

Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study



Prepared by Lura Consulting for:
The City of Toronto and
Waterfront Toronto

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Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and
Integrated Urban Design Study - Round Five Consultation Report

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1. INTRODUCTION

EA Purpose and Study Area

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



The project was initiated by Waterfront Toronto and the City of Toronto in early 2009 with the development of the Terms of Reference, which were approved by the Ontario Ministry of the Environment in late 2009.

Project Goals

Five goals are guiding the project:

- Goal #1:** Revitalize the Waterfront;
- Goal #2:** Reconnect the City with the Lake;
- Goal #3:** Balance Modes of Travel;
- Goal #4:** Achieve Sustainability; and
- Goal #5:** Create Value.

The Alternative Solutions

As identified in the Terms of Reference, four alternative solutions were considered as part of the Gardiner East EA:

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

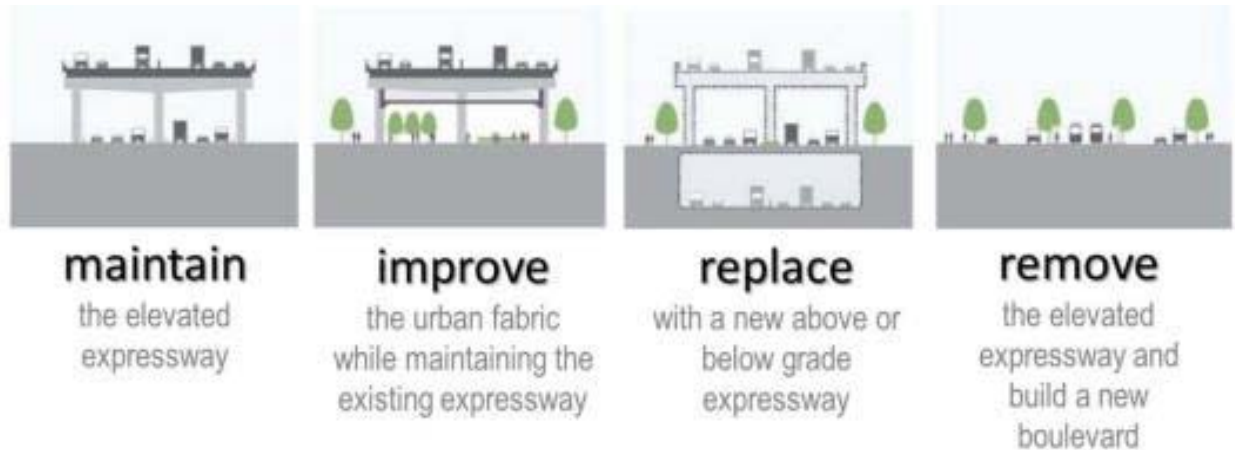


Figure 1: The four alternative solutions considered in the Gardiner East EA.

The Preferred Alternative

Following direction from the Public Works and Infrastructure Committee (PWIC) of Toronto City Council in March 2014, an additional hybrid option that combined aspects of the four alternative solutions was prepared to preserve expressway linkage and functionality between the Gardiner Expressway and the Don Valley Parkway. The hybrid was endorsed by Toronto City Council as the preferred alternative for the Gardiner Expressway East on June 11, 2015.

Evaluation Lenses

Four lenses guided the evaluation of the alternative solutions, and most recently of the alternative designs for the hybrid option, during the Gardiner East EA:



Figure 2: Evaluation lenses for the Gardiner East EA.

Current Phase of the Gardiner East EA

As directed by City Council, the current phase of the Gardiner East EA focused on the evaluation of alternative designs for the hybrid option and urban design concepts for the study area. The alternative alignments for the hybrid option with proposed urban design treatments are shown below:

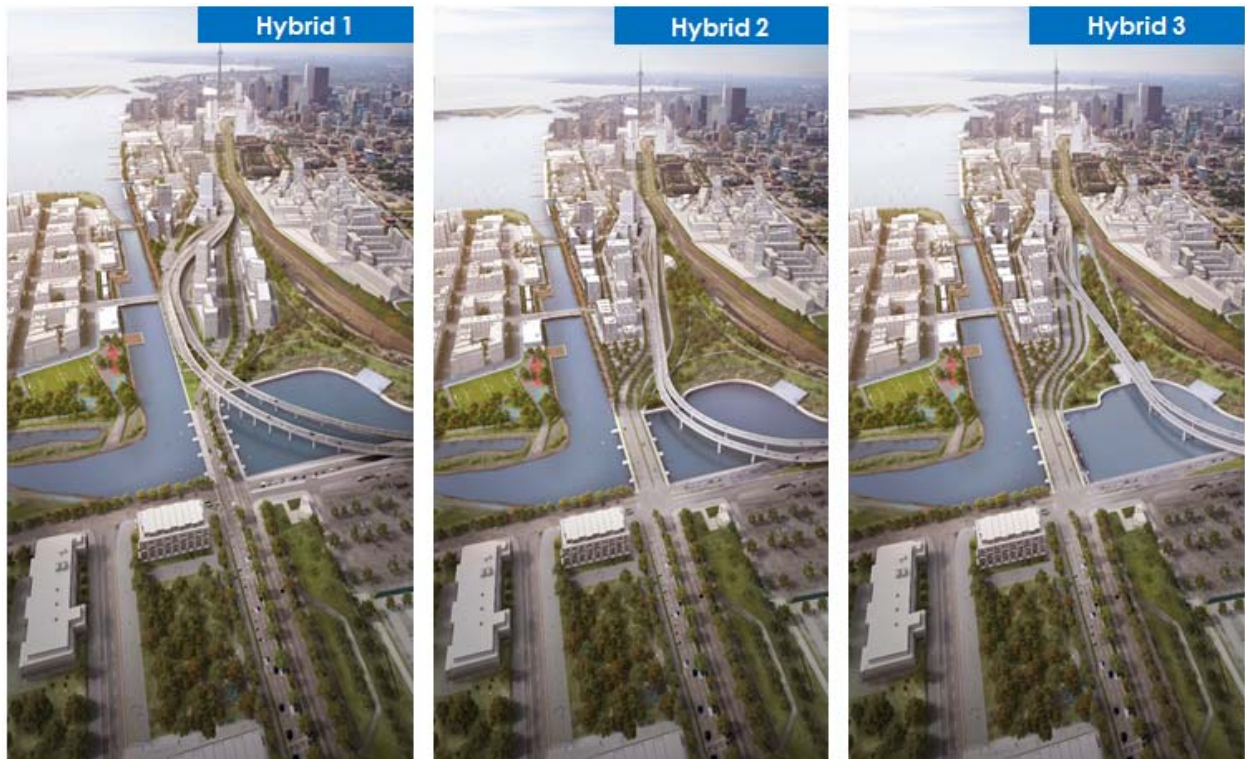


Figure 3: Alternative alignments for the hybrid options.



Figure 4: Conceptual public realm plan - Hybrid 1

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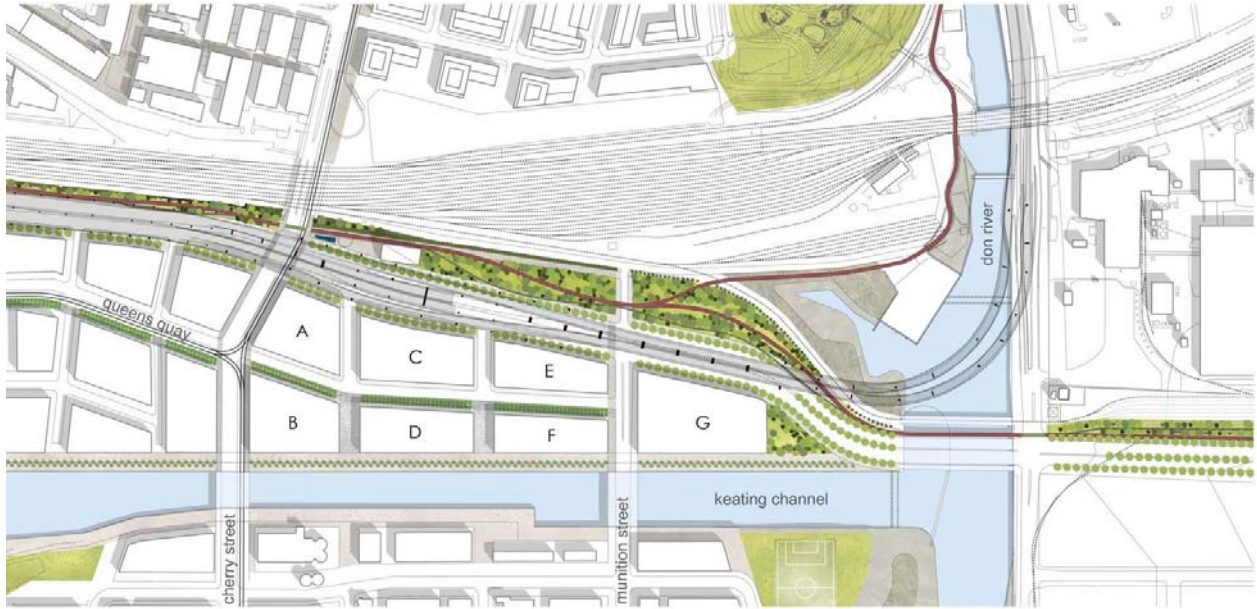


Figure 5: Conceptual public realm plan - Hybrid 2



Figure 6: Conceptual public realm plan - Hybrid 3

Public Consultation during the Gardiner East EA

Consultation on the Terms of Reference

During the development of the Terms of Reference for the Gardiner East EA in 2009, public and stakeholder consultation played a key role in defining the consultation process to be undertaken as part of the Gardiner East EA. Consultation activities during the Terms of Reference stage included stakeholder workshops, public forums, online engagement and First Nations consultation. A report summarizing consultation undertaken during the Terms of Reference stage can be found on the project website (www.gardinereast.ca).

Consultation Objectives

As outlined in the approved Terms of Reference, public consultation is an important component of the Gardiner East EA. The City of Toronto and Waterfront Toronto recognize the importance of engaging stakeholders and the public to provide opportunities for feedback throughout the process, while ensuring consultation activities comply with Ontario's *Environmental Assessment Act*. The objectives of the consultation process are to:

1. Generate broad awareness of the project and opportunities for participation throughout the Gardiner East EA process;
2. Facilitate constructive input from consultation participants at key points in the Gardiner East EA process, well before decisions are made;
3. Provide ongoing opportunities for feedback and input, and for issues and concerns to be raised, discussed, and resolved to the extent possible; and
4. Document input received through the consultation process and demonstrate the impact of consultation on decision-making.

Five Rounds of Consultation

Building on the Terms of Reference consultations, the Gardiner East EA has included five rounds of public consultation to ensure multiple opportunities for participation as part of an inclusive and transparent consultation process. Core components of the consultation program have included: six well-attended public meetings; online consultation via webcasts of the public meetings, social media and surveys on the consultation website; and 10 meetings of the project's Stakeholder Advisory Committee, which includes representatives of over 40 community, business and transportation organizations.

The table below provides an overview of the previous four rounds of public consultation during the Gardiner East EA.

Table 1: Rounds of Public Consultation during the Gardiner East EA

Public Consultation	Results
Round 1 May-June 2013	Round 1 focused on ideas for the future of the Gardiner East and engaged over 1,000 participants through face-to-face and online engagement.
Round 2 October 2013	Round 2 featured discussion and feedback on the four alternatives and draft evaluation criteria and engaged over 1,500 participants.
Round 3 February 2014	Round 3 engaged over 1,300 participants in a discussion about the evaluation of the alternatives.
Round 4 April 2015	Round 4 presented the results of additional work and updated evaluation of alternatives for discussion and feedback, and engaged over 8,000 participants.

Summary reports on the consultation activities undertaken and feedback received during Rounds 1 to 4 are available on the project website (www.gardinereast.ca).

Round 5

The focus of Round 5 of the consultation process was on the evaluation of alternative designs for the hybrid option, as well as urban design concepts for the study area. During Round 5, the Stakeholder Advisory Committee met four times to review progress and provide input on the development and evaluation of alternative hybrid designs and urban design plans. A public forum was held on January 19, 2016 at the Bluma Appel Salon in the Toronto Reference Library, with over 300 participants and another 60 watching the live webcast and participating online. More than 60 people also completed an online survey on the project website and many others weighed in via Twitter to provide their feedback on the evaluation of alternative designs for the hybrid option and urban design concepts for the study area.

Report Contents

This report provides a description of the consultation and engagement activities undertaken as part of Round 5 of the Gardiner East EA and Urban Design Study, as well as a summary of the feedback received from the consultation activities. Section 2 provides an overview of the Round 5 consultation process, the various consultation approaches utilized to reach and engage different audiences and the communication and promotional tactics used to encourage participation. An overview of the feedback received during Round 5 is presented in Section 3. Next steps in the Gardiner East EA and Urban Design Study process are outlined in Section 4. Communications and promotional materials as well as more detailed summaries of participant feedback are included in the report appendices.

2. ROUND 5 CONSULTATION PROCESS OVERVIEW

To fulfill the objectives of the consultation strategy in the approved Terms of Reference, a comprehensive approach targeting key stakeholders and the general public through a wide variety of communication, promotional and engagement tactics was adopted for Round 5 to provide multiple opportunities for public participation as part of an inclusive and transparent process.

Communication and Promotional Tactics

Public Notices

A formal notice was published in the Toronto Star on January 11, 2016 to inform stakeholders and the public about the public forum as well as opportunities to participate online. Public notices were also published in the following community newspapers on January 14, 2016: Etobicoke Guardian, North York Mirror, City Centre Mirror, Beaches and East York Mirror, Scarborough Mirror and York Guardian.

E-Promotion/Invitations/Media Relations

E-blasts, email invitations and media advisories were also used to promote stakeholder and public awareness of Round 5 consultation activities:

- An e-mail notice and invitation was sent to over 6,900 subscribers (industries, professional organizations, community associations, transportation groups, numerous individuals, etc.) on Waterfront Toronto's extensive contact list database on January 5, 2016. A reminder notice was sent on January 15, 2016;
- Existing communications channels of the City of Toronto and Waterfront Toronto (websites, social media, Councillor distribution lists, Waterfront Toronto e-newsletter) were used to provide details about the project and upcoming consultation opportunities;
- An e-blast from the Facilitator's Office informed 1,600 subscribers of the project's website about face-to-face and online opportunities to submit comments and feedback;
- A media advisory regarding the public meeting and online engagement opportunities was issued by the City and Waterfront Toronto on January 18, 2016 which, combined with the media briefing, resulted in substantial media coverage of the project; and
- A media briefing was hosted by the City of Toronto and Waterfront Toronto at City Hall on January 19 before the public forum, generating significant media coverage of the project, alternatives and consultation opportunities.

Project Website

The project website (www.gardinereast.ca) continued to serve as a portal for all information and engagement activities during Round 5 of the consultation process. The website includes a comprehensive overview of the study, relevant documents and resources, information about consultation events and opportunities to provide feedback, including an online survey. The project website also includes links to City of Toronto and Waterfront Toronto webpages which contain

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additional background information about the Gardiner East EA and Urban Design Study. Notices of the Round 5 public forum were posted on the project and Waterfront Toronto websites on January 5, 2016.

Social Media

Twitter and Facebook continued to be used as promotional tactics during this round of the consultation process to increase awareness about the Gardiner East EA and Urban Design Study and to encourage broad participation. The Twitter handle @GardinerEast and Facebook page facebook.com/GardinerEast were embedded in various communication materials and consultation resources to generate additional followers. Tweets and Facebook updates were used to advertise the public meetings and opportunities to participate online. Twitter was used during the public forum to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was also used on all tweets to promote and track discussion.

Facilitator's Office

A “one-window” point of contact for the project, with dedicated phone, fax and email connections was used to facilitate communication with stakeholders and the public during Round 5. The “one-window” customer service centre provides basic information about the project in response to inquiries. The contact details for the Facilitator's Office are listed below:

Facilitator's Office
505 Consumers Road, Suite 1005
Toronto, ON M2J 4V8
P: 416-479-0662 | E: info@gardinereast.ca

Copies of the public notice and media advisory used to generate awareness and promote participation during Round 5 can be found in Appendix A.

Consultation Resources

A number of resources were developed to facilitate participation during Round 5 of the consultation process. These resources were made available at the public meeting and on the project website. An overview of each resource is provided below.

Overview Presentation

A presentation was developed by the project team to provide an overview of progress on the Gardiner East EA and Urban Design Study and present the evaluation results of alternative designs for the hybrid option and urban design concepts for the study area. The presentation was delivered at the public forum on January 19, 2016 and made available on the project website the next day.

Display Panels

Thirty panels were displayed at the public forum to provide attendees with an overview of the project as well as more detail about the work completed to date, alternative designs for the hybrid option and urban design concepts for the study area.

Discussion Guide

A Discussion Guide was developed to summarize information about the current phase of the Gardiner East EA and Urban Design Study in one convenient package. The Discussion Guide contained key background information about the Gardiner East EA, including the project goals, evaluation lenses and phasing. It was intended to provide consultation participants with a user friendly tool to learn about the current status of the EA and provide feedback. The accompanying feedback form was designed to capture comments, concerns and advice to the project team regarding the evaluation results of alternative designs for the hybrid option and urban design concepts for the study area. The Discussion Guide was provided to participants at public forum, and an online version was posted on the project website. The public comment period during Round 5 ran from the evening of the public forum (January 19) to January 29.

Copies of the overview presentation, display panels and online Discussion Guide are available on the project website (www.gardinereast.ca).

Consultation Activities

The following consultation activities were implemented to ensure broad participation from key stakeholders and members of the public during Round 5.

Stakeholder Advisory Committee Meetings

During this phase of consultation, four meetings of the Stakeholder Advisory Committee – which is comprised of representatives of approximately 40 key interest groups and community associations – were convened. The first three meetings (July 21 2015, September 1 2015, and October 20 2015) focused on developing and refining alternative designs for the hybrid option, as well as urban design concepts for the study area. These meetings involved presentations from the project team and interactive discussions to enable SAC members to comment on and help refine the alternatives. A final meeting of the SAC during Round 5 was held on January 14, 2016 to invite feedback on the public forum presentation materials.

Summaries of the Round 5 SAC meetings, along with a list of participating organizations, can be found in Appendix B.

Public Forum

A public forum was held on January 19, 2016 to share the results of the current phase of the Gardiner East EA and obtain feedback on the evaluation of alternative designs for the hybrid option and urban design concepts for the study area. Approximately 300 individuals attended the public forum. The meeting format was designed to encourage as much discussion as possible through a number of different methods:

- **Open House Displays** – Panels were displayed to provide attendees with an overview of the project as well as more details about the alternative designs for the hybrid option and urban design concepts for the study area;

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- **Presentation** – An overview presentation was given by a panel of representatives from the City of Toronto, Waterfront Toronto, Dillon Consulting and Hargreaves Associates focusing on the evaluation results of alternative designs for the hybrid option and urban design concepts for the study area;
- **Questions of Clarification** – Following the presentation, participants were given the opportunity to ask questions of clarification regarding the material presented. Questions were also taken from individuals participating online or through social media;
- **Discussion Guide** – The Discussion Guide was distributed to participants to provide basic information about the project and encourage feedback. Participants were able to provide comments by completing a feedback form in the Discussion Guide and handing it in; and
- **Small Table Discussions** – Approximately half an hour was provided for small table discussions about the evaluation results of the alternative designs for the hybrid option and urban design concepts for the study area. At each table, a volunteer facilitator from the City of Toronto led discussions and recorded participant feedback. The comments collected during the small table discussions were reported back to the larger group at the end of the session.

A summary of the question and answer segment and feedback from the small table discussions at the public forum is provided in Appendix C.

Online Engagement

In parallel with the face-to-face consultation activities, online options were also available to facilitate broader participation. An overview of the tools used to encourage online participation is provided below:

- **Live Webcast** – The public meeting was broadcast live on the Internet through the project website. A total of 60 individuals viewed the live webcast;
- **Recorded Webcast** – A video of the webcast is available on the project website as a record of the event, and to enable participation by individuals who could not attend in person or view the live webcast. To date, a total of 292 individuals have watched the recorded webcast;
- **Online Consultation** – The project website included a Participate Online page featuring an online survey designed to capture feedback on the assessment of alternatives. The online consultation tool was based on the feedback form in the Discussion Guide and allowed the participants to review the same information that was presented at the Public Forum and provide feedback on their own time;
- **Social Media** – Twitter and Facebook were used to complement face-to-face discussions during and after the January 19 public meeting. Tweets and Facebook posts were integrated during the meeting to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was used on all tweets to promote discussion;
- **Email** – A dedicated project email address – info@gardinereast.ca – provided stakeholders and the public with another channel to direct questions and submit feedback. Staff at the

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Facilitator’s Office ensured email communications were promptly addressed and recorded for reporting purposes; and

- **Hotline and Voicemail** – A dedicated project hotline – 416-479-0662 – provided stakeholders and the public with another channel to direct questions and submit feedback. Staff at the Facilitator’s Office ensured voicemail communications were promptly addressed and recorded for reporting purposes.

Almost 3,700 individuals participated in the fifth phase of the consultation process between January 5 (when the public notice was issued) and 29, 2016. The following table summarizes the number of participants by consultation activity:

Consultation Activity	Number of Participants
Stakeholder Advisory Committee Meeting #10	40 (invited) 20 (attended)
January 19 Public Forum	300
Live Webcast	60
Recorded Webcast	292
Online Survey	68
Twitter	622 (67 new followers)
Facebook	131 (19 new likes)
Letters	3
Emails	42
Phone	12
Website Visits	2,132 (unique visitors)
Total	3,682

3. SUMMARY OF PARTICIPANT FEEDBACK

The purpose of Round 5 of the consultation process was to obtain feedback on the evaluation of alternative designs for the hybrid option, as well as urban design concepts for the study area.

Participants were asked the following questions to generate discussion and feedback:

Thinking about the results of the evaluation of alternative alignments for the hybrid option...

- **What do you like?**
- **What concerns do you have?**
- **What refinements, if any, would you like to see explored?**

Thinking about the urban design concepts presented for the study area...

- **What do you like?**
- **What concerns do you have?**
- **What refinements, if any, would you like to see explored?**

Public forum participants provided their feedback through facilitated small group discussions and/or by completing and submitting a comment form in the Discussion Guide, while online participants submitted comments through an electronic version of the Discussion Guide available on the project website. In total, 104 hardcopy and online feedback forms were completed and submitted by the January 29 deadline for comments. In addition, a number of comments were also submitted by email, voicemail or letter to the Facilitator's Office or members of the project team.

A summary of the feedback received through facilitated small group discussions, letters, emails, voicemail, the webcast chat room, Twitter and Facebook is presented below. The summary provides a high-level synopsis of recurring comments, concerns and/or recommendations from consultation participants. Detailed summaries from in-person and online consultation activities are included in the report appendices.

What We Heard

General Comments – Alternative Hybrid Designs and Urban Design Concepts

Recurring comments were received that applied broadly to all three alternative designs of the hybrid option, as well as proposed urban design concepts for the study area. In general, many participants noted that the alternative designs for the hybrid option are an improvement over the existing Gardiner Expressway and offer one or more of the following benefits:

- Provide similar or the same travel time and capacity for vehicles;
- Maintain a direct connection to the Don Valley Parkway; and
- Include new design and safety standards for ramps (e.g., shoulders).

The following benefits were also seen by many participants as being associated with the urban design concepts proposed for the study area:

- Improved north-south connectivity and access to the waterfront and mouth of the Don River;
- Release of public land for other uses (e.g., development, greenspace, public space, etc.);
- Provision of a continuous network of bike and pedestrian pathways throughout the study area;
- Improved safety and aesthetics of intersections below the Gardiner Expressway for pedestrians and cyclists (e.g., lighting, noise reduction and public art treatments); and
- Improved public realm east of the Don River (e.g., landscaping on Lake Shore Boulevard).

Participant feedback also revealed a broad range of concerns. Many participants expressed concern that none of the alternative designs for the hybrid option achieve all of the goals of the Gardiner East EA and reiterated support for the Remove option considered previously during the EA process. Typically, these participants also noted that all three alternative designs for the hybrid option are costlier than the Remove option and do not provide as many public realm or city-building benefits. Many participants were also concerned that the preferred design for the hybrid option and associated public realm improvements will be decided on the basis of cost and at the expense of more qualitative benefits (e.g., public realm improvements), and advised against this.

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The following concerns were also repeatedly expressed by participants:

- The public land value creation estimates are too conservative, particularly for land parcels along the waterfront/Keating Channel;
- Constructing new ramps at Cherry Street will negatively impact recently completed and planned public realm improvements, traffic flow and connections to the Port Lands and Villiers Island;
- The removal of the Logan Avenue on/off ramps will increase travel times to the east end of the City; and
- The proposed improvements will take too long to implement to address current infrastructure deficits.

A summary of the most frequently suggested refinements to improve the alternative designs for the hybrid option is provided below:

Alignment and Approach

- Reconsider removing the expressway;
- Reconsider the placement of new on/off ramps at Cherry Street, prompting drivers to use those at Sherbourne or Jarvis Streets;
- Consider double decking the elevated expressway to reduce the footprint of the corridor; and
- Stack the elevated expressway over the railway.

Public Realm

- Maximize the land value “created” by realigning the Gardiner Expressway and retain the publicly owned parcels for use as public open space (e.g., parkland, waterfront promenade) instead of selling them;
- Prioritize public and natural spaces in the parcels fronting the Keating Channel (e.g., a promenade, public plazas);
- Develop urban design guidelines and building height restrictions for future development to protect views to the waterfront and support the creation of a vibrant public realm;
- Celebrate the character of the Keating Precinct and make it a destination;
- Continue the design features from the East Bayfront into the Keating Precinct;
- Consider locating recreational uses under the full length of the expressway, not just at intersections (e.g., Underpass Park);
- Explore iconic design options for the preferred design for the hybrid option and bridge over the Keating Channel; and
- Plant lots of trees and vegetation in the public realm.

Costs

- Apply a long-term lens to costs to include benefits from higher real estate values and property taxes.

Sustainability

- Consider strategies to manage stormwater and mitigate flood risks;
- Identify strategies to mitigate noise and air pollution from the corridor; and
- Develop a maintenance plan for the expressway and public realm improvements to ensure safety and sustainable implementation over the long-term.

Connectivity

- Improve north-south connections, especially at pedestrian crossings (e.g., Jarvis, Sherbourne and Parliament Streets), between the City and the waterfront;
- Improve east-west bike and pedestrian trail connections and ensure they are integrated with the Don River Valley and Martin Goodman Trails;
- Prioritize pedestrian and cyclist access (e.g., lighting, snow removal, emergency buttons) along the water's edge of the Keating Channel; and
- Ensure pedestrian and bikes trails are separated (e.g., grade separation) to ensure safety.

Feedback on Each Hybrid Design Alternative and Associated Public Realm Plan

In comparing the three design alternatives and associated public realm plans, most participants expressed support for either Hybrid 2 or 3, with Hybrid 3 receiving the most positive feedback. Very little support was expressed for Hybrid 1. Recurring comments specific to each alternative design and accompanying conceptual public realm plan are summarized below.

Hybrid 1

While a few participants did express support for Hybrid 1, this option was the least favoured of the three hybrid options by a wide margin. Participants who did express support for Hybrid 1 noted that it maintains road capacity for vehicles and passengers that use it daily and would prevent the infiltration of traffic into local neighbourhoods. A few participants also commented that some of the best views of the City, Toronto Islands and harbour are from the Gardiner Expressway where it connects to the Don Valley Parkway. These participants expressed concerns that implementing either Hybrid 2 or 3 would result in the development of high-rise buildings that would block views of the City and waterfront. Other benefits cited by participants in favour of this option were the lower project costs and shorter construction period.

Participants who did not support Hybrid 1 expressed concerns about the alignment, noting that it places the corridor too close to the Keating Channel and does not significantly improve the urban fabric of the study area. Several participants also expressed concerns about the environmental conditions (i.e., air and noise quality, viewsheds) and isolated location of any future buildings that would be developed between the Gardiner Expressway and railway corridor if this option was implemented. Others felt the proposed new ramps in the Keating Precinct associated with Hybrid 1 would worsen access to the waterfront, compared to maintaining the existing roadway.

Participants suggested few specific refinements to Hybrid 1. A few suggested dropping Hybrid 1 from the list of options.

Hybrid 2

Recurring feedback from participants indicated general support for Hybrid 2 and identified many benefits with this alignment. In particular, participants who support Hybrid 2 noted that it moves the expressway corridor closer to the railway and away from the Keating Channel, increasing opportunities for future development and public realm improvements along the waterfront as depicted in the conceptual public realm plan. Improving north-south connectivity, specifically where north-south streets intersect with Lake Shore Boulevard, and public access to the waterfront and Port Lands, and extending Queen's Quay to Munition Street were also repeatedly mentioned as benefits. Participants also liked that this alignment "daylights" sections of Lake Shore Boulevard by locating on/off ramps within the expressway corridor. The ability to begin construction before tearing down the existing expressway was also recognized as a benefit of Hybrid 2, as it would minimize the need to detour traffic and congestion. Other benefits of Hybrid 2 noted by participants were the evaluation results pertaining to safety (e.g., safer exits), increasing parkland and the conceptual plan for bike and pedestrian trails.

Concerns about Hybrid 2 focused on the estimated costs, which were perceived as high. Feedback from other participants reasoned that the benefits from public realm improvements would offset the costs in the long run. A few participants also expressed concerns about the location of public open space and the lack of development on the north side of the re-aligned expressway in Hybrid 2 and 3. They noted that the "isolated" location of the park reduces its quality and value, while the lack of development on the north side of the boulevard renders the point of creating a boulevard moot.

Participants recommended few refinements specific to Hybrid 2; the suggested refinements listed in the General Comments to all three hybrid designs would apply to Hybrid 2 as well.

Hybrid 3

Many participants expressed broad support for the alignment and conceptual public realm plan associated with Hybrid 3. A number of participants noted that of the three hybrid options, Hybrid 3 "is the best of those still on the table" and achieves the most goals outlined for the Gardiner East EA, particularly revitalizing the waterfront and reconnecting the City with the lake. Some of those participants who expressed this sentiment added that they would have preferred that the Remove option had been pursued, but believe that Hybrid 3 offers the most benefits of the remaining options being considered.

The benefits of Hybrid 3 identified by participants were similar to those identified for Hybrid 2, and include:

- Moving the expressway alignment further north, adjacent to the railway corridor;
- Releasing public land on the north side of the Keating Channel for other uses (e.g., development, public space, etc.);
- Improving public access to the waterfront, particularly in terms of north-south connectivity;
- Locating on/off ramps within the corridor;
- Maintaining expressway capacity during most of the construction period; and

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- The conceptual plan for bike and pedestrian trails;

Recurring feedback indicated that many participants feel that the alignment for Hybrid 3, specifically the tighter curve that connects the elevated expressway with the Don Valley Parkway along the railway corridor, creates the most public realm benefits. In addition to the benefits listed earlier, participants noted that Hybrid 3 enables more two-sided public realm improvements along Lake Shore Boulevard corridor (i.e., landscaping) east of Munition Street, maximizes opportunities to revitalize the Keating Channel Precinct and improves the at-grade experience for pedestrians and cyclists. Participant feedback also noted that moving the alignment for Hybrid 3 closer to the railway corridor reduces the overall impact of the expressway when looking north from the Keating Precinct and will highlight planned improvements to the mouth of the Don River. As with Hybrid 2, a few participants did express concerns about the greenspace on the north side of the alignment, suggesting that its isolated location reduces its quality and value.

Public reaction to the slower speeds associated with the tighter curve was mixed – a few participants feel that is not an issue, while many participants believe drivers will not adjust their speed as needed and expressed concerns about safety, accidents and congestion.

Regarding costs, recurring feedback indicated that many participants are not overly concerned about the higher estimated costs for Hybrid 3. They noted that while Hybrid 3 is more expensive relative to Hybrid 1 and 2 from an economic perspective, they feel that the potential urban design and public realm benefits (e.g., improved waterfront access, land freed for other uses) are worth the additional cost. Participants who did express concerns about the estimated costs for Hybrid 2 and 3 typically argued that the money would be better spent on other City priorities (e.g., public transit).

Participants also noted that the costs and land value estimates do not reflect future benefits from higher market assessments and property taxes on the land freed for other uses. On this point, there were many diverging comments regarding the future use and value of public land created, particularly with Hybrid 2 and 3. Some participants feel that these lands should be retained by the City as publicly owned land for public use, while other participants support redeveloping the land so the City can benefit from future tax revenues (e.g., property tax, land transfer tax).

Participants did provide several specific suggestions to refine Hybrid 3, including:

- Move the alignment further north (e.g., over railway corridor, over water treatment facility);
- Stack the expressway over the rail corridor;
- Utilize a variety of signals to encourage drivers to slow down where the expressway curves to connect to the Don Valley Parkway (e.g., flashing lights, digital speed indicators, grooved pavement); and
- Consider combining Hybrid 3 with the Remove alternative (e.g., an 8-lane boulevard that connects to the expressway between Parliament and Jarvis Streets).

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Other Comments

Participants provided many other comments, several of which were outside the scope of the Gardiner East EA and urban design study. The list below highlights the top recurring additional comments provided by participants:

- Integrate public transit in the options, particularly on Queen's Quay and to the Port Lands;
- Consider the future (e.g., declining rates of car ownership, driverless cars, etc.) and how the outcome of the Gardiner East EA will impact subsequent generations;
- Explore options to share the cost of implementation with Metrolinx and First Gulf;
- Provide details about construction materials that will be used to develop the expressway;
- Clarify the sustainability of the alternative designs for the hybrid option (e.g., in relation to climate change);
- Integrate wildlife corridors in the options;
- Consider road tolls to reduce traffic and generate funds to offset the cost of construction;
- Integrate elements of the third-party proposals in the alternative designs for the hybrid option; and
- Prioritize improvements to the Lake Shore Boulevard and Jarvis Street intersection.

4. NEXT STEPS

The feedback received during Round 5 of the Gardiner Expressway / Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study will be used to inform the City of Toronto staff report to PWIC in February 2016, as well as finalization of the Gardiner East EA reports.

For more information on the project and next steps, please visit: www.gardinereast.ca.

**APPENDIX A –
COMMUNICATION AND PROMOTIONAL MATERIALS**



WATERFRONToronto

Help decide the future of the Gardiner Expressway East

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

The Study

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

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

How to Participate

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

Gardiner Expressway East Public Meeting Details

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

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

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

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

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

To learn more about the project please visit www.gardinereast.ca
or follow us on Twitter @GardinerEast

Follow us on:



Call **3 1 1**

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

January 18, 2016

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

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

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

Date: Tuesday, January 19, 2016

Time: 3 p.m.

Location: Toronto City Hall, Members' Lounge, 3rd Floor, 100 Queen Street West

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

Speakers:

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

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

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

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

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

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

Media contact:

Steve Johnston, Strategic Communications, 416-392-4391, sjohnsto@toronto.ca

**APPENDIX B –
STAKEHOLDER ADVISORY COMMITTEE MEMBERSHIP LIST
AND MEETING SUMMARIES**



Gardiner East EA and Urban Design Study Stakeholder Advisory Committee – Participating Organizations

Business/Economic

Purolator Courier Ltd.
Food and Consumer Products of Canada
Redpath Sugar Ltd.
Retail Council of Canada
Roger's Centre
Toronto Association of BIAs
Toronto Region Board of Trade
Toronto Industry Network
Film Ontario
Leslieville BIA
Toronto Financial District BIA
Canadian Courier and Logistics Association

Environment/Community/Public Health

Beach Triangle Residents' Association
Federation of North Toronto Residents Association and People Plan Toronto
Heritage Toronto
Gooderham & Worts Neighbourhood Association
St. Lawrence Neighbourhood Association
Unionville Ratepayers Association
West Don Lands Committee
Evergreen
South Riverdale Community Health Centre
Toronto Community Foundation
Lake Shore Planning Council
Don Watershed Regeneration Council
CodeBlueTO
Civic Action
Toronto Environmental Alliance
Corktown Residents & Business Association

Transportation/Infrastructure

Canadian Automobile Association - South Central Ontario
Greyhound
Ontario Public Transit Association
Toronto Centre for Active Transportation
Cycling Toronto
Professional Engineers Ontario - Working Group, East Toronto Chapter
Transport Action Ontario
Ontario Trucking Association

Urban Design

Ontario Professional Planners Institute - Urban Design Working Group

Toronto Society of Architects

Toronto Urban Renewal Network

Urban Land Institute

Canadian Urban Institute

Walk Toronto

Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study Stakeholder Advisory Committee - Meeting 15-7

Tuesday, July 21, 2015 | 6:30 – 8:30 pm
Metro Hall, 55 John Street, Room 310

Meeting Summary

1. Agenda Review, Opening Remarks and Introduction

Ms. Liz Nield, CEO, Lura Consulting, began the seventh Stakeholder Advisory Committee (SAC) meeting by welcoming committee members and thanking them for attending the session. She introduced the facilitation team from Lura Consulting and led a round of introductions. Ms. Nield reviewed the meeting agenda and reminded SAC members that on June 11, 2015 Toronto City Council approved the "hybrid" option as the preferred alternative for the Gardiner East Environmental Assessment (EA). She explained that the purpose of the meeting was to present and obtain input on the high-level design alternatives prepared by the EA team.

Mr. John Livey, Deputy City Manager, City of Toronto, also welcomed SAC members to the meeting. In his remarks, Mr. Livey emphasized the importance of the SAC in helping the project team better understand community issues and stakeholder perspectives. He noted that the high-level design alternatives for the preferred alternative are a work in progress and that input from SAC members will help the EA team refine the options in advance of the report to the Public Works and Infrastructure Committee (PWIC) in the Fall.

Chris Glaisek, Vice President, Waterfront Toronto, also addressed the SAC committee and thanked them for attending the meeting. Mr. Glaisek noted that the project team is focusing on developing a preferred alignment for the hybrid option at Council's direction. As part of the process, the EA team will be drawing on information from technical studies and feedback from stakeholders and the community, as well as exploring public realm and urban design opportunities.

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

2. SAC Member Briefing

Don McKinnon, Project Manager, Dillon Consulting, presented a summary of the work completed to date in the current EA phase and an overview of the high-level design alternatives of the hybrid option, covering the following topics:

- June City Council decision
- Purpose of the meeting
- Design constraints and considerations
- Alternative design options
- Public realm opportunities
- Discussion

3. Facilitated Discussion

The following provides a summary of the recurring themes and ideas discussed by SAC members on the material presented. More detailed accounts of the discussion can be found in Appendix C (Q & A) and Appendix D (notes from breakout sessions on alternative designs). Appendix E includes written comments from SAC members following the meeting.

General Comments

- Consider integrating elements of the “Viaduct” and updated First Gulf design options in the high-level design alternatives prepared by the EA team (i.e., alignment close to the rail corridor, ramp locations).
- Consider a two-lane expressway in each direction without any ramps or connections east of Jarvis Street.
- Lower the height of the Gardiner Expressway, if the rail spur will be removed.
- Evaluate the high-level design alternatives of the hybrid option utilizing the criteria used in earlier phases of the EA.
- Ensure re-development opportunities in the Port Lands are not negatively impacted.
- Study examples from other jurisdictions (e.g., Paris and Ohio).
- Integrate urban design and public realm improvements in the design alternatives (e.g., bridge with architectural significance).

Option 1: Council-Reviewed Hybrid

- Consider the negative impacts of locating the on/off ramps at Cherry Street (e.g., attract traffic, affect the surrounding road network, decrease the value of private and public land).
- Consider the quality and quantity of developable sites; this option decreases opportunities for re-development.
- Consider a no-ramp option.
- Consider opportunities for public realm improvements (e.g., playground under the expressway).

Option 1A: Revised Hybrid with Realigned Ramps

- Consider the physical and psychological impacts of the proposed on/off ramps on opportunities for re-development, access to the waterfront and local viewsheds.
- Consider opportunities for programming, commercial and architectural design to animate the public realm surrounding the elevated expressway.

Option 1B: Revised Hybrid with Westbound On-Ramp Only

- Clarify the rationale for adding the on-ramp; it would negatively impact circulation at the Jarvis Street off-ramp and on Cherry Street, decrease opportunities for re-development and make Villiers Island less desirable.
- Consider including an off-ramp east of the Don Roadway.
- Consider public realm improvements on the water’s edge (e.g., waterfall).
- There was varying opinion regarding access to the water’s edge associated with this option
- Consider the impact of this option on Queens Quay (e.g., alignment and importance in the local street network).

Option 2: Realigned Hybrid with 70km/h Link

- Strongly support the movement of infrastructure away from the Keating Channel, increasing development and public realm opportunities.
- Consider moving the on/off ramps east of Cherry Street or revise the option to remove the on/off ramps.

Option 3: Realigned Hybrid with 60km/h Link

- Identified as the "superior" hybrid option.
- Strongly support the movement of infrastructure away from the Keating Channel in this option, increasing opportunities for re-development and public realm improvements.
- Consider relocating the on/off ramps within the lanes of the Gardiner Expressway.
- Consider the trade-offs of stacking Lake Shore Boulevard beneath the Gardiner Expressway (e.g., noise pollution, efficient use of land, etc.).

Option 4: Rail Flyover with 80km/h Link

- Move the Gardiner Expressway and Lake Shore Boulevard north, closer to the rail corridor.
- Lower the design speed of the Gardiner/DVP connection to bring it closer to the rail corridor.
- Maintain different alignments for Lake Shore Boulevard and the Gardiner Expressway (i.e., do not stack them).
- Consider the visual and physical impact of the height of the elevated expressway to accommodate the rail corridor.
- Consider removing both the on/off ramps from the design and rely on the Jarvis Street ramps to accommodate traffic volumes.
- Consider merging the re-developed Gardiner Expressway with the existing structure west of Cherry Street.

4. Next Steps

Next SAC meeting: September 2015



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

Stakeholder Advisory Committee Meeting #7

Tuesday, July 21, 2015

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 310

AGENDA

Meeting Purpose

- On Thursday, June 11, 2015 Toronto City Council approved the "hybrid" option as the preferred alternative for the Gardiner East Environmental Assessment. The project team has developed high-level design alternatives. SAC members will be given an opportunity to review and provide comments on each of the design alternatives as well as on public realm opportunities in a workshop format.

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

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

6:40 pm **SAC Member Briefing: Project Update and Next Steps**

- Don McKinnon, Dillon Consulting

7:00 pm **Discussion**

Thinking about the following components: 1) alignment of infrastructure elements; 2) development opportunities; and 3) public realm, please review each of the initial design alternatives and discuss:

- What do you like about the initial design?
- What, if anything, concerns you, why?
- What refinements, if any, would you like to see explored?
- Constructability and cost considerations

8:00 pm **Report Back**

8:25 pm **Summary/Closing**

8:30 pm **Adjourn**

Appendix B – List of Attendees

SAC Meeting #7 List of Attendees

Beach Triangle Residents' Association
Gooderham & Worts Neighbourhood Association
St. Lawrence Neighbourhood Association
Federation of North Toronto Residents Association / People Plan Toronto
Unionville Ratepayers Association
West Don Lands Committee
South Riverdale Community Health Centre
Transport Action Toronto
Toronto Urban Renewal Network
Urban Land Institute
CodeBlueTO
Civic Action
Toronto District Financial BIA
Corktown Resident & Business Association
Toronto Industry Network

Invited Guests:

Councillor McConnell's Office
Toronto Region Conservation (TRCA)
Castlepoint Numa
First Gulf

Appendix C – Questions and Answers

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

Q. Could you please clarify the relationship between the work conducted as part of the environmental assessment (EA) process and the work directed by City Council?

A. The high-level design alternatives for the hybrid option are part of the EA process. It is the step in the EA when we refine the design of the preferred alternative before submission to the Ministry of the Environment and Climate Change (MOECC). We will likely adopt a two-step approach in terms of reporting to PWIC and City Council to allow for more consultation before submitting the report to the MOECC.

Q. Will any new designs be evaluated against the same criteria matrix used earlier in the EA process?

A. Yes, we intend to use those criteria as the basis for evaluation in this phase of the EA.

Q. [Referring to Option 1B] Is there potential for a shorter eastbound ramp than what is currently there?

A. Yes, and that is the kind of feedback we are looking for in the breakout sessions.

Q. [Referring to Option 2] There are only two lanes for each travel direction – how will this affect traffic?

A. It's the same as today.

Q. The Gardiner Expressway and Lake Shore Boulevard are mostly parallel to each other. Where do they branch off?

A. They branch off at Munition Street.

Q. For Options 2, 3, and 4 what is the timeline for demolition and construction?

A. We have not prepared construction phasing at this point in the process, but it is something that we will be working on in the months ahead.

Q. Have you considered expanding the Don Roadway where it connects with the Don Valley Parkway (DVP) in any of these options? The signalized intersection can be a pinch point at times and may worsen as development plans south of the Keating Channel are implemented.

A. It's certainly something that we can explore as we refine the design alternatives, potentially by adding more lanes.

Q. The perceived blight of the elevated structure could be addressed by raising the rail spur and lowering the Gardiner Expressway alongside Lake Shore Boulevard. Is this feasible?

A. In theory it is possible, but that is an idea that can be further discussed during the breakout sessions. Also, the long-term future of the rail spur is unknown at this time – it may not be needed.

Q. Why has there been no information presented about the tunnel option discussed by Council?

A. The tunnel option was screened out early in the EA process as part of determining the Replace option. The reasons for doing so are documented in the 2014 report to Council.

C. A fifth criterion should be added to the study to ensure that future development proposals, particularly in the East Bayfront community, consider the impact of urban design and development constraints (i.e., do not build a wall of condos).

Q. Is there a real estate development component to this study?

A. Yes, absolutely it is part of evaluating the economic benefits component of the EA work.

Q. [Referring to the “viaduct” option] Could you explain the cross-section?

A. The cross-section depicts the viaduct option fitting within the columns and below the elevated Gardiner Expressway to provide a sense of scale.

Q. Will you be taking into consideration the impact of the conditions on the north side of the Keating Channel (i.e., the expressway alignment) on the south side of the Keating Channel/Villiers Island?

A. Yes, definitely.

C. There are certain elements of the options that were not discussed in the breakout sessions that could be incorporated as the design alternatives are refined. For example, the viaduct option has some interesting features (e.g., bringing the alignment closer to the rail corridor). The way the ramps are considered in the updated First Gulf proposal was also very interesting.

C. If you are a looking for a politically viable option that would appeal to Councillors in both downtown and Scarborough ridings, consider a two-lane expressway in each direction without any ramps or connections east of Jarvis Street.

C. The opportunity to lower the height of the Gardiner Expressway, if the rail spur will be removed, would be welcomed.

A. Yes, the expressway does not need to be as high as it is today if there is no railway to accommodate.

Q. How far west will the public realm improvements be considered?

A. Public realm improvements will be considered up to Jarvis Street – we are still working within the scope of the EA.

C. Is it possible for you to circulate the materials from tonight’s meeting so we can share them with our respective organizations?

A. We are still early in the design process. We will be in a better position to release materials in September when they are packaged with the report to PWIC.

Q. When you report to PWIC, will you be including an evaluation of the options in relation to the study goals and criteria?

A. We could do a high level evaluation using the criteria from earlier phases of the EA, but we need to refine the criteria for this phase of EA. The intent is to present the trade-offs of each design alternative to ensure committee members understand the key differences between them.

Q. You mentioned the criteria will be adjusted, can you explain this further?

A. The criteria that were used in the evaluation of alternatives will be used as a starting point to develop the criteria to assess the hybrid options.

Q. Is the report to PWIC in September for informational purposes or to receive further direction?

A. At this point, the report is intended for their information and input, we are not asking for a recommendation. We will also be reporting on other elements directed by Council (e.g., tunnel option, road pricing, etc.).

Q. Why will the design alternatives presented this evening be subject to different criteria than what was used earlier in the EA process?

A. We are at a working at a different level of detail in this step of the EA, compared to earlier phases of the EA. The criteria that we will use to evaluate the hybrid options will be at least as detailed (or even more detailed) than the criteria used to evaluate the alternative options.

Q. Is it possible to do a side-by-side comparison using the existing criteria?

A. Not exactly, as the criteria will change due to the limited variation among the hybrid options. For instance, most of the variation in the options presented this evening is east of Cherry Street, whereas there was considerable variation in the alignments of the alternatives considered in previous phases of the EA.

Q. Will fewer options be presented to PWIC than the four or five presented this evening?

A. Not necessarily, we haven't heard anything to suggest that.

Appendix D – Notes from Facilitated Breakouts

Option 1: Council Reviewed Hybrid

- The location of the on/off ramps at Cherry Street will attract traffic, affect the surrounding road network and negatively impact public and private lands in the precinct.
- Look at the quality and quantity of development; this option has less desirable sites for re-development / decreases opportunities for re-development
- Consider a no-ramp option.
- Consider the impact of tall buildings north of Lake Shore Boulevard on sites to the north.
- Consider the impact of putting a playground under the expressway.
- There is no improvement to the East Bayfront community.
- Clarify how residents will be able to access the new street connection to the Unilever site.
- Lake Shore Boulevard is two-sided for only two blocks.

Option 1A: Revised Hybrid with Realigned Ramps

- The location of the ramps impacts re-development opportunities (e.g., parcels trapped between the ramps).
- The elevated expressway and on/off ramps create a barrier to the waters' edge and affect opportunities to animate it.
- Consider programming, commercial and architectural design (e.g., lighting) opportunities as part of the EA along the edge of the Keating Channel.
- The elevated expressway and on/off ramps will have a negative visual impact on Villiers Island.
- This option removes pressure on Jarvis Street over Option 1A.
- Consider impacts to landowners (i.e., constructability and implementation).
- Consider the area west of Cherry Street in the design alternative.
- Include infrastructure for events when building it.
- A benefit is no overhead structure above Lake Shore Boulevard.
- The new street/intersection that is part of the Unilever site is not ideal.
- This option is similar to the original hybrid.

Option 1B: Revised Hybrid with Westbound On-Ramp Only

- This option would worsen conditions at the Jarvis Street off-ramp.
- Consider including an off-ramp east of the Don Roadway.
- Consider an artistic or architectural design feature at the water's edge (e.g., waterfall).
- Retaining a ramp connection has a negative impact on the water's edge.
- This option increases access to the water's edge, consistent with Lower Don Lands Master Plan.
- Clarify the rationale for adding the on/off ramps.
- This option impacts Lake Shore Boulevard and future re-development opportunities.
- This option will incur a negative impact on Cherry Street and make Villiers Island less desirable.
- This option is better than the original Council approved hybrid, but still negatively impacts the surrounding area.
- Queens Quay will become a much more important main street.
- Queens Quay should have a stronger prominence.
- Queens Quay doesn't have to dip down in this option.

Option 2: Realigned Hybrid with 70km/h Link

- SAC members liked this Option more than Option 1 but less than Option 3 as it moves infrastructure away from the Keating Channel, increasing development and public realm opportunities.
- SAC members expressed concerns about the on/off ramps; some suggested the ramps should be moved further east away from Cherry Street which is the gateway to the Port Lands, while others suggested looking at this option without any on/off ramps.
- Concerns were also expressed that the ramps in this option will bring more traffic to the Keating Channel area.

Option 3: Realigned Hybrid with 60km/h Link

- SAC members repeatedly identified Option 3 as the "superior" Hybrid option as it moves infrastructure away from the Keating Channel creating the greatest amount of developable land while preserving access to the water's edge.
- There was a request to move the on/off ramps inside the Gardiner Expressway lanes, rather than outside them.
- There was varying opinion whether Lake Shore Boulevard should be located beneath or adjacent to the new expressway east of Cherry Street; noise pollution was cited as more of a problem when the roads are stacked on top of one another even though this alignment consumes less land. Implementing a lower design speed was suggested to reduce the effect of noise pollution.
- SAC members expressed concerns about how drivers will adjust to the lower ramp speeds; they recommended slowing down traffic well before the ramps to allow for safe transition to/from the DVP.
- There is a desire to consolidate and move all infrastructure as far north as possible to free up and animate the water's edge.
- SAC members suggested undertaking an economic cost-benefit analysis for this option, along with land value and value uplift calculations, to determine whether the extra capital costs are worthwhile.
- Some SAC members questioned why this slow design speed is being examined when the Remove alternative was not considered viable for the same reason.

Option 4: Rail Flyover with 80km/h Link

- SAC members suggested moving the Gardiner Expressway and Lake Shore Boulevard north, closer to the rail corridor, similar to the independent scheme put forward by the Bedford/Millward/DTAH group.
- SAC members noted that the elevation of the Gardiner Expressway/DVP connection over the railway corridor will have a significant visual and physical impact on the surrounding area, particularly on Corktown Common Park.
- Feedback suggested lowering the design speed of the Gardiner/DVP connection to 60 or 70 km/h.
- Consider removing both the on/off ramps from the design and rely on the Jarvis Street ramps to accommodate traffic volumes.
- Comments noted that Lake Shore Boulevard is better when moved out from under the Gardiner Expressway.
- SAC members advised against merging the redeveloped Gardiner Expressway with the existing structure right at Cherry Street.

- SAC members expressed concerns that the new on/off ramps west of Cherry Street will cause traffic congestion as currently experienced at the Jarvis Street/Lake Shore Boulevard on/off ramps.
- Feedback indicated that the alternative requires heavy infrastructure for a potentially high cost without much benefit.
- SAC members feel there are good parcels for development along the Keating Channel.
- Comments indicate that the design of the on/off ramps in this Option is better than the design in the original Hybrid Option.
- Feedback suggested locating the on/off ramps on the inside of the Gardiner rather than the outside.
- The westbound on-ramp could use the space south of the rail corridor for a cloverleaf ramp design.
- Some SAC members commented that this is the best option but also the most expensive and complex.
- Make the new elevated Gardiner Expressway an iconic piece of infrastructure.

Other comments:

- Ensure that any option selected considers overall impact on potential Villiers Island and Port Lands uses.
- Study examples from other jurisdictions (e.g., Parisian highways are now being converted to pedestrian promenades, Cleveland Ohio Highway I90 Lakeshore Expressway which features an L turn managed by lights and rumble strips).
- Create a signature architecturally pleasing bridge similar to the Prince Edward Viaduct to mitigate the effects of the infrastructure.
- Widening the rail bridge would reduce the costs of flyover options and could improve flood conveyance.

Appendix E – Additional Written Comments from SAC Members

Gooderham & Worts Neighbourhood Association

- A point I tried to make during the table discussions but which didn't get into the reports is that the context for on and off ramps needs some thought. They don't exist in empty space but have an effect on surrounding streets. It wouldn't be acceptable to have them directing traffic through fine-grained local neighbourhoods.
- Could future reports and presentations include estimates of traffic levels over 24 hours as well as during rush hours? It would be valuable for people to know how many vehicles and/or people would be the beneficiaries of whatever the various options would cost.
- Again, please do not leave East Bay Front, i.e. west of Cherry Street, out of consideration. The continued presence of the expressway risks encouraging the sort of development that everyone hates farther west.
- It would be useful to SAC members to receive the report of the meeting ASAP, while the details of the presentations are reasonably fresh in our minds. As well, any material that can be posted for circulation to members of the associations we represent would be very valuable.

Unionville Ratepayers Association

At the Stakeholder Advisory Committee meeting on Tuesday, July 21, there was a lot of interest in tightening up the curve between the DVP and the Gardiner – to open up more developable land to the south. The down side is the reduced speed limit on the curve (50 kph posted, 60 kph design), which will require deceleration zone, rumble strips and signs.

As an FYI – there definitely are precedents across the GTHA for even lower speeds connecting two expressways. For example, from the 407 to the 404, at least two of the connectors have 30 kph limits, with no rumble strips. I'm sure other such cases exist. So don't be afraid to push the speed envelope downward on the connector!

CodeBlueTO

It is important that the EA continues to search for solutions that will best satisfy the stated goals of the process:

1. Revitalize the Waterfront
2. Reconnect the City with the Lake
3. Balance Modes of Travel
4. Achieve Sustainability
5. Create Value

Transportation engineering decisions must be informed by these goals. If these criteria become subservient to the engineering the EA runs the risk of becoming irrelevant and will not have fulfilled its mandate.

All alternatives developed through the EA process must go through the same rigorous review and be compared to the same criteria. The results of this analysis should be clearly presented in every report cycle.

In light of Council direction to examine options for an elevated ramp connection between the Gardiner East and the Don Valley Parkway we would like to emphasize some principles derived from the EA goals. The recommended alternative should:

1. Create a viable Keating Precinct with well-portioned building blocks, access to the Keating channel, and a strong relationship to the Don River mouth.
2. Include a viable Keating Channel north-side promenade.
3. Reinforce Cherry St. as the principal multi-modal transportation entryway into the Port Lands.
4. Improve the trail/open space connections to the Don Greenway (north/south) and Lake Shore Pathway (east/west).
5. Complement the restored Don River Mouth configurations.
6. Improve north-south connections through the study area creating safe, attractive, complete and integrated streets for all modal users.
7. Improve the quality of East Bayfront development sites.
8. Treat the roads in the study area as a network when discussing the movement of vehicles, transit, bicycles, and pedestrians.
9. Include project costing that is comprehensive in the analysis of the economic benefit in the study area and adjacent Villiers Island. This analysis should be based on the commercial value of developing the land, potential tax revenues, and jobs created/supported. The direct and indirect revenues for the City as a result of any proposed solution should be included in the present value analysis.

SAC #7 was largely spent reviewing notional concepts for elevated ramp connections between the Gardiner East and the Don Valley Parkway and how they affected developable land in the Keating Precinct. Our concerns related to all of the concepts:

1. The need for additional ramps to connect the Gardiner East with Lakeshore Blvd. has not been demonstrated.
 - o The identified peak hour vehicle count westbound on the Gardiner east is 4500. If the Logan ramps are removed, this would be reduced to 2,700. The westbound peak hour traffic on Lakeshore Blvd. is 700. This would increase to 2500 if the Logan ramps are removed. Even if Lakeshore were reduced to two through lanes in the study area it would have plenty of capacity to handle this vehicle load. It was previously reported that 21% of vehicles entering the study area from the north and east travel beyond downtown. Using this statistic, 378 of the additional 1800 travelling westbound on Lakeshore Blvd. would be using the first available ramp onto the Gardiner. In conjunction with the intersection improvements previously noted, the westbound ramp at Jarvis St. should be capable of handling this load without constructing ramps at Cherry St.
2. The role of Lakeshore Blvd. has not been reassessed.
 - o If Lakeshore Blvd. is designed primarily as a vehicle conveyance instead of a complete street with viable development on both the north and south sides its design parameters will have to be adjusted. The EA has thus far identified that a total of four lanes in each direction on the combined Gardiner East/Lakeshore Blvd. is sufficient to carry vehicular

traffic at peak hour. If the elevated ramp connection is kept, this would indicate that two through lanes on Lakeshore Blvd. is sufficient.

- If Lakeshore Blvd. is treated as a “collector” for the Gardiner East, its alignment will need to be reconsidered.
 - Queen’s Quay may have to be designed as the main or high street of the East Bayfront and Keating Precincts.
3. None of the options presented contemplates improvement to conditions in the study area to the west of Cherry St. This leaves half of the EA study area with an unfulfilled mandate.
 4. Consolidating all intensive arterial road infrastructure as far north as possible along the railway corridor will yield an option that will more closely meet the goals of the EA.
 5. The role of Cherry St. as a welcoming multi-modal gateway the Port Lands is very important and has not been considered.

None of the alternatives presented adequately addresses the goals of the EA. Particular concerns include:

1. The impact of options 1 a/b/c on the Keating Channel Precinct, the north side of Villiers Island, and Cherry St. is overwhelmingly negative and does not fulfill any of the evaluation criteria.
2. Given the significance of Cherry St. and the Lakeshore/Cherry intersection as a Gateway to the Port Lands and the principal connector to the city core, placing ramps at Cherry St. impairs the quality of that connection by adding infrastructure is not consistent with the goals of the EA nor does it support the goal of extending the City into the Port Lands.
3. The impact of the “Flyover” option 4 on views from Corktown Common needs to be assessed.

We suggest that further study and refinement of the alternatives is needed. Specifically:

1. All alternatives should be presented with a option that removes all Cherry St. ramps.
2. All alternatives must address the study area between Jarvis and Cherry St.
3. Alternative 3 should be designed with the lowest possible connecting ramp speed to minimize its footprint and impact on the vicinity.
4. “Flyover” alternative 4 should contemplate going over the storm water treatment plant. It should also have an additional option at the lowest possible connecting ramp speed to minimize its footprint and impact on the vicinity.
5. The Viaduct and First Gulf proposals should be seriously considered and measured in the same evaluation matrix as the staff generated alternatives.
6. Analysis of travel times should not be limited to vehicles but include transit passengers, bicycles, and pedestrians expected to be travelling through the study area. Projections should be based on realistic expectations of future traffic levels and modal splits not on the pattern of late 20th century habits.

Toronto Urban Renewal Network

While we prefer the Gardiner to be removed as per the team’s original recommendations, if it must remain, we wish to minimize the damage and expense.

As with the current hybrid option, we propose to eliminate the ramps east of the Don River. In addition, we suggest that no new ramps be added between Lower Jarvis St. and the Don Roadway ramps. We request that models for all likely alternatives be drawn up with a 'No New Ramps' scenario.

Narrow viaduct

There are currently, and proposed to be, only 2 lanes in each direction for the section linking the Gardiner and the DVP Expressway. Moving Lake Shore Blvd East traffic onto the surface and eliminating the Cherry Street ramps creates the opportunity for a much longer narrow 4 lane elevated span reaching between Jarvis and the Don Roadway.

Advantages of eliminating ramps

1. The proposal is flexible, and can be combined with any of the preliminary concepts.
2. Removing ramps removes one of the most contentious local aspects of maintaining the Gardiner East Expressway.
3. The lack of ramps and narrow viaduct would significantly reduce costs.
4. The lack of off-ramps and narrow viaduct would allow for single supports, and have the smallest impact on property, sunlight and views along Lake Shore Boulevard east of Jarvis Street.
5. The compromise of having 2 elevated highway lanes allows the future Lakeshore Blvd to be narrowed to two lanes in each direction, maximizing development potential and increasing the opportunities for creating an urban two-sided street.
6. Political win-win. Pro DVP/ Gardiner Councillors in the suburbs maintain the Gardiner/ DVP connection, while local travel to Cherry Street or east along Lake Shore Blvd will use the (current) Boulevard, which their representatives supported.

Lake Shore Blvd Width

The original 'Boulevard' option provided 4 surface lanes in each direction. By proposing 2 highway and 2 surface lanes per direction, our option provides at least as much motor vehicle capacity. Lake Shore's 4 lane width could extend between Jarvis and Queens Quay, or the Don Roadway.

Viaduct Alignment

1. While it may be preferable to shift the Gardiner viaduct even further to the north, we recommend following the Lake Shore Blvd alignment and using the same DVP bridges, to minimize spending, maximizing the potential for change in the intermediate future. We believe that it is very possible that in twenty years, the evolving transportation paradigm will lead to more progressive choices.
2. Reduced highway speeds and increased turn radii can be considered.
3. Ramp from westbound Gardiner East to northbound Lower Sherbourne St.
4. As with other plans, we would like to see this ramp eliminated due to its impact on new communities vs. the benefit to vehicles of this one-way trip option.
5. Jarvis intersection.
6. The narrower 4-lane cross section of the Gardiner East provides the flexibility to improve this intersection.

Lake Shore Blvd.

The success of Lake Shore Blvd, which travels the length of the waterfront study area, should be a key factor considered by the EA. We view it as a potential Avenue with animated uses at grade that connects a series of mixed-use walkable neighbouring. Buildings and plans should anticipate a possible future takedown of the 4-lane viaduct. The narrower street should have one-stage pedestrian crossings.

Keating promenade

Options should ensure that the East Gardiner and Lake Shore Blvd alignments move far enough north to minimize negative impacts to the Keating promenade: access to, contiguity and experience.

Development

Be innovative, and look to precedent when considering where buildings are allowed along the north side of Lake Shore Blvd. Consider alternatives such as buildings of a smaller height, or with irregular footprints, which although less profitable, are just as useful at creating a lively street.

Parks

Should be placed where they can be reached practically, where people want to linger and where there are eyes on the street. Avoid locating parks or vacant parcels on isolated left over lands to serve as buffer zones for highways and/or rail corridors.

Multi-use paths

While the current EA criteria offer points for multi-use paths and park space, this can be counter-productive. We prefer to allow cyclists to use the road, or use separate paths adjacent to the roadway (e.g., Richmond/ Adelaide lanes) where riders can travel a direct path and be visible at intersections. Sidewalks should be for pedestrians, and park paths should not be raceways.

Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study Stakeholder Advisory Committee - Meeting 15-8

Tuesday, September 1, 2015 | 6:30 – 8:30 pm
Metro Hall, 55 John Street, Room 308/309

Meeting Summary

1. Agenda Review, Opening Remarks and Introduction

Mr. David Dilks, President, Lura Consulting, began the eighth Stakeholder Advisory Committee (SAC) meeting by welcoming committee members and thanking them for attending the session. He introduced the facilitation team from Lura Consulting and led a round of introductions. Mr. Dilks reviewed the meeting agenda and explained that the purpose of the meeting was to present the alternative design concepts for the hybrid option as well as to obtain SAC input on the results of the initial screening process and proposed approach to the alternative design evaluation. He added that these SAC meeting summaries are circulated to members for comment, prior to posting the final versions on the project website.

Mr. John Livey, Deputy City Manager, City of Toronto, outlined the next steps in the EA study process which include interim progress report to the Public Works and Infrastructure Committee in mid-September, followed by a round of stakeholder and public consultations in October and November. He noted that in the meantime, the project team will be working on the evaluation of the alternative designs as well as the public realm concepts. The project team expects to submit a final report to Council in early 2016.

John Campbell, President, Waterfront Toronto, noted that the project team has been working on the alternative design concepts, focusing on the segment between Cherry Street and Don Roadway. Mr. Campbell conveyed the project team's appreciation of the feedback and comments provided by SAC members, particularly as the EA approaches completion.

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

2. SAC Member Briefing

Don McKinnon, Project Manager, Dillon Consulting, presented a summary of the work completed in the current phase of the EA as well as an overview of the alternative design concepts for the hybrid option, covering the following topics:

- What we heard at SAC #7
- Initial screening process and outcomes
- Alternative design concepts
- Process for selecting alternative evaluation criteria
- Process/Next Steps

3. Facilitated Discussion

The following provides a summary of the recurring themes and ideas discussed by SAC members on the material presented. More detailed accounts of the discussion can be found in Appendix C (Q & A).

Alternative Hybrid Concepts

- Highlight the distinguishable features or unique benefits of each alternative concept; they appear to be very similar.
- Clarify whether Lake Shore Boulevard will function as a high-end urban boulevard with public realm features or as a roadway primarily for vehicles.
- Expand the discussion on alignment of the hybrid to focus on how it fits within a system of roads that will service the area (including Lake Shore Boulevard).
- Limit the amount of overhead infrastructure above Cherry Street.
- Ensure that the alignment of the elevated expressway maximizes the quantity of developable land along the Keating Channel.
- Downplay the discussion on speed and travel time associated with each concept and focus the conversation on other important topics such as public realm improvements.
- Consider modelling a no- or one-ramp option and include this among the options presented to Council.
- Locate ramps away from the southern edge of the Gardiner Expressway as much as possible to support high-quality development north of the Keating Channel.

Evaluation Criteria

- Include criteria that consider the lost potential for high-quality development north of Queens Quay and along East Bayfront (i.e., development that would have occurred if Council's decision had been to remove the elevated expressway).
- Ensure criteria evaluating safety include the safety of all road users, including cyclists and pedestrians.
- Ensure the evaluation criteria consider a fulsome range of topics beyond travel time and speed.
- Other criteria suggested by participants include:
 - Quality and quantity of developable land;
 - Long-term flexibility (e.g., de-constructability, modular development);
 - Sustainability (e.g., ability to adapt to change);
 - Resilience to extreme weather considerations (e.g., flooding);
 - Future access to the Port Lands; and
 - Quality of life/liveability for residents near the expressway (e.g., travel/walk time for pedestrians, noise levels, vibrations).
- Ensure coordination and consistency between the different EAs focused on revitalizing the waterfront in terms of evaluation criteria.

Public Realm Improvements

- Prioritize public realm improvements for the area between Jarvis and Cherry in the concept plans.
- Provide examples of the public realm improvements that are feasible between Jarvis and Cherry.
- Make sure public realm improvements are a prominent part of future presentations.

Costs

- Clarify the cost differences of the alternative concepts.
- Consider presenting a broader concept of costs beyond the straight financial cost of each alternative (e.g., reflective of economic, social and environmental factors).
- Ensure cost estimates fully reflect the public realm benefits/costs of the hybrid alternative.
- Reflect the cost of renewing the Martin Goodman Trail in cost estimates of each concept.

4. Next Steps

Next SAC meeting: October 2015

Post Meeting Update: An additional SAC meeting has been added to the project schedule and will take place in October 2015, preceding the SAC meeting planned for November 2015.



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

Stakeholder Advisory Committee Meeting #8

Tuesday, September 1, 2015

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 308/309

REVISED AGENDA

Meeting Purpose

- Present and discuss the alternative design concepts for the hybrid option, the screening process and outcomes, and proposed approach to the design alternative evaluation.

6:30 pm Agenda Review, Opening Remarks and Introductions

- David Dilks, Lura Consulting, Facilitator

6:40 pm SAC Member Briefing: Project Update and Next Steps

- Don McKinnon, Dillon Consulting

Presentation to include:

- What we heard at SAC Meeting #7
- Alternative design concepts
- Initial screening process and outcomes
- Draft design alternative evaluation
- Process and next steps

7:00 pm Facilitated Discussion

1. Thinking about the initial screening of the alternative design concepts and screening outcomes:
 - What do you like?
 - What, if anything concerns you? Why?
 - What refinements, if any, would you like to see explored?
2. Thinking about the alternative designs and the proposed approach for their evaluation:
 - What evaluation criteria are important to you and should be considered?
 - What other advice do you have for the project team on the evaluation of alternative designs?

8:25 pm Summary/Closing

8:30 pm Adjourn

Appendix B – List of Attendees

SAC Meeting #8 List of Attendees

Beach Triangle Residents' Association
Canadian Courier and Logistics Association
Civic Action
CodeBlueTO
Cycling Toronto
Gooderham & Worts Neighbourhood Association (GWNA)
Heritage Toronto
St. Lawrence Neighbourhood Association
Toronto Financial District BIA
Toronto Urban Renewal Network
Transport Action Ontario
Unionville Ratepayers Association
Walk Toronto
West Don Lands Committee

Invited Guests:

Mayor's Office
Deputy Mayor Pam McConnell's Office
Castlepoint Numa

Appendix C – Questions and Answers

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

Q. Are the kilometres per hour (km/h) associated with each concept the design or posted speeds?

A. They refer to the design speed; the posted speed would be about 10 km/h less.

C. The proposed concepts do not appear to include public realm improvements west of Cherry Street, along the East Bayfront, other than aesthetic improvement to the Jarvis St. underpass. I am concerned about the impact to current and future residents. The evaluation criteria should consider the possibility of new development north of Queens Quay and along East Bayfront without the highway. The Remove alternative did propose significant improvements west of Cherry Street; it is necessary to evaluate what has been lost by not being able to make those improvements. My understanding is that this is a continuation of the EA process, which means the area west of Cherry Street is within the scope of the study area and should be considered more thoughtfully in the concepts.

A. In terms of the area west of Cherry Street, the intent is to look at public realm improvements (e.g., streetscaping) under the EA. We are not anticipating any major infrastructure improvements that would require further EA approval. There certainly is a commitment to look at public realm improvements in that particular area.

Q. Will the evaluation criteria include the benefits of potential development?

A. Any improvements proposed within the corridor and how they would complement development will be looked at.

Q. Does the streetscape experience include the experience of crossing Lake Shore Boulevard?

A. Yes it does.

Q. During the presentation, the criteria for safety focused mainly on the elevated expressway users. Can you speak to safety in terms of active transportation around the expressway? For example, the areas around the expressway on/off ramps tend to have more aggressive drivers, which is another issue of road safety. Also, are maintenance costs assumed to be the same for all of the concepts or will they vary?

A. Any potential variation in the alternative designs in terms of cyclist and pedestrian safety will be examined. In terms of costs, there is certainly potential for some variation.

Q. When can we expect to see how the public realm in the area between Jarvis and Cherry Streets will be treated?

A. That will likely be November, possibly late October. Six slides depicting public realm improvements east of Jarvis Street were presented at the last SAC meeting. We will discuss public realm strategies and recommendations at the October SAC meeting, and in greater detail at the November meeting

Q. Is there a reason the timing is in November (e.g., PIC #5 meeting)?

A. It is based on the cycle of SAC and PIC meetings.

C. If you are presenting this material to the Public Works and Infrastructure Committee (PWIC) in September, consider including content about public realm improvements between Jarvis and Cherry Streets.

Q. The three concepts, which are all very similar, meet the EA requirements for cars, but not other users. There was no mention of no or less ramps in any of the concepts. Perhaps it would make sense to present more of a compromise (i.e., a concept with one or no ramps) to Council, given the varying support of Councillors.

A. One of the concepts we looked at involved one ramp but we heard concerns about traffic problems with only one ramp. A no-ramp option would lead to significant traffic issues.

C. I would like to see a no- or one-ramp concept modelled. If it was presented as an option, Council would at least have the opportunity to say they are not interested in looking at that kind of compromise.

Q. At the last SAC meeting, a proposal prepared by an external team featuring a viaduct option was presented. Is that proposal reflected in the options presented this evening?

A. There were a few options proposed by external teams, including the viaduct option. Most of them are similar to the alternative solutions that were examined earlier in the EA study process. There are aspects of these options that we are trying to accommodate within the hybrid options.

C. I am concerned that instead of looking at a fulsome range of EA criteria there is more of a focus on the vehicle user experience of the elevated ramp. The criteria should not focus only on travel-related issues (e.g., time or speed) as each hybrid option has different spinoff benefits. As a second point, the quality in addition to the quantity of developable land should be considered by the evaluation criteria. There is also a need to clarify whether Lake Shore Boulevard will be used primarily to convey vehicles or whether it could be more of a high-end street with public realm features.

Q. The new ramps will require actual shoulder widths – how much wider will they be than the current ramps?

A. They are currently two metres wide; they would be widened out to about four metres. There are currently two lanes in the elevated expressway that serve as connections to the Logan Avenue ramps that would no longer be needed, resulting in a new overhead structure that is a lot narrower than what it is today. The ramps going over the Don River would certainly be wider compared to what they are now.

Q. Is the overhead structure from Cherry to Jarvis Streets also going to be two lanes? Will it be narrower than it is today?

A. It will be two lanes in each direction and narrower than it is today.

Q. At what point will the new overhead structure begin to narrow down?

A. The exact location requires additional study, but it will be east of Cherry Street. There will be a rethink on the entire Gardiner Expressway in terms of its design, to consider the new alignment and connection with the re-decking taking place west of Jarvis Street.

Q. Will you evaluate the number of lanes that are necessary on Lake Shore Boulevard?

A. With the realignment of Lake Shore Boulevard through the Keating Channel, there is an opportunity to reconsider the number of lanes. However, we are not anticipating any changes to the lane configuration west of Cherry Street, unless this is being considered in another study.

Q. [Referring to Concept 3] There has been some discussion as to whether the ramps to/from Cherry Street can be located in the middle (of the split configuration) and away from the southern edge of the elevated structure. The concern is that ramps along the southern edge will not support nearby high-quality development.

A. Yes, that is what is depicted in the concept. It was not depicted on the north side of the westbound on ramp because of the location of the stormwater management facility.

C. I think it is more important on the south side.

Q. I want to emphasize that Cherry Street should be kept free of any additional elevated infrastructure. I see the ramps are continuing to the west of Cherry Street, are there other opportunities to reduce their impact?

A. The intent to this point has been not to widen the overhead infrastructure any more than what it is today. If there is an opportunity to narrow it further, we are exploring.

Q. Is the de-construction of the elevated highway being considered as a criterion? It is worth considering in terms of long-term flexibility?

A. It's something to think about; it could tie in to the sustainability aspects of the EA.

C. The angle of sustainability and ability to adapt to change over time is worth weighing. We have seen dramatic changes in recent decades that were not expected (e.g., with technology). Sustainability should be included in evaluation criteria in some form.

C. Building off that point, changes in weather and extreme weather should also be considered in terms of the resiliency of the designs.

A. There is certainly an expectation from the Ministry of the Environment and Climate Change to consider climate change in the expressway design.

C. Prioritize public realm improvements west of Cherry Street. It appears that any changes will only benefit the area east of Cherry Street – this is not ok with existing residents.

C. The redevelopment of the Port Lands will generate all kinds of new traffic. Future access to the Port Lands should also be considered as a criterion.

C. Find a way to include quality of life in the criteria, particularly for the people who live in the surrounding area (e.g., St. Lawrence Market, Distillery District, Queens Quay, East Bayfront). The number of residents affected by the highway is considerably more than the number of drivers who benefit from its use.

C. Explore and highlight the options that have clear and distinguishable benefits (e.g., the trade-off of two versus three lanes on Lake Shore Boulevard).

A. During the alternative solution stage, we did look at the impact of different lane reductions. The results typically indicate an increase in travel times, for which there is little appetite.

Q. You mentioned that you would be looking at the ramps in more detail – can you speak to that?

A. We will be looking at the ramps in more detail from the point of view of their alignment, grade, exact location, length, where they merge with Lake Shore Boulevard, property needs, and confirming right-of-way requirements, etc.

C. I appreciate work that the EA team has done, since Council's decision to proceed with the hybrid option. It is important to ensure that the east Keating District is viable and has the potential to be a strong transitional area between the City and the Port Lands. Everything that can be done to maximize the quantity and quality of development along the Keating Channel should be done.

I am also interested in the potential collateral benefits of expanding the railway bridge (e.g., mitigating flooding on Broadview Avenue), particularly in terms of costing. It is also extremely important to ensure that costing fully reflects public realm benefits, not just in the Keating Channel or defined by land sale revenues. A more robust and wide-ranging evaluation of costs is needed.

It also needs to be emphasized that the concepts that leave infrastructure on the north side of the Keating Channel will potentially have negative effects on any development on the Villiers Island Precinct. That said there is a need for a more robust look to understand the true cost-benefits of this alternative.

It would also be helpful to have some concrete examples of what we can expect in terms of public realm benefits between Jarvis and Cherry Streets and what is feasible.

A. You have raised some very important points. We are essentially trying to decide between variations of an alternative that have the same underlying assumptions about the area between Jarvis and Cherry Streets. We understand that something needs to be done to improve the liveability of that area and we will look at this closely.

C. A big part of the campaign to maintain the Gardiner Expressway focused on public realm improvements under the structure; we'd like to see them.

C. Please consider using only the posted speed in presentations to Council or the public to avoid confusion if the terms "design speed" and "posted speed" are both used.

C. The Martin Goodman Trail has not been mentioned. The cost of renewing the trail should be included in each of the concepts.

A. Absolutely, the continuation of the Martin Goodman Trail through the Keating Precinct is included in all the options. The next stage will include details about how the Trail will be integrated with the road alignment in all the options.

C. Opening up sites for potential development south of the expressway, closer to the waterfront and away from the rail corridor would lead to higher quality neighbourhood development. My understanding is that the impact on travel times across all the concepts is similar; this has helped move the conversation forward to now enable us to discuss other elements of the study (e.g., public realm). I would be concerned to see the introduction of another concept that re-opens the conversation on travel times.

C. We should be thinking about this from the perspective of a system of roads, not individual roads or the hybrid in isolation. That might be a way to reintroduce Lake Shore Boulevard into the conversation and open up discussion about its future design. It is an important component of the EA study.

Q. Will Lake Shore Boulevard be updated to modern standards?

A. Yes.

C. Consider the following as measureable criteria to assess the experience of living near the expressway – travel time for pedestrians, noise levels, vibrations.

C. Consider doing research on population estimates for East Bayfront and Keating Channel to understand how many people will be affected by the highway compared to the number of drivers who use the eastern segment of the Gardiner Expressway.

Q. Is the plan to present the costs the same way they were presented during the last round? Will considerations such as land value, tax base be rolled in, or be presented separately? The way this information is presented will help clarify which one of these alternatives is in fact the best for the City.

A. We have not decided how that information will be presented. We will absolutely look at the costs and benefits of each concept.

C. Consider a broader conception of costs.

C. It is important to consider how information about costs is presented. Figures can be easily misrepresented. It is important to present the information in a way that people recognize the value of the broad range of issues being reflected in the costs.

Q. Will Lake Shore Boulevard be redesigned as an urban street or a highway?

A. It will be an urban street.

C. In terms of evaluation criteria, there are so many EAs currently underway for this section of the waterfront. Ensure all those EAs are reviewed in the context of this EA to ensure a timely completion and that there is consistency in how evaluation is approached.

C. I would like to reinforce the idea of walk times as an indicator of liveability. The focus of the debate between the boulevard and hybrid options was after all about travel time for vehicles.

**Future of the Gardiner Expressway/Lake Shore Boulevard East
Reconfiguration EA and Integrated Urban Design Study
Stakeholder Advisory Committee - Meeting 15-9**

Tuesday, October 20, 2015 | 6:30 – 8:30 pm
Metro Hall, 55 John Street, Room 310

Meeting Summary

1. Agenda Review, Opening Remarks and Introduction

Liz Nield, CEO at Lura Consulting, welcomed Stakeholder Advisory Committee (SAC) members and thanked them for attending the session. Ms. Nield introduced the facilitation team from Lura Consulting and led a round of introductions. She reviewed the meeting agenda and explained that the purpose of the meeting was to present and discuss the proposed evaluation criteria and hybrid urban design concepts.

Chris Glaisek, Vice President, Planning and Design at Waterfront Toronto, also welcomed SAC members. Mr. Glaisek explained that the design of the Hybrid option has been narrowed down to three main alternatives, each with sub-components that can be mixed and matched. He also noted that since the last SAC meeting, Hargreaves & Associates has been exploring potential public realm improvements for each alternative to provide a better sense of how the public spaces surrounding each alternative alignment might look like in three areas: west of Cherry, Cherry to Don, and east of the Don. Mr. Glaisek also briefly outlined the next steps in the project which include a SAC meeting in November to present the results of the evaluation, followed by a public information centre (PIC) in December. The project team anticipates reporting the results of this phase of the EA to the Public Works and Infrastructure Committee (PWIC) in early 2016.

David Stonehouse, Director, Waterfront Secretariat at City of Toronto, briefly reviewed the staff recommendations included in several reports submitted to Executive Committee, PWIC and Council in September which covered the following topics:

- Tunnel Option;
- Tolling and Road Pricing Options;
- Strategic Rehabilitation Program;
- Hybrid Alternative Design Concepts;
- Accelerated Repairs.

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

2. SAC Member Briefing

Don McKinnon, Project Manager at Dillon Consulting, and Gavin McMillan, Senior Principal at Hargreaves & Associates presented the work completed since the last SAC meeting covering the following topics in two parts to allow for focused discussion:

Part I – Don McKinnon

- Process / Next Steps
- What We Heard at SAC #8
- Updated Evaluation Criteria

Part II – Don McKinnon and Gavin McMillan

- Review of Viaduct and Consolidated Proposals
- Urban Design Update

3. Facilitated Discussion

The following provides a summary of the recurring themes and ideas discussed by SAC members on the material presented, as well as written feedback from SAC members. More detailed accounts of the discussion can be found in Appendix C. Appendix D includes additional written comments submitted by SAC members following the meeting.

Proposed Evaluation Criteria:

General Comments

- Ensure the public understands there is no significant difference among the alternatives for certain criteria (e.g., list the criteria that have been deleted from the evaluation process).
- Ensure consistency when presenting capital costs but also ensure they are current (e.g., present them in 2013 and 2016 dollars if necessary).
- Measure the quality and value of active transportation, recreational and development opportunities (in addition to quantifying them).

Feedback about specific criteria is included in Table 1 (next page).

Table 1 - Feedback on Proposed Evaluation Criteria

Study Lens	Criteria Group	Criteria	Feedback
A. Transportation and Infrastructure	A.1 Automobiles	A 1.1 Commuter Travel Time	<ul style="list-style-type: none"> Clarify how < or > 2 minutes was chosen as the metric for this criterion.
	A.3 Pedestrians	3.1 North-South Sidewalks	<ul style="list-style-type: none"> Add a measure to assess pedestrian access to the water's edge and Keating Channel. Consider adding a measure to assess pedestrian crossing times. Clarify why crossing distance has been removed.
		3.2 East-West Sidewalks	<ul style="list-style-type: none"> Clarify if the location and effect of on-off ramps to the Gardiner will be included as a measure. Add a measure to assess access to the Don River. Consider the opportunity to create an east-west pedestrian promenade along the Keating Channel.
	A.4 Cycling		<ul style="list-style-type: none"> Consider whether there is a need to distinguish between commuter cycling routes and recreational cycling routes – including routes to water's edge. Include measures to assess the quality of cycling routes; quality and connectivity are both important.
	A.5 Movement of Goods		<ul style="list-style-type: none"> Clarify why construction impact is only considered for this sub category – it should be included for all transportation modes or confined to A.7. Consider network flexibility in this criteria group.
	A.6 Safety	A 6.1 Pedestrian Conflict Points	<ul style="list-style-type: none"> Consider conflicts created by Gardiner on-off ramps. Consider the effect of road reconfiguration at the Lake Shore Boulevard/ Jarvis Street on this criterion.
		A 6.2 Cyclist Conflict Points	<ul style="list-style-type: none"> Consider conflicts created by Gardiner on-off ramps. Add a measure to assess the presence of poor sightlines.
		A 6.3 Motorist Conflict Points	<ul style="list-style-type: none"> Consider a measure to assess opportunities to improve safety through improved sightlines or adding shoulders.

Study Lens	Criteria Group	Criteria	Feedback
	A.7 Construction Impact	A 7.1 Duration	<ul style="list-style-type: none"> Consider whether the duration, extent and precise nature of the travel disruption are more significant factors than the length of the construction period.
		A 7.2 Transportation Management	<ul style="list-style-type: none"> Consider the potential impact on vehicular traffic.
B. Urban Design	B.1 Planning	B 1.2 Consistency with Precinct Plans and Other Plans and Initiatives	<ul style="list-style-type: none"> Add a measure to assess the impact of development on Cherry Street as a major gateway/connector between the City Centre/West Don Lands and the extension of the City into the Port Lands. Add the Villiers Island Precinct Plan and the Lower Don Lands Framework Plan to the list.
		<i>B 1.3 Impact on Keating Channel East (proposed new criterion)</i>	<ul style="list-style-type: none"> Add a measure to assess the ability to create a viable new precinct that connects the Port Lands to the rest of the City (i.e., ability to maximize the development potential of the City-owned lands in the Keating Channel precinct).
	B.2 Public Realm	B 2.1 Streetscape	<ul style="list-style-type: none"> Add a measure to assess: <ul style="list-style-type: none"> the opportunity to create a successful east-west spine to support development in the Keating Channel precinct. quality of place throughout the Keating Channel Precinct. the ability to improve degraded or absent north-south connections to the water's edge. the ability to create an attractive pedestrian realm. Consider the effect of road reconfiguration at the Lake Shore Boulevard/ Jarvis Street on this criterion.
		B 2.2 View Corridors	<ul style="list-style-type: none"> Add a measure to assess: <ul style="list-style-type: none"> the opportunity to improve visual connections between precincts and transportation routes

Study Lens	Criteria Group	Criteria	Feedback
			<ul style="list-style-type: none"> and the water's edge. ○ the opportunity to improve visual connections to the Don River Mouth. ○ minimizing the impact of elevated infrastructure on view corridors.
		B 2.3 Amount of Public Realm	<ul style="list-style-type: none"> • Expand the measure to assess the "quality" of the public realm not just the quantity. • Add a measure to analyze the impact on public realm plans for the Keating Channel Precinct.
		B 2.4 New Park Land	<ul style="list-style-type: none"> • Include a measure to assess the quality of surplus land.
	B.3 Built Form	B 3.1 Street Frontage	<ul style="list-style-type: none"> • Expand this criterion to look at the relative potential for creating viable/quality development sites with potential for high quality retail along Lake Shore Boulevard or an extended Queen's Quay.
		B 3.2 [Referred to in participant feedback]	<ul style="list-style-type: none"> • Clarify why references to built form opportunities including constraints created by location of transportation infrastructure (including ramps) were removed as they are key considerations in terms of comparing the urban design impacts of the design alternatives.
C. Environment	C.2 Natural Environment	C 2.4 Storm Water Quality	<ul style="list-style-type: none"> • Reinstate potential to reduce paved/non-permeable surfaces.
		C 2.5 Microclimate/Heat Island Effect	<ul style="list-style-type: none"> • Retain this criterion as there is potential for varying degrees of concrete among the three Hybrid options.
D. Economics	D.3 Fiscal Net Benefit	D 3.1 Capital Cost and Funding	<ul style="list-style-type: none"> • Share the cost of the railway bridge extension in Alternative 3 with other projects that would potentially benefit from any flood conveyance improvements.
		D 3.3 Public Land Value	<ul style="list-style-type: none"> • Include a measure or criterion to capture spin-off

Study Lens	Criteria Group	Criteria	Feedback
		Creation	<p>advantages or disadvantages of longterm economic activity (e.g. future revenue created as a result of new development).</p> <ul style="list-style-type: none"> • Include a measure to assess the economic benefit of increased development. • Explain or clarify that an evaluation exercise will be completed to assess the land freed for redevelopment in the evaluation criteria. • Ensure public land distribution proceeds reflect the varying quality of the development sites created by each alternative. • Expand public land value creation to include: <ul style="list-style-type: none"> ○ A measure to assess potential positive or negative impacts on the value of adjacent lands (e.g., publicly owned lands along the Keating Channel in the Villiers Island precinct). ○ The comprehensive valuation of the future economic activity that will be generated under the build-out of the three alternatives. ○ An assessment of any positive or negative impacts on the development pace of precincts currently being planned (e.g., Keating, Villiers and Film Studio District).

Proposed Urban Design Concepts:

General Comments

- Consider minor road improvements on Lake Shore Boulevard west of Cherry Street, particularly to enhance north-south connectivity and relationship to new developments in the area.
- Consider making the Lake Shore Boulevard and Lower Jarvis Street intersection a “scramble” crossing if no structural modifications are possible.
- Locate cycling routes/trails near the water as much as possible.
- Continue the Lower Don Trail south to Villiers Island along the Don River without merging the route with the street grid.
- Provide more information about the need for on-off ramps close to Cherry Street in the EA reporting (e.g., supporting data, space requirements as well as their impact on surrounding streets and local traffic, developable land, environment, and quality of life).
- Consider that the needs and quality of life of local residents should not be sacrificed for the convenience of a small percentage of Expressway drivers.
- Consider providing three-dimensional renderings to provide SAC members and the public with a ground-level perspective on the qualitative differences between Alternatives 2 and 3.
- Participants expressed support for Alternative Designs 2 and 3 (both with the realigned Lake Shore Boulevard) as they both increase:
 - The potential to unlock development in the Keating and Villiers Island precincts.
 - Opportunities for active transportation and recreation uses along the Don River that connect the Keating Channel Precinct with the Port Lands and re-naturalized river mouth.

Alternative Design 2

- Participants expressed support for Alternative Design 2 (with the realigned Lake Shore Boulevard in Alternative Design 3) as it would increase:
 - Opportunities to unlock development in the Keating and Villiers Island precincts.
 - Opportunities for active transportation and recreation uses along the Don River that connect the Lower Don Trail to Villiers Island.
- Consider reversing the vertical relationship between the Gardiner Expressway and Lake Shore Boulevard so that the Boulevard is higher than the Expressway to:
 - Minimize the perceived visual barrier caused by the Expressway, and;
 - Explore opportunities to create a double-sided street along Lake Shore Boulevard.

Alternative Design 3

- Participants expressed support for Alternative Design 3 as it would increase:
 - Opportunities to unlock development in the Keating and Villiers Island precincts.
 - Opportunities to create iconic destinations and architectural structures along the Don River (e.g., park, bridge).
 - Opportunities for active transportation and recreation uses along the Don River that connect the Lower Don Trail to Villiers Island.

4. Next Steps

Next SAC meeting: January 14, 2016, 6:30 to 8:30 p.m., Metro Hall, Room 310.



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

Stakeholder Advisory Committee Meeting #9

Tuesday, October 20, 2015

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 310

AGENDA

Meeting Purpose

- Present and discuss the proposed evaluation criteria, hybrid urban design concepts and next steps.

6:30 pm Agenda Review, Opening Remarks and Introductions

- Liz Nield, Lura Consulting, Facilitator

6:40 pm Project Update and Next Steps

- Don McKinnon, Dillon Consulting
- Gavin McMillan, Hargreaves & Associates

Presentation to include:

Part I

- Update from Executive Committee, PWIC and Council
- What We Heard at SAC Meeting #8
- Process/Next Steps
- Updated Evaluation Matrix
- Facilitated Discussion

Part II

- Urban Design Update
- Review the Viaduct and Consolidated Proposals
- Facilitated Discussion

7:00 pm Facilitated Discussion – Evaluation Criteria and Urban Design Concepts

3. Thinking about the proposed evaluation criteria:
 - What is missing, or is there anything further that you would you like to see explored?
4. Thinking about the urban design concepts presented:
 - What do you like?
 - What concerns you and why?

Appendix A – Agenda

- Do you have any additional advice to the project team as they move forward to flesh out the urban design plans?

8:25 pm **Summary/Closing**

8:30 pm **Adjourn**

Appendix B – List of Attendees

SAC Meeting #9 List of Attendees

Beach Triangle Residents' Association
Civic Action
CodeBlueTO
Cycling Toronto
Gooderham & Worts Neighbourhood Association
Heritage Toronto
St. Lawrence Neighbourhood Association
Toronto Financial District BIA
Toronto Industry Network/Redpath Sugar
Transport Action Toronto
Urban Land Institute
Walk Toronto
West Don Lands Committee

Appendix C – Questions and Answers

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

Facilitated Discussion – Part I

Q. Since there is already construction happening on the west end of the Gardiner Expressway that is scheduled for completion in October 2016 – what does the P3/AFP model under the Strategic Rehabilitation Program entail?

A. The rehabilitation taking place in the west is using conventional construction methods (e.g., jackhammering, re-pouring roadways, etc.) and applies to only a small segment of the Gardiner Expressway. The program being studied would involve saw-cutting sections of the Expressway in the remainder of the corridor and replacing them with pre-fabricated pieces. The rehabilitation scheduled to October 2016 applies to a small section of the Expressway between Strachan Avenue and approximately Bathurst Street, however rehabilitation is still needed east of there. The rehabilitation program includes: 1) accelerating the repairs, and 2) seeking a partner to design, build, finance, operate and maintain the Expressway.

Q. Will the elevation of the Don Roadway and Lake Shore Boulevard intersection change as a result of the Don River Naturalization and Flood Protection project? Is there any clarity regarding the future of the rail spur near the intersection?

A. We are accommodating the rail spur in our design work to allow for the possibility of the rail link being rebuilt in the future – whether the rail spur will be rebuilt is a longer-term decision. As part of the Don River flood protection work; the elevation of the intersection will likely be higher, however the elevations are not yet confirmed. We are talking in conceptual terms about replacing the bridge with a wider, higher and slimmer structure.

Q. To clarify, evaluation criteria that have been removed from the matrix are no longer included because there is no significant difference among the alternatives, correct?

A. Yes, the suggested deletions were made because those criteria or measures are no longer applicable or there is no significant difference among the alternatives.

C. It would be useful to list all the criteria that have been deleted when presenting this to the public. It has come up in previous meetings that people would like to see an “apples-to-apples” comparison in this process. If there is no significant difference among the alternatives it is important for people to know that.

A. One of our objectives is to simplify this process by trying to focus on the criteria and measures where there is differentiation.

Q. What time horizon is being considered in terms of future traffic demand on the Don Roadway given the longterm development of the Port Lands? The Don Roadway is going to be source of traffic as people start inhabiting the Port Lands – is that being considered in this process?

A. Transportation forecasting is based on the year 2031 and assumes development in the Port Lands, so yes it is being considered. Forecasting also includes impacts from a potential entrance on the First Gulf property. There is a separate transportation study that is looking at the Port Lands and South of Eastern area to determine how the street network could be enhanced to accommodate more demand in the future.

Q. Criterion B 2.4 New Parkland should include measures for quality surplus land, not just the quantity. Why was criterion C 2.5 Microclimate / Heat Island Effect struck out? There is potential for varying degrees of concrete in the three options – I would think this still applies.

A. It is based on our ability to measure that particular criterion and come up with meaningful differences among the alternatives.

C. There is a qualitative difference among the alternatives in terms of piers, elevated ramps, and the existing Expressway.

Q. The measure for criteria group A.4 Cycling focuses only on connectivity to other planned and existing routes. The quality of the route should be considered as well (e.g., lighting, drainage).

A. Is that a comment on how the facility should be designed or whether different alternatives provide different opportunities for the quality of the cycling experience?

C. It's about how the different alternatives can improve the experience. Sections of the Martin Goodman Trail are located underneath the Expressway – there is no lighting and water falls down from the elevated structure at these sections of the trail.

A. Measures for quality of place, whether for walking or cycling, are captured under the criteria group B.2 Public Realm.

A. Yes, that is true. However there may be a desire to single out specific elements of the alternative (e.g., cycling lanes) or certain options that provide a better quality experience, but we do have to be careful not to double count the measures.

C. If the quality of the trail is poor, no one will use it. There is a section of the Lower Don Trail that passes beneath the railway corridor. On a map the trail looks nice, but in reality a lot of people don't use this section because it feels like riding through a sewer pipe. Quality and connectivity are both important.

A. Linear and quantitative amounts could be measured for high-quality environments.

A. Another related topic is the quality of development space – not all development space will be the same. We recognize that certain concepts provide an opportunity for higher-quality development space than others. We appreciate that when it comes to trails it is not just a quantitative linear measure.

Q. What specific measures will be used to assess Economic Competitiveness – it would be a good idea to include the assumptions behind them?

A. The measures included in the matrix are the same measures used during the evaluation completed earlier in the EA. The proposed Hybrid options provide the same transportation function – the question is whether there is a difference among them from an economic competitiveness standpoint. This is likely one of the measures where there is not a lot of difference among the options. We are carrying this measure forward as there are stakeholders in the community who have concerns and would question its absence.

Q. What does “ability to accommodate future changes to the Gardiner – LSB corridor” under A 1.3 Road Network Flexibility / Choice mean?

A. Simply, it assesses whether one of the alternatives would be more amenable than the others to changes in alignment 20 or 30 years from now.

Q. Does the measure for criteria group A 2.1 Transit Impact include the East Bayfront LRT?

A. It relates back to flexibility and creating opportunities to bring transit through the Keating area. We are not proposing a new LRT line as part of this process.

Q. “Presence of free turns” is crossed out from the measures for criteria group A 6.1 Pedestrian Conflict Points – does this refer to channelized turns or something else?

A. It refers to turns to access on-ramps to the Expressway, for example, at Jarvis Street that are not within intersections. There are no examples of these turns between Cherry Street and the Don Roadway.

Q. A measure to assess the economic benefit of increased development should be added to the section under Economics.

A. The current thinking is to undertake an evaluation of the lands that would be available for redevelopment under the various Hybrid options as well as costing. This includes land within the Keating area as well as the south edge of the Keating Channel/north side of Villiers Island in terms of land benefit created by moving the current Expressway further north of the Keating Channel.

C. Could that be reflected in the evaluation criteria?

A. Yes, it can be provided for clarification.

Q. You mentioned that capital costs will be presented in 2013 dollars; I assume that is for consistency.

A. We have not made a final decision on that. We appreciate the need to link back to the numbers that were previously prepared and the desire to keep the time scale consistent.

C. If you do report in 2013 dollars, you should also report in 2016 dollars too.

A. Whichever year we land on we will be consistent.

Q. Did the proponents of the Consolidated Plan specify what would be at the bottom of the building that is now underground?

A. No, there appears to be some detail lacking.

Q. You stated that the Viaduct Option does not serve the north-south streets – can you explain this?

A. Access to north-south streets from the Viaduct Option would only be possible at either end of the Viaduct, or ramps sloping down to Yonge Street as an example, would have to be added.

Q. Both these proposals have the de facto effect of moving the Expressway north. What consideration has been given to noise impacts on existing and new neighbourhoods north of the Expressway? The current structure amplifies noise in the St. Lawrence neighbourhood.

A. There is a potential for noise to impact neighbourhoods north of the Expressway in the Consolidated Plan. There is also potential to mitigate the noise, but it is something that would have to be looked at further.

Facilitated Discussion – Part II

Q. The presentation gave the impression that sections of the Martin Goodman Trail are incomplete. The trail is there, but the problem is that it switches from the north side of Lake Shore Boulevard to the south side without the necessary road crossings. Some sections of the trail were constructed but not completed with wayfinding (e.g., painted lines, signs). Both the Martin Goodman and Lower Don Trails should be located near the water as much as possible – people like the Lower Don Trail because it is primarily a park trail along the water.

A. The north side of the Keating Channel is not intended for bike use, but it would not be prohibited. We can explore opportunities to continue the work done on the Martin Goodman Trail on Queens Quay.

C. Alternative Design 3 with the straightened Lake Shore Boulevard is interesting. It is probably one of the only opportunities to have a park with frontage on the Don River which could become an iconic space for Toronto. Opportunities to increase connectivity to the open space on the north side of the Expressway should also be explored. The crossing over the Don River could also become an architectural feature if it is treated like a bridge (e.g., Prince Edward Viaduct).

Q. Is the plan to maintain Lake Shore Boulevard as it is or are you exploring ways to improve traffic flow?

A. Lake Shore Boulevard east of the Don River is open game; the road needs to be redesigned. There is also opportunity for some redesign through the Keating Channel area. Things are more restrictive west of Cherry Street. There are many intersection improvements being proposed by the City to address existing concerns (e.g., safety). Changes to improve the pedestrian experience do not involve major infrastructure changes to Lake Shore Boulevard.

C. Consider minor roadway modifications on Lake Shore Boulevard west of Cherry Street, particularly to enhance north – south connectivity.

A. The Lower Yonge Precinct study may include roadway improvements along Lake Shore Boulevard.

Q. Alternative #3 is my preference – I like the idea of opening the mouth of the Don River and creating a destination. I don't quite understand references to ramps inside the elevated Expressway – can you please explain this?

A. Essentially, there will be two lanes of traffic travelling westbound from the Don Valley Parkway and two more lanes coming up to the Expressway from Lake Shore Boulevard for a total of four westbound lanes. The two lanes connecting the Expressway to the DVP will be the outer two lanes. Travelling in the reverse direction, the two outer lanes of the Expressway would connect to the DVP while the two inside lanes would slope down, connecting to the eastbound Lake Shore Boulevard.

C. I do like the idea of the two lanes opening up the interior of Expressway.

C. I am concerned about how the Lower Don Trail merges into this area. Consideration should be given to continue the trail under the bridge feature alongside the river to connect it with Villiers Island without becoming part of the street grid. It will be a challenge to maintain the trail near the sediment management area, but that can be overcome through detailed design. The third alternative provides more opportunity to play with these ideas. The Unilever site provides further opportunities on the east side of the river.

C. On a vertical plane, consider reversing the relationship between the Gardiner Expressway and Lake Shore Boulevard in Alternative 2. Essentially, this means playing with the current elevation so that Lake Shore Boulevard is higher than the Gardiner Expressway. There is potential to do this particularly if the Boulevard is going to be raised as part of flood protection work. The benefit is that the Expressway is kept low and out of sight from the community. The railway spur would go over the Expressway. I can submit drawings and additional comments to explain this further.

C. If elevating Lake Shore Boulevard is feasible, it may provide the opportunity to develop the space north of the Gardiner Expressway to create a double-sided street experience.

C. The section of the trail proposed near the railway corridor and the sediment treatment plant does not sound very pleasant.

A. We are aiming to provide the same basic level of service to the trail system in the three alternatives so that one isn't better than the other. The trail can be designed so that passing by the sediment facility can be a positive experience.

Q. It was mentioned that the Consolidated and Viaduct Proposals do not provide north-south connections from Lake Shore Boulevard – can you clarify this?

A. By the nature of these options they are either above the rail corridor or tied up against the rail corridor – access is at either end of the Gardiner Expressway. There is however full north-south access on Lake Shore Boulevard.

Q. Do you have data on where people travel to when they come into the City via the Gardiner Expressway?

A. We have Bluetooth data which picked up signals from people driving into or out of the area. We can follow-up on how far the data carries into the downtown.

Appendix D – Additional Written Comments from SAC Members

Transport Action Ontario

Thank you very much for your presentations and generating great discussion at last week's SAC meeting.

As requested, I have prepared some drawings to illustrate what came to my mind after Gavin's presentation involving a different vertical approach to Option 2 (with the Option 3 version of the Lake Shore Boulevard alignment). With minor exceptions, the horizontal is effectively the same as presented; the focus is on the vertical. In that respect, this could perhaps be thought of as "Option 2A."

Starting from around Cherry Street, where the Gardiner Expressway is elevated and Lake Shore Boulevard is below, heading east, three things begin to happen:

1. The Gardiner Expressway dives down at -3% (assumed maximum based on 400-series highway standards; if steeper permitted, may yield some improvement (?));
2. Lake Shore Boulevard, after descending slightly to maintain vertical clearance while still beneath the Gardiner Expressway, shoots up at 4%; and
3. The rail spur gently ascends towards the Don River crossing instead of descending like it does today.

The eastbound Lake Shore lanes jut out from below the Gardiner on the south side and hug the edge immediately south of it after clearing the east limits of the Cherry St intersection. Once east of the Stormwater Management Facility on the north side of Lake Shore, the westbound Lake Shore lanes swing out to the north side of the Gardiner to clear the way for the Gardiner to descend while Lake Shore ascends as they occupy the same elevation range. The westbound lanes of Lake Shore during this northern swing-out are occupying the space Gavin identified as undevelopable in his presentation due to noise and odours associated with the future sediment control facility for the Don. It is around this point that a shorter ramp structure can take shape in the left lanes.

When the Gardiner is low enough below Lake Shore and Lake Shore high enough above the Gardiner, the westbound Lake Shore lanes swing overtop the Gardiner as Lake Shore meets the rail spur. Both the Gardiner and Lake Shore level off vertically to very gentle grades, as the Gardiner swings away north to the DVP and Lake Shore heads across the Don River towards Logan Ave (using the Option 3 alignment in the attached). Lake Shore is much higher in Option 2A, as is the rail spur, as the rail spur and Lake Shore are both above the Gardiner just west of the proposed sediment control facility for the Don Mouth Naturalization. The rail spur (along with Lake Shore) is at about the same elevation as the main line rail corridor (Kingston subdivision) further north at its crossing with the DVP, and the Gardiner also at about the same elevation as the DVP at its crossing with the Kingston subdivision. Considering that flood protection measures would raise Lake Shore Blvd across the Don River anyway, this would be an incremental rising. At Don Roadway, Lake Shore would be at an elevation of around 81m in Option 2A, which appears to be less than 2m higher than it would have been for flood protection based on a waterfront graphic I have that indicates the crossing would be between 79 and 80 metres crossing the Don River on a new, higher bridge. I would expect this to result in a modest incremental cost on earthworks while reducing the concrete quantities involved in the Gardiner as less of the Gardiner structure is elevated in Option 2A.

The descent of Lake Shore east of the Don River is shown as a very gentle 0.8%, out of consideration for the rail spur. Marginally steeper may be acceptable - if so, wonderful, but I assumed less than 1% would be sought by the railway. Lake Shore (and the rail spur) would reach its existing grade around Bouchette St.

It also appears that staging opportunities may improve with Option 2A, as one may expect fewer vertical conflicts between old and new expressway structures across the Don River, creating potential opportunities for enhanced traffic staging strategies that would both reduce the duration of detours and perhaps also the associated costs from detour works.

As discussed at the meeting, this opens up interesting public realm benefits as the Gardiner becomes more "out-of-sight, out-of-mind" with Lake Shore at a higher elevation than the Gardiner in the eastern half of the Keating precinct. The development frontages on the higher portions of Lake Shore would, by extension, also be at a higher elevation. Among other things, it creates opportunities to hide parking in a flood-sensitive area that may not otherwise have been viable. The sediment control facility structure could also be tucked under Lake Shore like Gavin suggested, similar to the slide that showed it tucked under the Gardiner in option 3 - the south wall would have to be inoffensive, however, with noise and odours directed towards the north side of Lake Shore.

The attached drawings are intended to be roughly geographically representative but are not to scale; I've included just enough to convey the concept so that the details can be looked at by the team. I hope this is useful and constructive and I would be very interested in any results of a more detailed review of this Option 2A.

West Don Lands Committee

Although I was not at SAC #9, the draft evaluation matrix was shared with me. Without having the benefit of the discussion at the meeting, below are my comments and a few questions. I expect that much of what I have noted was already covered by meeting participants, but if not, I hope this might be helpful.

[The feedback provided by the West Don Land Committee on the evaluation criteria has been integrated in the table on page 3].

CodeBlueTO

Alternatives 2 and 3 presented at SAC #9 in tandem with the realignment of Lake Shore Boulevard have great promise to improve the Hybrid design and unlock the development potential of the Keating Channel precinct and Villiers Island. These changes would allow for the Don River to be opened up to north-south views through to the Port Lands. It will also make possible better active transportation and recreation uses along the Don that connect the Keating Channel Precinct with the Port Lands and re-naturalized river mouth. It would be very helpful to have some three-dimensional renderings or virtual "walk-throughs" of the alternatives from a ground-level perspective to help the SAC, the public, and politicians understand the qualitative differences among them.

The preliminary concepts for making the study corridor more accommodating to non-automobile use were encouraging. We would like to reiterate that re-engineering Lake Shore Blvd. should continue to the west of Cherry Street. While the elevated structure is not expected to change significantly in this area, this should not limit a fulsome investigation of the potential to improve Lake Shore Blvd. and its relationship to north-south connections and new development throughout the study area.

The backing traffic studies to justify including new ramps on and off of the elevated structure at Cherry St. have still not been tabled. We expect that this information would be transferable to the promised feasibility study of the Viaduct option. It is important to have all of the facts that support critical design decisions presented to the SAC and included in EA reporting.

The changes to the Evaluation Matrix Criteria largely make sense but there are two concepts that were brought up at the SAC meeting that we would like to emphasize:

When it comes to active transportation, recreation opportunities, and developable land, (add comma) it is less important to quantify them in length and area than it is to measure their quality and value.

Secondly, in the Fiscal Net Benefits criteria there is no mention of any spin-off advantages or disadvantages in terms of longterm economic activity and tax base. Adjacent areas such as Villiers Island also need to be included in any net benefit analysis. Land sales and direct costs do not begin to describe the differences in net economic benefits among the different schemes.

Gooderham & Worts Neighbourhood Association

Under economics, I have a note that the increase in land values for the north shore of Villiers Island would be considered, but this is not included in the matrix. I would like to see the evaluations for each option.

Also, in economics, we have always indicated that we would like the economics to show, not just the land values, but also the possible future revenue created via property and retail taxes etc.

I very much regret not being able to attend the SAC meeting last week. I have seen the draft evaluation matrix and have these comments:

1. I endorse the comments that have been sent to you on behalf of CodeBlueTO.
2. I support CodeBlueTO's request that you provide us with all possible data regarding the need for on-off ramps close to Cherry St. As well as the issue of whether or not traffic volume makes them necessary, the effects that such ramps have on surrounding streets and neighbourhoods should be taken into account. In addition to the amount of space they would take up, reducing the quantity of developable land, their effect on development around them and the quality of life of inhabitants and visitors could reduce the value of neighbouring sites. On-off ramps generate traffic which would have to find its way through local streets creating all the kinds of nuisance that traffic generates. Noise and air pollution as well as danger to pedestrians would deter buyers of homes and other buildings. The effect on pedestrian safety would mean more choices to drive within the precinct, surely the opposite of what is desired.

3. The existing on-ramps at Jarvis and Lake Shore make Lower Jarvis a very nasty place for much of the day and are the main reason the intersection is such a horror for pedestrians. If no modification of them is possible, perhaps making this a "scramble" intersection is the solution. This is urgent given the imminence of major amount of pedestrian and bicycle traffic from the Daniels development at Jarvis and Queens Quay.
4. The effect of any road reconfiguration on traffic at the Lake Shore Boulevard/ Jarvis Street intersection, i.e. whether to increase or decrease the number of vehicles accessing the Expressway there, must be considered in both pedestrian safety and urban design categories.
5. We know from traffic studies that the number of people who really need to drive on the highway is most likely exceeded by the number of people who live and will soon be living close to it. The needs and quality of life of the larger number must not be sacrificed to the convenience of the smaller number.

Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study Stakeholder Advisory Committee - Meeting 16-10

Thursday, January 14, 2016 | 6:30 – 8:30 pm
Metro Hall, 55 John Street, Room 310

Meeting Summary

1. Agenda Review, Opening Remarks and Introduction

Ms. Liz Nield, CEO at Lura Consulting, welcomed Stakeholder Advisory Committee (SAC) members and thanked them for attending the session. Ms. Nield introduced the facilitation team from Lura Consulting and led a round of introductions. She reviewed the meeting agenda and explained that the purpose of the meeting was to present and discuss the evaluation of the alternative designs for the hybrid option and urban design concepts for the study area that will be presented at the public forum on January 19, 2016.

Mr. John Livey, Deputy City Manager, City of Toronto, also welcomed committee members and thanked them for their ongoing interest and support throughout the study process. Mr. Livey briefly highlighted the common features of the three alternative designs for the hybrid option (e.g., maintain corridor capacity, removal of the Logan Avenue on-off ramps, create a multi-use pathway, etc.). He welcomed input from SAC members on the design alternatives and urban design concepts, noting that their previous feedback had helped the project team refine the alternatives. Mr. Livey also outlined the next steps in the study process which include reporting to the Public Works and Infrastructure Committee (PWIC) in February and City Council in March. The EA will subsequently be completed and submitted to the Ministry of the Environment and Climate Change (MOECC) for approval.

Chris Glaisek, Vice President, Planning and Design at Waterfront Toronto, thanked committee members for their continued support and commended them for remaining focused and dedicated as the study evolved based on direction from City Council. He assured SAC members (noting that many members had supported the remove alternative) that much work has been done on the design alternatives for the hybrid option to facilitate the creation of a vibrant Keating Precinct.

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

2. SAC Member Briefing

Don McKinnon, Project Manager at Dillon Consulting, presented the work completed since the last SAC meeting. He covered the following topics:

- Gardiner East EA Background
- New work since June 2015 Council Meeting:
 - Third-Party Proposals
 - Hybrid Design Alternatives Development
 - Gardiner East Corridor Public Realm Plan
 - Hybrid Design Alternative Evaluation
- Next Steps

3. Facilitated Discussion

The following provides a summary of the recurring themes and ideas discussed by SAC members on the material presented. More detailed accounts of the discussion can be found in Appendix C.

Hybrid Design Alternatives

- Provide more details highlighting the trade-offs and benefits of each option (e.g., Option 1 impacts the new Cherry Street alignment, Option 3 is safer when traveling southbound on the Don Valley Parkway, the land value uplift of Options 2 and 3, reduced construction impacts of Options 2 and 3).
- Include rendering showing conceptual elevations of each option to provide visual examples of ramp locations and to identify potential impacts to adjacent land uses.

Gardiner East Corridor Public Realm Plan

- Continue to examine ways to improve the Jarvis Street and Lake Shore Blvd. intersection, particularly near the east bound ramp to the Gardiner Expressway to increase driver awareness of pedestrians and pedestrian safety and comfort (e.g., a pedestrian scramble, changing the elevation of the roadway, changing signalization).
- Provide visual examples of public realm improvements for the stacked portion of the corridor (i.e., under the Gardiner Expressway), not just intersections.
- Consider the need for further discussion regarding the location of cycling lanes in the study area.
- Include information about improvements (and related benefits) to the Don Roadway.
- Include cross-sections and concepts for public realm improvements east of the Don Roadway.

Hybrid Design Alternatives Evaluation

- Explain the short-term and long-term differences in construction costs for each option to clarify the evaluation results for the Global Regional Economics category.
- Consider including development charges and future property taxes in the estimates for land value creation.
- Combine the estimated lifecycle infrastructure costs and land value creation benefits to provide net results for each option.
- Integrate the land value creation benefits and public realm costs to provide net results for each option.

- Ensure the difference in land value of waterfront and land locked parcels is accurately reflected in the land value creation benefits.

Presentation

- Clarify which land parcels are publicly and privately owned (e.g., areas freed for development, Keating Channel and Villiers Island).
- Provide land use details on conceptual diagrams to indicate which areas or buildings are commercial, residential, etc.
- Improve the legibility of text and visuals in the slide deck and ensure accessibility requirements are met (e.g., provide better colour contrasts on multiple slides; enhance red/green/yellow colour contrast on evaluation summary slide for those who cannot distinguish between colours).
- Add metres to Green Gardiner cross section slide.

4. Closing Remarks

Ms. Nield thanked SAC members for contributing their feedback and adjourned the meeting at 8:20 pm.



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

Stakeholder Advisory Committee Meeting #10

Thursday, January 14, 2016

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 310

AGENDA

Meeting Purpose

- Present and discuss the evaluation of the alternative designs for the hybrid option and urban design concepts for the study area.

6:30 pm Agenda Review, Opening Remarks and Introductions

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

6:40 pm Presentation

- Don McKinnon, Dillon Consulting

7:30 pm Facilitated Discussion

5. Thinking about the results of the evaluation of the alternative designs for the hybrid option...
 - What do you like? What concerns do you have?
 - What advice do you have for the project team?
6. Thinking about the urban design concepts presented for the study area...
 - What do you like? What concerns do you have?
 - What advice do you have for the project team?
7. Thinking about the material presented, what feedback or advice do you have to improve the clarity of the presentation in preparation for the upcoming public forum?

8:25 pm Summary/Closing

8:30 pm Adjourn

Appendix B – List of Attendees

SAC Meeting #10 List of Attendees

Beach Triangle Residents' Association
Castlepoint Numa
CivicAction
CodeBlueTO
Corktown Residents and Business Association
Cycle Toronto
Evergreen
Federation of North Toronto Residents Association
First Gulf
Gooderham and Worts Neighbourhood Association
Heritage Toronto
St. Lawrence Neighbourhood Association
Toronto Financial District BIA
Toronto Industry Network / Redpath Sugar
Toronto Urban Renewal Network
Transport Action Ontario
Unionville Ratepayers Association
Urban Land Institute
Walk Toronto
West Don Lands Committee

Mayor's Office
Councillor Pam McConnell's Office
Councillor Jaye Robinson's Office

Appendix C – Questions and Answers

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

Q. When will the project team be reporting to City Council?

A. We will be reporting first to PWIC in February, followed by City Council in March.

Q. It is very difficult to cross Lake Shore Boulevard at Jarvis Street on the east side of the intersection because of traffic turning to access the east bound ramp to the Gardiner Expressway. Drivers do not look for pedestrians. There will be a huge new residential development south of the intersection, increasing the number of people who cross through the intersection. Is there a way to encourage drivers to be more considerate of pedestrians (e.g., pedestrian scramble, adjusting signal timing, or more signs)?

A. The City is aware of the challenges at this intersection. This is something that the City can take away for further consideration.

C. The level of the roadway could be modified as another mechanism to make drivers more aware of the pedestrian crossing.

Q. When presenting the results of the Public Land Value Creation, it is important to remind people that the Keating Channel Precinct and Villiers Island are all publicly owned land. Also, is the reason that Hybrid Options 2 and 3 are not the same in terms of Global Regional Economics because of construction costs?

A. Yes.

C. It could be worth breaking down those costs further to show the impacts of each option over the longer-term, otherwise it is misleading.

A. The result is based on the indicator used to assess construction impacts.

C. My concern is too much emphasis will be placed on the costs. As a further comment, concepts of potential public realm improvements should highlight examples for both stacked and unstacked portions of the Gardiner Expressway and Lake Shore Boulevard.

A. We did not create renderings for the underside of the whole length of the study area. Intersections are the highest priority areas.

C. It would be helpful if there were ideas to improve the conditions in the longer stretches of the corridor, not just at intersections.

Q. The concern raised earlier about the Lake Shore Boulevard and Jarvis Street intersection is primarily about southbound traffic on Jarvis Street turning left to access the on-ramp to the Gardiner Expressway. This could be addressed if left turns were permitted only through an advanced green arrow and timed so pedestrians can cross safely. Is it necessary to add a dedicated left turn lane to enable this?

A. Through this conversation, three issues have been identified about this intersection. The City is aware of about half a dozen issues. This intersection is a good candidate for further review beyond this study.

C. There used to be a similar issue at Yonge Street at Lake Shore Boulevard that has since been addressed.

A. The Lake Shore Boulevard intersections at Yonge and Sherbourne Streets have been improved. The Lake Shore Boulevard and Jarvis Street intersection will have to be addressed further beyond this study.

Q. Should future benefits from development charges, s. 37 funding or property taxes be included in the Public Land Value Creation results, which is currently based only on the sale of public land?

A. The argument could be made that land freed for development will lead to additional benefits, considering the prime location. It is a fair point that could be included in the report.

Q. I am concerned that the conceptual pedestrian and bicycle network presented will be finalized without further discussion through this study process. More discussion is needed to identify the location of the bike lanes (e.g., street level or grade-separated). I would prefer if the bike lanes were on the street as part of a pedestrian oriented street. This plan appears to have come from nowhere and was not adequately discussed.

A. This plan has been included in every presentation throughout the study process. The cycle lanes have always been depicted on the north side of Lake Shore Boulevard which enables continuous connections to other existing trails and is much safer than an on-street configuration.

C. Statistics indicate that on-street bike lanes are safer than those located near streets due to issues created by traffic turning through signalized bike lanes.

A. This plan was developed by the City in conjunction with cycling stakeholders.

C. The conceptual bicycle network is based on the original Martin Goodman Trail from the 1970s, which was not fully implemented. In the last few years momentum has shifted to segregated cycle routes.

Q. Firstly, could it be argued that Hybrid Option 3 is safer when traveling south on the Don Valley Parkway beginning north of the rail bridge, making it easier to direct drivers where they need to go compared to the option that would do this south of the rail bridge?

A. There was a slight positive attribute to this in Hybrid Option 3. The advantage of the southbound movement is that the lanes narrow to adjust to various conditions in the corridor prompting drivers to slow down. Hybrid Option 3 widens the east side of the underpass of the rail bridge which allows the curve to start sooner.

A. If it is safer, it is worth mentioning. Secondly, I did not hear any information about improvements associated with widening Don Roadway. That is another point worth making as this impacts the Port Lands. I also want to reiterate that the Public Land Value Creation results should emphasize the land value uptick of Hybrid Options 2 and 3. You should reinforce these are real dollars and suggest that there could be an offset to these numbers.

C. If Hybrid Options 2 or 3 will be recommended, combine the costs and public land value created to present them more favourably. Separating the costs and value created is a disservice to both options.

Q. [Referring to Slide 13 – The Green Gardiner Plan] What unit of measure are the numbers in the schematics? It would be helpful if the units were marked. It would also be helpful to identify the land uses surrounding the parcels freed for future development throughout the presentation – are they residential, commercial, or industrial? The distinction is important.

A. We can certainly clarify that.

Q. You spoke about West of Cherry and the Keating Precinct areas, but I didn't hear anything about the area east of Don Roadway.

A. We will emphasize and speak to that at the PIC on Tuesday. The intent is to open up the corridor and improve the public realm (e.g., landscaping, etc.).

Q. Have any cross-sections been prepared for that area?

A. I think we have cross sections that are not shown. I can look into that.

C. The pale gray font used in the presentation will be illegible at the public forum venue, particularly at the back of the room.

C. Regarding the conceptual bicycle plan, the proposal is in fact compatible with latest thinking about bicycle trail planning. Eglinton Connects is a good example where the bike trail is beside the sidewalk but elevated from the road. The situation on Richmond and Adelaide Streets is still problematic, but the best option in an intensely urban situation. Lake Shore Boulevard is still a high speed road that is not suitable for that kind of approach. The City's 10-year bicycle plan is being presented to PWIC in February, so please ensure that plan is consistent with the one included here. Secondly, I happen to be colour blind and could not decipher the results depicted on the evaluation slide – please consider different colour combinations to depict them.

C. [Referring to Slide 77 – Public Land Value Creation] Two of the land parcels depicted in the Public Land Value Creation slide, immediately east of the New Cherry Street alignment, are in fact privately owned. Secondly, Hybrid Option 1 carves through the north portion of parcel A. Lastly, the Public Land Value Creation results appear to be based on an apples-to-apples comparison of waterfront and land locked land, which is not necessarily accurate. The land parcel information needs to be corrected before the PIC.

Q. At the last SAC meeting, different alignments for Lake Shore Boulevard were presented. One of the alignments included the possibility of creating a new public park near the mouth of the Don River. Are those alignments still on the table?

A. That particular alignment of Lake Shore Boulevard was taking land away from the Toronto and Region Conservation Authority's (TRCA) sediment control area. The TRCA was not in a position to confirm if that would be acceptable and preferred to maintain flexibility within the area. It also created other challenges at nearby intersections. This configuration of Lake Shore Boulevard is probably the best. The other alignments explored can be included in the EA report.

Q. Will you be presenting the table of evaluation results at the public meeting? Does this infer you will ultimately be recommending Hybrid Option 3?

A. This question came up the last time evaluation results were presented. You inferred right the first time, and you'll probably infer correctly the second time.

Q. Are the total cost numbers inclusive of public realm improvements?

A. No, they are separated.

C. I would like to reiterate the comment made earlier that separating them is misleading.

A. At this stage of the EA, we are trying to reduce or eliminate the common elements and focus on differences between the options. The conditions between Cherry Street and the Don Roadway are the same across the three hybrid options.

C. There is a \$10 million difference between Hybrid Option 1 and Hybrid Options 2 and 3. Why is that not considered? I also did not realize that the same value per acre was used across all three options in the Public Land Value Creation results. Prime waterfront land is not the same value as land located between a highway and a rail corridor.

A. We will take this into consideration.

Q. Could you clarify why 2013 dollars are still being used in the costing? How long will you be using these units?

A. It is for comparison purposes; we don't usually change numbers that were previously publicly presented. There won't be any future comparison after a decision has been made. Any further costing would be presented in current dollars.

C. Do the evaluation results focus only on the horizontal elements of the alternative or do they also consider the vertical elements? The reason I ask is that at the last SAC meeting we talked about possibly changing the elevation of the expressway. Was any analysis completed to assess the feasibility of doing so?

A. We have not changed the configuration of the expressway.

Q. Is the vertical a detailed design issue then?

A. Fundamentally the concept would not change but there may some tweaking during the detailed design stage.

Q. Was it feasible to lower the elevated expressway above the river, while raising Lake Shore Boulevard?

A. I am having difficulty understanding your concept; perhaps we can continue this conversation after the meeting.

Q. Can Hybrid Options 2 and 3 be built before tearing down the current elevated expressway?

A. You can build more of Hybrid Option 3 than Hybrid Option 2 before tearing down the existing expressway. There is some advantage of 3 over 2.

Q. Is the eastbound off ramp past Cherry Street a single lane?

A. It's a double lane.

C. Not much space on the elevated portion of the expressway will be allocated to those lanes. It is going to be similar to the Spadina Avenue exit which is backed up for kilometres.

A. It is not different from what currently exists at the Logan Avenue exit.

C. Yes and that is also backed up. In this situation, the backup is going to start earlier because of the signalized stop at the Munition Street intersection.

A. We can look further into this matter.

C. Most of us intuitively like Hybrid Options 2 and 3. I am worried that Council will pick Hybrid Option 1 based on the lower costs. Is there anything else that has not been quantified that would add value to Hybrid Options 2 and 3?

A. There are other benefits that were not included, but the differences were insignificant.

Q. I am concerned about what the corridor will look like at the detailed design stage. I would appreciate being able to see an elevation of where the on-off ramps start and end to visualize the potential impact on land freed for development.

A. The City will do that.

**APPENDIX C –
PUBLIC FORUM Q&A SUMMARY AND TABLE REPORTS**

A. Questions of Clarification

A summary of the Q&A session following the project's team presentation at the January 19 public forum is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**.

Q1: I like the way the new ramps come down in between the upper lanes in Hybrid 2 and 3 but I am worried about Munition Street. It looks like it is divided by a median. How will people turn right to get into the Keating District?

A1: For Hybrid 1, there would be a tie in at a new intersection with the eastbound off-ramp providing the opportunity to make a full turning movement at that intersection. The expectation is full movement to get into the Port Lands. There would be restrictions for Hybrid 2 and 3 with the eastbound off-ramp traffic coming down to Lake Shore Boulevard. Because of the minimal separation distance between where that ramp ends and where the Munition Street intersection starts at Lake Shore Boulevard, vehicles would not be able to make a right turn to go southbound on Munition Street. The alternative is for vehicles to continue on Lake Shore Boulevard and make a right turn onto the Don Roadway to go southbound. A lot of existing visibility restrictions at the Don Roadway intersection would be removed to provide for better movement at that intersection.

Q2: I am interested in the long term costs. Will the base of the new structure be cement or asphalt?

A2: The specific materials used in the construction would be determined in the detailed design phase. The best materials will be used.

Q3: Are you planning to straighten out the Keating Channel? There is debris coming down the river every spring. What refinements are you planning so it does not have to constantly be dredged?

A3: This project is about the highway and the roadway; it does not address the Keating Channel. The Don Mouth Naturalization Project shows significant plans for the re-naturalization of the river mouth that would include the clean-up of the Keating Channel and improvements in water quality.

Q4: In relation to Hybrid 3 with the rebuilding of the rail bridge, is that something Metrolinx might be looking to do themselves? Would they be willing to contribute to the cost?

A4: The project team has had discussions with Metrolinx about the rail bridge. There is a need for Metrolinx to add width to the bridge or build another bridge. We are having those discussions about the cost.

Q5: Can you clarify how the on and off ramps inside the Gardiner will work and if they will cause issues with traffic weaving?

A5: For Hybrid 2 and 3, the eastbound off-ramp and the westbound on-ramp are in the centre of the Gardiner Expressway. This provides improvements from a traffic weaving perspective. As an example, if you are driving eastbound, the decision a driver needs to make of whether to exit or continue onto the Don Valley Parkway is brought further west. Drivers accessing the Gardiner Expressway at Jarvis Street who want to continue onto the Don Valley Parkway do not need to cross over lanes to stay on the highway. In the westbound direction, the lanes coming off the DVP will be on the outside. The expectation is that most vehicles using the Sherbourne/Jarvis exit just west of Cherry Street will be vehicles coming from the Don Valley Parkway. These vehicles will already be in the outside lanes, making it easier to reach the exit and minimizing the potential for weaving. With Hybrid 1, it is the opposite scenario and there would be the potential for more traffic weaving.

Q6: When you were modelling traffic volumes, did you consider the possibility of road pricing as well as the pronounced cultural change that is happening where people are choosing not to drive?

A6: There were assumptions made regarding traffic demand reduction in the modelling, including social changes and the expectation that future generations will rely less on automobiles, particularly if other alternatives are available. There was a demand reduction associated with the different alternatives. Road pricing was not specifically assumed in the modelling. It is a next step of demand reduction that is possible.

Q7: To make the Jarvis Street and Lake Shore Boulevard intersection a bit more civilized, is there any possibility of considering a pedestrian scramble?

A7: The Jarvis Street intersection does remain a challenging intersection from both an automobile and pedestrian point of view. The City recognizes that it deserves another look. We are not completely satisfied that we have made all the right recommendations and another look will be taken for that intersection.

Q8: I understand that this project is looking at a specific study area but I am wondering how it relates to the wider vision of the waterfront. How is it being integrated into the broader issues on a larger scale?

A8: There is a connection between the Gardiner East EA and the strategic rehabilitation plans for accelerating the reconstruction of the deck of the Gardiner. This work will be rolled into that project. With respect to the whole waterfront, this project is being thoroughly integrated with many of the other revitalization efforts. The project team has worked closely with the Toronto and Region Conservation Authority on their plans for the Don Mouth Naturalization Project and improving water quality and flood protection. Part of the flood protection program is to enable flood protection and revitalization in the Port Lands. All of the effort being put into the Gardiner East EA is being done with an eye towards making sure there is access to the Port Lands for future revitalization.

Q9: What are the opportunities for construction before deconstruction? That is one of the complexities that may be useful in the analysis of the various options.

A9: As part of the EA we are doing a construction staging plan for all three alternatives to help in the decision making process. One of the objectives is to minimize the amount of traffic detouring as much as possible during the construction period. There are differences among the options in terms of ability to keep sections of the roadway open longer. For the options that are more outside of the existing footprint (i.e. Hybrid 2 and 3), is it anticipated that we would build more of the hybrid while maintaining the existing infrastructure and then transitioning over to the new infrastructure. With Hybrid 3 the widening of the rail bridge potentially provides traffic detouring opportunities that might alleviate disruption to travel through the area.

B. Facilitated Roundtable Discussion

Feedback from the roundtable discussions (as recorded by the table facilitators at the public forum) is documented below.

Thinking about the results of the evaluation of the alternative alignments for the Hybrid option...

1. What do you like?

Table One

- Extension of Queen's Quay.
- Streetcar extension.

Table Two

- Hybrid 3 preferred option.
- Like that third party proposals are not on the table.
- Hybrid 2 + 3 because of increased opportunity for development, Keating and West Don initiatives.
- Prefer 2 + 3 for increased safety.

Table Three

- Opening up mouth of Don River (Hybrid 3).
- As close to railway as possible.
- No issue with slower curve speed (option 3).
- Hybrid 1 allows Lake Shore Blvd to be open air.
- Interior ramps are preferred.
- Option 3 has lowest impact on current traffic during construction.

Table Four

- 2 and 3 are better but still not good.
- Hybrid 3 is better because it facilitates greater access to the waterfront and sets the stage for rezoning the Gardiner in the future.
- Like the environmental advantages of 2 + 3.
- Like opportunities for creating new public space – i.e. Hybrid 3.
- Seem to have done a good job on the evaluation of options.

Table Five

- Prioritize pedestrians, cyclists, natural environment and Keating Channel.
- Upgrading infrastructure.
- Further away from Don River mouth improves the visual aesthetics and cycling connections.
- Intersection design.
- Hybrid 2 + 3 linking with Villiers Island; creating a continuous waterfront is good.

Table Six

- Hybrid 3 – Northern alignment (highway away from the water, more public realm space near the water).
- Improve real estate value.
- Prefer the opening up of the Don Roadway.

Table Seven

- Extension of the Queens Quay (connection points, safety of on-ramps).
- Hybrid 2 + 3 (the fact that it's away from the waterfront).
- Attractiveness of the ramp for residents.

- Metrolinx looking to improve the bridge.
- Keating Channel is overlapped – in reality it's not very much considered "valuable".

Table Eight

- Variation between the options was limited.

Table Nine

- Hybrid 2 & 3 – more opportunity for social interaction, better safety, economic potential.
- Don't mind increases in cost for Hybrid 2 + 3.
- Hybrid 3 could facilitate high speed rail in bridge project.

Table 10

- Prefer hybrid option #3.

Table 11

- Hybrid 3 is the best of the worst; from a driving point of view it has a better geometry (i.e., better located on/off ramps).

Table 12

- Hybrid 3 is the best, closer to the railways if possible (cost isn't a big factor).
- Hybrid 1 – best solution. Future generation will demand that it is torn down. We really don't want many ramps so place them within the corridor to avoid more pressure in the future.

Table 13

- Hybrid options 2/3 – more development space.
- Like that Hybrid 1 scores poorly (worst traffic safety, the worst option).
- Not worth keeping in the mix, drop Hybrid 1.
- Hybrid options 2/3 – the exits are safer, less accidents/scramble, frees up north side of Keating Channel.
- #3 has better connection to lake than 2, more trees to stock it.
- #3 is better than 2 – so more rehabilitation of river.
- #3 might be a better radius than #2.
- #3 has more naturalizations, buffering the railyard (Queen Street = calm).
- More of a human scale.

Table 14

- Informative.
- Visuals well presented.
- Interesting concept.
- Want more acoustic treatment under Gardiner.

Table 15

- Option #3 is best because it is closer to the rail corridor but even better would be to move it at the top of the rail corridor.
- Open space in Hybrid #3.
- Better use of space with Hybrid #3.
- Ramps in the middle are beneficial.

Table 16

- Cost difference is insignificant (Option #3).
- Extra cost will free up more land (balance of cost of land) – Option #3.
- Option #3 supports improvements to the Keating Precinct.

Table 17

- Hybrid 3 – more land not much more money.
- Hybrid 1 – unacceptable too close to waterfront.

- Hybrid 3 – preferred over hybrid 2, gentler angles going east to north.
- #3 less detours, Metrolinx may play a part.
- #2 and #3 are more logical.
- #3 is best for views, development of waterfront.

Table 18

- Emphasis on safety.
- Valuation of lands is undervalued, especially taking into account ...Gardiner Plan.
- Land valuation along the railway corridor parcels was higher lands along the Keating Channel should be higher.
- Options 2 and 3 have shoulders on the ramps.
- Like focus of roleplaying streets under the Gardiner Expressway.

Table 19

- Hybrid 3, least disruption to get built.

2. What concerns you?

Table 1

- Keating Channel is an asset.

Table 2

- Don't choose Hybrid 2 over 3 just because of cost saving.
- A 'dumb' Council will base decision on fewer costs (Hybrid 1) ignoring other opportunities in Hybrid 2 & 3, potential revenue costs should be considered.
- Intersection at Jarvis is a very dangerous intersection & pedestrian crossing; improvements must be implemented. This is exceedingly important.
- Avoid 'canyon effect' of buildings next to the Gardiner through height restrictions.
- Deploy increase in density outside the waterfront to the core.

Table 3

- Hybrid 1 is isolated, enclosed development blocks.

Table 4

- Costs have been addressed but need more info on things like increased taxes, road pricing – what is the money it will bring in.
- From an urban design perspective – Hybrid 1 should be least favourable.
- What about the Lake Shore Boulevard – are there changes/opportunities to improve the public realm and for transit?

Table 5

- How will pedestrian and cyclist thru-traffic, and local pedestrian and cyclist traffic be managed?
- Make more natural connections from north & south.
- Strong urban design guidelines are needed; concern they will not be enforced.
- Parcels fronting the Keating Channel should have more public and natural spaces.

Table 6

- Do not prefer Hybrid 1 which puts future development between the rail corridor and expressway.
- Hybrid 1 next to the river.

Table 7

- Cherry Street on ramp – the process provides flexibility for improvement.
- This notion if whether there is truly a commitment to a move forward on implementing an approved option.
- Hybrid 3 seems too expensive (may be offset by Metrolinx).

Table 8

- Costs over budget.
- Positioning of the right of way vs. cost benefits.
- Sound pollution.

Table 9

- Don't like option #1 – not opening city to water significant amount of waterfront becomes highway.
- Don't believe people will hang out under Gardiner – what examples did you look at?

Table 10

- Other ideas/amendments that should be explored more – bury Lake Shore Boulevard, provide pedestrian access at grade, merge Lake Shore Boulevard with Queen's Quay.
- Prefer removal of Gardiner option (all 4 table participants).

Table 11

- Prefer the Boulevard option; disappointed with concepts. They don't offer much for the money spent.
- The options are costlier but not much is gained.
- Too focused on what's going on east of Cherry Street; nothing for west of Cherry Street (e.g., Jarvis Street, Sherbourne Street).
- Not seeing enough potential shown to make Hybrid acceptable as the preferred option.
- Boulevard option was planned for same traffic capacity but better environment at street level achieved; the only option to meet environmental terms of reference and objectives.
- Hybrid option money better used for transit project and other city needs.

Table 12

- Ensure that the CSO land in the catch basin is intact.
- Who is paying for the up keep?

Table 13

- Hybrid 3: speeding around the curve – they will not slow down.
- What is the frequency of accidents currently?
- Consider the future (e.g., self-driving cars).
- Are there other freeways that have the similar curvature?
- Flood mitigation? The height of the Lake Shore Boulevard bridge might change because of flooding happening.
- #1's buildings are trapped by the way Gardiner/rail corridor.

Table 14

- Travel times not considered.

Table 15

- Too sharp a curve restricted by the railway bridge.
- From 90 km/h to 50 km/h.
- It is going to be a bottleneck point and will lead to more accidents. It will take time for drivers to adjust.
- This costs so much more money than the original hybrid.
- The cost of the remove alternative was much less than the cost of the hybrid.
- Most of the participants at this table still believe the remove option would have been the better choice.

Table 16

- Option 1 - puts the highway right next to the waterfront.
- Options 2 and 3 – Street ramps.

Table 17

- Intersection at Lake Shore and DVP is brutal – no accommodation for change in plan. 90 degree turn, not enough though to areas east of Don River.
- Changed mind for hybrid 2 and 3 more biking (biker).
- Keating Channel cleanup is great. Not enough discussion about traffic.
- Compares to traffic disruption a Leslie = very bad.
- Does not agree with assumption, traffic will not increase, construction will worsen traffic.
- Development will have more impact on east part of the city.
- More bikes = good; more commuters.
- Other development in the city (i.e. TTC reception will help).
- The two-tier element is practical.
- Need huge improvements & options for getting people who live outside city into downtown core.

Table 18

- Concerned about accidents at Lakeshore Boulevard and Carlaw Avenue since it is now the first intersection eastbound. There will be more accidents at intersections like Munition Street.

Table 19

- Safety.
- Get it done.
- Piecemeal – rest of Gardiner vs San Francisco.
- Hard to react to checkmarks; need to study the results.
- Transit integration.

3. What refinements, if any, would you like to see explored?**Table 1**

No comments recorded.

Table 2

- Hybrid – move corridor more north and cover railroad.
- Street car access from Munition Street or East Don Roadway.
- Need more transit connections south to Villiers and further – i.e. Cherry Street + Munition Street to connect to new development.
- Cost comparison should include long-term considerations (i.e., offsets of initial costs with potential increase in taxes and revenue).
- Add open space adjacent to water; increase park space next to waterfront.
- Increase access to lake and green space; reduce development.

Table 3

- Double lane ramps are good.
- Queen's Quay will be more pedestrian friendly than Lake Shore Blvd with option 3 + 2.

Table 4

- What does road pricing do to the traffic – has this been modelled?
- Need to consider how our decision today impacts decision in the future.

Table 5

- Greater emphasis on linked public space.

Table 6

- Please focus on connectivity of corridors – specific with respect to wildlife.

Table 7

- The value and the viability of the Keating Channel.

Table 8

- Better north/south connection.

Table 9

- Need more details about construction materials.

Table 10

- Better cycling infrastructure.
- Example of removal of west side highway in Manhattan and how Toronto is ignoring the potential benefits of the removal option.

Table 11

- Particularity terrible aspect with Hybrid option are green ribbon inhibits tree growth.
- Terrible street – environment becomes highway.
- Park in ‘weird’ configuration and totally isolated.
- Need public consultations focused within the Keating ...and immediate neighbourhoods.
- Important in addition to city-wide consultation.
- Community directly impacted should be given as much on more respect than people using Gardiner outside the city.

Table 12

- Even further closer, to the railyard.
- Could we toll the road; political will to pay for the road (user pay)?

Table 13

- The presentation is misleading. It focuses on the savings possible with Hybrid 1. But the revenue generated 2/3 might offset.
- Need to highlight that you can build 2/3 while existing Gardiner is still up.
- Ecological corridor, consider the movement of wildlife.
- However, traffic speed at the elbow.

Table 14

- Explicit travel time was not shown.

Table 15

- Big issues that we would need guarantees for payments in future from future developments (i.e., since economy going down there is no guarantee that construction will happen).

Table 16

- More public land.
- Solutions to address potential acoustics issues.
- Integrate landscape features in the design (e.g., hills).
- Consider more open space between the road and lake.

Table 17

- Options 2 and 3 are more logical.
- Option 3 is best for views and development at the waterfront.

Table 18

- Could be an evaluation between existing (do nothing) and 3 options based on safety criteria.
- Need signals to discourage speeding (e.g., flashing lights).

Table 19

No comments recorded.

Thinking about the urban design concepts presented for the study area...

1. What do you like?

Table 1

No comments recorded.

Table 2

No comments recorded.

Table 3

- Hybrid 3 is preferred, allows connection with surrounding development (Portlands).
- Option 3 appears more inviting + walkable.
- Like community uses and arts projects underneath.

Table 4

- Design #3 – Martin Goodman Trail component are really good, uninterrupted connections all the way along the Lakefront + to the North.
- Noise reduction is very important + lighting improvements.
- Like the investments in the public realm.

Table 5

No comments recorded.

Table 6

- The more cycling routes, the better – North side of Gardiner.
- Like the noise reduction element.

Table 7

- Cycling network – provides an actual route.
- Connectivity, a smoother commute, easy, seamless.
- Provides opportunity for improvement for walkability measures.
- A real extension right through noise improvements is impressive.

Table 8

No comments recorded.

Table 9

No comments recorded.

Table 10

- Want proper integration of urban design.

Table 11

No comments recorded.

Table 12

- Visuals are very important.
- Sound mitigation is key.
- Hybrid Options 2/3 – Keating Channel is much better in these options.

Table 13

- 2/3 consolidates traffic into one corridor.

Table 14

- Intersection design concept well-coordinated and prepared.

Table 15

- Continues Martin Goodman Trail in options #2 and #3.
- Option #2 and #3 opens up more public land.
- Option #3 creates more public realm space.

- Pushes the corridor further north – better for using the space by the lake.
- Option #3 pays more attention to natural environment.
- The study east of the river is great.
- The new Lake Shore Boulevard bridge is impressive.

Table 16

No comments recorded.

Table 17

- We like #3; moving ramp further north opens up more space for development.
- #1 has gentlest a turn / speed (#3 has sharpest).
- Shoulders Super-elevated road, slightly?

Table 18

- Liked showing potential uses under the Gardiner -- images were good.

Table 19

- Bridge over Don Rivers should be well designed.
- Include public art etc.
- Concerned about compromises on public realm if it goes over budget.
- Should be done by design competition.

2. What concerns do you have?

Table 1

No comments recorded.

Table 2

No comments recorded.

Table 3

- #2 is better than #3 – frees up more of Lake Shore Boulevard.

Table 4

- Urban design will be done last + the project may be cut – make sure there is funding in order to make these improvements.
- Need to identify the spending of the money.
- Avoid blue light – it impacts circadian cycles, and wildlife.

Table 5

No comments recorded.

Table 6

- More cycling routes the better – North side of Gardiner.
- Like the noise reduction element.

Table 7

- How do we incorporate or look at how these options will better our transit system?
- Can we consider an LRT corridor?
- Flexibility for integration of the proposed and approved option.

Table 8

No comments recorded.

Table 9

- Bridge should be better looking (over the Don River).
- Should incorporate budget for public art; don't sacrifice for cost cutting.
- Need to celebrate place more – make it a place to go.
- Use of permeable material may increase cost.

- Tree canopy.

Table 10

- Noise levels very high – unlivable.
- The study area is too small – larger implications from planned transit.

Table 11

No comments recorded.

Table 12

- Make sure it's sustainable.
- Maintenance plan, low maintenance solution.
- Use of space/parks/commercial.
- Keep buildings going along.

Table 13

- The height – high level might be a concern.
- Elevating the noise – more people living / working @ great heights vs balancing impacts on pedestrians.
- Dead wildlife, dead because trying to cross the DVP/Gardiner – need wildlife corridor.
- None of the presentation addressed; this consolidates the planting on North side.

Table 14

- Not enough details about stormwater management quantity and quality.

Table 15

- Not enough room under the bridge crossing – Don River and Keating Channel.
- Acoustic mitigation measures are needed but may be expensive.
- All the urban design options require maintenance in the future.

Table 16

No comments recorded.

Table 17

- Is sale of land for development necessary to plan?
- Waterfront is already not that accessible.
- Not impressed with green space – wouldn't go there.
- Development seems to be plans for drive not cyclists. Other cities, like Vancouver does more for bikers.
- Value of land for development not very much – do we have to sell it?
- Keep it as parkland, is this the primary place for parkland.

Table 18

- How wide will Lake Shore Boulevard be?
- Need short north/south signal light for cyclists so east/west traffic does not back up.
- Alignment of Gardiner Expressway impacts land parcels A, C and E.
- The railway corridor over the Don River is not shown.

Table 19

- Concern not knowing materials about Gardiner.

3. What modifications or improvements, if any, would you like to see explored?

Table 1

No comments recorded.

Table 2

No comments recorded.

Table 3

- Would like to see lots of tree planting, continuous with Lake Shore Boulevard east of Don River.

Table 4

No comments recorded.

Table 5

No comments recorded.

Table 6

No comments recorded.

Table 7

- Tailor the type of uses under the bridge.
- Let's provide appropriate width for different modes of transportation.
- Munition Street – Pedestrian Tunnel that connects to the parks/neighbourhood to the north.

Table 8

- Better linkage between green spaces of sidewalks.

Table 9

- Have a design competition for the design (like for City Hall).

Table 10

No comments recorded.

Table 11

No comments recorded.

Table 12

- Public/private partnership.
- Don't be so quick to dismiss the Green Gardiner plan. It gives some potential to Lake Shore, try to incorporate it.

Table 13

No comments recorded.

Table 14

- More walkways.
- Pedestrian safety should be prioritized.

Table 15

- Try to get Metrolinx to allow the Gardiner Expressway to be stacked above the rail corridor.
- Remove the Gardiner.

Table 16

No comments recorded.

Table 17

- Land transfer tax on development area is huge.
- Develop new space – city benefits economically.
- Keep new space for parks – people benefit.

Table 18

- PATH bridge like west of Bay Street could be good.
- Shanghai elevated ridges are good.

- Consider a north-south pedestrian bridge at Jarvis Street.

Table 19

No comments recorded.

Other Comments

Table 1

No comments recorded.

Table 2

No comments recorded.

Table 3

- Need to integrate transit options on Queens Quay.

Table 4

No comments recorded.

Table 5

No comments recorded.

Table 6

No comments recorded.

Table 7

- Can we make a U turn lane at Munitions Street to provide a better connection?
- Hybrid 2 & 3 – Will First Gulf be offsetting some of the costs?
- 3D visualization of the options to get a better understanding.
- Build-out time may affect evaluation results.

Table 8

No comments recorded.

Table 9

- Look at the entire Gardiner, not just 2.4 km section.

Table 10

No comments recorded.

Table 11

- No mention on impact or solution on climate change; need to be part of evaluation.
- City staff did good work in evaluation; city council dropped the bad ...the recommendations and city staff and terms of reference.
- Through EA was through and by city council because of independent.
- Local councillors were over-influenced by councillors outside the area who did not represent the local residents' views.
- Solution is not future looking and recognizing emerging communities; not based on planning.
- Provincial policy about governing, density not being addressed.
- Better solution should improve transit opportunities.

Table 12

No comments recorded.

Table 13

No comments recorded.

Table 14:

- Option 3 the most desirable.
- Difference in price between option 2 & 3 – not significant.

Table 15

No comments recorded.

Table 16

No comments recorded.

Table 17

No comments recorded.

Table 18

- All table participants prefer option 3.

Table 19

No comments recorded.

**APPENDIX D –
COMPLETED DISCUSSION GUIDES**

A. Completed Discussion Guides

Feedback submitted by participants at the public forum and through the online survey is recorded below and organized according to the Discussion Questions. A total of 104 (37 hardcopy and 68 online) submissions were received.

Thinking about the results of the evaluation of the alternative alignments for the Hybrid option...

1. What do you like?

- Hybrid 3
- Options 2 and 3 are more desirable during the construction phase because both minimize traffic diversion and congestion. While option 3 is slightly more expensive from an economic analysis perspective, it is preferable from an urban design point of view. While detailed design is yet to be undertaken, the relative economic numbers presented (all options) should not change much, however, I think Council should expect to see a robust risk/probability assessment of that aspect.
- I like alignment #1.
- Initially, I must state that it is sad that Toronto is not ready for bold decisions to take down the Gardiner. Improved transit, self-driving cars and other developments will enable the tear down of the elevated highway. Based on the opening comment, it is more choosing the least negative alternative. Hybrid 1 is completely out of question, ruining a big portion of the waterfront. Hybrid 3 is probably a little bit better than Hybrid 2, as it moves the road further away from the waterfront.
- First option is to tear it down and replace it with a surface road. Since the first option not on the table, option #3 is the way to go.
- Frankly, I'm of the opinion that following the previous, extremely ill-advised decision to opt for a hybrid rather than tear-down option was maddeningly obtuse, meaning that the Hybrid Option 3 at this stage is the only real option henceforth. It's the least bad of a handful of also-bad options, but the best we can do given what we've been left with.
- I like that we keep the DVP but that we also create a better space on the West side of the Don. I like option 3 best. The cost, over time, is more or less the same as the others but the potential benefits are much greater.
- Prefer Hybrid 3 as it pushes the Gardiner to the north creating more user friendly space. Added bonus - you could build all but the ramps/ connections without affecting traffic flows and then we lose less down time for the expressway and Lake Shore! Financial costs/impacts did not seem to reflect that the better community will lead to higher market assessments and a better higher property tax base! Got to love that. Hybrid three offers the best community and walk ability of the three options.
- I like the 3rd option here as it opens up the Keating Channel the most and has the most social and environmental benefits at not that greater a cost.
- Hybrid 3.
- Very little. Of the three, the third option at least moves the horrible road infrastructure away from the waterfront and opens up more of the area for development and parkland. But the so called hybrid is still the wrong decision.
- Nothing. I live in the Beach and think this is all a waste. We in The Beach lose the on-ramps at Carlaw. We spend more money than the option which keeps the status quo. This mainly benefits the developers like First Gulf and other property owners. We do not get enough parkland. Keep

the existing Gardiner and just turn the eland into parkland and leave it for a future generation to change it if they want.

- Parkland improvements, access to additional transit. Having access to the subway and/or Go Transit in the east end would be a valuable addition to the neighbourhood.
- None! Get rid of it build a boulevard. There is no traffic on Lake Shore and not much traffic on the expressway at peak times. This is what the studies that taxpayers paid to get done have told us and then you just ignored them. What are you trying to pull off here?
- Hybrid 1 only.
- I like hybrid 3. It seems to be the best of bad options if the Gardiner is staying.
- Hybrid 3.
- Liked Conceptual Public Realm Plan – Hybrid 3 the best. Seems to blend in better with the area and appears to be a far better plan for the opening up of the mouth of the Don River.
- - I liked Option 3. I was also a promoter of the Tear Down Boulevard option. - I liked that there is improved Public Realm space between the Gardiner and the Keating Channel - I liked the on off ramp considerations. Well thought out. - I liked that the Rail Corridor is being widened. This does open the consideration that they elevation of the Rail Bridge can be increased. The elevation of the Don Roadway also elevated to improve flooding hazards from the Don River. The additional of a new rail line is a perfect opportunity for mitigating construction timelines due to detours. The Gulf Lands should be used as interim use during construction. Granted this is a negotiation that will need to happen. Construction bids should be based on schedule priorities and then price. - I very much liked the Green Corridor Proposal and liked that there may be consideration for inclusion at a later date.
- I like the section of boulevard that would be created along Lake Shore in Hybrid 1 I like the fact that in Hybrid 2 and Hybrid 3 where Lake Shore Blvd crosses the Don is an open boulevard (no expressway overhead).
- Hybrid 3 comes the closest; however it is short-sightedly far off the mark. See below.
- Realignment of Gardiner-DVP link in Hybrid 2 & 3. Reduced visual impact of realignment in Hybrid 3. Greenspace in Hybrid 2 & 3 has a more defined purpose as a green corridor.
- Though I continue to prefer the complete removal option I realise that it is not going to happen so prefer Option 3 because it moves the expressway as far north as seems feasible and frees up what could be very desirable land along the Keating and allows for a much better Queens Quay further east. I like the idea of dealing with the currently very messy north-south road junctions with the (Jarvis, Sherbourne, Parliament, Cherry in particular) and hope that these improvements (for cars, bikes, people) will occur at same time or even earlier than the work on the Gardiner itself. Improving and extending the bike path north of the is a great idea and should be done sooner than later. In particular the link from the current terminus at Parliament to the new bike track on Lower Sherbourne.
- The opportunity to attend in groups and try to express what I like and listen to others what they think, collaborate and try to reach a consensus. Ideally I would like to bury the whole thing along with the rail tracks, charge a toll to shoot the traffic from the dip to the food terminal and above ground a huge boulevard also take down the DVP clover leaf connection to the Gardiner Expressway. That's my wish. It can be down. It comes under infrastructure, just like when they built Seaway Canal, Trans Congenital Highway and railway, Burlington Skyway, Welland Canal. Today the Greater Golden Horseshoe needs the dots connected as Toronto is the focal point and it is so important for this region to compete globally. Today Toronto average house price is one million dollars...we need to connect to the Greater Golden Horseshoe in order to provide affordability and seamless transportation in a timely manner.

- HYBRID OPTION 3 OPPORTUNITIES FOR 2-SIDED DEVELOPMENT ALONG LAKE SHORE BLVD OPENS UP NORTH SIDE OF KEATING CHANNEL FOR WATER ACCESS

- I have to say thank you whoever decided to go through with spending the big bucks now to save this important artery. I attended the meeting in 2015 and the impression I left with was that the remove w/ roadway and maintain options were both non-starters from the get go. The biggest issue with removal was that the city projections for traffic volume and traffic times didn't seem accurate to me. The other option to maintain is for cheapskates. You know those guys. They renovate their homes once in 20 years and do a sh*t job of it because they didn't spend the money. You got to spend the money now to ensure an efficient and aesthetically pleasing future later.
- I very much like continuing to maintain the connection between The Gardiner and the DVP.
- The January 2016 public presentation (content and format) is remarkably clear and informative. If the damn thing has to be built, then Option 3 is clearly the best choice.
- I like the city's dedication to our urban fabric. I like Hybrid option 3, and I hope we can get some sweet, sweet development fees to help pay for it.
- Opening up the Keating Channel waterfront lands and provision of space for cycling and transit. I am neutral between options 2 and 3.
- Hybrid 3 is my preferred design solution. It emphasizes softer uses (pedestrians, cyclists) along the waterfront of Keating Channel. For any waterfront to succeed vehicles need to be removed or severely limited.
- The ramp alignment of Hybrid 3 best achieves the project goals, in particular revitalizing the waterfront and reconnecting the city with the lake. The urban design concept for hybrids 2 and 3 demonstrates that a new alignment for the ramps improves the availability and desirability of developable land.
- Do not know as there is far too much change (lots of new buildings east of Cherry Street on both sides of Keating channel) and very little information in this document. What would help in this document are: Cross reference in this document for buildings A through H (Conceptual Plan) to another currently accessible document. A short description of plans for south of Keating channel such as "Redevelopment is projected to be even better than the redevelopment west of Rogers Centre"
- My ranking is 1. HB 3 2. HB 2 3. HB 1. Please confirm if the exit off the DVP onto Lake Shore still remains as is.
- I like keeping the waterfront as pedestrian friendly and as peaceful as possible ...therefore Hybrid 3 looks best.
- Hybrid option 3.
- I like the hybrid options---looks much better than the current design.
- Maximization of developable land.
- None of it. Take the Gardiner down.
- I want a ramp from Lake Shore east to remain.
- My priority is to preserve the wonderful view of Toronto, the Island and the harbour from the Gardiner as it enters Toronto from the don Valley. Toronto is a city with few viewing places. Therefore I prefer Hybrid 1. The other two options are surrounded by tall buildings on the south side, preventing any view of the harbour.
- As an engineering organization, we like the process by which each option was determined and evaluated. With regard to different group criteria, we like how design alternatives were determined and evaluated. All types of issues were evaluated in an interrelated manner. The resulting alternatives take into account all the complex issues that go into transportation and

infrastructure, urban design, environment and economics.

- Hybrid 2 and 3 appear to be better in that they both consolidate the rail/road corridor. The less expensive of the two would be preferred.
- I believe that reasonable effort has been invested in preserving an adequate level of flow capacity while improving safety by reflecting newer design standards for shoulders on the ramps and positioning the ramps to the Lake Shore on the inside of the expressway.
- Your statement: Project Goals Five goals are guiding this project is copying the clichés for sustainability in the most counterproductive design for an economically wasteful project of a Relic, aka... Gardiner. All of the above Goals mentioned, would be positive by tearing down the most costly and unsustainable infrastructure, you are trying to perpetuate.
- Nothing. Goals 1, 2 and 4 are not achieved by this plan. I would never live or work in the buildings planned between the Gardiner and the railway sidings. Noise, air quality, view, and just the stress of being there would be unpleasant.
- Most aspects of the study are of great benefit to the City.
- I like the comprehensive approach to the project; the consultation between all professional organizations and public input, although I am not too sure of its effect.
- The estimated costs for each option are not included in this online presentation, why? My preference is the hybrid #1 option. It appears to be the best choice to maintain mobility for the 110,000 vehicles/passengers that use it daily. It also is the best choice for mitigating traffic infiltration into local neighbourhoods. It maintains the best & quickest link for west bound vehicles to the Gardiner.
- Generally, you cover the important categories.
- I like the H2 and H3 realignments. The Gardiner-Parkway link is kept and the redevelopment of the industrial wasteland locked between the GO railyards and present Lake Shore-Gardiner route is shifted south to the more attractive location. The new parkland accessed along the Don walking trail is much better than a trail between the railyard and the backs of new buildings. H3 is better for the new boulevard; H2 is better for the park and Don Trail.
- That there is no more talk of removing the highway.
- Of the 3 options here, I prefer Hybrid 3. The Remove option, however, is still the best option - the one that best meets the goals of the EA and is also the least costly.
- I think Hybrid 3 is definitely the best of these three options. Hybrid 1 leaves all the new buildings sitting between the Gardiner and the railway, with no access to the water. Options 2 and 3 are much more likely to allow the buildings to effectively face the water, with their back to the Gardiner. They will allow much better development of waterside buildings (bars and restaurants?) along the Keating Channel. They are definitely worth the extra money, compared to Hybrid 1.
- Hybrid 3.
- I just relocated from Calgary, Alberta to Toronto where I am originally from. What an amazing group of people who have been working on this project! Amazing turnout for the January event.
- None of the options. The best option is to "regularize" the downtown waterfront. Remove that section of the elevated expressway and replace it with an urban boulevard at grade. As an example, Halifax got it right when they stopped the expressway from the north to the City at the edge of downtown Halifax. Other cities in the world have removed their elevated freeways because they are a 'blight' on the waterfront. Clearly, of the schemes presented, Hybrid #3 is the best of a bad lot, because it at least yields some development parcels along the river's edge. (As an aside, if any expressway is ever built paralleling the waterfront connecting the QEW to the Don Valley Expressway it should be underground, facilitating freer movement from downtown to the Lake Shore.) I understand that there was a 'greening' alternative presented, maybe decking over

the existing railroad tracks, and a greener strategy like that should be pursued. The principle should be to spend more money on the urban environment and less money on trying to accommodate cars at 80 km/h.

- On behalf of Walk Toronto I wish to advise that our organization supports Hybrid #3 because it pushes the ramps farthest away from the pedestrian promenade on the north side of the Keating Channel and creates the shortest obstruction and shadowing of the sidewalks on the rerouted Lake Shore Blvd.
- Of the three options put forward in January 2016, there is no doubt that #3 is preferable. However, as discussed below, none of the so-called "hybrid" solutions is necessarily the best means of dealing with the deteriorating eastern end of the Gardiner. See Other Comments below for more on this point.
- As a commuter from North York, I'm very pleased that Council chose the Hybrid Alternative in June, 2015 to maintain the link between the DVP and FGE. 2. I'm pleased that you reviewed other alternatives (e.g. Green Gardiner, Viaduct), etc. to eliminate future second-guessing on what we should have done with this important public infrastructure. 3. I like that you looked at the three alternatives which range from Hybrid #1 (Least Disruption to Drivers/Least Costly to Taxpayers, but Least Benefit to the local community and environment) to Hybrid #3 (Very disruptive as bridges and ramps will have to be rebuilt at a greater cost than #1 and #2, but has the greatest positive impact on the community and environment). 4. I really like your balanced approach to serving the different constituencies.
- Not much. The new designs 2 & 3 do allow for some better development opportunities to revitalize the waterfront and create value, although they don't really achieve any of the other goals of the Environmental Assessment. I
- Of the 3 alternatives presented I prefer Hybrid 3. It does not isolate the community as does Hybrid 1 (blocks C-H). It frees the north edge of Keating Channel for development and provides a better experience for bicyclists and pedestrians. It situates the road further north providing a more attractive junction where the Don River meets the Keating Channel. Also, a larger section of Lake Shore Blvd. is open to the air (compared to Hybrid 2) and can therefore function as an attractive tree-lined boulevard.
- Hybrid 3.
- Hybrid 1 is quite unacceptable.
- Remove would be best.
- Ramp orientation in 2 & 3 is good.
- The interior ramps in the hybrids 2 + 3.
- The setback from the Keating Channel in hybrids 2 + 3.
- The proximity of the road and railway, reduction of sprawl in hybrid 3.
- Hybrid 3 is my preference.
- Reduced speeds.
- I like the movement away from the Keating Channel of the hybrid channel 2 + 3.
- Prefer Hybrid 3.
- Hybrid 3, but I'd prefer the previous option to tear it down.
- If you are going to go to all the effort to rebuilding the Gardiner, you may as well do #2 or #3 and move it away from Keating. Ultimately the increase in property tax revenue by better development would pay for the difference. What is the NPV of 100 years of property tax? If there's no traffic operational difference between #2 and #3, clearly #3 is better on other factors and should be re-decided.
- Moving the highway away from the edge of the Keating Channel, Retaining the same auto travel

time and capacity. Reduced speed from 60 to 50 km/h is acceptable. Allows the development of the Keating north shore with a pleasant public realm and to animate the first floors of the condo buildings. Creating an Amsterdam canal vibe. Improves view north from Villiers Island and will increase land.

- Hybrid 3 is preferred and worth the extra \$43 million cost over Hybrid 2. Allowing the extension of Queens Quay with Hybrid 2 and 3.

- None of the options go really green, get rid of the raised expressway

- According to people who have been undervalued in this issue over the years, having listened to these, it would appear that the only solution is to put the condominiums at-grade. That is the only way to produce valuable pedestrian/people entertainment, Supports the environment by seducing auto traffic, Put this money into transit – put one with transit in the entire Metro away, Listen to small neighbourhoods when residents who have to walk in this area and want sunlight not shade. The disinvestment assessment might give at-grade value.

- Urban design priority for H2 and 3. Better design for Keating channel for H2 and 3.

- Graphically, I like the linearity of 2 but prefer the longer boulevard of 3

- Hybrid, more green move, move traffic away from lake, open Don mouth.

- Hybrid 3 is better than hybrid 1.

- #2 and #3 green space for cycle + walk up path. Hybrid #2 and 3 more condominiums away from Keating Channel. #3 will be better for sediment, creating spaces the most hard for redevelopment

- #1 is less desirable because living between rail lands or expressway is not desirable. Acoustical treatment + raising expressway seem a good idea for soundness. Pedestrian areas much better in #2 and #3

- I love hybrid #2 and 3. I like the double ramps inside the Gardiner dropping into the centre of Lake Shore Boulevard. I like the way the mouth of the Don River is opened up more. More Green space is good.

- Clearly, hybrid # 2 and 3 is the best option.

- Hybrid #3.

- Alternative #3 provides the best option, both from an urban design standpoint, and a transportation safety standpoint. I am support #2 and 3.

- Auto trend maintained. Opening of grade-level land and green spaces. Preferred alternative: #3.

- Option 3 is preferred.

- Hybrid 3 offers a glimpse of the future (better of the options) with the beginning of the boulevard.

- Good attempt at public realm connectivity in #3

- Attempts to redesign intersection to be pedestrian + cycle of public realm (friendly/safe). Good thought to maximize use/value of available options.

- Increased safety of inside ramps. Queens Quay as a main street for pedestrian instead of Lake Shore.

- Queens Quay seems more walkable and street oriented.

- Hybrid Three wanted. Created best neighbourhood south of expressway. Creates better/nice space for walking and cycling. Reduces impact of expressway on residential with greater separation. Increases property tax base = more income from tax revenue for city.

- Very little. Best of worst obstacles may be Hybrid option 3

2. What concerns do you have?

- Irrespective of the option chosen, the elephant in the room is how to finance the capital works. This can be eliminated if the City implements road tolls on its portion of the Toronto expressway system; this being comprised of the Toronto portion (DVP and Gardiner) and the provincial portion (Hwy s' 401 & 427). The Toronto portions of the system provide a premium service for both City residents, non-City residents and the business sector. To the extent that they utilize the system, they should be required to pay for its use.
- As a commuter who uses Queen St. to access the North DVP, which is a very short merging ramp, I am slightly concerned regarding the traffic flow northbound on the DVP prior the merging location. It would like to hear any comments on this matter to alleviate my concerns.
- That lowest cost will once again be the major decision point.
- I am concerned with the development to the south of the new avenue and on the south side of the Keating Channel. I don't want to continue the wall of Condos which, frankly ruins the waterfront.
- Hate hybrid 1 - creates a ghetto in between a highway, elevated expressway and the rail lines. Not a nice place to neither live nor have a community. With all the versions - how are you going to get a dredger north of the Lake Shore? I ride this route and the Don needs dredging! Will there be enough water flow to keep both the Keating Channel and the new spillway from getting polluted or stagnant. Certainly are times of year when Lower Don really stinks because the water flow is so low.
- That the open areas along the Keating Channel will not be fully accessible - it's important that pedestrian and bike access be maintained along the water way along with automobile access and private/city development.
- Cost.
- Keeping the Gardiner up in this location is simply a wrong and costly decision that is not based on facts or intelligence.
- Lack of easy access to the Gardiner. Wasted money. Too much emphasis on selling off land for condos instead of having a big waterfront park like Chicago.
- The biggest concern that I have is the volume of traffic for residents who live in the east end. Currently, taking the Gardiner from downtown to the east end is reasonable, 10-15 min from Spadina to Carlaw. If we are now asked to take Lake Shore from downtown to the east end it will add an additional 15/20 min of traffic time. I've driven both of these routes and the difference is substantial 15-20min for a total of 30-35 minutes. The volume of traffic will be substantial and will be a long commute. Given that Eastern/Adelaide is already an issue, residents who live in the east end need options to get home in a reasonable amount of time.
- Follow the studies get rid of it.
- I have concerns with H2 and H3 cost and duration of disruption. That the value add really won't be what it is projected to be. That the overrun of costs is practically guaranteed, nothing the city does is on budget. And projects like this simply cannot be forecasted that accurately. Whilst they are represented well graphically I don't see the pros outweighing H1 in my view. The revenue generated by the land is not really a value add to me. Its 2.5 acres. Why don't we finally actually retain outdoor space and STOP allowing residential buildings along the water sedge! If H2 and H3 are elected then the slowing of traffic from 90 to 50 is ridiculous. It will jam the city up just as it does today. So what is the win? Like the stupidity on the 401 that is eliminating lanes here and there to bottle neck traffic, Yonge and 401 for e.g. Tired of the idiocy in road design
- I don't like the idea of new ramps at Cherry Street. Ramps take up significant pedestrian space, as

they do at the York-Bay-Yonge exit, and this is prime waterfront land. I also have concerns as a future area resident and the kind of traffic on Cherry Street, which has been made over into a primarily pedestrian area.

- As much quality living space as possible. Hybrid 1 shuts a bunch of blocks off from the waterfront. Hybrid 2 I'd be ok with, but why not push the highway connection as far up and away from the channel as possible? Thus, #3 for me. Also, looks like Lake Shore could be a nice boulevard into the redesigned south of Eastern/Port Lands (also under survey right now) in #3.
- Is there a planned TTC Keating Yard on the east side of the Don River? It absolutely should not be located there. - I would like to have seen more consideration for inclusion of the Green Corridor features. The cost identified as sunk costs are misleading. Deck replacement would not proceed with the same budget that is currently proposed if indeed the Green Corridor features were implemented. - There is no information on Jarvis ramps or Yonge street ramps. I do hold out hope that the Green Corridor might still make its way into this leg of the revitalization. - I would like to see a cross-section of the Lake Shore bridge - is there a rail corridor also? Is this for LRT? Is it connecting into the Metrolinx rail corridor?
- Cost (complexity) of Hybrid 3 due to need to widen railway underpass Are we over-emphasizing the value of the Keating Channel - when the mouth of the Don is re-worked the Keating Channel just becomes a somewhat stagnant man-made strip of water. If it was simply filled-in it would allow a more connected neighbourhood south. Some concern about the ability to get traffic to fully slow-down for the tighter expressway curves in Hybrid 2 and Hybrid 3 - but I expect that can be done.
- All options assume transit modes will remain as they are today in 40 years. Note that when the Gardiner was built, there was no such device as a cell phone. As communication has progressed, transportation concepts remain the same. No assumptions are being made for potential modes in the future that just might obviate the need for a Don Valley Parkway in its current form. These three options are sorely short-sighted.
- The footprint of roads in Hybrid 1 is too large. Greenspace south of the Gardiner in Hybrid 1 has little value. It is merely beautification of the leftover space under/beside the highway.
- That the City has decided NOT to pursue the cheapest option and is going to spend scarce \$\$ on this. That it will take FAR too long to build and there will be a real mess in "my area" (St Lawrence) for the next decade.
- I refer to the past where the Bloor Viaduct was opened in 1918 with an under-pad for future use. There is a map I saw in 1910 which shows in red marking out a relief path for future use in Toronto and area. We are not planning nor working a long term plan with yearly goals to work the plan. This barrier needs to be taken down, not rebuilt due to the long construction time lines or inconvenience. The mission is to take it down, maybe not all at once but bits and pieces a little each year with a target to bury this above ground mistake to connect with the lake. Elevated barriers in the city that is maturing with intensification does not help to provide live, work, play for each city block so that we can try very hard to have everything within walking distance. When you can't meet the goal for live, work, play for each city block you move what is missing to the adjacent block and try to fit that in. This analogy is like moving air rights from one city block to the adjacent city block. I remember in the old days downtown was empty after five pm in the financial district. Today I see activity which I think is a good thing. Now with one million dollar single family average price we need to think connecting the dots with the Greater Golden Horseshoe so that I can afford a house in Welland and commute daily to Toronto in as much as we can provide a seamless connection for transport. We are fortunate that we are close to the USA border for trade and travel connections not only for pleasure but work travel in a seamless way. My wish is commute to Buffalo airport high speed within an hour. Pearson is too cumbersome and busy.

- How you going to rebuild the west end of it now that you have condo's that are a stone's throw away. There's higher volume on that end and it needs to be completely rebuilt as well.
- Reducing the speed at the interconnection with the DVP may not result in significant travel time delays under most circumstances, however, during high traffic volume periods it could exacerbate congestion resulting in longer back-ups and therefore significant travel time delays during these periods. I'm quite concerned about the high cost of all the options; it seems like we are spending an awful lot of money just to open up a small amount of development land and too pull the Gardiner away from the Keating Channel, which is not, after all, our real waterfront.
- Anyone who regularly uses the current Gardiner-DVP link knows that it is laughably under-utilized. I use that stretch of road half-a-dozen times a week, and I think of it as a 'best-kept secret': typically, the Gardiner (west of downtown) and the DVP (north of Richmond/Adelaide) are both clogged-up but my stretch of 'private expressway' is virtually empty. I have to assume the City Councillors who insist on replacing it (and their suburban constituents) don't actually use this short stretch of empty elevated highway. They just like the IDEA of keeping a linkage between our two heavily-used commuter expressways. So here's a suggestion for City Council to keep those constituents happy: announce that it's going to be rebuilt (any option will do), then tear down the current Gardiner (east of Jarvis), but announce a 3-year moratorium before constructing the replacement. THIS STRETCH OF ROAD IS SO UNDERUTILIZED AT PRESENT THAT VERY FEW VOTERS WILL NOTICE IT'S GONE. When the three years is up, the choice will be obvious.
- Hybrid 1 - blocks a section of our waterfront permanently. That should not happen. The Queens Quay East LRT is still unfunded and seems to be dropped from the plans, which is embarrassing considering what an opportunity we have to build transit-first development.
- Option 1 does not change the urban fabric enough.
- I would like to see Toronto moving in the direction of severing its addiction to the automobile. Pedestrians, cyclists and transit users should have priority freedom of movement in the future shape of Toronto public space.
- The long-term viability of maintaining the existing elevated guideway between Yonge and Cherry, despite sunk costs.
- This document starts with a pseudo photo without linking it to which "Hybrid" alternative it belongs to (perhaps "Hybrid" 4). Need the "Current" and original "Improve" alternative , and original "Replace" alternative in the same form as the pseudo photos and the conceptual plans for the 3 "Hybrid" alternatives to put the conceptual plans in context. The artist impression for all 3 "Hybrid" alternatives appear to be elevated "above-grade" alternatives whereas "Replace" was "above-below-grade" without any narrative. No information about ramps from Gardiner to in the pseudo photos or the conceptual plans. No information about disruption of traffic flow during construction or realistic (likely 50% to 100% longer than forecast) time frames for Gardiner.
- Suggest an area chart graph rather than a time frame (part of current diagram) with Y axis for degree of traffic disruption where the graph changes colour between "modest" (under 15%), "significant" (15 - 25%), "substantial" (25 - 50%) and "reroute required" (over 50%). A lack of preliminary bullet form of pros and cons for each option, developed by the "Public Works and Infrastructure Committee" and included in the document.
- Hybrid one takes too much of our valuable waterfront away from people use and condo development.
- Time to construct - disruption to existing traffic.
- That nothing will be done.
- Protracted construction time.
- We will waste all this money only to end up taking it down in the future. Keeping it does not

achieve the goals as set out. Goal #1: Revitalize the Waterfront taking it all down better achieves this goal. Goal #2: Reconnect the City with the Lake taking it all down better achieves this goal. Goal #3: Balance Modes of Travel make the area more bike and pedestrian friendly, don't worry so much about cars. Cars have a limited life span left with driver-less cars and the fact that fewer people own or drive cars Goal #4: Achieve Sustainability far more sustainability without cars, air pollution and costs. Goal #5: Create Value much better value without the Gardiner in all aspects.

- I live in the beach and work in Mississauga. I have no transit options to get to work without the Gardiner. All of your hybrid options will at least 10 minutes to my commute each way. That's 100 minutes per week of family time that I will lose because of this plan.
- Hybrid 1 also is the least expensive to build and the least disruptive to traffic during its construction. These are major considerations and should be respected.
- While this is not an engineering concern, our experts are concerned that decisions and approvals will potential still get bogged down in political debate. We strongly recommend that decisions are based on evidence and expert study and opinion and the project goes to the next level.
- Need to minimize cost and disruption during the realignment process
- I don't have a lot of confidence in the idea of supporting the new ramps on pillars footed in water of the Don River. I believe we would be better served by pillars footed on dry land where access for maintenance and inspection is simpler and turbulence induced in the flow of the river would be eliminated.
- The socioeconomic costs will soar as that relic, Gardiner, is being resuscitated over and over again.
- I don't drive much on the Gardiner/DVP combination; I usually bike or take transit downtown to avoid this. But both hybrid 2 and 3 will have increased accident rates around the curve, including possible disastrous spills into the Don River. Drivers will have to have flashing lights, speed indicators such as those in school zones, or other types of speed limiters, if they are over the speed limit. An ice storm would make this curve treacherous, and may have to be closed at that time. Selling real estate should not be a consideration in the decision.
- I am concerned that a reduction of speed from 90km/hr to 50 km/hr will degrade the connectivity of this only expressway connection in the City. I am particularly worried about the safety aspects especially during non-peak hours. The sentence on your Road Safety slide "with appropriate mitigation, ramps can be designed to an acceptable level of safety" is of particular concern. What is the number of fatalities that could occur at the curve when cars are speeding? I would like to see what kind of mitigation will force drivers to reduce speed and request to know their effectiveness.
- My biggest concern: It is a fact that the current structure has reached its end-of-life stage. This was reiterated at the beginning of the last meeting. To find out that a large portion of the deck is to be replaced infers the columns and foundations will remain - in theory. From a structural perspective this is a potential problem of huge proportion. We have excellent civil engineers working on, and advising on this important project, I do not believe that this issue has been ignored. The only conclusion that I can come to is that the right information was not made clear to all members of council before putting the hybrid options to a vote. If logic and common sense, not to mention financial pragmatism is allowed to prevail council should be allowed an opportunity to hear from the civil and structural experts who will elaborate on the true construction costs and long term maintenance - not to mention the ugly nature of the overall design. You do not build a house on quicksand!
- That insufficient consideration will be given to accurate estimations for the capital costs of each option. The city must invest in the least expensive option to allow other capital projects, in other parts of the city, to receive funding.
- I don't like the method of representation of the criteria with green checkmarks, yellow circles, and red x's. It's overdone and not nuanced. For instance, a \$43M difference between Hybrid 2 and 3

shouldn't change it from a yellow circle to a red X. The difference between these two options is minimal compared to the difference between H1 and H2/3. Environmental costs and benefits still have not been monetized. If we're comparing the cost of traffic congestion (monetized) to the cost of construction, then we also need to monetize the benefit/cost to the environment, health, and urban design. This has not been improved upon since the first realm, suggesting to me that this feedback is not truly considered.

- The concerns about the tighter turn and lowered speed Gardiner to Parkway is not a problem to me, alerted by pavement noise ripples and markers.
- The fact that the city wants to destroy and rebuild the road just because it "looks ugly" according to some NIMBYs and the fact that First Gulf wants to develop some land. If that's the case then First Gulf should pay for the project
- In all Hybrid options, the high cost for capital and operations & maintenance, and how we will pay for it. Will public realm really be improved to such an extent that walking or cycling along the new paths and through the intersections feel both safe and enjoyable at any time of day or night? Will we indeed achieve the goals of the EA?
- I much prefer the "tear down" option. It does far more to open the city to the lake, while saving half a billion dollars compared to any of these plans. I also believe tearing it down will lead to vanishing traffic, as it did in San Francisco, not traffic chaos. However, if the city council insists on a hybrid option, Hybrid 3 is the best choice.
- This is a beautiful area that has huge potential. I think it would be a shame not to take full advantage in the waterfront beauty with residential and commercial property, balanced with ample public green/recreational/walking space. This project has the most potential to transform this part of Toronto.
- In Calgary we have the Calf Robe Bridge. There have been lots of accidents over the years on the bridge. Lots of information is available on the web. An engineer explained to me that there are numerous technologies now to insulate the bridge from underneath and different ways to coat bridge surface which will make the bridge safer in winter conditions over the water. I assume the engineers will be reviewing these methods to reduce accidents.
- Elevated urban expressways are an outmoded model. Save the money spent building new roads and spend it on public transit.
- My concerns are that all three options, including my preferred #3, are better for cars, but not necessarily for transit, pedestrians, cyclists, or the city as a whole. In fact, the presentation does not address opportunities for improved transit at all. In addition, the main beneficiary of Option 3 is Great Gulf -- again, not the city or other stakeholders. Again, see Other Comments below for additional concerns.
- 1. Construction delays for traffic on the DVP/FGE connection. 2. Cost - obviously, but willing to pay for it if it means everyone's satisfied. 3. I'm concerned that the eastern-most on-off ramps that connect to Lake Shore Blvd. will be constructed in a such a way that they will look like the existing on-off ramps at Jarvis, Yonge and Spadina (i.e. they will result in highly congested, high traffic, noisy, polluted, least pedestrian-friendly intersections.)
- Many. None of these alternatives achieve the EA goals of connecting the city with the lake, Balancing modes of travel, or achieving Sustainability. The lake is still separated by an elevated expressway from neighbourhoods to the north, and despite how pretty the designs may try to make it seem, this is still a major problem. None of these really balances modes of travel, as ultimately motor vehicles have been prioritized well ahead of all other modes in these options. Although I did see some pedestrian crossing improvements proposed, with an elevated expressway above it still seems like this will be a terrible pedestrian environment. Will there still be two-phase crossings and the pillars of the expressway acting as visual barriers to hide

pedestrians from vehicles? Will Jarvis, among the most dangerous intersections in the city, be improved at all? Will the East Bayfront LRT or Relief Line ever be built, or are people on transit (the majority), still not as important as the 3% of drivers? No real attempt has been made in this last phase of the consultation to achieve sustainability. The environment has been left out of this Environmental Assessment, except in terms of facilitating widening of the Don Mouth. What about climate change? What about new trees and vegetation? What about air, noise, and water pollution? None of these options are any more sustainable than what was built in the 1960's, and that is extremely disappointing. I attended the public meeting, and all I heard was greenwashing terms like "a green ribbon," with no comprehensive understanding or vision of sustainability.

- I couldn't tell from the materials or the presentation whether the width (number of lanes) of Lake Shore Boulevard would be impacted by any of the options.
- I had a minor concern with the sharp 90 degree turn where the Gardiner meets the DVP, causing motorists to slow from 90 to 50kph. I believe most drivers view the Gardiner and DVP as one continuous expressway and may not be prepared to slow down. However, one would be able to get around this with appropriate signage and lights.
- Parkland north of Keating – promenade and green space here is a priority. Don Roadway intersection will be difficult. Then Broadview/Lake Shore?? Keep cycling on a big priority – the future for our young people. 5-year construction.
- Will the noise factors, and air pollution become dangerous? Pedestrian crossing – good maintenance and sufficient lighting to ensure safety. Long term maintenance – underside, and overhead decks
- Maintenance, sound and also the pedestrian collides at one side. Lake Shore and sufficient lighting, safety.
- Why are we spending so much money to keep a section of the highway with low usage. 5 years of detours will “teach” Torontonians to not be as dependent on this section of the Gardiner and probably show us that we don't even need it.
- The segment of Lake Shore east of the Don River seems to be an afterthought. Where are the opportunities and innovations that take advantage of the extraordinary opening up of the corridor?
- It just looks like a long straight high-speed boring arterial when it could be so much curvier? Roundabouts? Development frontage? Complex intersection operation.
- Hybrid 1 would be a big mistake, 2 would cover most of LSB
- Stop preventing progress. Some overpass decorations are never devalued anyway. Urban design should try out a reality check.
- no comparison to previous options
- Induced demand. By maintaining a highway we ensure that we are prioritizing car traffic. Is there an opportunity to minimize number + width of lanes?
- It appears that #1 is a deliberate throw away option so why was it even offered?
- It appears that the rail bridge is Keating Channel is not represented in several of the renders
- Where is the \$ and time differences portion of these studies?
- Noise, need to improve noise reduction on and below the Gardiner
- All options cost too much, take need money for other projects. It's too bad that the least objectionable option (3) is the most expensive. Assumption that development is what must happen in all left-over space.
- Ramps at Cherry – will they obstruct the gateway to Villiers Island or the Portlands? #1 may be cheaper but it is obviously so much less desirable. That cheapness may win over quality.
- I do not like 1. It leaves things as they are now. Better to move it further north with LSB ramps in

the middle.

- The rails and the Gardiner block the view of the Lake Shore, and block people from accessing the lake
- Will Munition Street and Cherry Street incorporate pedestrian + cyclist infrastructure?
- Time of construction / detours. Build new curve and keep existing highway open until the final stage of connection.
- The Cherry Street ramps, while better in option 2 & 3 vs option 1, still pose a barrier to the entrance to the Portland. It would be better if the ramps didn't exit at all.
- Traffic with on/off ramps
- How accessible is it for pedestrians to cross LSB & the on/off ramp intersections?
- Noise
- Shadow casting
- Not even how trail system north of Lake Shore Boulevard connects to trails to South, Martin Goodman, Waterfront promenade
- Concern with connections to the east – Portland
- I concern the automotive demand won't materialize
- I think a potential opportunity to reduce Lake Shore lanes, or combine with transit options is going to waste
- Lock the funding for urban design in first so it doesn't get cut when/if the project goes over budget
- Avoid blue light, under intersections, harmful for animal + humans, circulated rhythms
- Costs are over 100 years. The current Gardiner how has lasted only 60 years. This seems like a misrepresentation of true costs than not appropriate project timeframe
- Why are costs only +/- 20%?
- No access to Don for dredging?
- Would prefer to see Hybrid 3, moved closer to Rail Land (could they build over Cherry Street facility?)
- If not would prefer to see expressway height minimized to reduce impact
- Ignoring best experts solution of "remove"
- Former mayors, planners, engineers, Toronto lovers all agreed each time the topic arose that "Remove" was the least expensive and sensible solution

3. What refinements, if any, would you like to see explored?

- Rebuilding the Richmond Street off ramp from one lane to the same number of lanes available on Richmond Street (A one way street)
- I would like to see a middle ground which focuses less on the development space potentials and maximization of green spaces.
- Tear it down 100%
- Why can't the expressway be pushed further north and over the water treatment on Cherry? It is elevated!
- Unfortunate that highway could not be moved further north?
- Take it down. Go back to the remove option.
- Scrap this - just fix the Gardiner and don't build condos.
- I would like to see an option that is a hybrid of the hybrid with improved traffic flow for residents who commute from downtown to the east end. This could be an option for residents to exit off the

Gardiner, similar to today or adding an additional lane on Lake Shore with improved traffic lights so there is less stop and go - which currently adds a significant amount of travel time.

- Get rid of it build a boulevard
- Not totally clear on if there is a full road that is Queens Quay extending in H1 all the way along. If so, why? Does it need to have cars for any extension of the DVP? Perhaps the graphics are possibly misrepresenting it or, perhaps sections are just not as clearly defined as needed to show full vision. But without moving the DVP sweeping turn
- I would encourage city staff to study eliminating the Cherry Street ramps and just having traffic use the existing Sherbourne/Jarvis or Richmond/Adelaide ramps.
- If you go with #3, no refinements come to mind.
- On the south side of the elevated Gardiner - there should be a wider green corridor. Let's not have a copy of the west end with buildings right up against the structure. - I would like to see details of the ramp connection to the Don Valley Parkway. Hopefully getting rid of the current confusing design where keeping left take you to Lake Shore and right takes you on to the Gardiner. The Lake Shore extension can be raised to accommodate flooding concerns. I would like to see more detail on how this area will be built. Will it end up being a dead zone as it is now? With the Gardiner pushed north it should allow for better vegetative features and sight lines. How will the Gulf lands design be brought it this short leg of transitioning roadway? - There is an intersection at Lake Shore and Don Valley Parkway. There also appears to be an LRT line. Some drawings show a TTC Keating Yard to the East. This is the wrong location for another LRT yard. This intersection will be heavily impacted if Streetcars block the intersection.
- Explore providing space for an LRT connection between Queen Street and Queens Quay (I realize possibly outside this scope)
- There is opportunity to extend Queens Quay east to the inlet, realign the Lake Shore to cross a new bridge north of the present structure, reconfigure a traffic circle interchange with a new Bayview Extension to take 'traffic' north along the west side of the Don Valley, and eliminate the Don Valley Parkway.
- Can the Gardiner-DVP link bridge over the railroads? Why not keep it as tight to the railroads as possible?
- I would like to see more work done on designing the Cherry Street area as it will be necessary to bring the Cherry Street LRT through the rail corridor and this project needs to be part of this work. Even if the LRT extension east of Parliament is a decade or more away the widening of the Cherry **Street** bridge MUST be done now. I would like to see more info and costs of the proposed TRINITY STREET pedestrian and bike connection. Even if it is an 'add-on" it should be planned now so that it is 'shovel-ready' if or when \$\$ are available.
- Since the powers to be gave us three choices which none of them I like...but if I had too I would chose number 3
- ENOUGH ALREADY - LET'S GET ON WITH IT!
- I think we should now re-examine these 'hybrid' alternatives against the rehab option, to see if the high costs associated with the former are truly worth it.
- Build-in a 3-year moratorium between demolition of the eastern Gardiner and start-of-construction of Option 3. That would allow time for sober second thought before making the bulk of the investment, giving the public time to assess the real impact of not having an elevated link between the two main commuter expressways. Even if there is still a decision to proceed at the end of the moratorium, the delay would significantly reduce the project NPV.
- As mentioned, the QQE LRT.
- Can the rebuild of this section of the Gardiner be done in such a way as to facilitate an easier

removal of the structure in the future?

- All three proposals seem to have the development built out to maximum yield. I would like to see more public open space along the channels. Although Option #1 is my least preferred option (putting the Gardiner alongside the waterfront would be a grave mistake) it does indicate a larger allocation of open space on the waterfront. If the city's intention is to eventually remove the Gardiner altogether I would prefer Option #1 since it gives more waterfront space for public use.
- I'd be curious to see how travel time and cost would be affected if the Hybrid 3 option was combined with the remove option. If ramps connecting to an 8-lane boulevard were to be constructed between Parliament and Jarvis instead of a refurbishment of the existing Gardiner, it would mean some savings could be retained from maintenance costs, and that surplus lands created from a reduction in ramps could be sold off to displace the cost of the project. There should also be a reduction in travel time when compared with the Remove option as there would be higher speed on the guideway connecting the DVP to Boulevard, less mingling with local traffic and fewer traffic signals (3 compared to 6). An illustration of what this cost-optimized option 3 can be found here: <http://i.imgur.com/E3sgsH4.png>
- As challenged by my concerns I recommend refinements are premature at this time Adding "Construction is projected to take at least 10 years for all "Hybrid" options and that "Hybrid X" is projected to be the shortest and "Hybrid Y" is projected to be the longest." would be very informative. Using "Google Earth" style photos for the pseudo photos would help everyone to get a better sense of "reality" than the "artist" impression "glossy" pseudo photos
- add a few public docks and paddling launch areas
- Running the expressway over the actual train tracks. Could allow for more green space and lessen the visual impact and footprint of traffic/roadways.
- Visual appeal of the elevated sections of the Gardiner/DVP junction -- what can be done to make it 'greener' and less obtrusive?
- Go back and start promoting the take down option
- You can't eliminate highways without full public transit that goes to the suburbs. The ramp that connects directly with Lake Shore at Carlaw must remain.
- While recognizing the presentation was an overview and high level, at some point the public should be made aware of more detailed studies that were completed to determine the 3 alternatives. It is important to release and be transparent to show, for example, geotechnical assessment, anthropological studies, heritage impact, etc.
- **There** is always going to be a big busy road **that is** not conducive to pedestrian activity. Need to focus on the waterfront and the pedestrian public realm.
- I would like to see how clever the designers can become about moving both Lake Shore and the Gardiner-DVP ramps as tightly adjacent to the rail facilities as possible and moving the green space from the north edge of the Lake Shore to the south edge to form a buffer between the expressway and development cells A, C, E, and G in Hybrid 3, even if that means the storm water facility ends up parked between the westbound and eastbound traffic lanes.
- Tear the Eastern portion down, to mark the beginning to an eventual sustainable infrastructure that will benefit the City's quality of life.
- Flood control on the Don River should be the number one design criteria. It should be over-designed for at least double the 100 year upper flood limit, since heavy rains and flooding are bound to increase over time due to climate change. Buildings should not be allowed at all on a floodplain, as per Toronto and Region Conservation rules. The whole area should be naturalized.
- I would like to see a closer connection for west bound vehicles on to the new onramps for the Gardiner. Also maintain a connection for Lake Shore traffic to the DVP North.

- What materials are being used? How much will this actually cost? Who is paying for it? Will there be tolls?
- Keeping the road as is. If NIMBYs are really concerned about its ugliness than there can be a downtown only property tax hike to beautify it. Having First Gulf pay for the project. Expanding the Gardiner east till the 401. Uploading the highway to the province.
- Remove option back on the table.
- Understand Metrolinx plans and (hopefully) get them to fully or partially fund the bridge changes required for option 3. Look further at ways to make the walk down to the lake past the railway and Gardiner more pleasing. I love being at the lake, but I hate getting there. Maybe enclosed walkways, similar to the Union Station area, on Jarvis or Sherbourne, which would at least be warmer in the cooler and windier months of the year. Alternatively, a pedestrian bridge over the railway and Gardiner, with escalators to get up there, would give a magnificent view as a reward for crossing no man's land.
- Take it down, and don't rebuild it. Pursue 'green' cover over the rail tracks to decrease the barrier it creates from a smooth pedestrian connection from downtown to the Lake Shore.
- Any of the options could benefit from more attention to ways of greatly enhancing bike and transit use. (See below.)
- On-off ramps from the left side of an expressway are always difficult for drivers. You always want to see cars entering and exiting from ramps on the RIGHT. I'm sure this is a safety issue. Can we come up with more refinements to allow this? As well, having the on-off ramps configured as in Hybrid #2 and #3 (i.e. in the middle of the roadway) will cause significant congestion and complicated traffic signal configurations.
- As suggested above, continue to improve the pedestrian realm - none of the current designs do this very well in my opinion. If a highway full of polluting cars that encourage more people to drive, where is the mitigation for the negative climate and pollution effects of this? Potential solutions could include solar or wind power, GO bus or HOV lanes along this section of highway, and better incorporation of transit overall.
- I originally thought that situating the road even further north over the rail yards could lead to an improved turning angle and more open parkland north of Blvd., but due to the restraints (e.g. the railroad bridge over the Don River) I now see that this is impossible.
- Can you get more parkland by not selling all the land (something like Sherbourne Commons)
- Improved intersection of Jarvis Street and School. Cherry looks quite intimidating for pedestrians
- If we are building an entirely new expressway, then it is an opportunity to introduce road tolls, which I am in favour of.
- I'd prefer to fund transit and use the highway and pay for it
- Keep the Gardiner 'low' – at the level of the existing Don River crossings by taking the Don Roadway SB ramps even the expressway instead of today's vice-versa (Hybrid 3, as to not interfere with Don River maintenance area). This would allow the Gardiner to stay low as far west as Cherry Street, where it would rise to a grade separation. At the same grade as LSB between Don and Cherry may allow different merging/weaving options than high-visibility ramps. Would this eliminate the need to modify the DVP/rail structure, thereby reducing cost?
- Double decking the Gardiner from Cherry Street to the Don River to reduce the footprint.
- Lower deck would be EB and upper deck WB (or vice-versa).
- Pedestrians traveling north or south would spend less time crossing under the Gardiner bridge.
- Take the expressway down.
- Would like to do a cumulative cost analysis to show costs for rehabilitation/reconstruction; plus the public realm costs. Also need to show revenue budgets from land sites for each option along

with capital costs – not just a footnote.

- Design of structure to be as minimal, elegant as possible. Could the structure design be unique or unusual in certain areas to make it an attraction (something to come, see and marvel at, other than just a road)?
- The remove option.
- Improve noise reduction. Decease abstract art, it has no cultural connection.
- Council should re-consider in light of overall capital budget, and seriously look at how to manage local traffic if the “Remove” option were chosen. Exploration of lower density development (e.g., “St. Lawrence neighbourhood”) or just plain open space.
- Increase green space + public areas as there will be a lot of people residents + visitors.
- Make all sidewalks wide than standard as multi use and increased use.
- Make the Keating Channel promenade wide.
- Use money from development to pay for the project.
- Make sure the ramps are signaled well with big overhaul signs – easy to see for drivers.
- As we have seen with the popularity of the new bike lanes along Queens Quay, please ensure the new bike lanes are nice and wide – sometimes the ones along QQ are so busy, passing becomes tricky.
- Pay lots of attention to the biker’s needs.
- Strong design requirements for developers allowed to build in this prime location. Prime land along the water east should be reserved for public use, not a wall of condos. We can require developers to include public space on their land.
- Connect Martin Goodman Trail – don’t dead end at Munition Street.
- An open air market on the north park of the hybrid option would provide incentive for people to use the area and provide a vibrant space for pedestrians.
- Decreased dollar to the USB: if working within the same budget, what compromises will be made?
- Greater emphasis on the pedestrian and cycle network as the structuring component of the plan. Vehicular transportation planning seems to have too greater emphasis.
- Rethink LSB and reduce lanes, look at integrating transit.
- Iconic design should be explored.
- More visible transit consideration.
- Release the design models as open data.
- Consider parking maximums for development in the study area rather than parking minimums.
- Fiscal benefits: What’s the public value (in dollar terms) of the improved urban design, public space, environment, goods movement? Monetize sense to property compare the economic value of the options.
- Ensure public transit is part of the plan (i.e., street cars).
- Possible separation of bike and walking paths
- Want to council day Mayor Tory brought up “hybrid” and was shocked as studies showed that “remove” was the best option. Expected vote to be affirmative quickly and home by soon. At 4 pm was horrified by silly arguments and suggestions (a tunnel again?). Most experienced councillors favoured “remove”.

Thinking about the urban design concepts presented for the study area...

1. What do you like?

- Getting the alignment as close to the railway berm as possible; the bridge and feeling of crossing a real river; and the proposal to renew/rework the landscaping on Lake Shore Blvd east of the Don Roadway
- I like the green spaces available in option #1.
- Again, by starting to take down the Gardiner, a beautiful boulevard could be established. By going ahead with the Hybrid the City will have to live with the elevated highway for another century. It is very unlikely it will be taken down in the foreseeable future, once the amount of money has been invested in its up-grade/change of location. Looking at the least negative alternative, Hybrid 3 seems to be the one. Hybrid 1 is totally unacceptable as it creates a wall towards the water.
- I like option 3. We need to stop the wall of Condos. We need to transform the Keating Channel into a very special place. It is unique, as is all of this section at the mouth of the Don. I would like to see something very special that is NOT A WALL of condos (sorry for shouting). If built something to make this unique space very special we could attract people from around the world. I'm thinking Sydney Opera house, or Statue of Liberty. At the very least it's a great place for a Museum of the City of Toronto. Though we will lose the revenue from a few buildings, the increased value and income from a high level destination will more than make up for it - tourist dollars, higher value of adjacent land.
- Hybrid three forms a real community
- Increased water access and movement of raised portion away from water's edge
- The greater area for urban development for areas A-G, and their greater openness to the Keating Channel and the new Port Lands developments. Also, the greater openness to the sky of the lower Don River.
- Nothing
- Parkland improvements, access to additional transit. Having access to the subway and/or Go Transit in the east end would be a valuable addition to the neighbourhood.
- Nothing get rid of it, build a boulevard
- The idea of removing the extension of the Gardiner to Leslie. I do live East, it will irritate me to drive, but not if the flow is seamless to get back onto the Gardiner at Cherry. The stretch between is currently awful and the Cherry intersection is very confusing and dangerous. I notice drivers having all kinds of issues when it snows, rains or is busy. Missing the stop lights, missing lanes to be in. Seems people can't drive around bends well in this country. Adding of cycle paths BUT they need to not be like the idiocy done on Queens Quarry.
- hybrid #3
- I like the focus on trees and open space. Keep the design features from the East Bayfront to continue all the way along the Keating channel.
- cycling route along south side of railway tracks efforts to improve pedestrian crossings across Lake Shore under Gardner
- Hybrid 3
- Not too much. All the planners seem to have in mind is more of the same kind of design and development.
- In Hybrid 2 & 3 the Gardiner is pushed further away from the water.
- I like the initial plans for improvements to Blvd and, in particular, the intersections. They are currently a REAL MESS!

- I don't quite understand the urban design except to say whatever they decide and seamless connection north and south is important. Live, work, play opportunities hopefully will happen.
- MAXIMISE THE VALUE OF DEVELOPABLE LAND BY MOVING GARDINER NORTH. INCREASES CITY TAX REVENUES TOO.
- If you're looking at it from the perspective of going out for a nice Sunday drive the 1st option is best. From an efficiency standpoint the 2nd or 3rd option is probably most efficient.
- Pulling the Gardiner away from the river will be aesthetically more pleasant.
- Removing the elevated sections/ramps east of the Don River (in all options). The proposal to reduce curve radius (and speed limits) in order to move the highway north. This is a win-win because the reduced speed limit is also a benefit in itself, i.e. lower road noise. Moving the highway away from the channel/waterfront.
- Mixed use developments! Access to the waterfront! Potential for events.
- Better than nothing.
- Options 2 and 3 are the best alternatives, with number 3 being ideal. The promenade along the channel would be a key attraction.
- Likely "Hybrid" 1 as it appears it could use the existing Gardiner and thus reduce the construction timelines. However without the committee's bullet form of pros and cons do not have sufficient information for informed observations
- I think working on the underside of the expressway is great, so as you look up from your car it's not just concrete.
- Hybrid option 3.
- I like the waterfront renewal.
- It is clear that expert thought, planning and evaluation were employed in assessing and determining the urban design affect for each alternative.
- Urban fabric extended along the waterfront with roads moved back.
- The idea of positioning development cells C, G and E south of the corridor, anchored by Queens Quay and adjacent to the Keating Channel is brilliant. Land adjacent to a water channel (Hybrid 3) is traditionally more highly valued than land adjacent to rail or major arterial roads (Hybrid 1). I believe that the regularization of the intersections of Cherry St with Queens Quay and with will be a major improvement for all road users in this area, compared to the queer mess we have accomplished to date.
- Option #1 creates sufficient new land for development. I like any option that places a priority on parks and recreation not more condos.
- I think Hybrid 3 finally offers a great balance between urban design, environment, transportation, and economics, and puts the highway up against an already existing barrier. Thank you! I appreciate the street level renderings, but it's still hard to get the actual feel of the place.
- The new development lands being along the cleaned up channel. The parkland between the H2 or H3 routings and the rail yard.
- Highway still standing - Public Parkland & trails
- Proposals to improve intersections under the Gardiner (artistic & lighting treatments, etc.). Cycling path that is separate from pedestrian walkway. Opening up the waterfront along the Keating Channel
- My preference is Hybrid #3.
- I like the 'greening' strategy to decrease the barrier from downtown to the waterfront, and increase the environmental benefits.
- Walk Toronto supports any efforts that can make north-south pedestrian crossings of Lake Shore Blvd safer, easier and less noisy.

- Again, Option 3 offers the greatest number of design benefits within the limited range that are addressed. In addition, the improvements to north-south corridors shown in the presentation, as well as the noise abatement strategies, are all things that could be done even if no change were needed or made to the Gardiner and/or its connection to the DVP. Moving the Gardiner linkage to the DVP further north definitely improves the at-grade experience, and the look of at least the affected portion of the waterfront in terms of making more of the free of an overhead expressway. (See below.)
- I like Hybrid #3 as it allows the most use of space for the community and gives the greatest opportunity for the Don River to flourish.
- I do like that in options 2 & 3, an extended Queens Quay becomes more of the focus of the future neighbourhood. I did not feel like this was communicated well in the presentation, but there is room for improvement here. One advantage of option 3 is that at least a section of Lake Shore Blvd is opened up to sunlight without a highway above, allowing for a small section of tree-lined boulevard. I also like that options 2 & 3 also allow for a walkway & public access to the waterfront that is not marred by the expressway immediately adjacent.
- I'm extremely happy to see a long-overdue focus on using the space under the Gardiner for paths, parks, shops, etc. Crossing under the Gardiner at intersections has long been an unpleasant experience for pedestrians. I'm happy to see the use of interesting lighting and acoustic clouds under the Gardiner to make the experience more aesthetically pleasing and to increase the perceived sense of safety.
- Trees – as many as possible
- Pre-plan where you will put Tim Hortons
- Attention to modes of transportation and outdoor/recreation facilities
- Like the opening up of views to the water and the...
- The development, the parcels of public land to be need. Will not be isolated
- The move Hybrid 3
- I like the improvement to bike/pedestrian pathways.
- Now public and green space.
- Artwork attached to underside of the Gardiner at intersection to mitigate the noise and darkness
- Creation of a continuous bikeway enabling easy east-west connections
- Improved pedestrian experience under the Gardiner
- Balances all modes of transport well, adding some green.
- Nice photo does wonder to blur reality
- Good spider web spinning
- IF urban design matter you would not be designing around hybrids
- Bike and pedestrian paths
- Some of the under-structure elements (lighting and especially the acoustic sections) seem great
- The contiguous new development area of 2 and 3 (where A and B are adjacent to C and D rather split by the road)
- Hybrid 3
- All of this is good. If we need to have this highway, it is best to make its surroundings as pleasant as possible.
- Particularly like the acoustic treatment intersections under devoted expressway.
- Much better intersection/pedestrian safety + pleasant experience
- Separation of pedestrian and cycling is a big help for safety. Increase of trees and green space is very important
- More green space and opening up Don River Mouth.

- The connection between the buildings on the N and S on the Keating Channel in Hybrid 2 + 3.
- Pulling infrastructure away from the water's edge giving the Don the best revitalization opportunity in Hybrid 3.

- Potential of opening lands that are highly underutilized.
- Potential for development within/close to the mouth of the Don River.
- Height of the expressway allowing for a more 'species' appearance.
- Option 3 is preferred.

- The continuation of Martin Goodman Trail.
- Thought is being put to noise reduction, lighting.
- Attempts to redesign intersections to be pedestrian and cycle public realm, friendly/safe.
- Good thoughts to maximize use/value/available options.

- Ramps on inside of highway.
- Attempts to mitigate noise.
- Increased public space in H2/3.
- Continuous waterfront access.

- H3 – best use of space, noise reduction ideas are great, cleaning up Keating.
- Very little, option 3 at least moves away from Blvd.

2. What concerns do you have?

- I am concerned regarding the potential money spent on developing those urban walkways under the gardener expressway. The nearby underpass park was a huge success in terms of being used as recreational area. The skater area in particular has seen a large amount of utilization. It would be nice to see some of these areas as potential recreational areas rather than pretty walkways with overhead reflective mirrors.

- That the City will go for the least expensive alternative.

- The roads and rails still cut off the city from the lake. What a terrible waste. We need to make a link - both in terms of people being able to move between north and south of tracks/roads and a visual link so that you can actually see the lake. Maybe some sort of transit or pedestrian overpass that goes over the rails and the roads? I'm thinking "high line" (New York). This is a wonderful opportunity to knit the city together as it has not been for a century or more.

- As long as public transit, bike routes, and great sidewalks are included it will be great. But would like to see buildings either limited in stories and staggered from Keating Channel north or overall limited. We need plaza's and public open spaces - not solid walls of buildings unless it is done like the St. Lawrence market area with a park down the middle! Needs to be some design controls to really build community! And big mistake I think they made with City Place - with the cost of housing - and desire for convenience - many more families than planned and not enough community recreation or housing included in plans right from start. Need to address that right away.

- That there be true public access to the Keating Channel area and full integration with Don River Valley and Lake Shore trail networks. That the open areas along the Keating Channel will not be fully accessible - it's important that pedestrian and bike access be maintained along the water way along with automobile access and private/city development

- Residents of The Beach will not have the formerly enjoyed earlier and easy access to the Gardiner Expressway.

- The biggest concern that I have is the volume of traffic for residents who live in the east end. Currently, taking the Gardiner from downtown to the east end is reasonable, 10-15 min from

Spadina to Carlaw. If we are now asked to take Lake Shore from downtown to the east end it will add an additional 15/20 min of traffic time. I've driven both of these routes and the difference is substantial 15-20min for a total of 30-35 minutes. The volume of traffic will be substantial and will be a long commute. Given that Eastern/Adelaide is already an issue, residents who live in the east end need options to get home in a reasonable amount of time.

- Waste of money, get rid of it. Build a boulevard
- Everything with the H2 and H3 from money to practicalities over traffic flow. The enviro pollution won't change with any option so that's a wash. The Don River mouth improvements – I can't really believe the benefits, but if they are accurate not a selling factor for me.
- There are two existing bridges that cross the Don River. I know one of them has a utility corridor (I.e. Enbridge Gas). That line can be relocated by directional drilling it under the river. The old bridges need to be removed, - when tearing down the eastern leg of the Gardiner - please no more memorial remnants to stay in place. I would advocate for removing some of those left behind from the previous tear down. Who owns the rail corridor on the Gulf Lands and along Lake Shore? Can a line be built from there?
- Not sure if the acoustic treatments under the expressway will be worth the long term cost - might be better to focus on landscaping and trees along side (which I expect would also help somewhat with noise under the expressway)
- That this will never be completed in a timeframe that supports the immediate need for improved infrastructure
- Although there is desire to reconnect the city with the waterfront, the design directions taken suggest mediocre architecture better suited to the interior of the city. In this vein, there is question whether the lake wants to have anything to do with the city.
- The creation of new green space in this area can be superficial given that the Gardiner will remain. High quality parks are nearby at Corktown Commons and Cherry Beach. Therefore I don't think the area needs a park. The creation of a green corridor is better. However, wouldn't the corridor be better directly on the waterfront? People will naturally want to run, rollerblade and cycle along the seawall rather than beside (and in the shadow of) the Gardiner.
- The and Lower Jarvis intersection is already a big traffic and pedestrian problem area and is likely to get worse when the plans for the Lower Yonge precinct bring yet more traffic to the area. It may be necessary to reconstruct the Gardiner at this area to relocate or reduce number of support columns.
- Getting a plan to remove the barrier and bury it for traffic to shoot out to Food terminal and beyond. Wide European Boulevard for access and agrees for city traffic with attention to walk bout people to go seamlessly north and south of the Boulevard.
- Politics will ruin and prevent what's been achieved so far from becoming a reality.
- I don't like the second option incorporating an earth embankment; too similar to out railway viaduct which creates our barrier to the lakefront. Again, the costs are very high for relatively minor gains.
- The 'no elevated expressway replacement' option should be added to the presentation (even though Council rejected it) simply to keep the cost of all three 'hybrid' options in perspective. If there are members of the public (or Councillors) who object to the best hybrid option because of its high cost, then maybe they'd now be ready to change their opinion and vote for the lowest-cost option of all, i.e. ground-level boulevards.... the cheapest and best solution, actually.
- Only that the city will get cold feet when it looks at price tags and ends up cutting vital public realm improvements. Hybrid 1 is marginally cheaper but way suboptimal.
- Space that is lively is a mix of both free public space and commercial uses like cafes. It does not

look like it could be well used in winter. Also what about the waterfalls under the Gardiner whenever it rains?

- The design concepts are very weak in terms of cycling infrastructure. Given the scope of proposed work all of the cycle routes should have dedicated, grade separated paths. The quagmire of Queens Quay should not be repeated. A thorough delineation between vehicle, pedestrian and cycling routes needs to be functional, clear and safe.
- What level of funds would remain for providing streetcar service to the area?
- Lack of concise information in this document in order to make informed observations
- My commute from the beach to Mississauga will be way longer. Your models are not based on actual experience. When the Gardiner was down to 2 lanes last year, my commute was 15 minutes longer each way. This will be very similar.
- We have very few concerns about what was included in the urban design concepts for each alternative. We reiterate that detailed plans and studies that went into the determination be publically available.
- Need to focus on the north south links through the rail/roadway corridor.
- The alignment of the multi-use path adjacent to Lake Shore is, well, near useless. The segment of the path east of the west bank of the Don should connect directly into Queens Quay as seamlessly as can be achieved. Extend the newest design for the Martin-Goodman Trail (bidirectional, on the south side of Queens Quay) continuously to Pickering. Similarly, bring the Lower Don Valley multi-use trail south to Queens Quay as quickly as possible - Munition St is an opportunity.
- You cannot hide the Gardiner Expressway, it does not matter which route it takes. We must take steps to dismantle it, like other progressive urban areas are doing to their expressways.
- That option # 3 will be chosen. This option will necessitate a speed reduction to access the DVP and this will definitely create traffic jams all the way back towards Yonge St.
- None
- The fact that we are spending so much to rebuild it just because of some NIMBYs say it's ugly and because First Gulf wants to build some condos.
- On pedestrian/cyclist pathways: Lighting. Emergency/help pillars? Snow clearing. Easy access to destinations on the south side of Boulevard.
- The main question I have is that are we going to be using 'state of the art' construction methods to complete the project in a timely manner. Can we get the Thomson Brothers to build the bridge? Maybe their grandchildren are still in the business. No I am not related to them. Maple Leaf Gardens: (Construction Time - Fast) The contract to construct the building was awarded to Thomson Brothers Construction of Port Credit in Toronto Township.[4] Thomson Bros bid just under \$990,000 for the project, the lowest of ten tenders received, mainly due to the fact that amongst the Thomson Brothers' various enterprises they had much of the sub contract work covered (Thomson Lumber, Thomson Bros. Excavation), and others could not compete in this manner.[2] That price did not include steel work, which was estimated at an additional \$100,000. Additional savings were made through deals with labour unions, in exchange for shares in MLGL.[13] Construction began at midnight on June 1, 1931.[2] In what is to this day considered to be a remarkable accomplishment, the Gardens was constructed in five months and two weeks at a cost of C\$1.5 million[14][15] (\$23.3 million in 2016 dollars).[3]
- Increase development options along the waterfront. Take the proceeds from sale of development parcels and use them for environmental clean-up, more greening at the surface, and to support additional public transit access.
- From a pedestrian point-of-view, some of the intersections don't really look too different between existing and planned alternatives, (especially Jarvis/Lake Shore and Sherbourne/Lake Shore). Given

that there will be no on-off ramps at Jarvis, Sherbourne and Parliament (connecting to the Gardiner), I suggest that this area could be beautified significantly more by working with private sector developers. If the waterfront is to be opened up to the public, these are the intersections where it has the greatest potential.

- Options 2 & 3 both move park space to the north of the newly aligned highway, which makes that public space much lower quality and value. Ultimately, I don't believe a high quality urban space can be created in this area as long as there is an elevated expressway here. Although it can be improved to some degree from the present conditions, any improvement pales in comparison to the potential available to an at-grade boulevard in this location
- I couldn't tell from the materials or the presentation whether the width (number of lanes) of Lake Shore Boulevard would be impacted by any of the options.
- Not use that under expressway space can ever be particular existing
- Bridges for pedestrian/cycling only across Keating Channel
- Try and keep cycle paths especially during construction
- Will need to be well maintained over long term to avoid transportation deficient areas
- Signage for anti-littering
- Opportunities to save costs with Metrolinx, TTC, etc.
- Will any private business donations be pursued?
- This will take too long
- Maintenance of walkways and S path
- Urban design and 21st century planning doesn't really mix with building expressways through city centres
- Are we going to maintain all of the great public improvements under the bridges?
- No thought given to linking city to lake
- Tracks to Gardiner still cut us off
- Wall of condos
- Cost and time
- West of Cherry Street – nothing will make it more attractive to pedestrians/cyclists
- The lack of development on the north side of the boulevard renders to point of having a boulevard moot
- Further unless the purpose of the path is merely to get people past/through that area it won't facilitate pedestrian traffic to the new properties
- Landscape design will subside to traffic engineering design
- Will people really want to have one under the expressway?
- Jarvis intersection needs more improvement for safety and attractiveness
- Accessibility, careful in choice of surface material
- H1 is not good way, little green space
- leased development potentially placing waves stress on the expressway despite the increased green space
- there is still the issue of noise and shadow cost
- safety of pedestrians near the off-ramps and intersection points
- Not clear how train system north of LSB connects to trails to South – Martin Goodman, Waterfront Promenade
- Concern with connections to the east – Portland
- The promised finding won't materialize
- We didn't get much insight into the intersections underneath

- Lack the funding for urban design in first place so it doesn't get cut when/if project goes over budget
- Avoid blue lights, harmful to pedestrians and animal life
- Cleaning the noise attenuating installation
- H1 – isolated tall building island
- Would like more green space/building stepped back from road to make it feel more 'walkable'
- Wind tunnel for walking given proposed layout
- Enough parks? Problem is we only see small area, all parks and green space
- Needless expense and delay; least benefit for citizen

3. What modifications or improvements, if any, would you like to see explored?

- I would like to see an alternative where green space is provided near the promenade along with potential locations for commercial developments. It would be egregious to spend so much effort to showcase that promenade channel community in option 1 and 2 without providing any recreational space.
- Streetcar to union station in west and linked to beaches/Queen Street in the east.
- No to Hybrid - keep the status quo.
- I would like to see an option that is a hybrid of the hybrid with improved traffic flow for residents who commute from downtown to the east end. This could be an option for residents to exit off the Gardiner, similar to today or adding an additional lane on Lake Shore with improved traffic lights so there is less stop and go - which currently adds a significant amount of travel time.
- Get rid of it build a boulevard.
- Ensuring that the idiocy and anti-road cyclist friendly set up on Queens Quay is not repeated. Daily my friends were nearly getting hit by bikes or having pedestrians walk out in front of them when on bikes. It is slow, it is a confusing road set up and I think whoever came up with it should be fired! There are far better ways to have dealt with that to allow for cyclists and pedestrians to not have to risk colliding as regularly as they do today. If you do have a cycle path keep it the HELL AWAY from any pedestrian path. Don't put a street car or bus stop for them to cross. Sherbourne is an awful concept. I nearly got walked in front of my on bike. And I can't pass anyone that rides like a 95 year old smelling the roses.
- The new curve linking the Don Valley Parkway will have a reduced speed because of its tighter curve. That in itself is not a problem, however some drivers will not take notice of signage and I'm sure accidents will happen because of speed. Would suggest that that remote control traffic signals or signage be incorporated into the expressway, prior to the last EB exit, so that traffic could be diverted onto the Lake Shore as soon as an accident or road blockage was detected on the curve over the Don. This may also give emergency crews easier access to the scene.
- I would like to see moving Lake Shore further north. Have it go into the Gulf Lands. Have the transition (elbow) occur on the east side of the Don Roadway. It would make for a much improved access to the Keating channel and the Don River mouth. There are some constructability arguments that can be made. Again trade off with Great Gulf for land exchange. Of course the rail that no one wants to talk about. Lake Shore could be shifted as far east as Booth Street. Or at least at Saulter and the new Broadview extension.
- Reconsider the value of the Don River - Lake Ontario confluence. Indigenous people considered this sacred space and a design would serve the city best if the water is allowed to breathe its life force to the city rather than have it develop with more of the same. Even the reconfigured Don River doesn't suggest the value of this confluence any more than provision for flood control, which

inadequately considered that the lake, for all intents and purposes, actually extends up the river to the first meander bar north of the Gerrard Street bridge.

- The green corridor should be directly on the waterfront.
- I suggest more work needs to be done on the streetscape of Blvd right from Yonge to Leslie. As the possibilities differ depending on how the Gardiner support structure is built/repared I do not think all of the 'blocks' can or should be the same. I suggest all intersections (Jarvis, Sherbourne, Parliament, Cherry etc.) should have a standard "look".
- Bury the rail tracks and Gardiner, DVP cloverleaf to open up that huge space for live, work, play as Toronto matures as this barrier is a big pain and must plan for the eventual take down.
- As a 3-year delay between demolition of the Gardiner (east of Jarvis) and start-of-construction of Hybrid option 3.
- In Shanghai they've lined the downtown raised highways with planter boxes. A simple mass produced solution that could go a long way. I advocate for largest feasible planters with plants known to have air cleaning properties.
- It seems that too much open space is being handed over to development. Although it won't increase the city's coffers, more emphasis needs to be placed on creating more public open space for future generations. I would support taller buildings if it created more open space.
- Remove the rail spur north of Lake Shore Boulevard.
- Again more concise information in this document required before itemizing modifications or improvements that should be explored
- More green space! Reduce the amount of infrastructure and create more parkland and trails.
- The vertical columns holding up the expressway should be made of stone as it will last forever. Let us keep our children from going through all this again in fifty years. Let's build for the future - pay it forward - make it permanent. The stone viaducts across Port Hope harbour were built in 1857 and are in perfect condition today. They have seen 160 years of 30 ton locomotives and half-mile long trains a dozen or more times a day. If they could afford it then, we can afford it today.
- We believe the study as presented offered very viable alternatives.
- God (or the Devil) is in the details. Concepts can be enticing but the execution will make all the difference. Economics is important.
- Consider a wheelchair/pedestrian/bike bridge connecting the north stump of Munition St to the community north of the rail yard - but make it wide enough to allow residents and tourists to stop on the bridge and train-watch without creating constipation.
- If buildings or highway structures are allowed to be built they should have extreme flood protection measures built into them as well as other climate threats, such as extreme wind, ice and tornadoes.
- See above re: access to westbound Gardiner.
- Upload to province - Widen road and extend it till the 401 - Toll highway if tolls go exclusively to road and transit expansion.
- Another option is required - remove the elevated expressway. Increased 'greening' strategies, for instance by decking over the railroad tracks.
- All the development ideas seem to be centred around housing -- mainly condominium towers -- and community centres (I see a soccer field on Villiers Island, which is good). Can we consider "blue-sky" entertainment venues, theatres, shops, etc. into either the newly created areas south of the Gardiner between Jarvis and Parliament, and potentially on Villiers Island? I'm thinking of something similar to Queens Quay Terminal and Harbourfront -- especially the Waterfront Promenade in that area. It is a huge attraction for tourists and local citizens alike in the summer.
- More parkland near the waterfront in options 2 & 3.

- I prefer whatever option allows for maintaining current width of Lake Shore Boulevard (6 lanes), AND, the option that minimizes the number of "side entrances/exits" to Lake Shore Boulevard (i.e. Lake Shore Boulevard routed through the middle of residential development means driveways running off of both sides of Lake Shore Boulevard, which I believe would slow down traffic). It would be preferable to have all residential development in the area to one side of Lake Shore Boulevard to minimize this impact.
- Tear down option
- "Remove" option put to public vote
- Mayor Miller won an election by being in touch with grassroots and realizing that given a choice people really cared
- The same goes for No Jet TO – people acted while politicians dithered
- More visible transit consideration
- Release the design models as open data
- Consider parking maximums for development in the study rather than parking minimums
- I'd like to see some iconic use of the intersection
- Trail connection (both pedestrians and cycling) are critical and should be maintained (similar to 'under Gardiner in the 'west')
- Think of the pedestrians
- Greater emphasis on the pedestrian and cycle network as the structuring component of the plan.
- Vehicular transportation planning seems to have greater emphasis
- noise dampening technologies, in specific areas
- As we are stuck with the hybrid option, I'd like to see the opportunity to have import as we get down to more detailed level
- H2/3 are best, connection to Trail, lighting, trees
- I think you have done a good job with a difficult project.
- Please don't be persuaded to cut costs
- This deserves to be exceptionally beautiful and accessible
- More green space at rivers edge
- Is there any way to naturalize the structures, such as hanging plants, vines, or other green elements?
- The lake north of Keating, when does that get used?
- Refurbishing
- True water over for boats
- A natural-like Lake Shore for nesting areas
- Build 3
- Make area along the Keating Channel into something very special. A land mark or facility that attracts people worldwide.
- A Toronto museum?
- Public/private partnership to maintain public realm improvement like lighting and art under the Gardiner

Other Comments

- With the influx of future developments in the area, I was curious if any increase in public transportation was being considered for the area. Other than that, thanks for the hard work.
- It would be wonderful if the City Council dared to make a bold decision to start taking down the Gardiner. That would show leadership that would generate interest around the world. No one will be impressed by the City building elevated highways in the 21 century.
- Thank you for this. These are good ideas. Maybe the best of all. Please be very smart in the way you work with council so that all of council will realize that the whole city can win with an excellent design. E.g. Smart track brings people from Etobicoke and Scarborough to the mouth of the Don for nothing more than a TTC fare. And it's quick, too. Thank you, again.
- Would love to live down there.
- I don't believe that the slower traffic on the DVP off ramp will impact traffic. Hopefully this does not become an issue that pro-car people use to try and avoid the additional cost. The traffic is not as significant a cost, if any, as the benefits of increased open space and superior design.
- I still wish the Gardiner could be torn down altogether, to put pressure on governments to improve transit to the point that people would prefer to leave cars at home, to totally open this part of the city to the sky and the lake, and to save costs on future generations of tearing down the then-decayed expressway (both existing and proposed). But I am retired, and getting downtown speedily isn't a high priority for my wife and I. Also, transit, even if slow and uncomfortable, is already an alternative.
- This is a huge waste of time - we are going to spend hundreds of millions on a highway and more on the waterfront for nothing but more streets full of boring massive condos.
- Would love to see an analysis of the travel time from Spadina to Carlaw pre the new plan being implemented and after.
- Get rid of it build a boulevard.
- Yes, be smart about the details when it comes to the urban set up. I drive, I cycle, and I walk. I commute via all 3 methods depending on the day, weather etc. So stop being blinded by some stupid vision of pretty and let's get practical and safe. Queens Quay SUX!!
- The only concept I like is Conceptual Public Realm Plan – Hybrid 3. It looks far better in the area and is less intrusive. From my own point of view, I am probably more pro-transit in the city than pro-car (although I do own a car) but I do find it hard to believe that people would even suggest that a 2 km link between two expressways just be done away with, and drop traffic down to surface level. I think we have a bit of a NIMBI problem there.
- Love this stuff.
- Fully explore cost sharing with Metrolinx if Hybrid 3 is selected
- 1. Plan this project as if 40 years hence were today.
- 2. The format of your public consultations is ridiculous. Those with intriguing, farsighted and worthwhile ideas don't appear to have the opportunity to get heard beyond the individual table format.
- I hope we finally actually get going on this; while Option 3 (or even Option 2) is not my preferred choices (demolition) both are better than the current situation.
- The future is set to think Greater Golden Horseshoe and to connect the dots. Toronto is the focal point. Affordability is key for getting people out the 1 million dollar average price area and if need be where people are living in Welland and commenting to Toronto on a daily basis then we need to connect the dots to complete globally. China is doing it, India and other areas. In 1986 China was all bicycles. Today not all of their growth is good but money certainly did not stop them. We

need to work in a collaborative way as a region as we have really not kept up to infrastructure to keep us globally competitive to take advantage of our adjacent assets, towns, villages and connect them seamlessly as possible along with how close we are to the US border.

- HYBRID 3 IS THE BEST OPTION LOWER RAMP DESIGN SPEED (DVP TO GARDINER) IS ACCEPTABLE WITH DOWNTOWN CITY FREEWAYS MAINTAINING THE DVP - GARDINER ELEVATED CONNECTION IS IMPORTANT HYBRID 3 ADDITIONAL COST IS JUSTIFIED WHEN THE BENEFITS OF LOWER VISIBILITY OF THE ELEVATED GARDINER ARE CONSIDERED, PLUS LESS DISRUPTION TO SEDIMENT FACILITY. LAND VALUE IS SLIGHTLY HIGHER TOO.
- Any option other than removal is a poor compromise. Toronto is behind other major world cities on visionary thinking and action. This is a bottom line city that prefers to take bandage solutions to correct foreseeable problems. Spend or borrow the money to put it underground.
- I like the 1st option most.
- I wonder what Unilever will think when their scheme to open their land to view of the Don River Fordian Slips into a view of new bridge piers.
- More concise additional information for the public and maybe the "Public Works and Infrastructure Committee" to enable a thoughtful win-win solution that the city will look back on in 50 years' time and say "They did a good job with this redevelopment".
- It would be great to see something actually done---enough study.
- As soon as the car-haters at the City of Toronto succeeded in sidelining the Toronto Waterfront Viaduct (TWV), that brilliant idea developed by Jose Ramon Gutierrez, I lost all interest in this Gardiner East process:
- There are so many advantages that come with the Toronto Waterfront Viaduct (TWV) it is amazing to me that whoever is directing the Gardiner East project, prefers to consign the TWV to oblivion. As I recall, City of Toronto senior staff recommended to Gardiner East decision makers, that the TWV idea should be tossed into the round filing cabinet in the corner of the room. My own modest contribution to Jose's excellent TWV concept, was to propose that the TWV's motor vehicle expressway and bicycle expressway, both be connected with York Street and Bay Street, by means of ramps dropped down from the TWV straight through the railway right-of-way below. These ramp connections will require removal of two tracks from the yards to the East and West of Union Station, the yards that connect to the East and West ends of the GO Transit rail passenger platforms. Undoubtedly, this trackage expropriation will cause shrieks of anguish from Metrolinx and GO Transit. And bring smiles to the faces of numerous lawyers. The new lower level beneath Union Station, envisioned as an upscale shopping area that was constructed during the Union Revitalization project will be reconfigured to include two parallel but separate one-way streets (one Eastbound, the other Westbound), each street two lanes wide. These two streets will be collectively named the Union Way Tunnel. The TWV expressway ramps (motor vehicle and bicycle) dropped through the rail yards will connect with East and West ends of the four lanes of the rather short Union Way Tunnel that passes beneath Union Station. The details of this revision to the lower level at Union Station will of course need to be worked out. (E.g. are there at present East-West passages, clear except for non-structural partitioning, through the lower level, to accommodate the two streets of the Union Way Tunnel? Are there pillars blocking the way?) To complete the TWV expressway connections to York Street and Bay Street, where they pass under the railway tracks, these two streets will be lowered to match the elevation of the new Union Way Tunnel beneath Union Station. The lowered York and Bay Streets will connect with the Union Way Tunnel, at signalized intersections.
- I do have one question for the Gardiner East project. QUESTION -- LEASES SIGNED FOR UNION STATION LOWER LEVEL? How many leases with how many tenants, are signed with deposits paid, for what percentage of the total commercial space that was envisioned for the new lower level at

Union Station?

- You need to consider the people who pay taxes in Toronto, live in the east end, but work West of the city, like Mississauga, Oakville, Brampton, etc.
- Immediately after the Feb/March PWIC/Council event, say April 4th, 2016 begin publishing public weekly progress, status, and constipation e-reports in order to keep the fuse lit, and maintain councillors' focus until they actually accomplish something other than paper-pushing and chit-chat.
- We are all aware, that this questionnaire is none other than a Public Relations exercise. Neither the City Council, nor the companies involved will register any recommendations; this is the long standing approach Toronto has taken on infrastructure, and as a result, progressive cities have left us in the dust.
- What would happen if a truck blew off the Gardiner Expressway in a 100 km/hr wind? Could it hurt anybody?
- My biggest concern: It is a fact that the current structure has reached its end-of-life stage. This was reiterated at the beginning of the last meeting. To find out that a large portion of the deck is to be replaced infers the columns and foundations will remain - in theory. From a structural perspective this is a potential problem of huge proportion. We have excellent civil engineers working on, and advising on this important project, I do not believe that this issue has been ignored. The only conclusion that I can come to is that the right information was not made clear to all members of council before putting the hybrid options to a vote. If logic and common sense, not to mention financial pragmatism is allowed to prevail council should be allowed an opportunity to hear from the civil and structural experts who will elaborate on the true construction costs and long term maintenance - not to mention the ugly nature of the overall design. You do not build a house on quicksand!
- I'm skeptical that any consideration will be given to the actual capital costs associated with the final choice.
- No need to rebuild it. Just fix what we have.
- The City of Toronto needs to include road tolling of the Gardiner as one component of financing the combined capital and operations & maintenance costs that will be incurred with any of Hybrid 1, 2, or 3 options. The Remove option was the most cost efficient option (in 2013\$ or Net Present Value), and the funds that will be devoted to any one of the Hybrid options could be spent on other City needs.
- Great job by all!!
- Back to the 'drawing board'. Don't spend billions of dollars on accommodating the car in the downtown. Increased pedestrian, bicycle, and public transportation should be the priorities.
- My first concern is that "Hybrid" is a misnomer. Just because you give a name to something, that doesn't mean that's what it is. What the three options are, in fact, are replacements. Admittedly, they are less ambitious, less costly, and more realistic than the "Replace" options offered in previous iterations of this exercise, but they are nonetheless Replace options. Previously, there were three options: Do nothing (which necessitated Repair, and appealed neither to stakeholders nor the City), Replace (now themselves replaced), and Remove, which was dropped from the range of alternatives for purely political reasons. This leads me to question the extent to which the EA submission will meet one of the essential criteria of such exercises, namely section 3.1.2: During the environmental assessment process, proponents should consider a reasonable range of alternatives. This should include examining "alternatives" to the undertaking which are functionally different ways of approaching and dealing with the defined problem or opportunity, and alternative "methods" of carrying out the proposed undertaking which are different ways of

doing the same activity. Depending on the problem or opportunity identified, there may be a limited number of alternatives to consider. If that is the case then there should be clear rationale for limiting the examination of alternatives. Proponents must also consider the “do nothing” alternative. In the absence of the "do nothing" (i.e., Repair) and Remove options, it does not seem to me that a proper assessment can take place.

- Thanks for allowing me to participate and comment. I was sorry to miss the last public session but have attended all the others. Also, thank you for all your work so far. As always, I must conclude by saying that decisions need to be made quickly so that construction can start as soon as possible. This project started in Sept. 2009 - it's been over 6 years, and will probably take even longer to reach fruition. Let's keep moving forward :-)
- I attended the public meeting, and expressed serious concerns about these options. Perhaps I was too negative - I would like to thank the team working on this project for their diligent and very good work on this project, despite the challenges. I am disappointed in the decision by city council to proceed with the so-called "hybrid" that maintains an elevated expressway. I was further disappointed that the facilitator chose to dismiss concerns by myself and others as being "nostalgia" for the Boulevard option. I felt this was disrespectful and marred otherwise excellent work by the team working on the Gardiner East EA. Ultimately, none of the designs presented thus far meet the terms of reference and goals of the EA. Although there are important strengths and weaknesses for each of the 3 options presented in this phase, unless more work is done, I don't believe any of these should be approved.
- I believe that Hybrid 3 is the best solution for the Gardiner-DVP link. I realize that this is the most expensive option but the cost differential is not that great particularly when viewed over the expected life of the road. Thanks for the opportunity to comment. (I'm already on the mailing list so I haven't completed the section below.)
- With development north and south of Lake Shore east of Don Roadway traffic will be slowed.
- Everything there are big sewers (running east-west) and it might be possible to have several underpasses for through traffic
- Hope you don't just choose the cheapest option
- Less confidence in Mayor Tory's leadership
- Olivia Chow had better grasp of essentials that are important. Had people voted out of judgemental conviction instead of “strategically” (a much needed to beat Ford) we would not share this ridiculous situation
- Nor would “mitigate” be so important because “remove” would alleviate the need
- Remember Dillon Consulting recommendations to lift bridge to Island Airport when Operations Procedures pointed out that 20-minute delay if bridge effect time of emergency – with Rotterdam traffic already, one could imagine the total chaos and possible too late response
- This is an appealingly wrong thing to be doing. By the time the rebuild is opened, drivers will have switched up on ground routes and our children will be paying for our empty roads – a white elephant.
- As well the process is corrupt; the earlier was long and through but the preferred solution was chosen out and a cobbled version put through with low scaling.
- Ward councillors and council residents were ignored and this horror imposed on them
- Laser pointers! The speakers talked about locations but couldn't point them out! Ex: where is the Don roadway? Villiers pond?
- Please include trucks in the renderings. They are present in this area and create a different traffic feel than cars
- It would be really interesting for you to public a demographic profile of attendees: M/F/O, age, home location, occupation, etc.

- The entire hybrid option is a farce. It's difficult to take any of this so-called 'design' process seriously. After attending PIC #1 and now this final one (#5), I feel more convinced than ever that council and more importantly, Waterfront Toronto are very ignorant and lacking in vision. Why not just be transparent and admit the only reason the city advocated hybrid removal of the Eastern section is a desire for short term revenue from new condo developments on this newly freed land. Why not just increase property taxes in Toronto (political career suicide) and develop a true Gardiner and Waterfront vision? This is all going to end up throwing away dollars when the West expressway corrodes (more throwaway repair dollars). Shame on all of you! The public work/design undertaken to date is isolated, unconnected and downright useless

- Hybrid #2 is second choice
- Hybrid #1 should be scrapped – don't even consider it

- The addition on a construction cost of Hybrid 3 is worth it, especially since it appears to be asset by development gains

- Will any of our concerns make a difference

- 2019 is too long to start construction. See if you can start in 2018.
- I like hybrid 3 the best. Get it built as soon as possible and end this process. I look forward to it being done.
- Make sure you have large overhead signs at the ramps. Use fear for development to pay for the project

- Good job on the work so far

- I rate the choices:

- First place #3 – this is a high favourite for me

- Second place #2

- Third place #1

- Plenty of seating in seniors and young parents and the kids. Good play areas for children + teens

- Worth pulling suicide prevention on the Gardiner. Example like on Bloor – Viaduct

- Landscape designers need to be on integral part to any solution

- All white men on the panel

- 100-year cost provided but 100 year property tax revenue not provided

- What was the granularity of the traffic volume/time calculation?

- I don't believe that such different layers would have no significant differences

- Where is the rail bridge at the Keating/Don (Parallel to the Keating?) It appears in the site diagram but not in all of the renders

- The original idea of the boulevard was for buildings to be on both sides with that only in 1 why do 2 and 3 retain them?

- There are also significant differences between even the renders from the 8 foot and 13 foot to the ones provided in this package...why? Is the team on the same page using the same diagrams?

- In other public meetings for nearby areas there seemed to be an inclusion of a future road connection from the First Gulf property across the Don River to connect with Lake Shore. But it is not included in your plans. What is happening with that?

- This is a very disappointing effort. I appreciate how much work has gone into this project but as a downtown student I feel cheated.

- We have a very expensive proposal with any of the hybrid option that were presented that shows very little brought to the local neighbourhoods, including how developments along the Waterfront.

- Any attempt to enhance the public realm west of Cherry Street to Jarvis will not attract people to the area so long as there is an ugly structure overhead

- Fear that the water coming south in the Don may not be clean; upstream canals and mitigation measures must be implemented.
- Other opportunities to improve Lake Shore Boulevard?
- I am not interested in your hybrids. The new lake at Don River and Keating Channel stream are photo-shopped pictures. This lake happens + what is its purpose?
- I think the Hybrid idea might be better than just tearing down the Gardiner.
- The remove Boulevard option is and will always be the best option for this section of the Gardiner; if NYC can do it then we can.
- Also to clarify, I do not live downtown. I live in the former city of York which is fairly suburban in nature. I try to mix all modes of travel including bikes/cars/transit and I would love for my children to not even have to consider car ownership. Why make them pay for it? I'd also prefer the opportunity to be car free.
- The way Jennifer Keesmaat was teased when she made her personal opinion known was shameful.
- Is it too late to reverse poor decisions at Lake Shore east
- The EA previously took 5 years alone
- Conclusion was tear down, there is a short term vision