



**Reconfiguration of Connecting Ramps between  
South Kingsway and The Queensway  
Class Environmental Assessment Study  
Open House & Public Meeting #2  
June 6, 2007  
Swansea Community Recreation Centre, 15 Waller Avenue  
6:30 p.m. - 9:30 p.m.**

**ATTENDANCE:**

One hundred and five residents signed the optional sign-in sheets.

***City of Toronto***

Councillor Bill Saundercook  
Penelope Palmer, Transportation Services  
John Kelly, Transportation Services  
John Niedra, Transportation Services  
Peter De Groot, Transportation Services  
Lorna Day, City Planning  
Greg Rich, City Planning  
Tom Dodds, Technical Services  
David Nagler, Public Consultation Unit

**Consulting Team**

***URS***

Kevin Phillips  
Mark Nykoluk

***1.0 Welcoming Remarks and Overview***

David Nagler opened up the meeting at 7:35 p.m.

Bill Saundercook welcomed community members in attendance. He commented that a lot has happened since the first meeting regarding this issue in 2005. He introduced Sylvia Watson, former city councillor, who was in attendance.

## 2.0 Presentation

**Penelope Palmer**, project manager delivered a brief presentation on the overview and highlights of the study. The meeting display panels are available for review on the project website:

[http://www.toronto.ca/involved/projects/south\\_kingsway-queensway/index.htm](http://www.toronto.ca/involved/projects/south_kingsway-queensway/index.htm)

### **Facilitated Question and Answer Period**

<b>Feedback</b>
<p><b>1. Jacques Charbin:</b> I've been a resident for five years and was a former transportation designer. The communication received from city staff has been outstanding.</p> <p>Many people like the 'do nothing' option because it facilitates drivers. I am a proponent of the modified link option. However, I propose that if you go ahead with the link- don't close the 2 loops. That way you can leave the two loops untouched for a year and monitor how the link performs in terms of delays and accidents.</p>
<p><b>2. Peter Jarvis:</b> I have serious concerns about the link as it will cause dangerous left turns, road rage, and congestion. It is costly and unnecessary. Closing it will cause people to try to turn left. At another presentation three years ago, they told us 25, 000 cars/day went through that area. With the left-turns it will be a sure scenario for a t-bone accident. South Kingsway is often backed up. It will be even more backed up with the left turn and will force traffic onto other streets. You can't put a stop light in as cars will back up onto Gardiner. The Queensway is only two lanes so a merge lane could be built, however, this will cause backups as well. The TTC rail lines are 15 metres above The Queensway which means it will be a steep cross. My friends in the construction industry say that with the bike lanes, construction will be more than one million dollars. With snow things will be made even worse. If the purpose is to accommodate cyclists and pedestrians put in a push button. So, the westbound ramp is working just fine. I hope that the councillor will be responsive to the community's thoughts. Sign the petition at the back of the room to keep the ramps.</p>
<p><b>3. Community member:</b> At a previous public meeting, the motivation was said to be to urbanize the intersection, I wish I could see a good reason for doing this. I can't find one. I'm told there may be some benefits for pedestrians and cyclists. Please tell me where these benefits are to occur.</p> <p><b>Penelope Palmer:</b> With the link road, four of the six weave conditions will be eliminated for cyclists. We will work with pedestrian and cyclist infrastructure groups to address the remaining weave conditions. The link road would lessen the hostile conditions for pedestrians and cyclists.</p>

**Peter De Groot:** There are two significant routes, the Martin Goodman trail and Humber trail, that will have improved access with the link. There is a desire for people in the neighbourhood to access the facilities. Humber trail only has sidewalk access.

**4. Community member:** There has been no money to put a sidewalk in to the new Sobeys on the south side.

Access points are currently there. People who want to access there are few and far between. People are not going to go across the Queensway. It does nothing to improve the sidewalk. It would be better to improve what is already there.

**Penelope Palmer:** An additional study by the Toronto waterfront Secretariat for the western beaches will evaluate improvements to water quality and connections for pedestrians and cyclists from the rail corridor to the beaches. If we have pedestrian connections to the area, when they get the proposals, if one of the options is to build a pedestrian option at this location it could be a seamless transition.

**5. Community member:** This is being called the second open house. Was the first meeting also publicized? Where were notices published?

**Penelope Palmer:** A flyer drop occurred in the study area from Bloor to Lake Shore, and from High Park to the Humber River. It was also advertised in the Bloor West Villager newspaper.

**6. Community member:** I use this area to go to work and to go downtown, and have not witnessed a single accident in the South Kingsway/The Queensway area. So the accidents must be few or so minor. The north intersection above the bridge will cause increased accidents. Turning south on traffic that's coming south with no lights there will make it worse.

In terms of cyclists, the link does not improve cyclist access to the Humber. Any cyclists who use The Queensway use the north side to connect up to the Humber river system or to connect down to the Lakeshore. You're going to have to build a bridge for pedestrians. You don't need a link road.

**7. John:** This does not work at all. I have ridden my bike on every street in this area. This will cause congestion and traffic jams on the Kingsway and the Queensway. Put the money into something else. Many solutions that could use a million dollars rather than this proposal.

**8. Community member:** I've lived in this area for 30 years. The study says that the link road has no effect on the natural environment. What about the effect on people? The results of the link, or modified link, will increase the backlog of traffic so much that our cars will be idling more than three minutes and it will be increasing the bad quality of air, so pedestrians and cyclists will want to avoid this area. I beg the City to please listen to us.

**9. Community member:** What is the cost I heard? One million dollars?

**Penelope Palmer:** The exact amount is \$960, 000.

**10. John Otter:** I'm a civil engineer. I'm less negative about this than most people. I agree with Peter Jarvis that the double left, from south bound on South Kingsway to get on to the eastbound Queensway is not going to work well. The other turn from the westbound Queensway trying to get onto the Gardiner will be a disaster. I don't believe the estimate of the price.

Accommodation of the TTC is good idea. The current access is bad. Relocating the TTC stop is a really good idea. The only issue I have is that it's really 'grotty' under there and I would like to see some improvement there.

The left turn collectors with the link. I think you have two lefts that are too short. It's drawn too short. The left turn collector from the east looks like it is only three car lengths long. It's not long enough.

**11. Donald Connor:** I moved here a year ago. I get along by bike and transit and I find it good except for this intersection here. It is the most dangerous intersection in the entire city. I think the link will improve this situation. Remember this area is going through a transition from being an industrial area to a residential area. With the new townhouses being built a lot of people want to cross the street and use the new transit stop that will be there. The modified link is a reasonable compromise,

**12. Jeff Edge:** I'm a cyclist, pedestrian and driver. I have never had one problem getting down there. There are bike paths. You have everything you need with sidewalk connections to the Humber. If anything, I see more problems with the link as it will lead to more traffic. It is much quicker the way it is right now. As far as riding on Queensway, I always go on the sidewalks as I'm scared for my life.

**13. Community member:** I pay taxes in two properties in Swansea. How many people involved in the planning live in this study area?

**Penelope Palmer:** No one involved in planning lives in this study area. If staff live in a study area it could create a perceived conflict of interest.

**14. Community member:** I appreciate your explanation, however, as no project staff live in the area, you can not truly appreciate what the nuances are of what will occur. The study area doesn't go much past Southport. One of the problems with pedestrians/biking has been that it isn't great right now. You do have a good route, but you need to better light it and clean it up. From what I've heard tonight from the other speakers that makes more sense than a link road.

South Kingsway is already a disaster, any sort of stop specifically a left hand turn will produce more congestion and smog. What hasn't been mentioned is that in most of the plans alternatives are taking down 3 or 4 ramps-what is planned for that land?

**Penelope Palmer:** We have no plans for the lower west quadrant. It is quite small, and is not perfect for any kind of development. No significant development lands are

in those areas. We can't dictate that this must be used for a purpose, and the City does have a formal process for how it can be used.

**15. Community member:** I guess it depends how you interpret "significant" development. As townhouses on the Queensway are fitting into 'insignificant' parcels of land. I don't see a purpose for a waterfront plan if its view will be blocked by condos. I fear what will go in the few remaining areas that aren't currently blocked by the lake.

**16. Community member:** What are the developers' first and second choices?  
What kind of timeline is there?

**Penelope Palmer:** Construction would go forward only if we get approval.

**Tom Dodds:** Any potential changes to the interchange would be scheduled in the 2008 capital works program.

**17. Community member:** This is creating a problem. The so-called improvements will create more pollution and congestion. Money could help the homeless and clean up the city.

**18. Veronica Wayman:** I have never had a problem and have never seen any accidents in this area. With the link and the already existing Sobeys, it's going to be 'congestion plus'. This whole project is a developer's dream and I can see that would be wonderful. I ask the to be assured that insignificant piece of land is not to be designated for sale for that townhouse developer. I can see it creating more problems than solutions.

**19. Community member:** The only proposal of this plan that the community will accept is the relocation of TTC ramps from out underneath the pigeon droppings. Two gentle ramps could also be built down to the TTC.

**20. Community member:** I have thirty years of practicing municipal law. The city spends too much time to make the roads urbanized. They don't seem to care if all the cars are going through neighbourhoods. I fail to understand what you're doing. This will make South Kingsway a freeway with speeds of 60-80 kilometres. Cars are not able to make left hand turns across the 'freeway' onto the link road so how are cars going to get to where they want to go? They're going to be diverted to Windermere, Southport and Ormskirk and those streets can't handle that. I don't see how people will be able to make a left hand turn and it is not calming cars coming off the Gardiner. It will make it more dangerous for pedestrians and cyclists in interior streets. Cars can't get in and out of Sobeys and that's an example of city's poor planning where cars can't get in and out.

**Kevin Phillips:** URS has completed comprehensive data collection of traffic in the area. Counted all the cars at intersections, ramps, different directions, going on and off Gardiner. Captured observations of all vehicles during morning and afternoon

peak periods. We used a standard traffic analysis package to assess projected traffic volumes in the future, to 2016, including other future developments and changes associated with the preferred design for the interchange. We found that eastbound lefts going along The Queensway to go north along South Kingsway do accumulate in a queue at the new signal. However, the queue can be dissipated every signal cycle.

Also, the southbound left turn from South Kingsway to go down and then go east along Queensway will not be impeded significantly.

**21. Community member:** What would the cost be of the 'do nothing' option? Why wasn't that brought forward?

**Kevin Phillips:** The approximate cost of repaving would be approximately \$500,000-700,000. We can confirm this information for you after the meeting.

**22. Michael Atwood:** The last little while we've been getting into technical tangents. I don't think it's about cost. What it is, is that I don't understand what we're doing here. When talking about the Queensway resurfacing in May 2006 that was the first time this idea was proposed. I thought we managed to get the message across. This is a solution in search of a problem. I am a driver, I also cycle to work and I've never had a problem- it's wonderful. My only problem is crossing the Lakeshore as a pedestrian and that's why we have traffic lights. I've heard myself and several cyclists say we don't have a problem. What are we trading off? I keep wondering what is driving this? Why can we not make this go away?

**23. Mr. Young:** I've lived on this street and seen it change over the years. [To the consultants] How much are they paying you? Are you willing to put our money on the line if you mess up? Are you going to give back our money if you made a mistake? And you councillor, are you going to back us? No one has been there at 8am in the morning to see what it's like.

**Mark Nykoluk:** I've been there midweek in the morning. One of the things we've been asked not to do is to rely on anecdotal evidence. So we've been looking at the data that's been collected. We have people go collect information and we listen to the public.

**Mr. Young :** Did you see the traffic back up?

**Mark Nykoluk** responded that I've seen it up approximately by the gas station.

**Mr. Young:** I's another 500 metres back.

**24. Community member:** This is not an industrial section anymore; it's a neighbourhood now. I would like for our neighbours around us to be able to get out of the development and get out on local routes. I think most of what comes out of this is the volume of traffic getting on and off of the Queensway. Underestimations have

been made for roads going into the future.

**25. Community member:** Attraction for this area is that it is pedestrian friendly. I have to agree with an earlier speaker- it's a solution looking for a problem. I honestly feel it currently works quite well. We've all lived here and it has been fantastic.

**26. Community member:** With the safety concerns, I've lived here for many years and haven't seen that many accidents at this intersection. If it was a concern why didn't you put up the accident statistics? For example, how many lives would be saved by doing this?

**27. Eric Brown:** The link road is a 'Level C' intersection. What is the existing intersection? How would you rate that? I have yet to have problems.

**Kevin Phillips:** The intersections aren't evaluated as a whole system. What we'll do is look at different geometrical elements, for example, the weave operations. The eastbound weave is at a level of service E.

**28. Community member:** The residents' point of view is very important. The bike path was going to be under water until the ratepayers' association brought it to the City's attention. It will create utter chaos. Half of Etobicoke funnels down South Kingsway and the other half are probably from the Stelco property.

What did it cost to have an outside consultant involved in this? The City could have simply gone to the ratepayers association for input.

**Penelope Palmer:** \$80, 000 was the cost for consultant involvement.

**Councillor Saundercook:** It was \$80 000 very well spent on consultants for the study.

This is the second official meeting for the E.A. Other meetings hosted were called by myself. This came to tendered proposal in early 2005, it has been circulated at least three times. I wanted all of you to be involved. You are the faithful to come out and voice concerns. My commitment is that I want to be your spokesperson. I want to be representative of all the opinions.

We have to look down the road to ten to fifteen years from now. South Kingsway and Morningside are not going to get any better in terms of traffic.

I'm going to vote against the proposal to represent you, but I'm not 100% behind this.

I have some other thoughts on this. I like the idea of more study. We need to look at a better connection to the waterfront. Tomorrow's Western Waterfront meeting is looking at what we want to do on the waterfront. My office has some booklets available on that.

Consultants were hired to look at the broad area to help the community.

If you look ten years down the road-the future is on transit. So as your rep on TTC, I

just talked to people from all around the United States at a conference and they see the future as having to get out of cars. We can keep our ramps on South Kingsway and delay the ramps, but sooner or later we're going to have to get out of our cars. We have to concentrate on the Queensway. It's going to happen, and the TTC is going to come up with a transit connection from Roncesvalles to the CNE. So then we can get on a streetcar and get down to Union station. If you're a single person in one vehicle, then you're part of the problem. When I look at the big picture, the city is still doing a lot of things right. We have some opportunity here. Maybe the opportunity will revisit us again. With the modified link road there is the opportunity to monitor that even more. It could bring more enhancements there.

Regarding the land mentioned earlier and possibility of it being developed- that's the area where all the power comes from Niagara falls and at the north side is where the water pump is. The southwest spot is a tiny spot of land.

**29.** What are the heritage features in the area that needed further study?

**Penelope Palmer:** The banks of the Humber are a very significant heritage site. We were asked to do a stage two archaeological study so that areas wouldn't impact any historical sites. We found that while there is heritage significance, nothing planned will have an impact with the area we'll be working with.

**30. Community Member:** The plan makes no sense. Staff and consultants don't know what they are doing.

**Councillor Saundercook:** This type of criticism of staff and consultants is unfair. Suggestions that they do not have an expert opinion as many of you do (as you drive it day-in and day-out) are not accurate.

How many people can be in a transit vehicle versus a car? We have to move people more efficiently around this city. This is one of the nicest wards with four subway stations. However, I'll be committed to your position.

If you were a cyclist, pedestrian or driver how would you vote from each position?

**31. Community member:** What is the difference for the cost between the link and modified link? Link road or mod link?

**Penelope Palmer:** Modified link would be \$930, 000. Link road would be \$960, 000.

**32. Community member:** I heard the Councillor say he will vote against the Link Road. Can you explain your position? How did this process get put in place ahead of the community? Who asked for the E.A.?

**Penelope Palmer:** When there was the intent to reconstruct the ramps, the city had to look at the advantages/disadvantages of doing that. This started at a staff level, once the study is completed at a staff level to get approved it moves to a political level.

**Community member:** It was clear it was not a proposal the community endorsed. What was the purpose of the first three meetings?

**Penelope Palmer:** When doing reconstruction of roadways, public consultations occur. The first two meetings were not part of a formal Environmental Assessment process. Under the EA process, meetings are needed to show 1) alternatives solutions and 2) alternative design concepts.

**Community member:** People said they wanted more information, not for this to get pushed through.

**33. Community member:** I live in the newer townhouses and I can agree that the loops are great for getting out of the community, but for trying to get anywhere within the community it's quite dangerous. Pedestrians and cyclists use the north side, as the south side is dangerous.

The loop going from the South Kingsway to East Queensway, I know now it is a scary loop. You'll have people living in the community trying to make a right-hand turn, now they will have to worry about slamming onto their brakes while getting into the development. I think lights would help people get west. Also, keep in mind with the condos and townhouses that thousands more people will want to go north and west.

**34. Community member:** With the northeast ramp removed the sidewalk that is there right now - is that sidewalk being rerouted south and then along the Queensway or will the sidewalk remain?

**Kevin Phillips:** It would be retained.

**35. Community member:** I want to make sure that the impression isn't that this is a battle between cyclists, pedestrians and motorists. The issue of public transit is a different issue. I don't want it to seem anti-public transit. I don't see the link road solving any of the problems.

**36. Community member:** There are nine apartment buildings on Ormskirk and for 25 years I've had no problems. I now cannot exit from Ormskirk to the South Kingsway because of south and north traffic. Myself and everyone else in those condos are increasing traffic on Windermere as we go onto there to the Lake Shore which is just as bad as the Gardiner to get downtown.

I'm concerned this area will be all like Queens Quay. Very concerned especially with one condo at Bloor and Windermere which I'm told will be built.

I've been on lots of committees and know that in addition to voting 'no' that the Councillor will have the ability to persuade other counsellors to vote no or yes by greasing hands.

**Bill Saundercook:** I don't grease any hands for votes. There is no development

proposal on the site you talked about tonight. I'll do my best to convince the voting body to vote no.

**Peter Jarvis:** There are sheets at the back to vote no and sign onto a petition.

**Mr. Young:** I want to see a show of hands to vote “yes” or “no” to the link road.  
- When he asked for attendees to vote ‘for’ or ‘against’ the link, a majority of the audience members raised their hands “against”.

**37. Community member:** The Councillor indicated that development of land was “not very likely”. What does that mean?

**Councillor Saundercook:** The use of that property should be kept as green open space. It means what it means- not very likely, because of transmission of power underground, Toronto hydro would want the City to stay away.

### ***Closing Remarks and Next Steps***

Comment sheets were distributed and community members were encouraged to complete them at the meeting or mail them in by June 27, 2007. David Nagler asked the audience to please sign-in so we can notify you of project updates and opportunities to make deputations to committee.

The meeting was adjourned at 9:45 p.m.