified the Remove alternative as the preferred alternative based on technical merit.</p> <p>After careful consideration, PWIC directed the project team to prepare an additional Hybrid option that combined the Maintain and Replace alternatives, and to optimize the Remove alternative. A similar evaluation process was used to evaluate the Hybrid alternative against the optimized Remove alternative. Both the Hybrid and optimized Remove alternative solutions were found to be technically viable, but result in different advantages and disadvantages in terms of City priorities.</p> <p>Following considerable discussion regarding the trade-offs and stakeholder and public input, the Hybrid option was endorsed by Toronto City Council as the preferred alternative for the Gardiner Expressway East in June, 2015. Alternative designs for the Hybrid option were subsequently developed and evaluated. Toronto City Council endorsed Hybrid 3 as the preferred alternative in March 2016.</p> <p>The Draft EA Report, once finalized, will be submitted to the MOECC for an approval decision in the near future, and there will be a further opportunity for public comment at that time.</p>
Balancing Transportation Modes	
<p>Consider the need to think about long-term and innovative solutions to balance transportation modes and address congestion in the City’s downtown core (e.g., encourage active transportation, discourage driving downtown, invest in public transit infrastructure, utilize light rail to transport goods, leverage the potential of driverless vehicles).</p>	<p>Numerous rapid transit and regional transit projects have been identified by the TTC, GO Transit and Metrolinx as part of their respective long-term service plans. While many of these projects may not specifically traverse the study area, they will influence travel patterns at a regional level and may encourage an increase in transit ridership for trips bound to and from the downtown area. Assumptions regarding future transit use and the need to enhance cycling and pedestrian facilities in the study area were key considerations for the project team during the EA</p>



Gardiner EA & Integrated Urban Design Study  
 Voluntary Review of the Draft EA Report – Summary of Participant Feedback

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	and evaluation of alternatives.
Concern that the EA report does not include a bold vision to enhance cycling infrastructure within the study area.	The City’s Ten Year Cycling Network Plan was developed through a separate planning process between 2014 and 2016, and identifies approximately 525 km of new infrastructure to enhance the City’s existing network of cycling routes. Conceptual versions of the plan were referenced during the Gardiner East EA and informed recommendations for cycling infrastructure in the study area. The preferred alternative (and all three Hybrid design alternatives) includes a separated multi-use path for cyclists that would be unobstructed by the Gardiner Expressway.
Public Consultation	
Concern that the Voluntary Review public consultation process and online feedback mechanism was designed to discourage public comment.	The Voluntary Review process was designed to be inclusive and facilitate participation utilizing complementary communication and promotional methods, as well as multiple options to submit feedback. Communication channels established earlier in the EA study process were utilized to notify stakeholders and the public of the opportunity to provide feedback on the Draft EA Report. An electronic copy of the Draft EA Report was made available on the project website, while hard copies were also available for viewing at three different locations across the City. Stakeholders and the public were also given three options by which to submit feedback (i.e., online feedback form, email or letter mail) during the 45-day review period.
Concern that public input to the Voluntary Review will not be considered as part of the EA process.	The issues and concerns raised by stakeholders and the public during the Voluntary Review process have been carefully considered and are understood by the project team. This summary report highlights the main issues raised and the project team’s responses to those concerns. The Draft EA Report will be revised to address comments received during the Voluntary Review period, and subsequently submitted to the MOECC for approval.
Continue stakeholder and public consultations into the detailed design and construction stages of the project.	As is customary on EA projects, stakeholder outreach and engagement will be undertaken during the detailed design, construction plan development and construction activities.

Gardiner EA & Integrated Urban Design Study  
 Voluntary Review of the Draft EA Report – Summary of Participant Feedback

Comment	Response
<b>Project Cost and Use of Public Funds</b>	
Consider implementing tolls on the Gardiner Expressway as a means to address the additional costs associated with the preferred alternative.	The City is assessing its overall approach to both revenue and expenditure within the context of updating its long-term financial direction. City staff <a href="#">reported</a> on the City of Toronto’s Immediate and Longer-Term Revenue Strategy Direction to Executive Committee on December 1, 2016. The report recommended endorsing changes and requesting the Province to move ahead with legislative and/or regulatory reforms to enable tolling of roads under the jurisdictional ownership of the City (such as the Gardiner Expressway and Don Valley Parkway). The recommendation was endorsed by City Council on December 13, 2016.
Concern that public funds should be spent on enhancing the regional and local public transit network in the City of Toronto instead of an EA to determine the future of the Gardiner East, or constructing the preferred alternative.	While there is a clear need to invest in public transit, a decision on the Gardiner East EA is required on an urgent basis. The elevated expressway was constructed between 1955 and 1966. The deck and concrete barriers are in poor condition and considered to be at the end of their service life. A phased approach was planned for the replacement of the deck and parapet (concrete barrier) walls from Jarvis Street to the Don Roadway for the period 2013 to 2018. However, recognizing that work to implement a preferred EA option would not likely commence until 2020, Council authorized a series of interim repairs to make the structure safe and extend its service life to 2020.
Clarify the rationale for using a 100-year lifecycle cost analysis for each alternative. Given that the EA is exploring options to reconfigure a 50-year old expressway perhaps a 50-year lifecycle analysis would have been more appropriate.	The timeframe specified for the lifecycle cost analysis was based on assumptions that the new Gardiner Expressway infrastructure will have a life span of 100 years. It is anticipated that the current structure will be replaced with more durable reinforcing materials inert to chlorides such as stainless steel and/or Glass Fibre Reinforced Polymer (GFRP) in conjunction with high performance concrete, waterproofing membranes and asphalt protection layers. The life-cycle cost estimates were prepared using comprehensive procedures suitable for a complex, urban infrastructure project. The methodology was also peer reviewed by Delcan and adjusted based on detailed comments.
Consider funding the construction of the preferred alternative through a public-private partnership	At its meeting on September 30 and October 1-2, 2015, City Council approved the inclusion of the

Gardiner EA & Integrated Urban Design Study  
 Voluntary Review of the Draft EA Report – Summary of Participant Feedback

Comment	Response
(P3).	<p>preferred alternative from the Gardiner East EA into the scope of work for the overall rehabilitation of the Gardiner Expressway. At the same time, City Council also authorised staff to study a number of design and construction procurement options, including public-private partnerships such as the Province of Ontario's Alternative Finance and Procurement (AFP) model.</p> <p>Since then a number of developments have taken place (e.g., higher project costs, lack of federal funding confirmation and lack of provincial funding, and other projects affecting the construction of the eastern portion of the Gardiner Expressway). At the December 1, 2016 Executive Committee meeting staff recommended a new approach that would enable the City to proceed as quickly as possible with the urgent rehabilitation needs. This new approach is based on segregating work on the Gardiner Expressway east and west of Cherry Street, and will phase rehabilitation according to the priority of needed repairs. The new approach was endorsed by Council on December 13, 2016. The full staff report is available <a href="#">here</a>.</p>
Role of the Gardiner East in the GTA Transportation Network	
Consider extending the Gardiner Expressway east to complete the “missing link”.	The purpose of the Gardiner East EA established during the Terms of Reference (ToR) stage of the study is to determine the future of the eastern segment of the elevated expressway and Lake Shore Boulevard from approximately Jarvis Street to approximately Leslie Street. Extending the Gardiner Expressway is beyond the scope of the current study.
Need for More Information about Construction Phasing and Impacts	
Concern that reconfiguring and reconstructing the Gardiner East will impact local traffic, increasing congestion in the downtown core and adjacent neighbourhoods.	A key next step for this project is developing a detailed design and construction staging plan for the preferred Hybrid 3 alternative. The concerns raised by stakeholders and the public, and the need to coordinate construction plans with the implementation of other approved planning initiatives in the study area have been heard and are understood by the project team. The team will ensure that these concerns are addressed in the detailed construction staging plan that will be developed in the next phase of the project.
Develop strategies to help mitigate the impacts of constructing the preferred alternative (i.e., enhance public transit service within the corridor, improve bike paths, offer free transit passes to residents in the Beach and Leslieville neighbourhoods, recommend telecommuting, etc.).	

Gardiner EA & Integrated Urban Design Study  
 Voluntary Review of the Draft EA Report – Summary of Participant Feedback

Comment	Response
Update Appendix D – Construction Staging Report to ensure consistency between images and text, and provide more detail regarding the construction timelines and cost projections for each Hybrid alternative.	
Ensure the construction staging for the reconfiguration of the Gardiner East provides sufficient capacity and redundancy in the road network to avoid congestion and mitigate impacts to businesses operating in the Port Lands.	
Consider designing an appropriate intersection for Cherry Street south of the Keating Channel where it is planned to intersect with the proposed with the EB/WB detour.	
Develop a noise and nuisance mitigation strategy to minimize the impact of construction and operation of the reconfigured expressway on the West Don Lands and North Keating precincts.	
Other	
The four study lenses used to guide the EA process should have been weighted or prioritized at the outset of the project.	For the purposes of this evaluation, a relative weighting was not applied to the criteria groups, criteria or measures considered. The decision to not weight the criteria reflects the need to balance priorities among the study goals as presented in the EA ToR. The public was asked to provide input on the relative importance of the criteria groups at the October 2013 public meeting; however, there was no consistent feedback on the relative importance of the criteria groups.
More consideration should be given to the potential environmental issues and impacts of reconfiguring the Gardiner East.	The evaluation used a broad definition of environment, as stipulated in the <i>Ontario Environmental Assessment Act</i> , which includes natural, social, economic and cultural components. Each alternative solution and alternative design was assessed against criteria corresponding to the four study lenses, one of which was the Environment. The Draft EA Report includes an impact assessment that describes the potential effects on the environment from the proposed undertaking as well as the measures that would be implemented to reduce or possibly avoid those effects.
Maintain the light industrial land uses in the Port Lands (i.e., film studios).	The Gardiner East EA does not recommend changes to the land use designations in the Port Lands.
Concern that the structural columns of the	The northern alignment of the preferred

Gardiner EA & Integrated Urban Design Study  
Voluntary Review of the Draft EA Report – Summary of Participant Feedback

Comment	Response
Gardiner East that sit in the Don River act as barriers to debris floating downstream.	alternative (Hybrid 3) will change the Gardiner-DVP ramp connections over the Don River, allowing for the mouth of the Don River to be opened up and pulled away from the Keating Channel. This will benefit planned efforts to re-naturalize the Don River Mouth. Hybrid 3 also presents a design that has the least potential to impact sediment management operations with minor changes to the flood mitigation works.
Update the text in Section 9.1.1 of the report dealing with the detailed design considerations associated with the Don Roadway, to highlight the importance of a reconfigured Don Roadway to the East Harbour project.	The importance of a reconfigured Don Roadway to the East Harbour project are noted in Section 9.1.1 and will be discussed during the detailed design and construction plan phases of the study.
Ensure the EA is informed by the most up to date policy documents pertaining to the study area (i.e., zoning bylaws, secondary plans, precinct plans, etc.).	The information and analysis contained in the Draft EA Report reflects the most up to date policies and land-use decisions that were publicly available during the EA study process. An Errors and Omissions section will be added to the Draft EA Report to provide further clarification on the information used during the EA and any associated limitations. The current policy framework will be used to inform the Gardiner East project as it moves into detailed design.
Ensure the boundary areas for the Keating Channel Precinct are depicted consistently throughout the EA Report.	Maps depicting the Keating Channel Precinct boundaries were developed based on the policies in effect and information available at the time, and were included in the Draft EA report to depict various planning scenarios.
Reconsider the road width assumptions (especially on Lake Shore Boulevard) and speed regulation outlined in the EA Report given the beneficial speed calming effects of narrower lanes and that modern vehicles include more collision avoidance features.	The road width assumptions and posted speed limits described in the Draft EA Report were designed to accommodate expected volumes to meet provincial safety standards.

#### 4. Next Steps

The Draft EA Report will be revised as needed to address comments received during the Voluntary Review period. The final Draft EA Report will then be submitted to the Ministry of the Environment and Climate Change (MOECC) for approval. A second, mandatory public and government review of the Final EA document will then be coordinated through the MOECC. The Final EA Report is anticipated to be submitted to the MOECC in early 2017 and will be made available through the [project website](#).