

**Proposed New Street from Queens Quay to Harbour Street,
between York Street and Bay Street
Part of the York-Bay-Yonge Interchange Reconfiguration EA**

**Public Meeting and Open House
Monday, April 4, 2011**

**Questions and Answers
DRAFT**

At the Open House, members of the public had the opportunity to speak regarding the Proposed New Street. The questions and comments that were made are noted here in *italics*. The responses, where requested, were made by City Project Manager Stephen Schijns (Infrastructure Planning, Transportation Services Division) unless otherwise noted. The comments are written in the order in which they were made. Comments and responses have been edited for continuity and clarity.

Comment: *The York Quay Neighbourhood Association is against the proposed new street and has prepared a short slide show to illustrate why we are against it. [slides are included in Appendix]*

- 1. May be widening York Street, which would already reduce size of the park*
- 2. Park is a connecting point between the waterfront and financial district*
- 3. Could be a gathering place at the end of the PATH system from Union Station*
- 4. We do not want bus parking*
- 5. Block is no larger than other blocks in the area*

Q: *Is there anyone from Oxford Properties who can explain their plans for 85 Harbour Street?*

A: (Sarah Henstock, City Planning Division) There is no application yet from Oxford, but there have been preliminary talks. There is zoning in place for commercial (office) development. They are prepared to access the building using Queens Quay and Harbour Street. If there is a new road, they would consider the new road at that time.

Comment: *This new road is a mistake. This is currently zoned as a park, and should remain a park. We do not need street parking because there is no street parking anywhere else. Why not envision pavers as a soft interface with park to host cafes etc. It would also let vehicles to drive slowly through to service the businesses. Transportation should have better ideas than a road.*

Comment: *There is another option: an underground garage in the space, still keeping the park and no road. This would reduce traffic and could potentially be a pedestrian square. It would only be short-term parking.*

Q: *The costs for such a small parcel of land are significant. Costs, such as financial cost, lost opportunity cost to spend the money elsewhere, and it would add traffic. Your proposal will create congestion, safety hazards and will create backups onto the Gardiner. You did not speak about any of this in the presentation and I think you need to.*

A: Your comments are about the reconfiguration of the York/Bay/Yonge off-ramp. These issues have been studied extensively, presented to the community and to City Council and the reconfiguration plan was endorsed by Council in August 2010. Tonight's consultation is about the proposed street between Queens Quay and Harbour Street.

Q: *This project was based on the idea of closing York Street to vehicular traffic south of Harbour Street. Since that idea is no longer being suggested, why are we continuing with this?*

A: Some of these ideas have been around a very long time and situations change, but we are still looking at the reconfiguration of the ramps, and the new street, for reasons that have been stated: to improve the pedestrian realm, improve park space, etc.

Q: *Why have you not consider alternatives to a street – such as a pedestrian walkway, fence or other park delineations. Why didn't you think about other options?*

A: Those are all good suggestions, but the process is such that we need to make a decision about whether or not a street will be there before we can look at detailed design of the park. All of those things would be considered at the detailed design stage. The Environmental Assessment process has been going through transportation department to evaluate whether or not to have this road as an option. After this process, the planning, urban design and parks departments will consider those options once it is decided to have a road or not.

Q: *Where did the idea for this new street come from? What about the congestion and traffic from the 85 Harbour developments – that intersection is bizarre. New streets bring more cars. We would like to remove traffic from our community.*

A: Oxford is not considering the new road in their plans. Their site access will be via the existing entry off Queens Quay (at 20 Bay Street) as well as via a new right-in, right-out entry on Harbour Street. The loop ramp removal is not scheduled by the City right now, so Oxford is proceeding with their development planning assuming that there is no street and both ramps will remain.

(Councillor McConnell) The street was originally contemplated in the Queens Quay Environmental Assessment. It was not possible to fully consider it at the time, because the feasibility of the street is predicated on the removal of the York loop ramp. The new street was not consulted on appropriately before, which is why we are here now. Transportation Services has presented about what they've discovered and residents can express their opinions tonight.

Q: *How long would it take to build and what are the impacts on the neighbourhood, especially if it's occurring at the same time as the 85 Harbour Street development. Why no temporary parking off Harbour Street for 15 minutes parking?*

A: The timing of the new street construction, if approved, is an unknown at this point. It will have to be coordinated along with traffic management plans. Every development has its own parking provisions, which will determine their own temporary parking. If parking on the street is not available it can go into the garage.

Q: *Where will the buses park? Right now they park illegally in front of the Harbourfront Centre. Perhaps you should make Simcoe Street 2-way.*

A: The Queens Quay Bus Management Strategy, looking at all the potential solutions for the bus parking issue, is being led by Waterfront Toronto.

Q: *Why would the city support a private development? Why encourage more cars on roads, and not on public transportation, especially since Union Station is so busy.*

A: The City provides public services to people who live, use, and move through our City by our transportation systems. This is not an issue of support for "private" development.

Q: *Access to the lake should be dealt with first before the park issue is approached. We need easy, safe access from Union Station to the Waterfront. When that is dealt with, the park issue will be figured out. We should leave this alone until we figure out this connection.*

A: We understand that Oxford intends to extend the PATH system from Union Station through the Air Canada Centre and through their new 85 Harbour development as far south as Queens Quay. To improve pedestrian conditions down to the waterfront, a key element is to improve the east side of York Street. This is laid out in the York Street Pedestrian Promenade Plan. All of this is the reason for undertaking this project.

Q: *Why remove green space to replace with a roadway when the roadway is not necessary?*

A: The purpose of this project is to improve the pedestrian realm and the park space. We are removing the loop ramp, which currently occupies about ¼ of the existing park space. This creates green space. The question is how to best to use all of the new space. We have said that there is nothing that makes a street 'necessary.' We do not advocate one way or the other; we are simply presenting all of the pros and cons and will report these back to Council.

Q: *Will the new street replace the elevated ramp that ends at Bay Street?*

A: The recommendation to shorten that elevated York-Bay-Yonge ramp (to drop down to Harbour Street at Lower Simcoe Street) has already been endorsed by Council, and has no bearing on the new street. The new street would provide another option for motorists to access or exit Queens Quay, other than Bay or York.

Comment: *Parking on Queens Quay is already busy enough, now there is another new large development. You should have thought of all of these new developments beforehand. This needs to be returned to the table and figured out.*

Comment: *Through all of the meetings on the Queens Quay redevelopment, roadways and exit ramps, and now with this new road, homeowners have never had the opportunity vote. By show of hands, how many people prefer option #1? (Almost all raise hands).*

Q: *Where is the traffic count – what is the traffic number that this new development is adding?*

A: The traffic study is explained on one of the panels. It shows the numbers with and without the new street. But to be clear, this would be a very minor road with low traffic volumes.

Q: *You show all kinds of numbers and figures about flow of traffic, and yet you do not spend any time presenting a proper design for York Street or for pedestrians.*

A: The purpose of this project is to improve the pedestrian realm. As a roads Environmental Assessment, we must consider all options for the street network.

Q: *If the ramp is not removed, will there be no entrance to 85 Harbour?*

A: No, the 85 Harbour (Oxford) development will need to be designed to have access from Harbour Street and Queens Quay.

Q: *Why would anyone put a road diagonally across a park? This will be very confusing and dangerous.*

A: The road would be located adjacent to the park between the park and the development parcel. The diagonal line shown on the plans is the existing footpath.

Q: *What happens after this meeting? Can we drop this idea?*

A: We will be reporting back to Public Works and Infrastructure Committee on our work, and this consultation. That is what we have been asked to do. The Committee will direct staff as to future directions on this matter.

Q: *Will this issue reappear? This neighbourhood pays a lot of taxes, and we don't want this road. There is an apparent lack of coordination of City Hall, City Planning, Transportation, and Waterfront Toronto.*

A: All the parties you mention have been working together on the subject of the proposed new street. We will be reporting back to the Committee of Council, and it will make the decision. Whatever decision is made will be incorporated in the Environmental Study Report and submitted to the Ministry of the Environment for public review and final approval.

PLEASE
WE DO NOT NEED A NEW ROAD
THROUGH THIS PARKETTE

APRIL 4 2011

YQNA
Braz Menezes

VIEW OF DOWN-RAMP



WHERE THE CITY MEETS THE WATER



A PLACE TO ARRIVE AT THE LAKE



A PLACE TO TAKE PHOTOS



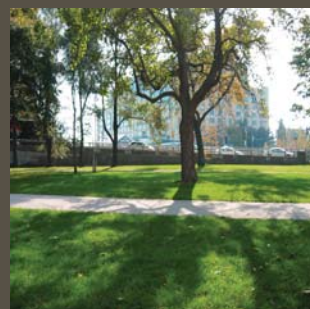
TO ENJOY AROUND THE EDGES



AND TAKE BACK MEMORIES



A PLACE TO LINGER



- TO REGROUP FAMILY / FRIENDS on RETURN by THE WATERFRONT ENTRANCE TO UNION STATION VIA A PATH EXTENSION

NO! TO 2 LANES +PARKING



YES! TO RECYCLED SPACES
TOUR BUS PAID S/T PARKING



**NO ROAD
THANK YOU**