

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

November 2013

Round Two Consultation Report

Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and
Integrated Urban Design Study - Round Two Consultation Report

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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

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The EA is examining four alternatives:

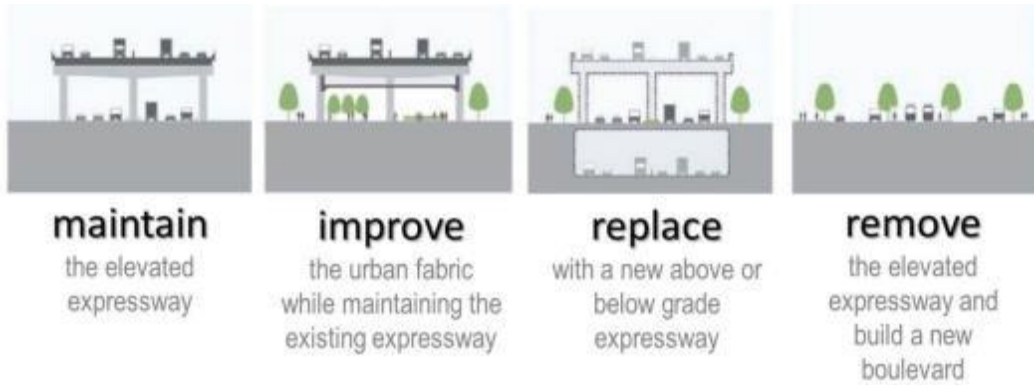


Figure 2: Conceptual Renderings of the Alternatives

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.

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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 1st and October 31st, 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) 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.

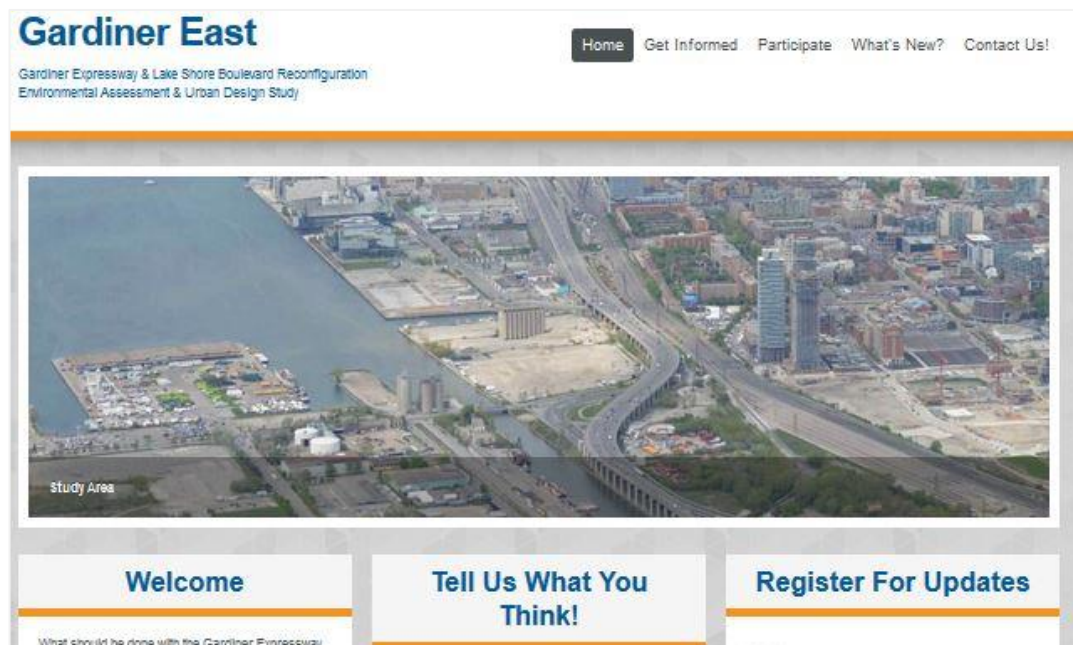


Figure 4: Screen shot of project website

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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 15th, 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.

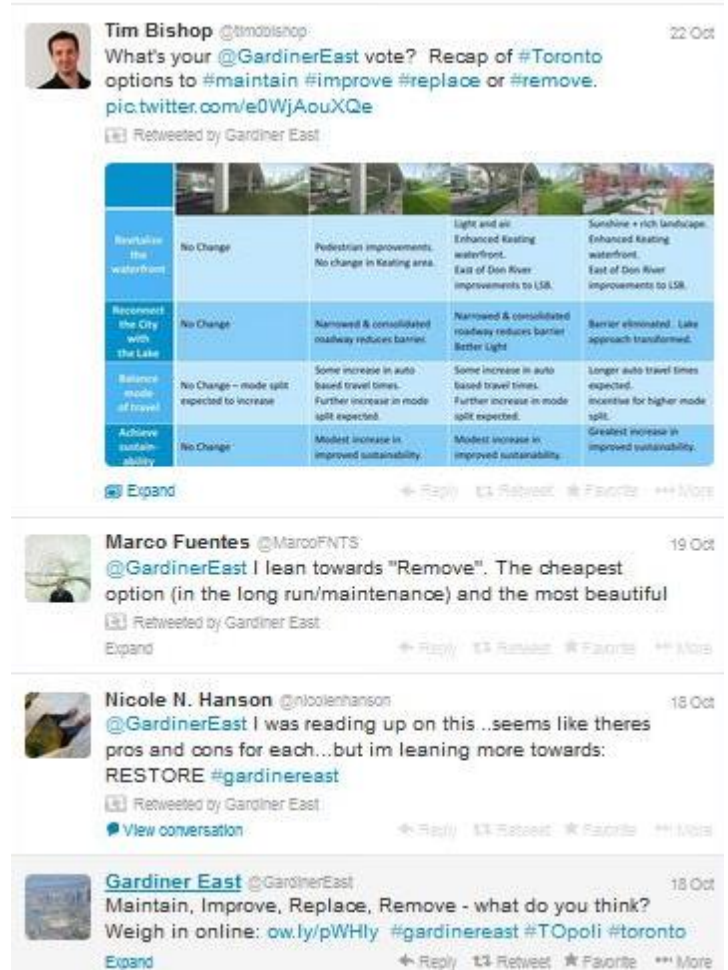


Figure 5: Screen shot of @gardinereast Twitter feed

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Media Advertising

As per mandatory provisions for public notice concerning EAs, a formal notice was published in the Toronto Star on October 1st, 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

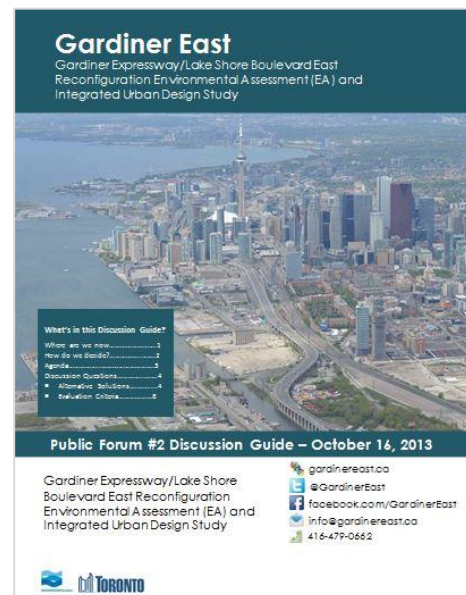


Figure 6: Screen shot of Discussion Guide

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.

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 1st and October 29th 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 16th, 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 – 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 st Meeting	20 (attended)
October 29 th 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)

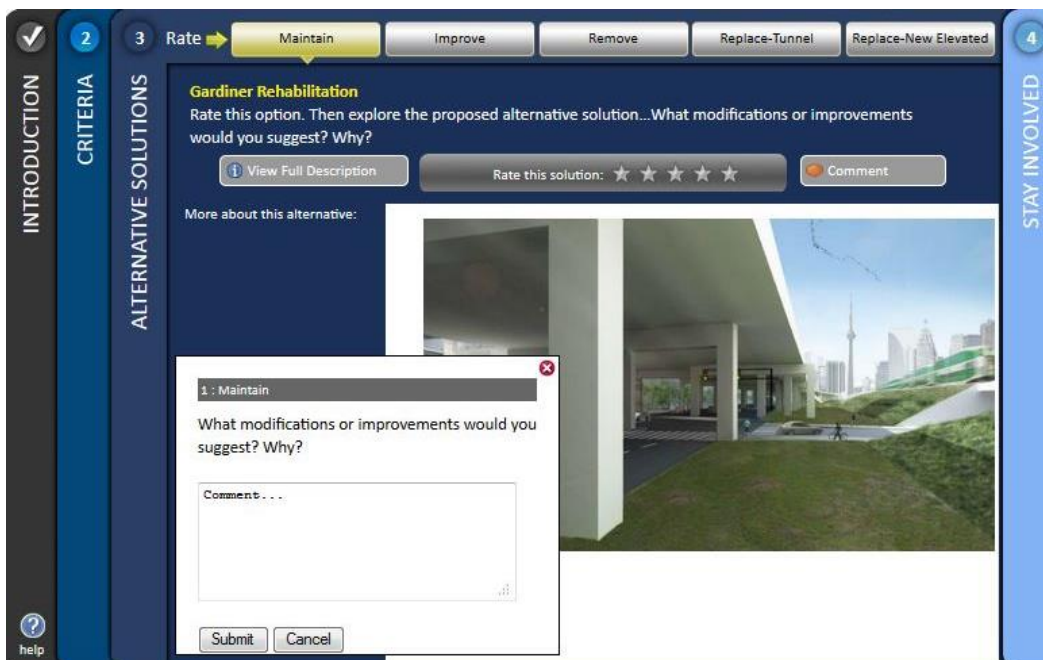


Figure 8: Screen shot of online participation tool by MetroQuest

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.

ALTERNATIVE: Replace with a New Above- or Below-Grade Expressway



Solution: New Elevated Expressway

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.



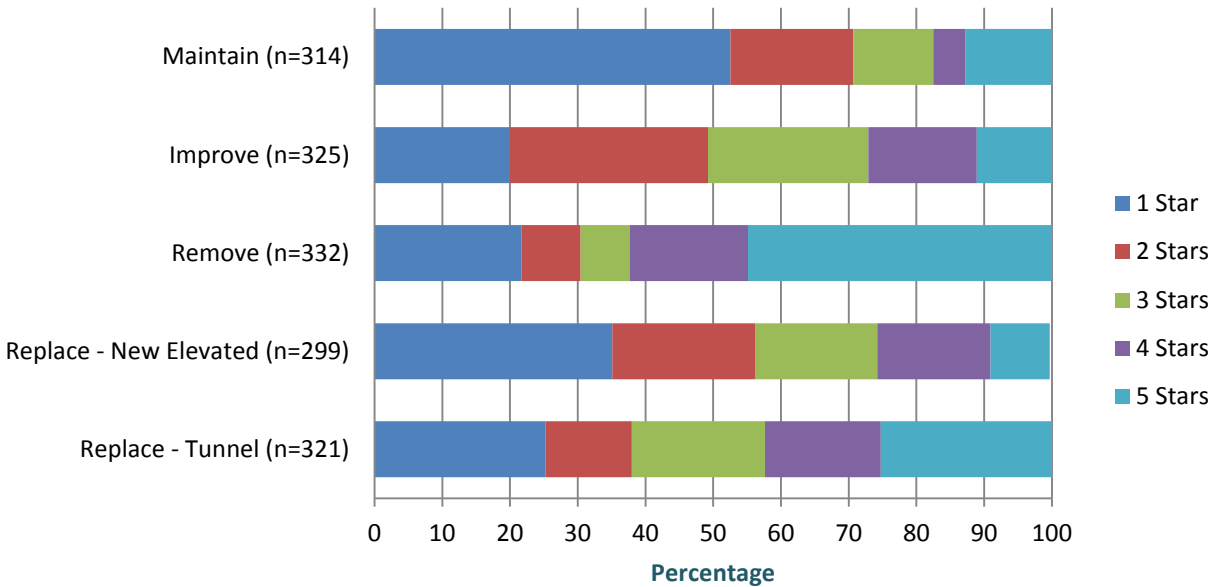
Solution: Tunnel

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.

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>1. Urban Design and Public Realm</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>2. Economics</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>3. Cost</p>  <p>Ensures the reconfiguration will be cost-effective and affordable to build, maintain and operate.</p>	<p>4. Transportation</p>  <p>The reconfiguration alternatives have the capacity to improve local and regional travel flow while creating opportunities for multi-modal transit.</p>
<p>5. Infrastructure</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>6. Infrastructure – Construction Stage</p>  <p>Ensures the reconfiguration proceeds while mitigating the impact of construction on surrounding land uses, transportation routes and utilities.</p>
<p>7. Social, Health, Recreation and Business</p>  <p>Ensures public health and minimizing impacts to recreational and business activities will be prioritized during construction.</p>	<p>8. Natural Environment</p>  <p>Ensures the proposed alternative solutions will sustain and enhance the natural environment.</p>
<p>9. Cultural Resources</p>  <p>The reconfiguration will enhance the cultural landscape and built heritage features in the study area.</p>	<p>10. Official Plan and Waterfront Policies</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"> • Create a destination rather than a place to pass through.
Natural Environment	2	<ul style="list-style-type: none"> • The solution must prioritize reduction of greenhouse gas emissions and environmental sustainability. • Prioritize stormwater management in light of climate change and recent rain events.
Transportation	3	<ul style="list-style-type: none"> • Toronto does not have a strong freeway network; we need the Gardiner as it is a major route. • The solution must meet the needs of all forms of regional and local transportation modes: car, cycling, walking, and transit. • An increase in commute time should not dictate the criteria. • New public transit should be included in all solutions.
Official Plan and Waterfront Policies	4	<ul style="list-style-type: none"> • Invest with attention paid to the Official Plan and the intention of making the Waterfront Policies attainable. • Any option that increases the amount of developable land should be pursued.
Social, Health, Recreation and Business	5	<ul style="list-style-type: none"> • Consider these factors after construction, and not only during construction. • Increasing congestion contributes to air pollution. • 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. • Air quality is a public health concern and should be given more weight.
Cost	6	<ul style="list-style-type: none"> • 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. • Consider economics, and not strictly cost as the primary lens regarding monetary discussions. • Choose a course of action that is affordable to Toronto now.

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"> • Choose the best solution for the long term. • Address connectivity with the west side of the Gardiner and the intersection with the DVP.
Cultural Resources	9	<ul style="list-style-type: none"> • This part of the city appears to be a blank slate, but if there are historically or architecturally important buildings they should be retained.
Economics	10	<ul style="list-style-type: none"> • Think about anticipated revenue from land development opportunities and maximize development sites. • Consider road tolls as a method for financing the options. • Other areas of the city will be affected by increased congestion; consider the negative economic effects related to this congestion.

In addition, a more detailed set of proposed criteria was reviewed by the Stakeholder Advisory Committee at a meeting on October 29th. 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.

**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

If you can't attend the meeting in person, you can participate and watch the meeting online. Please join us at 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, 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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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

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

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/>

-30-

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

Media contact:

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**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 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 29th, 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.

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 28th, 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	Agenda Review, Opening Remarks and Introductions <ul style="list-style-type: none">• Lura Facilitator• John Livey, City of Toronto• John Campbell, Waterfront Toronto
6:40 pm	Update on PIC Input/Finalization of Alternative Concepts Presentation <ul style="list-style-type: none">• Don McKinnon, Dillon Consulting
6:50 pm	Questions and Feedback
7:00 pm	Evaluation Presentation – Don McKinnon, Dillon Consulting <ul style="list-style-type: none">• EA Act Expectations for Alternatives Evaluation• Evaluation Process Overview• Evaluation Criteria Review
7:30 pm	Criteria Discussion <ul style="list-style-type: none">• Evaluation Criteria Review• Study Lens & Criteria Group Relative Importance
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