

Appendix A – Detailed Summary of Questions of Clarification

The following questions were received through the virtual community meeting, the online survey, and communication with the project team. Part 1 includes a summary of all questions that were responded to during the virtual community meeting and frequently asked questions that emerged through participant feedback. Part 2 includes a list of all questions received through the community meeting, the online survey, and communication with the project team. Frequently asked questions from Part 2 have been merged into Part 1 for brevity. If you have a specific question that you would like to speak to the project team about further, please email WaterfrontTransit@toronto.ca with the subject line “ Waterfront East LRT Extension - Additional Question(s)”.

Part 1 – Questions Answered During the Virtual Community Consultation and Frequently Asked Question (with responses)

Portal Selection Study

Question: How do the City, TTC, and Waterfront Toronto plan to design the portals so that unauthorized vehicles cannot enter?

Answer: The project team is taking lessons learned from other streetcar portals in the City (Queens Quay, Spadina Station, St. Clair West Station) to mitigate unauthorized vehicle entry. Specifically, the project team is looking at embedded tracks to provide a way out for vehicles that enter by accident, and enhancing signal and signage at the entrances. We anticipate that given the configuration of the east portal (regardless of which option is pursued) the configuration on the south side of Queens Quay will make it less likely that vehicles will accidentally enter the guideway (issues with the west Queens Quay portal often stem from drivers failing to turn wide enough to the roadway south of the tracks – this turning issue is minimized on the west portal).

Question: How will the portal impact traffic? Will there only be one lane for vehicles in each direction?

Answer: In general, one traffic lane in each direction is consistent with the design of Queens Quay to the west. The team is exploring the traffic implications of the design as well as pedestrian and cyclist volumes. A comprehensive analysis of current and anticipated traffic demand on the surrounding area forms part of the Transit Priority Assessment Process (TPAP).

Question: Who owns the Yonge Street Slip?

Answer: Currently the Yonge Street Slip is owned by PortsToronto. The future ownership of the Yonge Street Slip where it is filled has not been established but would require an agreement with PortsToronto and whoever assumes responsibility.

Question: How much of the Yonge Street Slip is proposed to be filled and will this be the beginning of more slip filling on the waterfront?

Answer: Option 2 proposes filling approximately one third of the Yonge Street Slip and would include extensive aquatic habitat restoration through this process. This is not the start of filling all the slips of the lake. Waterfront Toronto has plans for future wave decks above the slips on the eastern waterfront.

Question: Who owns the parking lots at the end of Yonge Street? Will it be turned into a public space or another building?

Answer: The parking lot on the east side of the Yonge Street Slip is owned by Waterfront Toronto and is planned to become a public space. It will remain a parking lot until other funding is obtained at which point it will be integrated into the public realm of Queens Quay.

Question: How will changes to the Yonge Street Slip impact water taxis?

Answer: Water taxis and other watercraft transportation are critical to the waterfront. In conjunction with the recommendations of the Marine Use Strategy, proposed changes to the slips are considering how these uses are accommodated to make them more efficient and easily accessed.

Question: Is it confirmed that the portal location is moving forward with Option 2 (portal west of Yonge Street)?

Answer: No – the project team is still assessing the two options to determine a preferred option to move forward with. Specifically, the team continues to discuss with various stakeholders to determine an ownership and maintenance approach. The team also continues to assess traffic impacts, the slope of the portal ramp, the presence of utilities at the base of Yonge Street, cost, and other factors as the design progresses.

Question: Does the portal location in Option 2 (portal west of Yonge Street) block the ramp into the condo parking at 10 Queens Quay West?

Answer: No – the portal and streetcar guideway travel along the south side of Queens Quay and will not block the condo parking ramp to 10 Queens Quay West. The construction management plan will detail how access to properties in the construction area can be accessed during this time.

Question: Are spaces for Islanders and visitors to the Island being considered on the Yonge Street Slip (specifically access to the laneway next to the Westin near the ferry terminal)?

Answer: Some activity may need to be relocated to new dedicated spaces. Trucks traveling to the Island will have access to the ferry through the laneway as well as trucks looking to access the Westin Hotel.

Question: What considerations for flooding and lake levels are in place for the tunnel sections?

Answer: Geotechnical and hydrogeological investigations are being carried out to inform the design of the tunnel sections, which will be designed as submerged watertight tank systems that are able to resist the hydrostatic pressures from high groundwater levels. The use of continuous secant pile wall shoring system, coupled with appropriate dewatering systems will also be in place during construction.

Question: In Option 1 (portal east of Yonge Street, what infrastructure would need to be relocated? How old is this infrastructure and does it meet the current and future demand for infrastructure in the area? Would it benefit from being replaced as part of this process?)

Answer: The project design team, along with its utility surveyors, are continuing to investigate the area to determine the exact location of existing utilities and infrastructure under the roadway. This is a crucial step in the preliminary design and engineering process, which will be completed this year. These findings and a detailed summary of the portal location evaluation will be documented in the environmental study report, which will be published in the spring.

Network Phasing Study

Question: Would it be cheaper to use a bus to provide interim east-west service?

Answer: There are two options for using buses in the short-term during construction. Future passenger volumes far exceed the carrying capacity of a bus route on the eastern waterfront, requiring a streetcar with a dedicated guideway connecting to Union Station. For reference, a streetcar can move the same number of passengers as two buses. A bussing option would impact the performance of Queens Quay and neighbours experience given the volume of buses that would be required to meet demand.

Question: Is the 2025-2029 timeline only for construction to Parliament Street? What is the timeline for extension to the Port Lands and connection to the extension of Broadview Avenue?

Answer: The purpose of the phasing study and business case is to determine the value for money associated with expediting the delivery of the network beyond Parliament Street within the 2025-2029 timeline. This will ultimately be dependent on funding, which these studies will help build the case for.

Question: How can the design and construction process be sped up?

Answer: The Transit Project Assessment Process (TPAP) is one tool to fast-track this project to update the Environmental Assessments (EA) that are in place together rather than filing separate EA addenda.

Transit Project Assessment Process (TPAP)

Question: What are the similarities and differences between a TPAP and an Environmental Assessment?

Answer: The TPAP process is an environmental assessment process designed specifically for transit projects, it has a faster schedule and rationale for objection must be related to matters negatively impacting constitutionally protected Aboriginal treaty rights, or matters of provincial importance that relate to the natural environment or has cultural heritage value or interest,

Question: Can a report on the development impacts (such as noise) on local residents be provided?

Answer: The TPAP will assess the development impacts associated with the project. The City will also be employing lessons learned from the Eglinton Crosstown LRT to mitigate issues that have been encountered through that process. Notably, the City will require a construction management plan to ensure all properties

are able to maintain access during construction. The City is well-aware that there are many projects in the works on the waterfront that will be factored into the construction management plan.

Design of Union Station and Queens Quay/Ferry Docks Stations

Question: Will the stations be fully accessible?

Answer: Yes – the station design will ensure the station connections (including connections through adjacent properties) comply with the TTC’s accessibility policy and the Accessibility for Ontarians with Disabilities Act. Two separate accessible paths will be provided for each platform.

Question: What has initiated the amount of back-of-house improvements in both stations?

Answer: The back-of-house improvements are non-public access spaces/rooms to house new mechanical, electrical, and staff facilities required for both stations to account for significant expansion and demand/operational usage of both stations. Examples of these spaces/rooms include: staff washrooms, janitorial related rooms, elevator machine rooms, electrical and substation rooms, HVAC rooms, communication equipment rooms, and large spaces and structural ventilation shafts to house new tunnel ventilation fan plants and support air circulation, respectively.

Queens Quay East Street Design

Question: Will there be through-service from west and east of Queens Quay so that no streetcar change is needed?

Answer: Yes – there was a specific direction from City Council to look at continuous east-west service.

Question: What are the sidewalk widths on Queens Quay?

Answer: Sidewalk widths vary. On the north side of Queens Quay they are typically 3 metres wide with a small setback from buildings to support ground floor retail and commercial activity that helps to animate the street. On the southside there is a more generous promenade up to 6 metres wide with a double row of trees, alongside the Martin Goodman Trail.

Question: Will soil cells be used for the trees?

Answer: Yes – for most of the promenade on the south side of Queens Quay there will be soil cells to support trees along the trail by providing sufficient soil volume. With the addition of open planters, some sections may not need soil cells.

Question: Are alternative surface materials for the streetcar guideway (such as grass or other low maintenance greenery) being considered?

Answer: TTC intends to use the typical concrete track bed in the streetcar guideway. Any proposed alternative surface materials must account for TTC’s maintenance requirement (e.g. snow-plowing operation) and occasional use by emergency vehicles and temporary shuttle buses (in case streetcars are out of service).

Question: Is the project team testing the shared space concepts before implementing whichever option they decide upon for the entire eastern waterfront?

Answer: The shared space concept is being explored for two of the slips on the eastern waterfront. The intention of these shared spaces is to slow down cyclists and promote awareness of pedestrians. This is a concept that Waterfront Toronto is looking to pilot before widespread implementation.

Question: What plans are there for interim cycling access along the Waterfront during construction?

Answer: As part of the implementation and construction mitigation plan, which will be included in the draft Environmental Project Report to be released this summer, an interim cycling plan will be developed.

Question: What is happening with the Parliament Street Slip and the surrounding area? How does this integrate in this project?

Answer: With the exception of the piece of the slip that is required to accommodate the extension of Queens Quay East, the plans for the Parliament Street Slip are emerging as part of a separate work stream being led by Waterfront Toronto. While the Parliament Street Slip work is not a part of this project's scope, integration between the two projects is a key consideration for the design and delivery of both projects.

[Learn more about the future of Parliament Street Slip.](#)

Question: How does the redesign of Queens Quay East impact and interact with Redpath Sugar's operations?

Answer: The project team is and has been working with Redpath Sugar extensively through the preceding studies and initial work on the Waterfront East LRT Extension to mitigate operational issues posed by any planned changes to Queens Quay East. The project team is aware of the need for safe interactions between the drivers accessing the Redpath property and trail users, and the roadway dimensions needed to accommodate Redpath's vehicles.

General Questions

Question: When do you expect construction to start? When will the project be finished?

Answer: Assuming further progress on the project is approved by City Council, the project team developed an estimate for constructing the project. The design period would be 2022 to 2024 with construction taking place between 2025 and 2029, and projected opening in 2029. Note that this estimate was done pre-pandemic.

Question: Is the project funded?

Answer: The project is funded to the current 30% design phase. Upon completing the 30% design step the project team will have more accurate information on the total cost at which point the team will look for approval from City Council and funding from the 2022 budget cycle.

Question: Can you detail the scope of the business case?

Answer: The updated business case is comprehensive and includes the entire waterfront transit network, including details on phasing. An important distinction is that while the preliminary business case covers the entire waterfront network, the project team will be specifically requesting funding for only the Waterfront East LRT Extension portion. Some key input factors need to be modeled based on the entire network. Overall, the team is looking at different ways to implement the project in terms of procurement policies.

Questions: What do you foresee as the possible roadblocks to achieve the stated timelines? What are the plans to ensure completing on time?

Answer: The COVID-19 pandemic is one of the main issues that could present a roadblock. In the interim, bus service can help and the team is exploring phasing that would allow continuous east-west service to happen earlier in the process than the tunnel upgrades.

Part 2 – All other questions received (no responses)

Portal Selection Study

- How can we prevent cars from entering the portal by accident? Are there any changes planned for the new portal?
- what will happen to the Greek restaurant and will tour bus parking be also managed off of the road?
- Surely the bus traffic for the hotel can be accommodated elsewhere - at the new Bus Terminal, perhaps?
- It has not been sufficiently explained to me what the problem is that 'further research' shows Alternative 1 to be not feasible. What is the infrastructure blocking the way and how long has it been there?
- Can't a portal be built west of Yonge without filling in the Slip? Where will the Yonge station be?
- What happens to the shuttle boats to the islands and the restaurant?
- Don't destroy the slip. I did not like this version and I still don't. Why offer me a choice if you have already made up your mind to use Number 2?
- What do you mean by Yonge Street plaza on the south side of Queens Quay? Do you mean the location of the water taxis and restaurant? Can these not be moved further down or to the west side of the slip?
- I am worried that we are making more routes of the TTC more vulnerable to an extreme weather event. 2 of the last 4 years, flooding was only 6 inches below a catastrophic flooding of all infrastructure south of Lakeshore. How is this being addressed?
- What is the expected life of the Yonge Street infrastructure that we are bypassing with the tunnel exit proposal?? should it be upgraded now, and the tunnel located to the east of Yonge? If that is the right thing to do, then please decide that and find the money to do the right thing!
- How does the Harbour Castle Westin/area residents feel about these major and costly changes?
- Will both portal placement options require the filling in of the slip?
- How will residents of the Toronto Islands unload their vehicles and belongings?
- Will the portal location block the ramp into 10 Yonge and 10 Queens Quay condo parking? How will that be affected?
- If we have continuous car line along Queens Quay from East to West, why would we need portals? Where would the line from Union Station go?

- Any consideration made based on the recommendation from the East Waterfront Community Association(EWCA) to have the east portal come up east of Jarvis to avoid truck traffic at Redpath?
- What is the expected life of the Yonge Street infrastructure that we are bypassing with the tunnel exit proposal? Should it be upgraded now, and the tunnel located to the east of Yonge?
- Will both options require the filling in the slip?
- Does the cost estimate include the cost of filling in the lake and is Westin picking up their own cost of redesigning their entrance or will they need to be compensated?

Network Phasing Study

- Wouldn't option 2 cut off service on Bay?
- Having through streetcar service to the east would be good too. Why not have both?
- How can we get this project done in one stage, all the way to (at least) Cherry?
- Is the 2025-2029 timeline just for Phase 1? What's the timeline for Phase 2?
- Has an alternate alignment down the centre of Queens Quay been considered for the streetcar?
- Would feel much more comfortable about the completion of the link to Cherry and the Distillery Loop if Waterfront Toronto would confirm a timeline for completing the link of Queens Quay East from Parliament to new Cherry Street. Is there a year set?
- Will there be any way the line could eventually intersect with the Ontario Line?
- What is the justification for adding both Ontario Line and LRT to the area? What city-wide analysis of transit service deficits supports this decision? It was understandable to some degree when Alphabet was funding transit, now, not at all.
- Project construction duration, its impact in the neighbourhood like will I be able to take streetcar from Fort York to Union station?
- When is construction scheduled to start?
- When will the LRT be usable / functioning?
- Do you anticipate Covid will delay this project?
- How can the pre-construction timeline be sped up? Are there policy tools available to fast-track this project? This has been in the works for so long that we have an expired EA, and yet we're still at least 3 years away from a final design and 8 years away from completion. Will the benefits of an expedited timeline be included in the preliminary business case?
- Will the development at 1 Yonge Street have any effect on the project with respect to timing/ construction interruption?

Transit Project Assessment Process (TPAP)

- What fish species exist, what birds and wildlife visit the area? What will the impacts be to the aquatic environment and are there fish breeding? Can the slip surround be enhanced instead of fill in?
- What is the difference between the amount of time the TPAP will run vs. the alternative(s)?
- Will the transit project impact the city's efforts to limit flooding?
- Can an underground solution be possible under TPAP?
- How will creating a green tramway (i.e. one where the right-of-way is filled with grass & other plants rather than concrete, as done in dozens of other progressive cities worldwide) improve the environmental outcomes of the project?
- Does this process take into account the need for bike lockers / bike racks? What about the lanes for bikes?
- How can the area, incl. Harbourfront, be revitalized to balance nature with the built environment?

- Why is the proposed LRT alignment south of Broadview veer off to the east to connect with Commissioners' Street? It should just simply go down in a straight line to the Don Roadway and then continue south to connect with Commissioners'.
- Explain the difference between TPAP and an Environmental Assessment including the cost implications? Is this the main reason why an Option 3 (extending underground service to East of Jarvis) is not being considered?
- Have you identified the residents of 10 Yonge, 33 Harbour Square, etc. as key stakeholders in this project? How do you plan to address the need to accommodate vehicles along the waterfront?
- Where can I review the previous EA that has expired?
- I do not hear any mention of inconvenience or consultation to the people who already live on the waterfront at the Residences of the World Trade Centre. Where was that consultation?
- What is the impact on Redpath's operations?
- What are expected streetcar service levels? What are stop placements?
- I am worried that we are making more routes of the TTC more vulnerable to an extreme weather event. Two of the last four years, flooding was only 6 inches below a catastrophic flooding of all infrastructure south of Lakeshore. How is this being addressed?
- I thought there was going to be through service from West to East, so no streetcar change required?
- Part of the East LRT structure has recently been constructed with the new Cherry Street bridge recently installed. But nothing is mentioned in your presentation about service east of Cherry Street. Is that work being included in EAs? And you mentioned this could be operating by the late 2020s. Where will the streetcars come from to operate this expanded service? The TTC doesn't have enough streetcars to provide service on all of its routes as it is now.

Design of Union Station and Queens Quay/Ferry Docks Stations

- Not sure this expansion is necessary - could the existing Queens Quay station suffice?
- How long will this take to build?
- Please consider extending street level access east on Queens Quay (north and south) to accommodate pedestrian access to Yonge and Queens Quay. Could this modification replace the bus transit proposal from Union Station?
- I saw that significant back of house improvements are planned for this station, which is increasing the cost. Are these driven by some sort of building code, or other required change?
- Is anything being done to limit the number of people who drive into the tunnel?
- Has a single, center platform been considered? That would remove the need to cross below/above tracks.
- The sketch seems to show a street entrance at the north-west corner of the intersection. Are you planning a tunnel to the south side? Why is the link to 20 Bay only for emergencies?
- Where is underground entrance to 20 Bay Street?
- How will this construction impact access to 33 Harbour Square?
- Will this project be aligned with the proposed expansion of the Union Station streetcar loop so that streetcar downtime is minimized, and capacity is increased?
- Do you have plans to raise the streetcar platform (north and south?) at the ferry dock stop?
- Raising streetcar platform? Elevators? Direct connections into the station through nearby developments
- Will you have plans for third party developers in the area to have a direct connection to the TTC.
- Could we please use grass or high-quality paving for the TTC tracks?

- How about having grass or other non-paved surfaces for the streetcar track?
- In one of the presentations, there was what seems like a ferry terminal for Ontario cruises; however, it seems to be cut out of the presentation. Is that not going to happen for sure or a decision will be made later?
- Will there be another elevator at the north east corner of Bay and Queens Quay?
- Are there any plans for the current “antique” elevator on the North West corner of Bay and Queens Quay? That will take people from the streetcar platform to the street level as part of this project?
- Will Queen's Quay station be fully accessible? Like giving the northbound platform an elevator?
- Do two accessible paths mean dual elevators on each platform?

Queens Quay East Street 3Design

- How are you going to keep pedestrians out of the bike lanes?
- Will this project involve improving the MGT along the east side of Queens Quay?
- how reasonable is it for kayak and water access, when the ferry terminal is right beside it?
- What considerations have been given for alternative surfaces along the LRT guideway? Eg. grass.
- Why does the current plan have a 4.2m bike path when an extra 30 centimetres would allow 2 people cycle abreast without risking hitting oncoming cyclists?
- Bike parking, how much will be provided at each slip?
- How will cycling along the waterfront be accommodated during construction?
- Is one lane east/west wide enough for emergency vehicles to pass through if there's traffic in both directions?
- Will the city maintain these park spaces well, or allow them into disrepair like so many other public spaces? What's the funding for that?
- Will there be sufficient sidewalk on the north side of Queens Quay to walk to the grocery store at Jarvis?
- Currently, the newly designed Queen Quay west of Bay does not allow for cars to pull over, park or turn without blocking traffic. Just because it wasn't designed to allow this or its not “allowed” it does not mean that individuals don't stop and block traffic. This means that on a regular day (pre-COVID), it can take over 20 minutes to drive from Jarvis to Bay along Queens Quay. This is due to the lack of consideration of cars and traffic flow related to the people who live and/or work along Queens Quay. What is this committee doing to prevent/avoid this situation in their current plans?
- Regarding the width of the sidewalks on the north side...why are we building buildings right up to the road? Have we learned nothing from COVID about the width of sidewalks we need for safety?
- Given that there is no service east to west, won't it be way cheaper just to keep the bus service and give it a dedicated lane from Yonge street going east?
- Is this start of filling in of the slips throughout the waterfront?
- Are we filling in Parliament slip as well?
- Has there been any consideration to changing the track-bed of the streetcar right of way? The original Queens Quay West design used grass in this area but was changed to concrete to allow emergency services to drive here. Could something else be used on Queens Quay West to deter drivers from ending up on the tracks?
- How will the Westin redevelopment fit into these planned changes?

- Could we please use grass or high-quality paving for the TTC tracks?
- In section 2B, how will it intersect with the existing rail corridor as it makes its way to Distillery Loop?
- To ensure minimal risk to pedestrians and bikes, will the sidewalk section be elevated above grade from the bike path?
- Can further vegetation choices help to separate pedestrians and people on bikes, and then at intersections, as is seen in many European cities?
- Can raised speed tables with continuous active transportation ground markings be used to indicate the priority of these users, to help slow down and alert drivers to the order of priority in the area, notably on the south side of Queens Quay?
- Many European cities have zero to low maintenance grass instead of pavement on the streetcar tracks making it easier for car drivers to understand it is not a right of way for them to drive on. Could this be a consideration to minimize these situations?
- Is the Parliament Slip back fill extended further down to line up with the Silo Park to create a Plaza as shown in the slide for Special Plaza?
- Will Silva cells be used for the sidewalk trees?

General Questions

- How will you support active transportation infrastructure that is safe enough for families to use?
- Does anyone know a ballpark figure of the cost of this project?
- Just wondering how this will affect ferry/water taxi operations going forward?
- Will this construction increase TTC fare?
- Will the development at 1 Yonge Street have any affect on the project with respect to timing / construction interruption?
- Instead of streetcars, why do we not have a designated bus route like the bus route on Eglinton Ave W between Renforth and Mississauga City Centre?
- How does this solution solve: 1) 56 ft trailer trucks turning 2) federal water ways 3) competition of methods of transportation 4) ease of transport to the airport with luggage?
- What is the strategy for trucks serving Redpath?
- Will the intersections at Lakeshore be improved for pedestrians and cyclists? The one at Parliament and Lakeshore is especially dangerous.
- What positive impacts can this project have on drainage and wastewater management, specifically managing run-off from roads and avoiding pollution in the Lake?
- In light of the possible negative impact to Redpath Sugar, what plans do you have to not do this?
- Updates periodically would help: do you have a citizen integration or advisory panel planned?
- Are there any timelines for possible start of construction/completion?
- What policy tools, other than the TPAP, are available to fast-track delivery on this project?
- what 's the rise of having more green space or waterfront amenities if you can't carry on a conversation due to overhead planes?
- Is one lane east/west wide enough for emergency vehicles to pass through if there's traffic in both directions?
- Will there be a proper exit for all the condo dwellers at Pier 27?
- Indigenous territory acknowledgment. We've got to start sometime, why not now, why not here?

- There is no mention of inconvenience or consultation to the people who already live on the waterfront at the Residences of the World Trade Centre. Where was that consultation?
- How are the sales and rentals of the condo units and business office units along east Queens Quay going?
- Are there plans for third party developers in the area to have a direct connection to the TTC?
- I like the idea of fill in, but how reasonable is it for kayak and water access, when the ferry terminal is right beside it?
- Why doesn't the Ontario Line have a station near Cherry (there will be a lot of people living there, and this project). Could you work with Metrolinx on this?
- With the new project, does it mean the TTC fare will increase again?
- Is the parking lot beside Yonge Street slop private? And if so, are there plans for a condo there or public space?
- What is the big ferry in the presentation with a terminal next to Pier 27 park? That isn't in any of the artistic rendering. Seems to be on the left of them.
- Can you speak more to these 'special plazas'? Are they new public spaces around certain areas of the alignment?
- Can we bring back Captain John's Harbour Boat Restaurant?

Appendix B – Virtual Community Consultation Chat Transcript

The following is a transcript of the meeting chat from the February 17, 2021 virtual community consultation. Meeting participants names have been removed and replaced with anonymous participant identifiers.

Meeting Transcript

from PARTICIPANT 1 to everyone: 7:10 PM

I need to use transit from Jarvis to Spadina...will I be able to go straight thru or will I have to transfer at Bay?

from LURA Consulting to everyone: 7:12 PM

Good evening everyone - there will be an opportunity to ask questions and provide comments following the presentation portion of the meeting. At that time, you can either put your comment/question in the chat or raise your hand to speak (you will be placed in a queue to be unmuted to speak).

from PARTICIPANT 1 to everyone: 7:12 PM

I've reviewed all the meeting materials.....will I have sufficient sidewalk on the north side of Queens Quay to walk to the grocery store at Jarvis?

from LURA Consulting to everyone: 7:16 PM

Materials available at
<http://toronto.ca/waterfronttransit>

from PARTICIPANT 1 to everyone: 7:17 PM

Portal location.....not sure I like the proposed placement because I didn't read anything about how you are not blocking our ramp into 10 Yonge and 10 Queens Quay condo parking..... how will that be affected?

from PARTICIPANT 2 to everyone: 7:18 PM

I think that Sidewalk Toronto's public realm plan (even though they have cancelled their project) could serve as inspiration for the redesign of Queens Quay East.

from PARTICIPANT 3 to everyone: 7:19 PM

yes, the portal location is problematic for residents of these two buildings.

from PARTICIPANT 2 to everyone: 7:19 PM

For example, the water slips (ex. Parliament Slip) could be less rectangular and could be even friendlier for pedestrians. The Quayside plan was phenomenal at achieving these objectives.

from PARTICIPANT 4 to everyone: 7:21 PM

Your design doesn't clarify whether the paid parking lot on Area 2A will become a park or continue as a paid parking (next to 15 Queens Quay East).

from PARTICIPANT 1 to everyone: 7:22 PM

what is the expected life of the Yonge Street infrastructure that we are bypassing with the tunnel exit proposal?? should it be upgraded now, and the tunnel located to the east of Yonge? If that is the right thing to do, then please decide that and FIND THE MONEY to do the right thing!

from PARTICIPANT 2 to everyone: 7:22 PM

Re Queens Quay East, the maple leaf paving and signature waterfront streetlights should be part of the design.

from PARTICIPANT 5 to everyone: 7:22 PM

The question should not have been people move vs LRT --- It should have been PATH vs LRT (PATH with, moving walkway) Would address the conflicts with current requests for Overhead PATH Walkways. Not to mention the disruptive nature of the portals.

from PARTICIPANT 6 to everyone: 7:24 PM

No one has addressed the thousands of people who access water borne vessels at the Yonge St. Quay every single day.

from PARTICIPANT 1 to everyone: 7:24 PM

Who owns and is responsible for the Yonge Street slip?

from PARTICIPANT 1 to everyone: 7:24 PM

Is it federal?

from PARTICIPANT 7 to everyone: 7:25 PM

with the new project, does it mean the TTC fare will increase AGAIN?

from PARTICIPANT 3 to everyone: 7:25 PM

alternative 2 proposal will be a nightmare for area residents.

from PARTICIPANT 1 to everyone: 7:26 PM

I do not hear any mention of inconvenience or consultation to the people who already live on the waterfront at the Residences of the World Trade Centre..... where was that consultation?

from PARTICIPANT 8 to everyone: 7:26 PM

Is this start of filling in of the slips throughout the waterfront?

from PARTICIPANT 9 to everyone: 7:26 PM

Thank you, you should not have allowed the amount and size of buildings to be built along the waterfront. Public transit is a critical and important feature of the waterfront; however, you should NOT design or build the transportation infrastructure assuming no one drives a car in this area. Currently, the newly designed Queen Quay west of Bay does not allow for cars to pull over, park or turn without blocking traffic. Just because it wasn't designed to allow this or its not "allowed" it does not mean that individuals don't stop and block traffic. This means that on a regular day (pre-COVID), it can take over 20 minutes to drive from Jarvis to Bay along Queens Quay. This is due to the lack of consideration of cars and traffic flow related to the people who live and/or work along Queens Quay. We pay taxes and have the right to have our quality of life not diminished because of developments along the

waterfront. What is this committee doing to prevent/avoid this situation in their current plans?

from PARTICIPANT 10 to everyone: 7:26 PM

Mmm. I like the proposed plan...

from PARTICIPANT 11 to everyone: 7:27 PM

I love this :D

from PARTICIPANT 6 to everyone: 7:27 PM

This project will create a huge mess in terms of construction along Queens Quay for years. As someone who lives and works on Queens Quay, I am cringing at the possibility of another ten years of construction.

from PARTICIPANT 6 to everyone: 7:27 PM

Does anyone know a ball park figure of the cost of this project?

from PARTICIPANT 13 to everyone: 7:28 PM

Filling in the harbour is never a good plan.

There is no mention of disruption to the residential towers parking entrance on the north side of Queens Quay from the Westin hotel.

from PARTICIPANT 14 to everyone: 7:29 PM

Love the improvements to the Yonge Street Slip! And the revitalization of this stretch of Queens Quay which needs a facelift from it's current industrial waste line vibe.

from PARTICIPANT 15 to everyone: 7:29 PM

Cars are NOT being prioritized...

from PARTICIPANT 8 to everyone: 7:29 PM

In one of the presentations, I saw what seems like a ferry terminal for Ontario cruises. It seems to be cut out of the presentation. Is that not going to happen for sure or a decision will be made later?

from PARTICIPANT 16 to everyone: 7:29 PM

Just wondering how this will affect ferry/water taxi operations going forward.

from PARTICIPANT 17d to everyone: 7:29 PM

One of the issues to consider re filling in the slip is the huge costs of fixing the dock walls which need repair.

from PARTICIPANT 15 to everyone: 7:29 PM

Confusion is...

from PARTICIPANT 11 to everyone: 7:31 PM

Think the Otter Taxi will adapt.

from PARTICIPANT 3 to everyone: 7:31 PM

Some of us are disabled and need to use cars. Anyone who likes this plan does not live at Harbourfront.

from PARTICIPANT 1 to everyone: 7:31 PM

I believe there is no rush to this project, as COVID and the upcoming vacant unit tax has probably slowed the development of this area immensely, and it is very unknown how long this will go on. How are the sales and rentals of the condo units and business office units along east Queens Quay going?

from PARTICIPANT 6 to everyone: 7:31 PM

I am worried that we are making more routes of the TTC more vulnerable to an extreme weather event. 2 of the last 4 years, flooding was only 6" below a catastrophic flooding of all infrastructure south of Lakeshore. How is this being addressed?

from PARTICIPANT 15 to everyone: 7:31 PM

I live in Harbour Square. Let's try not to mess up Queens Quay East like Queens Quay West.

from PARTICIPANT 9 to everyone: 7:31 PM

Agreed PARTICIPANT 3 - the people that have no concerns clearly do not live down here.

from PARTICIPANT 14 to everyone: 7:31 PM

No rush?! We're talking about a legacy project for decades into the future, not some short-sited, next year-or-two lack of vision.

from PARTICIPANT 18 to everyone: 7:32 PM

I think these changes make a lot of sense.

from PARTICIPANT 1 to everyone: 7:32 PM

Exactly!! so not to rush it

from PARTICIPANT 19to everyone: 7:32 PM

Why do not we plan some restaurants/bars at Young Street slip fill in?

from PARTICIPANT 8 to everyone: 7:33 PM

I don't think we should start filling in the slips. There is always a reason to fill in another one.

from PARTICIPANT 18 to everyone: 7:33 PM

Very cool design

from PARTICIPANT 2 to everyone: 7:33 PM

Architecture should be an important part of this project. The station designs are low-quality, and they should take inspiration from the upgraded Union Subway Station.

from PARTICIPANT 20 to everyone: 7:33 PM

1) Do you have plans to raise the streetcar platform (North and south?) at the ferry dock stop?2) Will you have another elevator at the north east corner of Bay and Queens Quay?3) Do you have any plans for the current "antique" elevator on the North West corner of Bay and Queens Quay? That will take you from the streetcar platform to the street level as part of this project?

4) Will you have plans for third party developers in the area to have a direct connection to the TTC?

from PARTICIPANT 21 to everyone: 7:33 PM

I like the red accents. Very TTC.

from PARTICIPANT 22 to everyone: 7:33 PM

Didn't we just see that they started the Environmental Assessment in 2010...So this is 11 years coming...

from PARTICIPANT 23 to everyone: 7:34 PM

In the criteria for the suggested option (Yonge St) I did not see any mention of Impact on local citizens. That should be mentioned. Both short term and long term.

from PARTICIPANT 6 to everyone: 7:34 PM

There are far cheaper alternatives out there that can move more people for less money and without a huge outlay for infrastructure projects. We are proposing 20th century solutions for the 21st century.

from PARTICIPANT 1 to everyone: 7:34 PM

I don't understand why this is being repeated.....we were all given a chance to read this in the pre-meeting literature.

from PARTICIPANT 24 to everyone: 7:34 PM

I have lived near here and visit regularly. There are some excellent ideas here and this project is exciting. Glad so much consideration has been given to all stakeholders!

from PARTICIPANT 10 to everyone: 7:34 PM

If we don't build transit access now, traffic is going to be a mess just like on the west part of the Waterfront, which is perma-clogged with cars despite a ton of lanes.

from PARTICIPANT 2 to everyone: 7:34 PM

Wave decks, like on Queens Quay West, would be a great idea for this project.

from PARTICIPANT 13 to everyone: 7:35 PM

There is a reason Lakeshore is called lakeshore. Queens Quay and most of the current waterfront is fill. No need to fill in more.

from PARTICIPANT 16 to everyone: 7:35 PM

2 successful water taxi ops plus ferry service would be greatly affected by filling in Yonge st slip.

from PARTICIPANT 2 to everyone: 7:35 PM

The streetcar line should be extended throughout the Port Lands sooner rather than later, before development comes. This could be done with the new federal transit funding (just announced).

from PARTICIPANT 25 to everyone: 7:35 PM

I like the idea of fill in, but how reasonable is it for kayak and water access, when the ferry terminal is right beside it?

from PARTICIPANT 14 to everyone: 7:35 PM

interesting thought. I imagine that the construction impacts would be significant, but certainly would be curious to learn more.

from PARTICIPANT 10 to everyone: 7:36 PM

I thought there was going to be through service from West to East, so no streetcar change required?

from PARTICIPANT 6 to everyone: 7:36 PM

I think giving people access to boats is far more important than another 'wave deck'. The ferries already operate at capacity and therefore we need other water borne vessels to fill in the gaps.

from PARTICIPANT 4 to everyone: 7:36 PM

Why can't the streetcars be down the middle like on Spadina. So many drivers are confused on Queens Quay West.

from PARTICIPANT 17 to everyone: 7:36 PM

Like the idea of kayak etc. Access from the partially filled in Yonge slip. Making the water accessible to use must be an important Waterfront objective.

from PARTICIPANT 15 to everyone: 7:36 PM

Queens Quay West is a complete fail...

from PARTICIPANT 7 to everyone: 7:36 PM

I appreciate the planning from various perspectives, as long as it doesn't make the TTC travellers to pay

increasing fares for the cost. I feel shameful to tell my friends from every other foreign country that our public transit costs 3+ dollars while they only pay 1 dollar or less.

from PARTICIPANT 2 to everyone: 7:36 PM

Alternatives to salt in the winter, like sand/gravel or even heated pavement, should be considered to keep the street beautiful.

from PARTICIPANT 26 to everyone: 7:37 PM

no its not man c'mon.

from PARTICIPANT 15 to everyone: 7:37 PM

and we are stuck with it until someone smart figures it out. too expensive to do anything now...

from PARTICIPANT 18 to everyone: 7:37 PM

I think Queens Quay West is great. I wouldn't say it's a fail. I was there walking today and it's beautiful.

from PARTICIPANT 11 to everyone: 7:37 PM

Love Queens Quay West!

from PARTICIPANT 6 to everyone: 7:37 PM

How does the Harbour Castle Westin feel about these major and costly changes?

from PARTICIPANT 2 to everyone: 7:37 PM

All streetlights should be the signature waterfront lights. Queens Quay West has a mix of utility and high-quality lights, and I'm not sure why that is but it's really ugly.

from Will D to everyone: 7:37 PM

I like that they are continuing the Queens Quay West design towards the east. it would look silly to change it, and the street is a wonderful example of a complete street and modern street design.

from PARTICIPANT 10 to everyone: 7:37 PM

My friends and I spend a _ton_ of time on Queens Quay West, especially during summer. I wish it was more welcoming during winter.

from PARTICIPANT 15 to everyone: 7:37 PM

Do you live here? Are you kidding me?

from PARTICIPANT 14 to everyone: 7:38 PM

Really appreciate the thought on intersection treatment and reducing the "mixing" of cyclists, cars, and pedestrians

from PARTICIPANT 23 to everyone: 7:38 PM

Making Martin Goodman Trail 1/2 meter wider will probably not be nearly enough. this is getting really busy and bikes now using Queens Quay car lanes.

from PARTICIPANT 61 to everyone: 7:38 PM

QUEENS QUAY WEST is one of the best streets to walk, bike and spend time on in the city.

from PARTICIPANT 1 to everyone: 7:38 PM

The only thing I didn't learn in the WT section of the pre-meeting reads, were about the width of the sidewalks on the north side which I use to go to the shopping for groceries.....why are we building buildings right up to the road? Have we learned nothing from COVID about the width of sidewalks we need for safety?

from PARTICIPANT 8 to everyone: 7:38 PM

Given that there is no service east to west, won't it be WAY cheaper just to keep the bus service and give it a dedicated lane from Yonge street going east?

from PARTICIPANT 27 to everyone: 7:38 PM

Love the widening of the trail. Green trenches will help with stormwater runoff.

from PARTICIPANT 2 to everyone: 7:38 PM

The design should be coordinated with the other public realm improvements currently underway - both public & private.

from PARTICIPANT 6 to everyone: 7:38 PM

I like dedicated lanes. Good point **PARTICIPANT 8**.

from PARTICIPANT 7 to everyone: 7:39 PM

We need a more spacious common area by the lakeshore, like public park or entertainment area. now this neighbourhood is still packed with condo buildings and cars.

from PARTICIPANT 8 to everyone: 7:39 PM

What is that giant boat and looks like a terminal in what is meant to be a park.

from PARTICIPANT 8 to everyone: 7:39 PM

Are we filling in Parliament slip as well?

from PARTICIPANT 2 to everyone: 7:39 PM

I like widened Martin Goodman Trail and the improved delineation of pedestrian/biking space at intersections.

from PARTICIPANT 26 to all panelists: 7:39 PM

Captain Johns returns??

from PARTICIPANT 14 to everyone: 7:40 PM

Oooh. Option 2 looks like a recipe for disaster b/w cyclists and pedestrians, particularly those from out-of-town and aren't accustomed to

from PARTICIPANT 2 to everyone: 7:40 PM

The arrival zones and public realm could use some of Sidewalk Toronto's ideas (in terms of design). For example, their proposal for the Parliament Slip is much better than this conventional plan.

from Franco Capella to everyone: 7:40 PM

Has there been any consideration to changing the track-bed of the streetcar right of way? The original Queens Quay West design used grass in this area but was changed to concrete to allow emergency services to drive here. Could something else be used on Queens Quay West to deter drivers from ending up on the tracks?

from PARTICIPANT 3 to everyone: 7:41 PM

Does anyone know how the Westin redevelopment fits into these planned changes?

from PARTICIPANT 1 to everyone: 7:41 PM

Repeat information not impressive.....we had many reminders to read this info before this meeting.

from PARTICIPANT 2 to everyone: 7:41 PM

Could we please use grass or high-quality paving for the TTC tracks?

from PARTICIPANT 17d to everyone: 7:41 PM

Arrival zones can also be for arrival of boats.

from PARTICIPANT 15 to everyone: 7:41 PM

I have seen more cars in the TTC tunnel, cars\bikes\people getting hit by cars\bikes\people and streetcars, and mass confusion along Queens Quay West than anywhere else. If you are a visitor down here Queens Quay West is the best thing since Reese peanut butter cups. If you live down here it is a complete disaster. Period.

from PARTICIPANT 18 to everyone: 7:41 PM

I think there needs to be a clear delineation for cycling and pedestrians. Especially when the majority of the Martin Goodman Trail has a good separation. If you change how the road is used, it'll turn into a scramble that could be dangerous.

from PARTICIPANT 25 to everyone: 7:41 PM

I think it's fair for cyclists to have to "share the space" (re: Option 2). I love cycling on Queens Quay trail, but I know this area is packed and expect to adjust accordingly.

from PARTICIPANT 2 to everyone: 7:42 PM

Coordination with Toronto Hydro is needed (and other utility companies), as they have recently replaced the beautiful waterfront lights with utilitarian ones.

from PARTICIPANT 7 to everyone: 7:42 PM

Agree to add more green to embellish the city and TTC.
We lack the sense of nature and beauty at the lakeshore.

from PARTICIPANT 29 to everyone: 7:42 PM

Shared space with pedestrians and cyclists is a dangerous idea.

from PARTICIPANT 30 to everyone: 7:42 PM

Shared space can work but it requires *both* cyclists and pedestrians to pay attention.

from PARTICIPANT 14 to everyone: 7:43 PM

We are going to great lengths to separate cars from transit and cyclists only to create a special "mixing" zone in short intervals... I think the lack of consistency is definitely a risk.

from PARTICIPANT 7 to everyone: 7:43 PM

No way to ask pedestrians and cyclists to share space. the cyclists are like in Taxi/ Rush hour those movies. nothing wrong with it. Just separate lanes PLEASE

from PARTICIPANT 18 to everyone: 7:43 PM

Agreed PARTICIPANT 14

from PARTICIPANT 29 to everyone: 7:43 PM

It is being designed from scratch, do it properly and keep them separate.

from PARTICIPANT 31 to everyone: 7:44 PM

Could you please share the presentation with participants?

from PARTICIPANT 3 to everyone: 7:44 PM

When is construction scheduled to start?

from PARTICIPANT 30 to everyone: 7:44 PM

The current separation doesn't prevent pedestrians from blindly wandering into the MGT - so I'm not sure this additional separation will either.

from PARTICIPANT 32 to everyone: 7:45 PM

In section 2B, how will it intersect with the existing rail corridor as it makes its way to Distillery Loop. This was mentioned, just want to recap the answer.

from PARTICIPANT 3 to everyone: 7:46 PM

No way this will be done in 4 years...

from PARTICIPANT 15 to everyone: 7:46 PM

Starting from the North side, we should put up 10 ft walls between the sidewalks and cars, then cars and streetcar, then streetcar and bike lane, and finally bike lane and sidewalk. This will enhance the entire Queens Quay West experience.

from PARTICIPANT 6 to everyone: 7:46 PM

I agree. It will take far longer to finish this.

from PARTICIPANT 15 to everyone: 7:46 PM

I'll be dead in 25 years... please take your time...

from PARTICIPANT 34 to everyone: 7:47 PM

I apologize if I missed this. To ensure minimal risk to pedestrians and bikes, will the sidewalk section be elevated above grade from the bike path? West of York it is all the same grade and I see people hit all the time as pedestrians cross the bike lanes as they are not aware they are crossing the path. It is dangerous and could easily be minimized should the bike lanes be level with the road lanes.

from PARTICIPANT 33 to everyone: 7:47 PM

Did they mention if Queen's Quay station will be fully accessible? Like giving the northbound platform an elevator?

from PARTICIPANT 14 to everyone: 7:48 PM

PARTICIPANT 33 yes, they're adding a second elevator and revamping the existing one.

from PARTICIPANT 3 to everyone: 7:48 PM

Sadly will have to move before this project starts- will simply be too disruptive for residents. property values will be negatively affected during this construction.

from PARTICIPANT 14 to everyone: 7:48 PM

Lots of info on the Waterfront Toronto Youtube Channel regarding this... super useful.

from PARTICIPANT 1 to everyone: 7:48 PM

To PARTICIPANT 34...the proposal says there is a raised lip to separate the bikes from pedestrians.

from PARTICIPANT 35 to everyone: 7:49 PM

When will the LRT be usable / functioning?

from PARTICIPANT 36 to everyone: 7:49 PM

As the cities population ages as well as infrastructure and continues to grow there needs to be considerations for dual elevators on each side

from PARTICIPANT 34to everyone: 7:49 PM

Thank you.

from PARTICIPANT 3 to everyone: 7:51 PM

Do you anticipate Covid will delay this project?

from PARTICIPANT 37 to everyone: 7:51 PM

Great presentation and additions to the plan, everyone. Excited for this project to bring more transit to the east waterfront. Best of luck.

from PARTICIPANT 38 to everyone: 7:52 PM

How can the pre-construction timeline be sped up? Are there policy tools available to fast-track this project? This has been in the works for so long that we have an expired EA, and yet we're still at least 3 years away from a final design and 8 years away from completion. Will the benefits of an expedited timeline be included in the preliminary business case?

from PARTICIPANT 39 to everyone: 7:52 PM

As a resident of 115 Blue Jays Way? What is expected from us?

from PARTICIPANT 40 to everyone: 7:53 PM

The waterfront bike trails have become key connectors for lower-conflict East-West travel. The harder delineations between pedestrian and bicycle tracks have been helpful. Safety for active transportation users being paramount, can further vegetation choices help to separate pedestrians and people on bikes, and then at intersections, as is seen in many European cities, can raised speed tables with continuous active transportation ground markings be used to indicate the priority of these users, to help slow down and alert drivers to the order of priority in the area, notably on the south side of Queens Quay? To this effect, considerations for staged turn areas, similar to intersections in Barcelona, with cars doing active transportation crossings in one movement, and vehicle lane crossing/turning in another, with an intermediate area for a car, could be another good consideration perhaps?

from PARTICIPANT 32 to everyone: 7:55 PM

Haha great question.

from PARTICIPANT 41 to everyone: 7:56 PM

Is the 2025-2029 timeline just for Phase 1? What's the timeline for Phase 2?

from PARTICIPANT 15 to everyone: 7:56 PM

I am all for transit down here on the waterfront. I am against making Queens Quay East the same mess as Queens Quay West. Keep the streetcar in the middle and auto traffic to either side. Allow space for people to stop and drop off\pick up whoever they need to. Just because they shouldn't mean they don't. We don't need the entrances to our buildings to be used as a temp parking spot for this activity more so than they already are.

from PARTICIPANT 28 to everyone: 7:58 PM

Another point about motorists is that with two portals, someone who drives into either portal will have a straight through route out the other side rather than being forced to drive to Union Station.

from PARTICIPANT 36 to all panelists: 7:58 PM

Do two accessible paths mean dual elevators on each platform?

from PARTICIPANT 34 to everyone: 7:58 PM

Many European cities have zero to low maintenance grass instead of pavement on the streetcar tracks making it easier for car drivers to understand it is not a right of way for them to drive on. Could this be a consideration to minimize these situations?

from PARTICIPANT 42 to everyone: 7:59 PM

Is the Parliament Slip back fill extended further down to line up with the Silo Park to create a Plaza as shown in the slide for Special Plaza?

from PARTICIPANT 6 to everyone: 7:59 PM

There are better alternatives than this streetcar proposal for far less money, less disruption to Queens Quay residents and businesses and with a shorter timeline.

from PARTICIPANT 36 to everyone: 7:59 PM

Do two accessible paths mean dual elevators on each platform?

from PARTICIPANT 18 to everyone: 8:00 PM

PARTICIPANT 64, I think Waterfront TO is already working on removing the Cherry St bridge. I think they already have the bridge installed for the streetcar.

from PARTICIPANT 28 to everyone: 8:01 PM

I think the bridge PARTICIPANT 64 refers to is the rail underpass just south of Distillery Loop.

from PARTICIPANT 9 to everyone: 8:02 PM

GREAT QUESTION!!!

from PARTICIPANT 23 to everyone: 8:02 PM

If we have continuous car line along Queens Quay from East to West, why would we need portals? Where would the line from Union Station go?

from PARTICIPANT 43 to everyone: 8:02 PM

Just want to take the opportunity to thank the team who's been working on this for all the really well-done materials and fielding all these questions.

from PARTICIPANT 8 to everyone: 8:02 PM

Not to mention that people like to walk overground from ferry to union station. In the summer left turn is almost impossible to turn.

from PARTICIPANT 43 to everyone: 8:03 PM

Also thanks PARTICIPANT 64 for all your writing on transit in the past which I've really enjoyed reading.

from PARTICIPANT 64 to everyone: 8:03 PM

PARTICIPANT 43 You're very welcome!

from PARTICIPANT 8 to everyone: 8:04 PM

PARTICIPANT 28, I have been reading as well. Thanks very helpful.

from PARTICIPANT 2 to everyone: 8:04 PM

What makes no sense to me is why the Ontario Line doesn't have a station near Cherry (there will be a lot of people living there, and this project). Could you work with Metrolinx on this?

from PARTICIPANT 33 to everyone: 8:04 PM

Current elevator for Queen's Quay station Southbound is a tiny elevator, many mobility devices do not fit in. Bloor-Yonge Station's washroom stalls are bigger than that elevator. will the SB QUEENS QUAY elevator be upgraded and the one for NB platform also be bigger? My closet is bigger than the elevator at Queens Quay SB.

from PARTICIPANT 44 to everyone: 8:04 PM

I'd like to show a photo of a typical day on Queens Quay East. Redpath has trucks stopper on Queens Quay East to enter in. How will Redpath manage their trucks with limited room for them. Also, not to mention the increase in commercial buildings.

from PARTICIPANT 45 to everyone: 8:04 PM

Will silva cells be used for the sidewalk trees?

from PARTICIPANT 46 to everyone: 8:04 PM

Gonna add to the sentiment; you're a hero
PARTICIPANT 64!

from PARTICIPANT 47 to everyone: 8:05 PM

Thank you to the team for an excellent presentation!
This is a fantastic project and I will be excited to see it realized!

from PARTICIPANT 28 to everyone: 8:06 PM

PARTICIPANT 64: At the point the OL crosses Cherry, the line has already split into separate EB and WB tunnels rising to straddle the rail corridor to cross the Don to East Harbour Station. That's why the station is over on Berkeley.

from PARTICIPANT 6 to everyone: 8:06 PM

Unbelievable that no mention is made of the scheduled water taxis and shuttles that currently operate out of Yonge St.

from PARTICIPANT 48 to everyone: 8:06 PM

How will gentrification be addressed due to the project?

from PARTICIPANT 14 to everyone: 8:07 PM

PARTICIPANT 6 I think the City actually has an extensive study into expanding water taxi access throughout the harbour

from PARTICIPANT 3 to everyone: 8:07 PM

or residents of 10 Yonge and 10 Queen's Quay!

from PARTICIPANT 34 to everyone: 8:07 PM

Is the parking lot beside Yonge Street slop private and if so, is there plans for a condo there or public space?

from PARTICIPANT 6 to everyone: 8:07 PM

PARTICIPANT 14. I know. I helped to design it.

from PARTICIPANT 34 to everyone: 8:07 PM

Sorry Slip

from PARTICIPANT 49 to everyone: 8:08 PM

I assume the lane in front of the Westin where people take Uber and taxis and unload their cars to go to the island will be eliminated. People arrive there, unload and go on to park. Where will those uses be relocated. Not everyone can come to the island by TTC, especially if one has deliveries.

from PARTICIPANT 47 to everyone: 8:08 PM

PARTICIPANT 34 - it is slated to become a public park

from PARTICIPANT 14 to everyone: 8:08 PM

PARTICIPANT 6 then you know what the plan is for Yonge slip

from PARTICIPANT 34 to everyone: 8:08 PM

Thank you.

from PARTICIPANT 6 to everyone: 8:08 PM

PARTICIPANT 34. The alley on the west side is used to access the hotel, the ferry terminal for cars and trucks and for the water taxis.

from PARTICIPANT 34 to everyone: 8:09 PM

PARTICIPANT 6 I was referring to the east side, PARTICIPANT 47 answered though, thank you very much to both of you.

from PARTICIPANT 8 to everyone: 8:09 PM

Can someone explain what the big ferry was in the presentation with a terminal next to Pier 27 park? I don't see that in any of the artistic rendering. Seems to be on the left of them.

from PARTICIPANT 8 to everyone: 8:10 PM

What will happen to Alexandros.

from PARTICIPANT 32 to everyone: 8:10 PM

Can you speak more to these 'special plazas'? So they are new public spaces around certain areas of the alignment?

from PARTICIPANT 47 to everyone: 8:10 PM

PARTICIPANT 8 - I think it was an old drawing - Captain John's boat!

from PARTICIPANT 2 to everyone: 8:10 PM

PARTICIPANT 8, it was a former boat restaurant that got closed down because they didn't pay their taxes.

from PARTICIPANT 50 to everyone: 8:11 PM

Can we bring back Captain John's Harbour Boat Restaurant? :P

from PARTICIPANT 8 to everyone: 8:11 PM

I read somewhere that they are planning to have Ontario Cruises come there. Apparently 5 floor high. I just want to make sure it is not that.

from PARTICIPANT 2 to everyone: 8:11 PM

Yeah, Captain John's was amazing!

from PARTICIPANT 51 to everyone: 8:13 PM

Anything south of Front is reclaimed in the city centre, not Lakeshore.

from PARTICIPANT 28 to everyone: 8:13 PM

PARTICIPANT 64 The way the Ontario Line has been routed, a Cherry stop is extraordinarily difficult. Metrolinx is focussed on East Harbour, not the area west of the river.

from PARTICIPANT 6 to everyone: 8:14 PM

Good point PARTICIPANT 49. Right now the laneway next to the Westin is the only way people can unload their cars and trucks and buses at the moment. There is not enough attention paid to the drawbacks of filling in the quay.

from PARTICIPANT 6 to everyone: 8:15 PM

Will both options require the filling in of the Quay?

from PARTICIPANT 52 to everyone: 8:15 PM

Better to slow down drivers.

from PARTICIPANT 52 to everyone: 8:15 PM

All drivers.

from PARTICIPANT 52 to everyone: 8:15 PM

Queens Quay should be one way only.

from PARTICIPANT 53 to everyone: 8:16 PM

Any shared space along the western portion of Queens Quay has been a disaster. I hope that a clear delineation of space for each user will be the overriding principle.

from PARTICIPANT 52 to everyone: 8:16 PM

Preventing drivers entering the streetcar tunnel.

from PARTICIPANT 52 to everyone: 8:16 PM

If more space is needed a car lane can be taken away very easily.

from PARTICIPANT 53 to everyone: 8:18 PM

The removal of on-street bus 7 taxi-loading is a plus for the Alternative 2 portal.

from PARTICIPANT 34 to everyone: 8:18 PM

Will the development at 1 Yonge Street have any effect on the project with respect to timing/ construction interruption? From my understanding they may have to close the existing North lane on Queens Quay for quite some time to build the large condo

from PARTICIPANT 9 to everyone: 8:18 PM

Flood should be a key consideration.

from PARTICIPANT 36 to everyone: 8:18 PM

Do two accessible paths mean dual elevators on each platform?

from PARTICIPANT 54 to everyone: 8:18 PM

no buses!!!!

from PARTICIPANT 25 to everyone: 8:18 PM

I'd like to second the point on flooding considerations (for both options).

from PARTICIPANT 36 to everyone: 8:19 PM

No buses!

from PARTICIPANT 53 to everyone: 8:19 PM

I hope that consideration will be given to extending the transit as far east as possible in Phase 1.

from PARTICIPANT 6 to everyone: 8:19 PM

Flooding will be disastrous.

from PARTICIPANT 28 to everyone: 8:19 PM

An important difference between LRT and bus is that the LRT has its own underground access to Union. Buses would have to fight their way through traffic on whatever route they took to make the connection.

from PARTICIPANT 49 to everyone: 8:21 PM

When I was on the Queens Quay redesign SAC, I had asked several times that there be a spot for islanders to unload their cars when going to the ferry and before they park. They do that now in the lane behind the taxi stand. I hope this is given consideration.

from PARTICIPANT 3 to everyone: 8:21 PM

Closing Yonge north bound from Queen's Quay?
Another assault on residents of 10 Yonge and 10 Queen's Quay who exit their parking lot on Yonge.

from PARTICIPANT 8 to everyone: 8:21 PM

Question: Does the cost estimate include the cost of filling in the lake and is Westin picking up their own cost of redesigning their entrance or will they need to be compensated?

from PARTICIPANT 52 to everyone: 8:21 PM

Time to close that parking lot.

from PARTICIPANT 55 to everyone: 8:22 PM

What consideration has been given to how Redpath will function with multiple trucks accessing their site on a regular basis.

from PARTICIPANT 6 to everyone: 8:22 PM

Right now the water taxis move a significant amount of supplies back and forth to the Island. This will be eliminated with the new plan.

from PARTICIPANT 52 to everyone: 8:22 PM

The Westin entrance is so unwelcoming and needs a redesign anyway to accommodate pedestrians better.

from PARTICIPANT 14 to everyone: 8:23 PM

PARTICIPANT 6 a lot of doom and gloom coming from you.

from PARTICIPANT 52 to everyone: 8:23 PM

In 10 years no one will be living on the island anymore due to rising water level.

from PARTICIPANT 18 to everyone: 8:23 PM

As an aside, I really wish Redpath would decommission. It's so odd for a giant factory to take up that prime waterfront space.

from PARTICIPANT 11 to everyone: 8:23 PM

Calm down PARTICIPANT 23.

from PARTICIPANT 46 to everyone: 8:24 PM

Thankfully Lake Ontario is not part of the Ocean so no risk of that Andreas. :)

from PARTICIPANT 47 to everyone: 8:24 PM

Question: How do we access the survey?

from LURA Consulting to everyone: 8:24 PM

<http://toronto.ca/waterfronttransit>

from PARTICIPANT 6 to everyone: 8:24 PM

Hi PARTICIPANT 14. I do see doom and gloom but there are superior alternatives available without this massive outlay of cash. We are not looking at other proposals.

from PARTICIPANT 25 to everyone: 8:24 PM

(Agreed, how long is Redpath going to be there. A real eye sore off sugar beach?)

from PARTICIPANT 53 to everyone: 8:24 PM

Redpath have a legal right to continue their existing sue and seem determined to continue that use.

from PARTICIPANT 15 to everyone: 8:25 PM

Redpath isn't going anywhere.

from PARTICIPANT 51 to everyone: 8:25 PM

I love Redpath & they fund waterfront festival and I need to buy sugar and so does everyone else!

from PARTICIPANT 6 to everyone: 8:25 PM

Redpath is the largest port for sugar cane in North America. It is an essential service I believe.

from PARTICIPANT 33 to everyone: 8:25 PM

I like Redpath there.

from PARTICIPANT 15 to everyone: 8:25 PM

better them than some more cheap condos

from PARTICIPANT 36 to everyone: 8:25 PM

Redpath has stated numerous times they are not going anywhere.

from PARTICIPANT 33 to everyone: 8:25 PM

Cheap condos on Queens Quay? Where? I think I can find bigfoot before.

From PARTICIPANT 56 to everyone: 8:25 PM

Any consideration made based on the recommendation from the EWCA to have the east portal come up east of Jarvis to avoid truck traffic at Redpath? No mention of the congestion from truck traffic on east end with an LRT above ground now west of Yonge.

from PARTICIPANT 6 to everyone: 8:26 PM

All of these projects are based on the assumption of perpetual growth of the existing population.

from PARTICIPANT 18 to everyone: 8:26 PM

I'm not anti-sugar haha! I just don't think it's a great location for their operations. Of course, I understand they have a legal right to be there.

from PARTICIPANT 34 to everyone: 8:26 PM

While we may not all like Redpath being there. they own the property and were there long before any of us residents were. The sugar they bring in serves millions and there really isn't a lot of other places for a slip that deep close to the city.

from PARTICIPANT 28 to everyone: 8:26 PM

There was a lot of work done to accommodate Redpath's needs in the original EA.

from PARTICIPANT 2 to everyone: 8:26 PM

PARTICIPANT 15 it's so unfortunate that so many buildings are cookie-cutter, both along the waterfront and in the city. Good design doesn't have to be expensive, so it really bums me out that we don't require it.

from PARTICIPANT 38 to everyone: 8:28 PM

When I was a kid I lived in Riverdale and went to kindergarten on the Island. My dad drove my siblings and me to the ferry every day, and he kept a list of the names of the ships docked at Redpath on a post-it note in his sun visor to entertain us. It may be an eyesore, but it's an eyesore I love, and it seems to be getting plenty of love in this chat too <3

from LURA Consulting to everyone: 8:28 PM

The survey about what was discussed tonight can be found at <https://s.cotsurvey.chkmkt.com/?e=222127&h=9D888EB22269A24&l=en>. Please provide your comments and feedback by March 4, 2021.

from PARTICIPANT 57 to everyone: 8:29 PM

Part of the East LRT structure has recently been constructed with the new Cherry St. bridge recently installed. But nothing is mentioned in your presentation about service east of Cherry St. Is that

work being included in EAs? And you mentioned this could be operating by the late 2020s. Where will the streetcars come from to operate this expanded service? The TTC doesn't have enough streetcars to provide service on all of its routes as it is now.

from PARTICIPANT 18 to everyone: 8:29 PM

I need to read up more about Redpath to find out why it's so beloved!

from PARTICIPANT 58 to everyone: 8:30 PM

Thank you all. Very exciting project.

from PARTICIPANT 18 to everyone: 8:30 PM

I'm open to having my mind changed ;)

from PARTICIPANT 38 to everyone: 8:30 PM

You just made my day PARTICIPANT 18 :)

from PARTICIPANT 43 to everyone: 8:30 PM

What needs to happen for a larger network to get included in construction along with Phase 1 - specifically a connection through to East Harbour?

from PARTICIPANT 51 to everyone: 8:30 PM

Anthony, when COVID opens up, take the tour, it's great.

from PARTICIPANT 15 to everyone: 8:30 PM

Good luck team.

from PARTICIPANT 28 to everyone: 8:30 PM

The TTC has lots of streetcars and more on order. There are many buses on streetcar lines today due to construction projects and correction of defects in the first 70 cars. They are supposed to be back at full strength by the end of 2021.

from PARTICIPANT 18 to everyone: 8:31 PM

Thanks PARTICIPANT 51, will check that out.

from PARTICIPANT 2 to everyone: 8:31 PM

Good luck to the team! Let's build a great waterfront!

from PARTICIPANT 51 to everyone: 8:31 PM

Thanks for the presentation. It looks great.

from PARTICIPANT 59 to all panelists: 8:31 PM

Good luck to everyone. It's an exciting time for Toronto....I hope for the best.

from PARTICIPANT 14 to everyone: 8:31 PM

Well done project team! Presentation materials and conversation was great!

from PARTICIPANT 11 to everyone: 8:31 PM

Thank you!

from PARTICIPANT 46 to everyone: 8:31 PM

Thanks! This has been great.

from PARTICIPANT 18 to everyone: 8:31 PM

Thanks to the team. It's not easy to satisfy all these different interests. I think transit is so important to make our city great.

from PARTICIPANT 60 to everyone: 8:32 PM

Thanks for the update!

from PARTICIPANT 61 to everyone: 8:32 PM

Thank you all! This was great :)

from PARTICIPANT 49 to everyone: 8:32 PM

Thank you.

from PARTICIPANT 47 to everyone: 8:32 PM

Thanks again - great meeting!

from PARTICIPANT 34 to everyone: 8:32 PM

Thank you so much all your information and taking the time to go through this. I can appreciate this is no easy task and you all did a great job!

from PARTICIPANT 62 to everyone: 8:32 PM

Thank you, very useful.

from PARTICIPANT 45 to everyone: 8:32 PM



Thank you, you're doing great. Tonight was very informative.

from PARTICIPANT 63 to everyone: 8:32 PM

Thank you for the notification flyer in the mail about this meeting. And for providing the link on it

Appendix C – Qualitative Survey Responses

The following appendix provides the verbatim comments received through the online survey. Responses are organized by question.

What portal location do you prefer?

- I don't like to fill in the Yonge St. slip even partially but alternative 2 wins, based on cost and construction difficulties faced with alternative 1.
- The condensed area of Queen's Quay W. between Bay St. and Yonge St. is already an extremely congested one in terms of both vehicular traffic and pedestrian, as well as cyclist, traffic. Having the portal location in this already high-density area only adds to the pre-existing congestion, especially considering the Waterfront East LRT Extension would take up the existing southern lanes of traffic, leaving only a single lane of traffic in each direction in the remaining northern lanes. Furthermore, since it would block the entrance to the Westin Harbour Castle, a partial fill-in (approximately 1/3) of the Yonge Street Slip would be required as a workaround, so the hotel could be accessed from the east side, as opposed to the existing north side. What makes living on Queen's Quay, and visiting Queen's Quay, so unique is its access to the waterfront and its quays. The last thing we should be doing as a City is filling in these unique quays that add such beauty and character to the waterfront, allowing for a genuine appreciation and enjoyment of this distinctive environment -- an experience that can't be found anywhere else in Toronto! Instead, having the portal located east of Yonge St. at Freeland St. (Alternative 1), would help to alleviate the pre-existing congestion in the already condensed area of Queens' Quay W. between Bay St. and Yonge St., as it would not be near a major intersection and hub of activity. Also, it would not be blocking the existing entrance to the Westin Harbour Castle and therefore would not require a fill-in (approximately 1/3) of the unique Yonge Street Slip.
- I like additional open space that would be created with this proposal and think that would be a great addition to the waterfront. Disrupting hotel operations for something that would benefit so many people is worth it in my view.
- Based on the videos this is the least disruptive for all.
- For the reasons set out in the Study and also it is preferable to have transit of this order at street level as it is more accessible to users of the Waterfront.
- I like the park and off street parking for the taxis at the hotel. However what will happen to the Greek restaurant and will tour bus parking be also managed off of the road?
- Considering the amount of users of this area including an increasing number of residents and so many tourists the sidewalk and recreation trail is already too narrow with barely enough room for walkers, joggers, cyclists, etc, it would be nice to have a wider area to walk through and additional green space is always welcome.
- I like the street car being next to the bike path and pedestrian walk way, similar to the way coming east to bay now
- As the owner(s) of 'T-dot water taxi' we rely on Yonge street slip as a base of operations for our business. the relative proximity to city transportation and easy access from Queen's quay is very helpful for our guests. Also there are only a handful of slips remaining in and around Toronto harbour.
- This is cheaper to implement and will greatly improve the cycle track safety in front of the hotel.
- As long as the fill-in remains public space this would be an ideal situation.
- Filling in the harbour reduces the amount of precious dock space in our harbour and sets a bad precedent that Ports Toronto and Porter will be most happy to rely upon. Surely the bus traffic for the hotel can be accommodated elsewhere - at the new Bus Terminal, perhaps?
- Minimizing the length of the tunnel required, will ensure the cost remains slightly lower.
- Traffic lights at foot of Yonge will slow transit and pedestrian traffic.
- Slightly closer connection to Union Station

- The east of Yonge portal allows for a less congested major intersection of Yonge and Queens Quay. Although, filling in of some or all of the Yonge St slip for a landmark park is an outstanding idea. An iconic park at the foot of our iconic street.
- don't like the idea of a partial fill-in or know enough about environmental implications
- Create more pedestrian-friendly space at the bottom of Yonge street. This area feels very congested in particular during the summer. Overcrowding of the paths from both cyclists and pedestrians who are accessing the waterfront. More space would allow more breathing room for everyone at this busy intersection.
- Facilitates an LRT stop for Yonge Street without the additional cost of a station box and AODA access.
- I prefer alternative 2 if it includes a park for around the same cost. The location closest to Yonge is more of a gateway considering the location. I support fill in as long as will be environmentally friendly and won't negatively impact aquatic environment.
- Provides more public realm. Filling in part of the slip could help mitigate water penetration. Could provide for better/closer streetcar stop spacing, including near the Weston hotel.
- I object to the necessity to fill in the slip at the base of Yonge Street. It has not been sufficiently explained to me what the problem is that 'further research' shows Alternative 1 to be not feasible. What is the infrastructure blocking the way and how long has it been there? Is it time to improve the whole infrastructure to accommodate all the new condos, offices, and water and sewer needs along Queens Quay and feeding into it, before or during building the TTC infrastructure needed? What is the best solution for all the waterfront needs and then let's find the money to do it. It should be included in the cost of development.
- There is such a great opportunity to design the area where Yonge meets the lake slip. A good size plaza is already there. Though mostly as a very plain space. But that provides the opportunity for a unique waterfront-themed new design for it with multiple functions for all the new population density (residents + visitors) there.
- The fill-in would provide community space for all seasons use, unlike the current space that serves no purpose other than accumulating garbage and residues from the water stream
- I don't want to see infill in the slip. We need more waterfront not less.
- It looks less disruptive. I do not like any proposal that will fill in the Yonge Street Slip.
- Toronto already has a shortage of waterfront interface for the public. Filling in any portion of the Yonge Street slip makes that problem worse.
- Lower cost and improvements to Queen's key in front of the hotel
- Is never site
- East of Yonge Street means one less traffic light conflict. The portal west of Yonge also seems to involve a crazy reconfiguration of the hotel access involving the decking of the slip. I'd rather have the future park on the east side of the slip to have less impacts due to this portal.
- The 2nd picture looks more beautiful to look at.
- Park on south side provides a more welcoming streetscape.
- Don't think that we should get rid of the docking space
- I support the preferred technical solution of alternative 2 with the portal west of Yonge Street, which is also supported by community associations, businesses, and residents along the path of the project. The cost to extend the underground system from west of Yonge to Freeland (140m) is in the \$40M - 50M range. Extending the underground further to Jarvis (500m) might cost \$165M or more. This is money that could be better spent in other areas. How we use financial resources is key to getting this project funded and built. The Yonge Street Infill proposal is brilliant. The foot of Yonge Street, the world's longest street, has very little visual appeal that attracts visitors to this downtown venue. The park would become a magnet that appeals to residents, workers, and visitors alike. The infill also improves curbside safety and traffic flow along this portion of Queens Quay by removing taxis, buses, and ride-hailing cars from the street. Safety concerns are met as riders disembarking from these vehicles must not cross a laneway and bicycle path to get to the sidewalk or the hotel.

- Alternative 2. However, I would go further and extend the fill in for the purpose of building a public pier and proper terminal suitable for tourism and locals alike. I would extend Yonge St. down one part of the pier so that it becomes direct drive/walk on to the ferries. This pier would be large enough to fit all the ferries needed for future operation. This would allow the area that is currently occupied by the ferry terminals to be revitalized as waterfront retail/tourism shops and a small marina with access on the South West. My poor attempt at a visual: <https://ibb.co/YBHdOt3> I think this design, while far more expansive, would simplify access to the ferries and bring them out of hiding from behind the hotel thereby improving local and tourist access to the islands. The additional economic benefits of additional retail, marina capacity (public or private), would also make it a more vibrant community destination.
- Can't a portal be built west of Yonge without filling in the Slip? Where will the Yonge station be? That is probably the most important question. It should be in the corner of Yonge and Queens Quay
- Too many people, Redpath and condos to make the portal location east of Yonge street safe.
- It would provide greater pedestrian access and create more of a park-like setting. As well, the cost is significantly lower.
- The partial fill in creates more recreational space
- I agree with these factors: Additional open space, improved trail conditions, new loading area, lower cost
- It looks like there is more green space and room for pedestrians in Proposal 2. That strip of QQ is extremely difficult to walk right now, especially when trying to social distance. The more room for walking, the better.
- Alternative 2 - cost factor Alternative 2 - green space and moving the hotel entrance to the side and at the foot of Yonge St. Right now the entrance and exit to the Westin is a traffic hazard to pedestrians and cyclists. What happens to the shuttle boats to the islands and the restaurant?
- Reduced impacts to sewer and other existing infrastructure. The slip fill driveway and drop off area creates a better alternative for access and related vehicle movements than this use along Queens Quay; essentially a dedicated new street via a controlled intersection, reducing conflicts.
- There's more distinct separation between streetcar and be hiked yet appears to blend together
- Less cost to taxpayers, more benefits to pedestrians and transportation safety, and creation of new park spaces
- It provides a better quality space to enjoy at the foot of Yonge, an important location in the city (the current slip is a little anticlimactic). It also allows tourists (or anyone just riding the streetcar) to look up Yonge St rather than 'skipping' such a significant intersection. The arguments made in the presentation for removal of the conflicting loading areas, and the reduced costs, were also persuasive. As a cyclist (an experienced confident cyclist), I find riding through that zone rather harrowing. As a pedestrian, I often feel alarmed there when cyclists behave erratically (usually in response to unanticipated pedestrian movements, but it is a sign that they are cycling more quickly than is prudent), and I feel apprehensive even if nothing unsafe is happening, just because it feels like an unsafe space.
- Less traffic
- Better pedestrian experience, especially at the entrance to the ferry terminal.
- Safer pedestrian experience between Yonge and Bay, and additional green space south of Queens Quay.
- Better for the bike trail not to have cars crossing at the uncontrolled driveway to the hotel.

Do you have any suggestions on how to ensure Yonge Street Slip and Yonge Street Plaza could become a community asset?

- Event programming, benches, tables
- Maximize open, green space that people can use as a meeting place, for picnics, etc would be great. Also if the space can accommodate vendors or some kind of market that would be attractive to me.
- Let's not have food carts everywhere

- Continue to prioritize pedestrians and enhance safety of walkers from bike travel. To many hits and near misses of bikes hitting walkers along the Queens Quay network. Lots of visitors in the area as is and near the hotel are likely unfamiliar with the bike path.
- I do not like the large drop off area for cars. The less car activity the better. Some kind of public washrooms, drinking fountains, splash pads would be nice.
- Even in its current state, people come in large numbers over the summer to gain access to the water taxis at Yonge St. slip. On weekends we are particularly busy throughout the day as the queue for the ferry backs up and wait times become longer. These wait times bring guests to our location and in turn, brings business to the various food trucks located at Yonge St./Queen's Quay area.
- Perhaps consider a sculpture piece for the foot of Yonge Street at the water, repeating the importance and significance of the street in the province's history.
- Reduce motor vehicle traffic. Discourage buses.
- There is too much car access here. This should be a landmark park at the foot of our iconic Yonge St. Fill in the slip up to 100%. We need foot access to the multitudes of people that will inevitably arrive. The foot of Yonge St. is the central arrival point of Toronto. This should be the symbolized theme of a new park.
- integrate with queen's quay
- More plaza/park space such as what was completed around the harbor front center. Will fill in this slip, and some docks one could imagine many of the suggestions above be implemented.
- If the team has the skill set that enabled the streetscape further west then we'll get a quality compromise of competing objectives.
- Try to put up signs that show the nature that exists such as information plaques. Also plaques about the history, sculpture and benches. Restore and enhance the slip itself and make it a habitat for birds and wildlife. That's what I would like to see for the community.
- A good balance of the above needs, including public vs private (hotel) needs/access. Hotel access should be sufficient, but not impose on the public realm.
- Leave it alone. I object to the fill in and the placement of the portal.
- Make it a pedestrian 'mall'. (Pick-up & drop, emergency vehicles allowed.) Permanent Exhibit about the Waterfront history and the 'Water is Life' theme. Educational exhibit design. Plan for non-commercial usage. No hostile street furniture. Playful art things for kids and adults. Free space for buskers, artists, non-profits. good fresh fish market (like at the harbour in Hamburg, Germany, and other European cities).
- Ensure the space can be enjoyed by the local community for all seasons and not just a touristic spot
- Don't destroy the slip. I did not like this version and I still don't. Why offer me a choice if you have already made up your mind to use Number 2?
- The community asset in this area is the public waterfront.
- There should be way less accommodation of private automobiles (including taxis and ridesharing in particular). It makes no sense when we're providing more transit service to this point, especially with it being linked directly to Union Station.
- Make the connecting areas as one.
- Invite Park people to add their input.
- The Yonge Street Infill proposal is brilliant. The foot of Yonge Street, the world's longest street, now has very little visual appeal that attracts visitors to this downtown venue. The park would become a magnet that appeals to residents, workers, and visitors alike. The infill also improves curbside safety and traffic flow along this portion of Queens Quay by removing taxis, buses, and ride-hailing cars from the street. Safety concerns are met as riders disembarking from these vehicles must not cross a laneway and bicycle path to get to the sidewalk or the hotel. Pedestrian traffic is the focus of this plan with its park-like feel.
- See previous answer.
- Minimize car traffic.
- Ensure maximum green space, pedestrian and waterfront access, and seating to enjoy the waterfront views.

- Interesting lighting at night will encourage more use of the space Comfortable seating, picnic tables will encourage more use too Fast-growing trees that provide shade from the south are very important Public washrooms that are open until midnight Rotating huge art installation splash pad
- Very careful design of vehicle - pedestrian interactions
- It's a big grey wasteland right now. The Westin blocks any meaningful walking path along the water and the front of that building is a dirty eyesore. They need to improve appearances. Not to mention, the entrance to their parking area is a death trap for pedestrians and backs up traffic on QQ. Revitalizing that building and space is very important.
- What do you mean by Yonge St plaza on the south side of QQ? Do you mean the location of the water taxis and restaurant. Can these not be moved further down or to the west side of the slip?
- Clear signage and wayfinding tactics to maximize safety for pedestrians and clarity for drivers.
- More green park space is needed downtown. There is currently too much concrete, traffic and construction in this industrial area, which is in need of revitalization
- It is already a community asset - people walking along QQ stop and look at the plaques inset in the pavement and look at the lake, but the slip is a bit underwhelming. Without blocking the view corridor, some greenery and some wooden structures to allow people to stroll and view the lake would be an asset.
- It's already an asset. Not enough space for walk!
- Public art
- Make it an animated pedestrian destination. As much greenery as possible. Ensure cars are 'guests' and must drive slowly (brick/textured road surface, narrow lanes, speed bumps, etc.).
- Beach sand. Large trees for good shade
- Keep as much water access and water view as possible - that is very important to the community and to the identity of this region for visitors and residents. This is an iconic intersection, and must remain a public space, not cluttered by traffic, noise, or retail space. Those of us who have lived here long enough remember what this neighbourhood was like when there was a night club east of Yonge - we do not want to go back to anything like that - this is now a family friendly residential neighbourhood and we want that to remain!
- Some muskoka chairs always help
- As previously stated, I am very much against this option if it requires the partial filling-in of the Yonge slip.
- Rideshare Bike is important, removing large ships from there would be great, they hinder the view of the lake, no large parking spaces, more greener, more walking area
- This rendering makes me reconsider my comments in the first question. This looks good and makes sense. I like the idea of filling in the slip a bit so that ultimately, the edge is a park, open to everyone.
- Have seating? Toronto public spaces rarely have enough seating.
- Minimize space devoted to vehicles. Maximize canopy cover. Plan for year-round comfort.
- Maximize open green space, which is lacking in the area. Divert hotel and ferry dock traffic away from Queens Quay.
- Free community events such as concerts, dances.
- May make this comment every time. Please consider 'Greening' the transit corridor. Would provide more varied attractive landscape
- Don't over-curate.
- Add picnic tables for downtown residents and office workers
- Make it a place where people can walk easily and it will immediately become a community asset.

Please explain if you have any additional comments on Phasing.

- I'm assuming this would expedite the project timelines as phases 1 and 2 could be built simultaneously
- Seems like the quickest to implement as it doesn't need rails installed. Queens Quay is narrow between Bay and Yonge and adding Street car tracks prior to building the off street parking for the hotel may be a problem.

- With the Ontario Line station coming in at King-Berkeley/Parliament there will be north-south demand on Parliament as well. Instead of a loop at Parliament, the streetcar should instead continue north to King and loop from there the way short-turned King cars do. Opens up that loop site at the slip area sooner for Quayside development and later gives Quaysiders excellent access to the Ontario Line.
- Most people are going to/from Union. Not a lot of utility in just dropping them at Yonge/Queens Quay and having to walk 1 km to get to Union.
- Neither of these two options is ideal as they would contribute to vehicle congestion in a heavily trafficked area. The planned LRT station at Bay and Queens Quay can be applied with some modifications. Since Bay and Queens Quay is only a short block west of Yonge, providing street access to the station (100 meters) on Queens Quay would provide transit access while minimizing vehicle congestion.
- The through streetcar enables access and permeability along Queens Quay without changing, an incentive to use transit.
- I do not like or recommend buses.
- A through streetcar makes more sense, and is an excellent test for the potential of a future through streetcar route along the entirety of Queen's Quay, and/or flexibility for existing and proposed routes. The bus option has potential difficulties allowing buses to pass in both directions in a streetcar ROW. The distance to Union Station is not too far to walk, and bus services can augment more direct service to Union.
- I just love streetcars with a view of the waterfront (even if sometimes slower, but they have their own tracks and cannot get trapped in other traffic).
- No need to change the usual route, keeping the larger segment on Bay
- It's less disruptive.
- This option seems simpler, and maintains streetcar service, which is a faster, and higher quality service that would require fewer potential transfers
- The changes to King Street should accommodate the extra service and riders.
- The 2nd picture is more better overall.
- While putting buses on the road on the western portion of the route would cause more congestion, having a direct connection via streetcar from QQ West to QQ East might not serve those riders who want to go to Union Station. Would this line then lose ridership?
- I hate buses - I feel like I've been put through a blender every time I ride one
- Make sure you have an electric bus
- Safer
- Wouldn't option 2 cut off service on Bay?
- Bus is cleaner and easier to maneuver especially with the volume of traffic that QQ has.
- I have been so traumatized over the years with connections between Union and QQ that I tend to just walk - I find it difficult to imagine either of these options being hugely better than the other.
- Would be nice to have a streetcar up and running on Queens Quay East as soon as possible. Would also be nice to have an east-west through service along Queens Quay, even if it is only temporary.
- Better flow across the city which is slowed by the other alternative
- Agree with the recording reference that this option will provide a better experience for users, and based on personal experiences living in Toronto for many years, shuttles are not a viable option and only lead to frustrations for riders.
- Whichever can give priority to transit over private vehicles.
- Being interim, the least cost and minimum transfers.
- The Ontario Line isn't going to happen.
- Remove polluting vehicles
- Minimize any extra vehicles in the area by maintaining streetcar service.
- Union Station is too busy and confusing.

- Don't mind the bus option, but better to get light rail infrastructure started if possible to prevent future re-prioritizing impacting timelines
- Less construction.
- Added turns on bus (through Bay) plus traveling on Front St. both add time and congestion to the route
- I prefer streetcars
- East-West transit is as important and South-North.
- how about converting the tunnel to a moving walkway through the existing tunnel as part of the Path to meet streetcar on QQ.
- Most travel on QQ both east and west of Yonge is to/from Union station.
- Passenger traffic heading east-west on Queens Quay through Yonge/Bay is likely low as most passengers are heading to Union Station. Option 1 is likely the more economical route without building new street level tracks connecting QQE and QQW.
- greater flexibility in the interim period
- Simpler? Allows for focused rebuilding of underground infrastructure at and under Bay?
- Option 1 (bus service) feels unnecessarily confusing, whereas a continuous east-west streetcar service with one bus connection to/from Union Station would be easier to understand.
- I think it's better to build as much public transit as possible up front, because we'll need to expand it eventually, otherwise. It's better for people and better for the city than cars.
- What a hopeless question this is! Shame on you for asking a riddle inside a conundrum with nothing to help as to what the difference is. Sorry but we are not all traffic engineers.
- Option 2 is better for going across harbourfront
- More convenient
- Consider cordoning off a vehicle lane on Yonge to accommodate the anticipated foot traffic from QQ to Union, as many people are likely to walk instead of waiting for the overcrowded/slow 6 Bay bus.
- Not really sure here. A separate bus from Union Station would allow the Bay bus to service all stops. Having through streetcar service to the east would be good too. Why not have both? I am assuming the track switching underground at the foot of Yonge Street will allow for through streetcars as part of the final design anyway and it sounds like construction will be done on the eastern track before the Union Station loop is touched.
- streetcar eastward past the tunnel portal will be needed regardless of the chosen option for where the tunnel will emerge, might as well build it
- Streetcar through provides better service to Queens Quay amenities. PATH connection to Union is available from 88 QQW
- The 509 should run straight across the waterfront from Exhibition to East Bayfront/Corktown. For passengers that wish to transfer to Union Station, they should transfer at any
- surface stop west of Bay onto a 510 Union car, or disembark at a 'future' 509 surface station at Bay and walk down into Queens Quay Station to complete their journey to Union on the 510.

Do you have any other comments on the design for Union Station? If yes, please specify

- Build it faster than the other Union projects
- This is spectacular!! Love the connection into the new lower Bay Concourse area.
- Current set up at union especially on match days or events at Exbo, it gets dangerously crowded
- Any improvements that would equally streamline GO Train arrivals/departures would be welcome
- My only concern is overcrowding on the platforms.
- Rethink signage and foot traffic design at Union Station. I keep getting lost in there even though I use public transit all over Toronto all the time.
- Platform looks very narrow and lacking of air flow

- I don't like anything here. When will you STOP construction on Union Station and open the Bay Street side? This new plan will now knock out the streetcars. I can already go from the subway to the streetcar, without paying a fare. I also don't think any of you actually ride them.
- No
- Is the tunnel connection from the improved streetcar station to the Line 1 platform planned to be widened? The renderings don't show any expansion of this tunnel, and I find that troubling since this tunnel is already a significant bottleneck with current passenger volumes. This tunnel needs to be improved as part of the project
- I still don't understand the need for separate points for embarking and disembarking. But this may be more of an operational matter.
- Service should be connected with street car and subway and pay one time
- Please see what can be done to reduce the noise caused by the wheels on the rails. I wonder if a larger turning radius might be considered to reduce the noise.
- Art on the walls, please
- I generally find Union Station ok but signage is really challenging.
- Easy access and connectivity are both important, and modern design that blends in with the existing landscape.
- From experience the loop seems to small. There is a lot of noise from tram wheels so maybe we can work on that. Also some automation maybe - at this moment streetcars operators in Toronto are crazy slow and even slower underground - can we make it so that can travel at least 20km/h underground?
- Will the adjacent properties who will benefit greatly with direct transit access, be helping out with financial investment in this project?
- Anything is better than the current design of QQ streetcar entry at Union, which is an abomination.
- Sad this is being done again, after just finishing
- provide access to south side of QQ at turn
- Love the automated gates that prevent accidental falling on the tracks
- I'd like the finishes to be durable and high-quality and for the design to incorporate public art.
- How will the functions of the east and west platforms be distinguished (if at all)? Will east be where passengers disembark and west where they board? If so, how will it be clear to passengers where they most efficiently enter / exit the station from street-level?
- I think it is very important to have the additional pedestrian access to Queens Quay Station from south of Queen Quay to facilitate direct access to the ferry docks for people of all ages. The current situation is a mess during the summer, especially, during weekends.
- It would be nice you include an art installation, such as a mural, by a local indigenous artist. And a land recognition plaque.
- BUILD IT ALREADY ENOUGH STUDIES
- The plan is great. I hope this will be done timely.
- Should be designed to facilitate people connecting to/from the GO Train, with easy connections.
- genius re-work of existing streetcar tunnel and loop, I always wondered why it wasn't futureproofed for an eastward extension but the team has come up with a solid solution!
- Why is link to 141 Bay only for emergencies? Clear separation of unloading and loading platforms is good. Today passengers get mixed up at the loop.
- While I generally favour a consistent design aesthetic throughout the whole of the TTC section of Union Station I think there is an opportunity for some subtle way-finding via station art. Specifically, the streetcar is a gateway to the waterfront and I think there could be art or design elements that suggest what riders can expect if they ride the streetcar. For example, as one walks along the corridor from the subway to the streetcar, maybe there are paintings or other kind of wall art depicting various scenes along the waterfront, or maybe historical views of the early waterfront, or maybe just suggestive of the lake. I know the streetcars will go to more places beyond the waterfront, but it could help build anticipation in the riders.

- Must preserve the seamless transfer between streetcars and Line 1 subway. Expanded platforms are crucial as is the ability to board two streetcars on the same platform to expedite service.
- eliminate the track wheel squealing . . and if you are successful, can be applied across the streetcar system
- Sorry you have to spend so much money on something constructed not so long ago
- Provide some seating and washrooms if possible. More platform space for more orderly passenger loading and unloading. Longer platform to allow for multiple streetcar loading and unloading at any time. Challenge would be to make sure that streetcars are not stuck behind each other in the tunnel
- Great ideas, good improvement, the streetcar access is a bottleneck and it takes a while to get to/from the streetcar stop
- Use sun tunnels to bring some natural light in. Better ventilation to get the damp feeling out
- I think it's very exciting. Anything to reduce the pedestrian congestion and clarify the flow of disembarkation and boarding. Well done, designers.
- Please, please, please assure that any artwork is uplifting – not the depressing imagery such as that presently installed at Union Station subway.
- So now, short walk from streetcar/LRV to subway entrance. With new platforms, long walk. Not an improvement.
- This looks great! I still had a full head of hair when they started on the Union Station renovation project, so I'm really looking forward to seeing it finally completed, assuming I'm able to stay safe until my age group is eligible for the vaccine, of course.
- Looks great to me.
- Look at ways to handle crowds waiting for the streetcar connection.
- The transfer tunnel to Line 1 is too small and overcrowded... it handles 2 streams of pedestrians - those bound for the subway and those bound for the Path... the transfer tunnel needs to be bigger or there needs to be an alternate route for people headed to the Path
- It is woefully small for the volume of traffic currently using it so expansion is necessary - but please try to plan for the future, not the present and overbuild now to prevent crowding a decade from now.
- ensure pillar placements/streetcar stopping locations don't block streetcar entry doors.
- Like that there is space for 4 streetcars at once to load/unload passengers
- Once and for all, get rid of the Bremner connection. Surprised there's no direct connection to the GO bus terminal. Would there be any cost savings if the loop portion could be eliminated? That is, leverage the additional streetcar purchase add-on to get a small set of bidirectional cars for the waterfront routes. Maybe this would be cheaper overall? Has such a cost/benefit analysis been conducted?
- As a person with mobility issues, but not in a wheelchair, it is difficult to tell the distance from streetcar to connections. Will sitting be available?

Do you have any other comments on the design for Queens Quay-Ferry Docks Station?

- accessible street-level needs more work
- This is great too, and hopefully the east portal will be built first so the QQW car can continue east to Parliament during the years this station is closed for construction
- Just that this is a highly welcome development, as the Queens Quay Ferry Dock could become integral to Toronto going forward, and it's fantastic to see progress being made
- Please consider extending street level access east on Queens Quay (north and south) to accommodate pedestrian access to Yonge and Queens Quay. Could this modification replace the bus transit proposal from Union Station?
- Not sure this expansion is necessary - could the existing QQ station suffice?
- Accessibility and public safety features (especially for women by themselves, which might need to use a different design 'lens').
- How long will this take to build?

- No
- I saw that significant back of house improvements are planned for this station, which is increasing the cost. Are these driven by some sort of building code, or other required change?
- Anything that makes a more direct connection to the ferry is a good thing.
- Make the connection for subway and streetcar.
- The underground tunnel will reduce pedestrian traffic from the south side of Queens Quay. This benefits residents and especially visitors to the ferry docks and Westin Hotel who take transit. Safety considerations for the pedestrians who are new to the area and must cross car lanes, streetcar lanes, the bicycle path, and walkways must be taken. This will alleviate surface pedestrian traffic crossing Queens Quay, where visitors carry or pull carts, coolers, and other paraphernalia to the ferry to the Islands. Access from the south side of the street would make this station equal to other downtown stations on the line that have entrances on each of the four corners of the intersection. Would there be a consideration of a sloped entrance/exit ramp (as opposed to stairs) as well as escalators and elevators? This would speed up the movement of the pedestrian traffic to the south side.
- Art on the walls, please
- I do rather enjoy the thrill of crossing the tracks, but the pedestrian tunnel is a good idea. The wider platforms are excellent (both here and at Union) - it can be very scary on the platforms when there is a crowd, and it only takes one ferry load piling into the station to completely jam the place. Better accessible access is also a good idea, in addition to mobility impaired people, many people come with kids and strollers (including me once upon a time) and having a long wait or having to schlep up the long stairs is not good.
- Design could be more exciting / thoughtful. Some character would be nice
- I worry about noise from the streetcars entering/exiting, as well as noise on the street level tracks.
- I'd like a new exit to the surface just east of Union and doing everything on the surface (not underground). So this bit can be tourist attraction titled maybe 'start of the end of car culture in Toronto') - putting the whole thing on the surface will be much cheaper and better for people - worse for cars maybe - but better for people and that's most important. Right?
- Anything being done to limit the number of people who drive into the tunnel?
- A level crossing between platforms should be included. Forcing riders under (or over) tracks to get from one side to the other creates accessibility barriers. Has a single, center platform been considered? That would remove the need to cross below/above tracks.
- I hope existing art work will be preserved.
- Expand elevator/escalator access to accommodate people with mobility issues but also make it easier for people bringing stuff for a picnic on the islands.
- It would have been better to have the streetcar stops placed along Queen's Quay instead of on Bay; especially if continuous east-west streetcar service were to be used during the Union Station loop construction.
- Aquatic themed art by indigenous artists throughout this station would be fantastic.
- JUST BUILD IT
- The station should be connected to the PATH.
- Looking at the pictures, I don't see elevator access to the pedestrian tunnel under the track.
- The sketch seems to show a street entrance at the north-west corner of the intersection. Are you planning a tunnel to the south side? Why is the link to 20 Bay only for emergencies?
- Keep the nautical themed elements throughout the station. Either that, or double down on the fact this is where you get off to get the ferry. I am imagining images of the ferry, the island, and other waterfront activities.
- ditto on wheel/track squealing
- Sorry you have to spend so much money on something that should have already been expected
- Glad to see that ability to cross tracks at track level between east and west platforms is being removed in favour of a tunnel connecting both sides below the tracks. This will be essential for pedestrian safety and to

allow smooth movements of streetcars, unhindered by passengers crossing the tracks as they are currently able to do.


- Great ideas, it's a tight space
- Underground access to the south side of Queens Quay is great news!
- The current Queens Quay Ferry Docks Station is always damp and leaking. Will this project correct that problem?
- Glad for the greater accessibility – and ease and safety of travel. I compare it to our now being able to take the TTC directly to the Distillery District, which wasn't the case some years ago. Bravo!
- Is this replacing the existing Ferry Docks station? I am confused
- Please, please give this a street presence, not simply a door into a glass and steel building.
- Excellent. Please make this happen ASAP.
- Did not see elevator access/escalator access to pedestrian tunnel noted on diagrams. Stairs, yes. Even with new accessible access on north-west, Otherly abled shouldn't have toknow the underground design in order to select the 'correct' entrance. We've already learned this lesson from Queen and Dundas subway stations. Haven't we?
- The pedestrian tunnel is a smart idea, so I like that a lot. Entrances to adjacent properties will be welcome in the winter. That should make it easier to get into Miku, as long as they're somehow able to stay in business until restaurants can reopen fully.
- I do not see a direct connection to the Ferry Terminal
- Include escalators and elevators (that actually work on a regular basis) to bring people to street level. Connection to #10 Bay Street would also be useful☑
- Please ensure ample benches and seating... same with Union Loop
- how are you going to keep pedestrians out of the bike lanes?
- Where is underground entrance to 20 Bay Street?
- How will this construction impact access to 33 Harbour Square?
- I don't like the proposed station name. Just 'Ferry Docks' would be much better.
- Looks great!
- Looks good
- There has to be a large elevator that WORKS!

What design elements would contribute most to a sense of arrival to the waterfront at key intersections of Queens Quay East (such as with Bay Street, Yonge Street, Jarvis Street, Sherbourne Street, and ParliamentStreet)? - Other, please specify

- Consider how bikes will navigate
- The particular design elements used to emphasize a particular intersection might vary from intersection to intersection
- Permanent restaurant and retail oppertunity
- Additional infrastructure for water taxis including wheelchair accessible ramps. This could also be added to docking points on Toronto islands.
- Please build a spectacular park and civic landmark by filling in the Yonge St slip (up to 100%). Connect to the new ferry terminal. Building special Toronto landmark here will doublyamplify the waterfront and the city of Toronto.
- not a design element but what about the base of York St as a key intersection? Opportunity to enhance placemaking with Love Park at that corner
- More space, Jarvis slip in particular where there are now new buildinngs on the east side, would benefit from more fill.
- Absolutely against programming in Bay to Freeland area, as it is far too busy with ferry traffic already.

- Public art and arts/artists' forum. An indigenous history of and perspective on the lake, the waterfront, and the water theme: combining indigenous & western knowledges. Maybe find and involve indigenous planners, designers, and landscape architects.
- Bike lanes
- Do not build one at Jarvis Street. It already feature a major onramp to a highway, is heavily traveled, and does NOT need more auto traffic.
- Wayfinding signage and maps
- Additional seating
- A wave deck on the Jarvis slip would be problematic for sugar boats at Redpath. Would it be possible to create a viewing deck that doesn't interfere with and won't be damaged by sugar boats? Could the Parliament slip be larger to accommodate more park and plaza space?
- Diverging pedestrian pathways ie: Straight on is passing the space, taking the alternate path brings you into it
- Colourful building materials
- Wayfinding and unique design features should be added
- Planting of trees should include trees that will survive our climate. So many of QQW trees died.
- Enhanced pedestrian safety and wayfinding to avoid vehicle and MGT trail uses
- More green space and public parks
- I don't know about special pavement, although if it complemented or helped establish the character of that particular intersection it might be nice. I'd like to see features which are pleasing in themselves and refer to the history of the location. For example, the standards in the median of Spadina (the dragon and phoenix, the milkbottle), or the thimble sculpture at Spadina & Adelaide, or images from the waterfront's history (like the photos in the Terminal Bldg).
- Relocate the parking garage entrance at Bay.
- Please keep as pedestrian-friendly as possible.
- Heated bike path, icy winter conditions and crazy amounts of salt make biking challenging
- Less development and commercial use of the spaces, and more natural setting and attractions, keeping as much water view and access as possible, and ensuring no structures (buildings, trees, etc.) are too high or wide so as to obstruct water views of residents and visitors alike.
- Narrowing of car lanes and widening sidewalks, pedestrian scramble
- Lots lots lots of green
- Family spaces, childrens area.
- greater open space pavilions/plazas by filling in slips
- safer pedestrian separations from the bike path at intersections - move to bike path to north side of QQ
- Good signage indicating directions to interesting points within the neighbourhood
- More protected intersections for pedestrians and people on bikes - and less conflict areas
- public art
- Removal of cars/through traffic
- It always feels awkward heading to the Queen's key from some of these major streets (particularly Jarvis Sherbourne and Parliament), because of the railway crossing and then the gardener. It feels a little unsafe and not like your venturing to waterfront but almost like your venturing off the beaten path. If there is a way to make it a bit more pedestrian friendly, visually appealing, Even a bit safer would be nice. In other words I think you need to take into consideration the areas under the railway crossing
- Bike parking lot and repair facilities ranging from free tools as seen at some subway stations to repair businesses, at the bottom of Sherbourne and also Simcoe where a bike lane exists. Careful thought given to conflicts between pedestrians and cyclists. Improvements needed at Simcoe for accessing bike lane from Queen's Quay.
- Wave deck at Jarvis may not be feasible due to sugar ships docking
- Clear signage for cyclers and pedestrians using area between Redpath's operations. Need to manage their

+trucks and trailers crossing over into their plant.

- Unique art installations
- bicycle lanes and bike parking
- Something like the Wave Deck
- Sculptural elements and unique signage at each location
- Signage that fits into the environment. Also, with respect to the trees and planting issue, any greenery should be of the type that thrives where it's planted. Other experiments with unusual foliage on Queens Quay hasn't worked.
- Great ideas. I like the sense of arriving in a place that isn't desolate
- This we worry about, but physical access to amenities, customer service, and transit passenger comfort, not so much. Really
- seating, drinking fountains, public washrooms - prefer only shade trees
- Sorry I couldn't narrow that down, but all of those things are important to me. Thanks to the pandemic, I haven't left the waterfront in 11 months. This neighborhood is my entire world now, so I want it to be as welcoming as possible, even after things improve.
- Dedicated separated bike lanes
- Sufficient space for circulation to prevent bunching, especially when cyclists, pedestrians, residents and tourists are all accessing the same space 
- Conifers please! Addition of more separation and security of bike paths and pedestrian ways....

Do you have any other suggestions to incorporate into the shared space concept?

- The pedestrian crossing pavement markings need to cross the Martin Goodman trail
- Separate the bikes from the people would be best. It seems when intermixed the person walking is most at risk. Some bikers just go too fast or simply don't follow road rules. Perhaps expand and make better bike connections to the Harbor St bike network to create a route for the road cycling people to bypass the heavy foot traffic area.
- Avoid the shared space altogether (if possible). Separated biking lanes is a MUST.
- Discouraging cyclists seems wrong. Better markings to ensure pedestrians and cyclists have less conflict would be a better approach.
- Well delineated paths and traffic calming measures for cyclists.
- Incredibly brightly painted lanes which differentiate for cyclists/pedestrians
- The problem here is the high volume of pedestrians, cyclists and vehicles in the same space. There is a natural tendency for lateral pedestrian movements ((young children, strollers etc). For safety, priority needs to go to pedestrians followed by cyclists and finally vehicles. In this situation cyclists pose a significant threat to pedestrian safety if strict rules are not enforced (speed, passing, enhanced rules for pedestrian priority etc). This requires public education and signage. This is not a free for all section of the Martin Goodman Trail.
- Cyclists should respect pedestrians as they would be respected by cars and trucks.
- This one's tough. Cyclists would benefit from more signage indicating they don't have priority in these areas (because they often forget). Similarly, pedestrians will often bleed over onto the paved trails seemingly completely unaware of oncoming cyclists (i.e. in areas where pedestrians don't have priority). The paved trails that lead into the head of slip plazas would also benefit from signage or small barriers indicating to pedestrians to watch out for cyclists.
- There will need to be some deflection and or clear surface change, gateway treatment, to ensure the cyclist comprehends they are in a shared space (shared space is still too new a concept for Canada).
- I'm not sure but cyclists have a habit of using the bike lanes as bike freeways so I think creating as much space as possible for both with directional signage or creating clear separate lanes for cyclists works best.
- Moving cyclist to a completely separated trail is a better idea. I understand some thought has been given to a

cycling trail just north of Lakeshore Blvd. As a cyclist I would prefer this, as I currently avoid the MGT where possible.

- Please ensure the sidewalks on the north side of Queens Quay are wide enough to safely pass other pedestrians. During this COVID time, with all the construction, they are not safe places to walk at a distance from others.
- Make it as non-commercial as possible. One should not have to dress up as a consumer to be welcome and not seen as 'loitering'. Duke Redbird's houseboat!
- Physical delimitation in addition to signaling is recommended
- Why do you assume that cyclists are the problem? I have had problems with pedestrians insisting on walking in the bicycle lanes when the sidewalk was RIGHT THERE.
- I agree that the shared spaces will slow cyclists down, however, based on what we've seen on QQ West, and the improvements planned for normal intersections, I'm concerned that the same problems we see at all the intersections on QQ west we'll also see in these shared plazas, with both pedestrians and cyclists not knowing where they should be and when.
- Make transit and streetcar service better for going to harbor front.
- Everyone becomes a pedestrian at these points. (Bikers MUST dismount and WALK)
- I wonder if strong enforcement of the signage with respect to bicyclists at the start of the project would help in reducing safety concerns.
- Cyclists will go as fast as they are able. Increasing the slope is the only thing that will realistically slow them down
- People don't follow signage rules
- Have fencing or landscaping that encourages pedestrians to cross the bike path at only certain spots. Speed bumps for the bike lane? Or rumble strips?
- You can't have too much definition for both pedestrians and cyclists in these spaces. The current designs along Queens Quay do not provide that definition and they haven't been successful in minimizing conflicts.
- Speed bumps and traffic lights for cyclists at all intersections. It's madness the way it is now!
- anything to slow down cyclists. especially delivery bikes that use sidewalks now
- Depends at which intersection and location. I have witnessed many times cyclists continuing to cycle through pedestrian traffic and on-coming vehicle traffic. The suggested slow barriers may help. A barrier between cyclists and pedestrians would be preferred. Traffic lights at all intersections for cyclists are mandatory. It has been painful watching the traffic congestion on QQW especially around York St.
- Retrofit other similar conditions to the west to match this eastern segment and ensure consistency across QQ
- A bike lane is necessary for efficiency, tourism and pedestrian safety
- I'm quite worried about this. It's a great idea, in theory, to have cyclists slow right down or even get off and walk and be on equal terms with milling pedestrians, but having frequently been in those convoys of cyclists making time along the MGT I don't know if this is enough to slow them down. Individuals are often head down going fast, or talking to their companions and not super focused on exactly where they are. They may be tired or a bit zoned out having come a long way along the Trail and to interrupt their progress, repeatedly, and expect them to happily comply is a tall order. A cyclist does not regard going at walking pace as anything to celebrate, it's just an imposition. It would take very clever messaging or infrastructure to persuade them to accept it (or actual obstacles, or such a great reason to pause that no cyclist could resist - trailside espresso bars? Summer misting stations?). There's also the problem that if they slow down for the plaza, on a crowded day, the slow down would tail back along the trail and cause frustrating back ups and trouble. It may be necessary to lead the trail around the plaza areas, and have lights and regular bike crossings of paths that cross it, while still accommodating cyclists who might want to leave the trail there. On a different note, I loved the Mr Canoehead in the signage - I'd love to see more boating along the waterfront. In 19thC pictures of Toronto, there are amazing numbers of little boats along the lake. The eastern waterfront would be a good place for this, because it's further from the cruise boats around Harbourfront.

- Queens Quay is over-designed. It's trying to serve every use but ends up being confused and messy. Part of me thinks cars should be banned outright, but I know that will never happen. Maybe the bike trail should be relocated to a separated lane along Lakeshore Blvd? I dunno. I don't think bikes should be banned, but the continuous bike lane doesn't mesh with this street.
- Consider how to make Queens Quay less desirable for vehicle traffic (currently, it takes a lot of the overflow from Lakeshore).
- Proposed signs are dangerous for my head. Granite cobble is challenging for people on wheelchairs. Stop for pedestrians signs suffice if you want anything. People on bikes and pedestrians can negotiate and be nice to each other - concept unknown in the car world. And if you have a bad guy - so be it. It's not that easy to kill or injure with a bike.
- Cobble seems like a good idea. How will the design affect winter maintenance? This is a major east-west corridor for commuters on bicycles. How will the design support the safe and efficient throughfare for these commuters?
- Please visit Amsterdam, Barcelona or another major European city that has many years of experience accommodating the different modes of transportation (pedestrians/bicycles/streetcars, and cars) in parallel and SAFELY.
- Absolutely NOT!! You have too many logos, designs there. People like me are often confused to pay attention, so we don't pay attention because it requires more of energy to look at something that has so many signs. You need to make it simple, few signs, large lettered words.
- It needs to be delineated. There will otherwise be injuries if not from collisions, from physical confrontations between cyclists and pedestrians. You'll encourage cyclists onto the road.
- Could there be another route for Martin Goodman that avoids large pedestrian areas? Mixing cyclists and pedestrians in the same area even though pedestrians have priority doesn't seem very practical. What does this mean for kids running around, or kids on bikes?
- My experience is pedestrians are ignorant of cyclists and currently crowd the Martin Goodman Trail around the Ferry Docks. I expect this would continue to happen at other plaza spaces. Consider creating physically separate spaces and unique traffic signals for each group (cyclist, pedestrian, motor vehicle).
- There should be fines for speeding bicyclists and warnings that some pedestrians might not hear their little bells and jump out of the way (deaf people, people on their phones, etc.).
- I think it is unrealistic to think that cyclists using the Martin Goodman trail necessarily follow the desired behaviour. Many users are using the trail to commute longer distances. You also have young/adolescent cyclists, whose behaviours may not conform. The attempts to do so west of Yonge do not work. It would be better to adjust design to how people actually use the spaces and not try to make the design adjust behaviour. The best solution would be to orient a consistent cycle track that gives access to these popular destinations on the waterfront, but recognizes that many users are using the path as a thoroughfare. It can be pretty dicey at times on the west side with distracted pedestrians and fast cyclists sharing space that alternates between clear usage (bike path / side walk) to a combined/less delineated/defined use.
- I think it would be helpful to find a way to allow commuter bicycle traffic passage through/around the space instead of having a 'shared space' - the cycle corridor here is not just recreational but also functions as a way to get across the city efficiently. As a cyclist, I think it seems a bit dangerous to just spit cyclists out of a bike corridor into a pedestrian priority zone. I also think giving pedestrians a lot of right of way in a bicycle corridor sets a dangerous precedent for other parts of the bike corridor. Keeping these somewhat separate is a safe option.
- The shared space concept is a flawed idea in and of itself. The Queens Quay stretch is a relatively newly redesigned street that has an established way of moving people. Redesigning the street forced drivers, pedestrians and cyclists to use the street in new ways. Changing this again will cause confusion and frustration, and possibly danger, namely between cyclists and pedestrians. If more public space/plazas are desired, they should be separate from the bike lanes. The above design is a choppy and fragmented way for cyclists to move across the waterfront. Being the main east-west connection for cyclists south of the

gardiner, it will be a huge disservice to disrupt this connection by forcing it to be shared.

- Don't do it.
- This solution isn't legally feasible
- move the bike path to the north side or middle of QQ - leave the south side QQ for Pedestrians. Bike Commuters won't slow down. Give them there own space an alternative route
- As both a cyclist and a pedestrian who is a frequenter of Queens Quay, this is a matter of serious concern to me. From a safety standpoint, I strongly disagree with the shared space concept. The Martin Goodman trail is heavily used by cyclists and making it a shared space at intersections would lead to confusion for all users. For the cyclists approaching the intersection from either direction, they would have to transition from linear travel along with other cyclists on the MG trail at the average speed of the trail, to suddenly finding themselves trying to navigate through pedestrians sharing the space at intersections. For pedestrians crossing south, they would suddenly find themselves sharing space with cyclists who may not have had the chance to slow down. This could only lead to confusion and ultimately accidents. The way to control movement through the intersections is to maintain the current separation between cyclists and pedestrians and traffic signaling.
- Unfortunately some cyclists seem to have a sense of entitlement for their right of way. So changing the smooth asphalt to rough cobbled stone will hopefully cause the cyclists to slow down.
- Monitoring of cyclists and fines when the section opens and intermittently after that. Multi lingual signage for pedestrians, many of whom are tourists and unfamiliar with the protocol of sharing the trail with cyclists. I am a cyclist and am troubled by the speed many cyclists maintain as they travel along the MG Trail between Yonge and York Streets.
- If there are dedicated cycle lanes, then it's up to pedestrians to pay attention to their surroundings as well.
- I'm not sure how to best approach giving pedestrians priority without interrupting the cycle track completely. It's preferable I think to keep the cycle track separate and indicate specific crossing points. Have there been studies on the safety of the existing cobblestone sections (harbourfront)? What does the data say?

What additional improvements should be considered in the design of Queens Quay East?

- I would prefer the pedestrian crossing be further delineated by changing the Martin Goodman trail to another material eg. bricks or pavers at the crossings.
- The ground visual distinction seems better, however many walkers are not looking down. Even people from the area forget about the bike lane at times. Consider adding posts or flexible markers at or near waist height. Perhaps rumble strips for the bikes.
- More indicators to pedestrians to be aware of the cycle path - also encourage cyclists using that stretch of the trail to slow down or use the roadway.
- Colour coding system
- Stop inviting the world down to the waterfront. there are enough people living here and about to fill all the new condos, to fill the summer streets with too many pedestrians
- already. If Toronto wanted the waterfront to be shared space, they should have severely limited the new builds and provided much more parkland and green space. Too late now.
- Emphasize and enhance the ecology of this place and communicate it to locals and visitors. I like old Harbour Bay at the bottom of Spadina. Create a modern counterpoint to it for the east end of Queen's Quay.
- Put large bike stencils on the macadam just outside the blue box at the lights. I have had to deal with a large woman who insisted 'this isn't a bike trail' while actually standing on top of the bike image in the blue box. More consistent and frequent reminders are needed. There is a serious problem with pedestrians and joggers using the bike trail!
- As per my comment on the previous page, I think this better level of delineation will help everyone who uses QQ east. I'm concerned that we would not follow this advice for the plaza areas at the new slips.
- People and walkers need to pay attention everyone needs to pay attention
- Vehicular traffic seems to be the navigation issue at intersections. Would the addition of raised reflectors on

the road at each painted stripe be useful in guiding drivers to the correct lane? This might avoid drivers attempting to find a way off the raised streetcar tracks that they just steered onto.

- The city is strangely hesitant to use vertical space in these designs and it's unclear why. Simple narrow planters that act as barriers between spaces is by far the most effective way to delineate types of traffic. They do not even have to be tall, mere inches off the ground is often enough
- You could make the bike path zig zag a bit like a snake before the intersection to encourage cyclists to slow down. Or, make the approach to the intersection uphill?
- It works pretty well at QQ and Simcoe!
- Cyclists will run 'reds' no matter what
- The intersections might become overflowed with both groups mixed together. Can we have slow down bars for the cyclists so that they need to slow down as they enter an intersection where pedestrians will need to cross in front of them to cross the street?
- Planters to divide the bike lane from pedestrian areas
- Washrooms! And please fix the insane trail connections at Cherry Street and the mouth of the Don (I know, one day, and it's not in the scope of this project, but it's been sooo long...). And also, please ensure that it is not too sterile. And better wayfinding.
- I have no idea. I tend to believe that less is more for this type of promenade, but I think encouraging cyclists to use this as a "through route" is overall detrimental to pedestrians.
- Please prioritize active transportation modes.
- Smart traffic lights - when on bike or as pedestrian on MGT I often wait on red for nothing - cars cross sometimes once a day in many of the places with lights on the MGT (fire station for instance). Equity matters.
- See Q above: bicyclists in Toronto do not respect pedestrians right of way and (unfortunately) need to be forced to obey red traffic lights!
- The distance between 'stop lines' is significant. It is difficult for cyclists to judge the timing of the light while paying attention to the other people in the space. Also, think of slow riders (like children) and the time they need to cross. I don't think that the cyclist stop area should be set so far back.
- Improvement is required between streetcars and bicycle road. Usually after crossing bike road, you are not sure whether you should cross rail and wait for cars or not and vice versa in opposite direction
- Having pedestrians cross the bike path is the issue. While most cyclists and pedestrians are respectful, if you haven't been to the area before, you may not look left and right before crossing the bike path. I've seen it happen multiple times on Queens Quay. There's too much happening for pedestrians to take in road signs. We need to make it easier for the pedestrians - cyclists can read signs.
- It will help, but some physical separation will help more at intersections. Pedestrians frequently wait on the Martin Goodman Trail to cross the street (north/south). They are very much unaware of the Martin Goodman Trail and the presence of active transportation. Signage and colour pavement are not enough.
- That small separation between the transitway and bike lanes that has the same material as the sidewalk leads to confusion and can be dangerous. The 3 modes of transport, roadway, transitway and bike trail should be very clearly delineated as to ensure pedestrians moving into those areas are aware and looking both ways to avoid collisions.
- Bring the north-south crosswalks closer to the south-side intersection so that cyclists waiting at a red light are not stopped at such a large set back from the driveway.
- I empathize with the designers here. It's a challenge to create an integrated space for pedestrians and cyclists without creating situations where pedestrians feel safe to walk and at the same time don't block the bike paths.
- This is too complicated!!!
- bikes will continue to move past the stop area up to the edge of the intersection and wait for a gap as they do now at Bay and QQ. Pedestrians especially visitors, don't know or forget to check first before crossing making for near misses
- QQ east should share a continuity of design with QQ west so as not to create confusing 'mixing areas'.

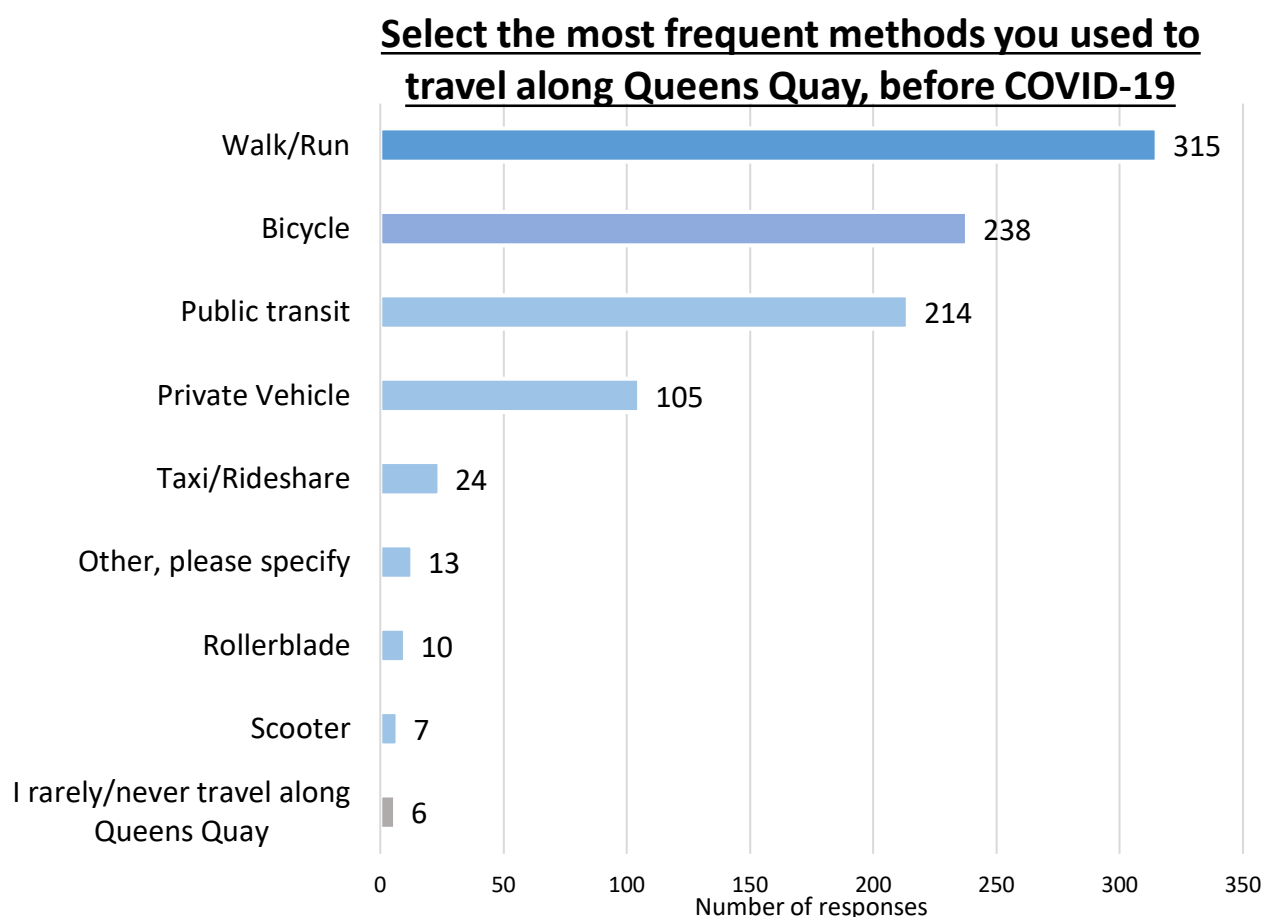
- Perhaps have a bicycle image painted on the intersection may be useful?
- There needs to be stronger signage and rules education and enforcement for cyclists.
- instead of the dashed lines delineating the MGT through the intersection, can this instead be a very slightly raised/tactile surfacing (only where the dashes are)? The term 'metalgrommet' comes to mind but I doubt that's the official technical term. Or if it needs to be paint, maybe green.
- A strategy to ensure the trees and plants survive and are properly maintained and watered as well as the construction itself. The reconstruction west of Yonge to Bathurst is already falling apart in areas and is not lasting long. Better or more long term thinking construction. It should last.
- The pavement differentiation needs to be crystal clear in all seasons (including when snow-covered). Ultimately, both pedestrians and cyclists will continue to have some conflict along the MGT, as some people in both groups seem to be (willfully or genuinely) oblivious .
- Education education education about sharing the space
- Adding some rumbles on the ground to slow down cyclists as they cross busy intersections.
- I think the concept is clear but but often ignored. I see cyclists ignore the 'stop box' & pedestrians stand in the 'stop box'.
- Wider pedestrian crossings may want to be considered; especially at Yonge Street. Other than that, I support having clear delineation of where people who walk and bike should go as this design does.
- The bike path should have some physical separation at the intersection.
- The waterfront bike path is extremely busy and should accommodate at least 2 cyclists abreast in both directions. The sections of bidirectional paths in the city that are 4.1metreswide do not accommodate that. The path should be at least 4.5 metres wide. Also, if the sidewalk is too bumpy then people in wheelchairs will use the bike path.
- This is tough and important. Lots more thought and study and experimentation needed. Put changes/improvements into the budget for a year after installation is my suggestion.
- Hard to know where to stop
- Add bicycle symbols all the way across intersections to show pedestrians and cars that the space is for cyclists. Prominent signs at intersections advising pedestrians to watch for cyclists
- See stop arms above
- Let's be honest, people don't read the signs. Yes, put in the markings and signage as it helps clarify confusion. But people regularly wander into the bike trail without looking.
- A slightly raised or rounded curb alongside the trail as an elevation change from the cobbles could potentially help guide pedestrians to the crosswalks instead of crossing the trail from all positions near the intersection.
- Create lane markings (or dotted lines) throughout the entire cycling platform so others know they are active lanes and not to walk in them (or park in them)
- cycling and pedestrian behavior will determine ability to share such spaces that will, on occasion, prove disastrous

Appendix D – Survey Demographic Data

The following optional demographic questions were asked at the end of the online survey to better understand who is participating in the engagement process and adjust consultation tactics where possible in an effort to reach a broader audience representative of Toronto.

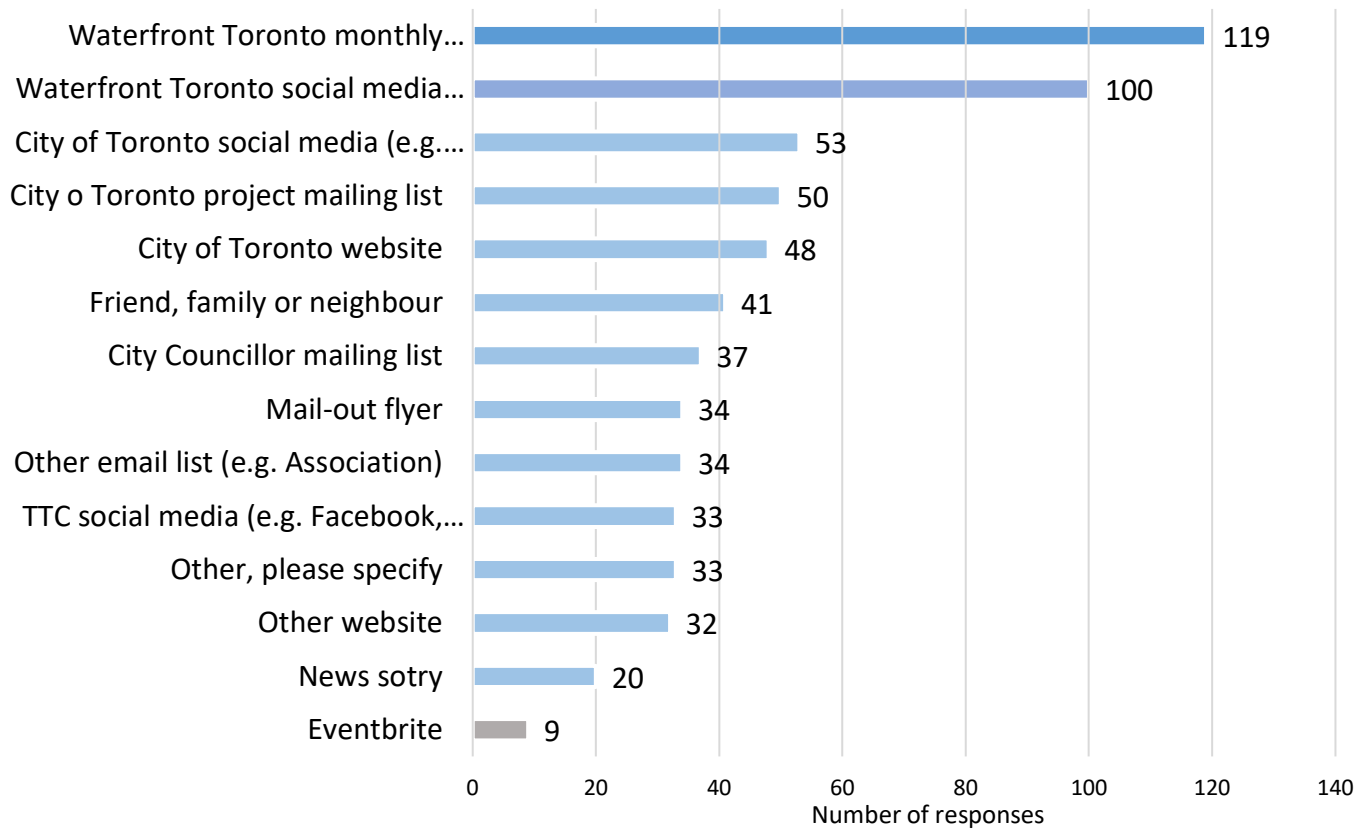
Not all 488 participants responded to each question. Sample size for the response received for each question has been included below.

Select the most frequent methods you used to travel along Queens Quay, before COVID-19 (Multiple Choice) [414 respondents]



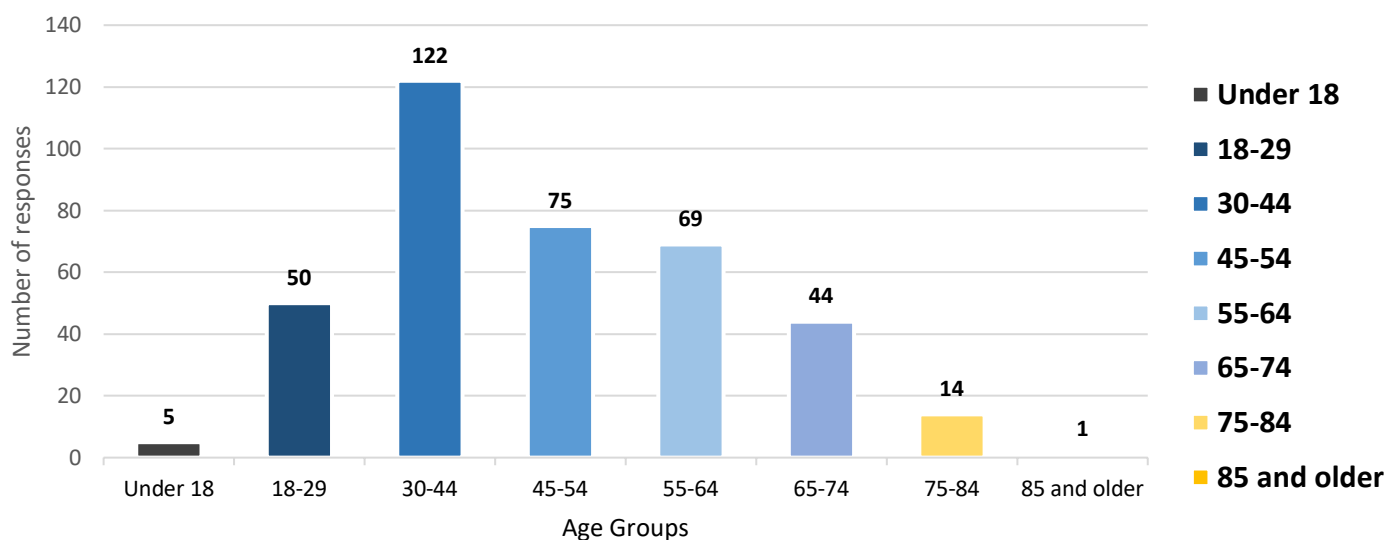
How did you hear about this project? (Multiple Choice) [382 respondents]

How did you hear about this project?

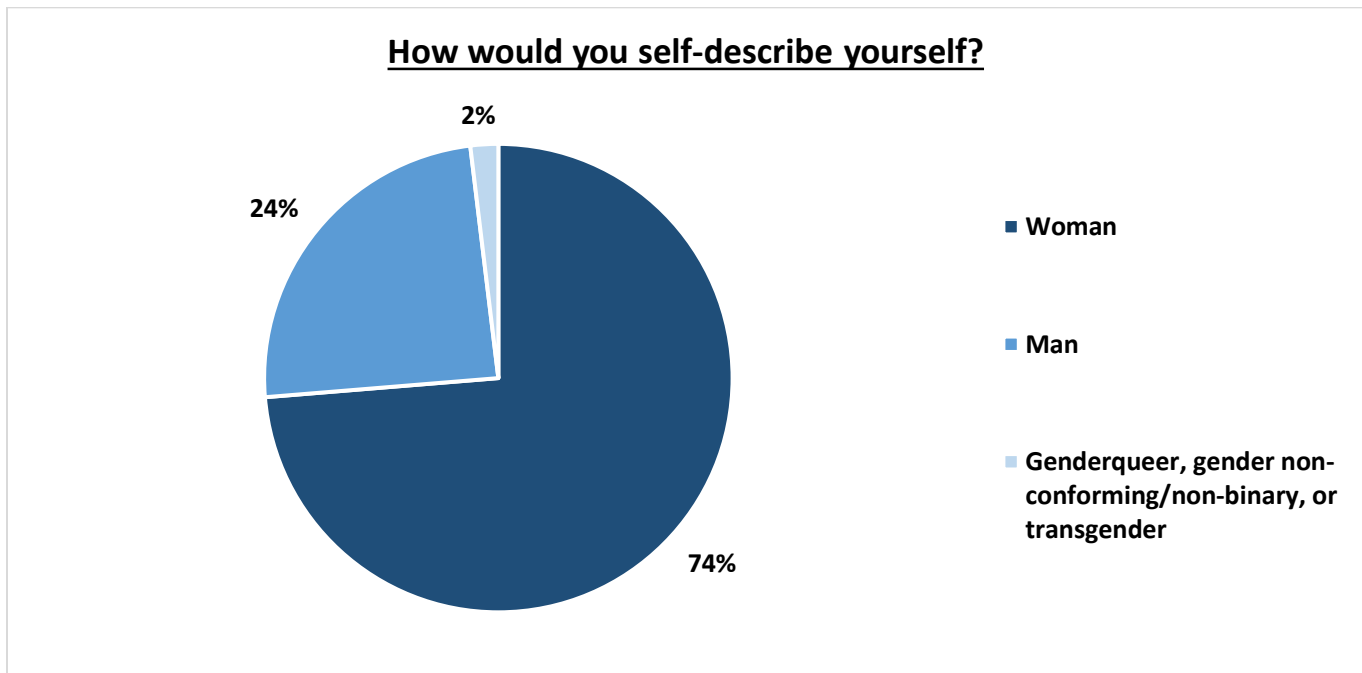


What is your age? (Single Choice) [380 respondents]

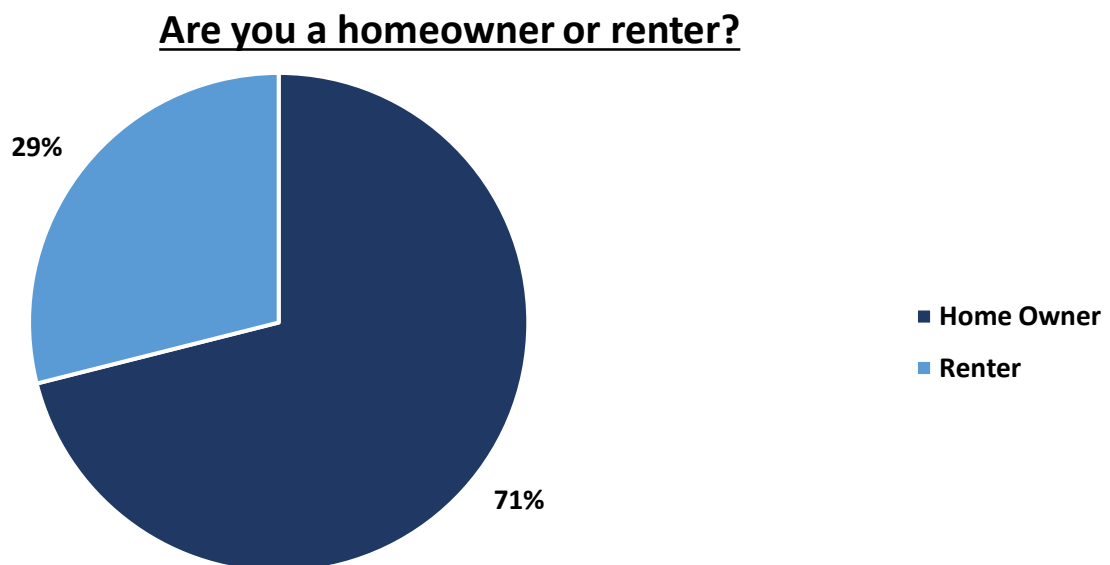
What is your age?



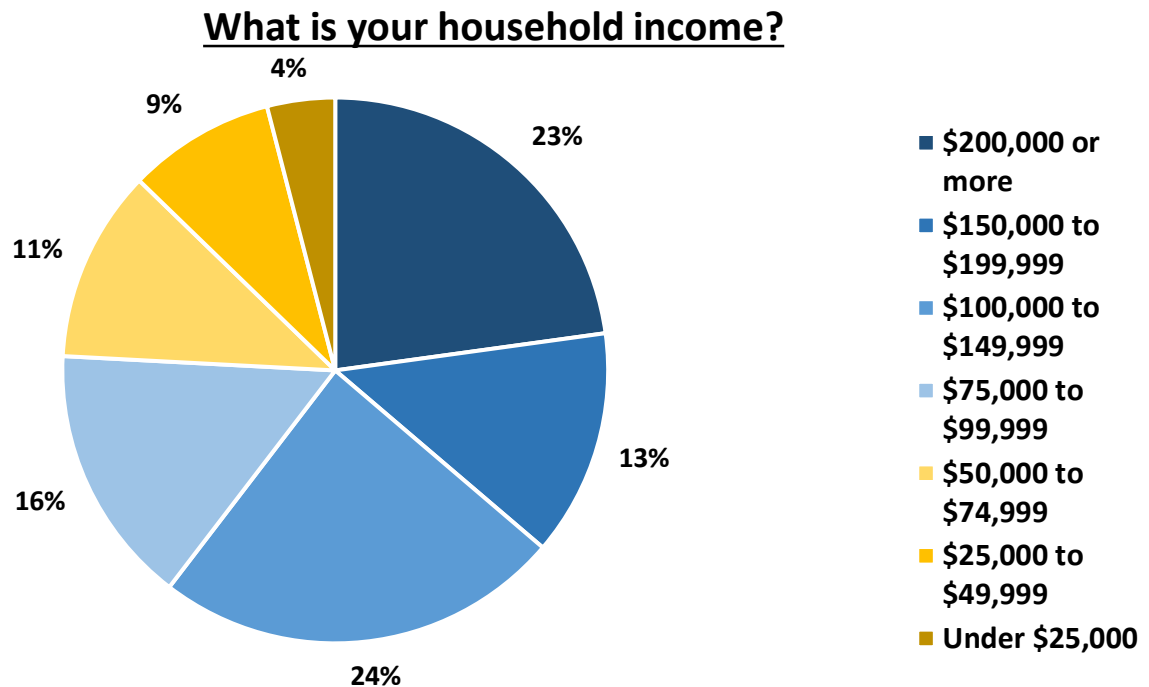
How would you describe yourself? (Single Choice) [368 respondents]



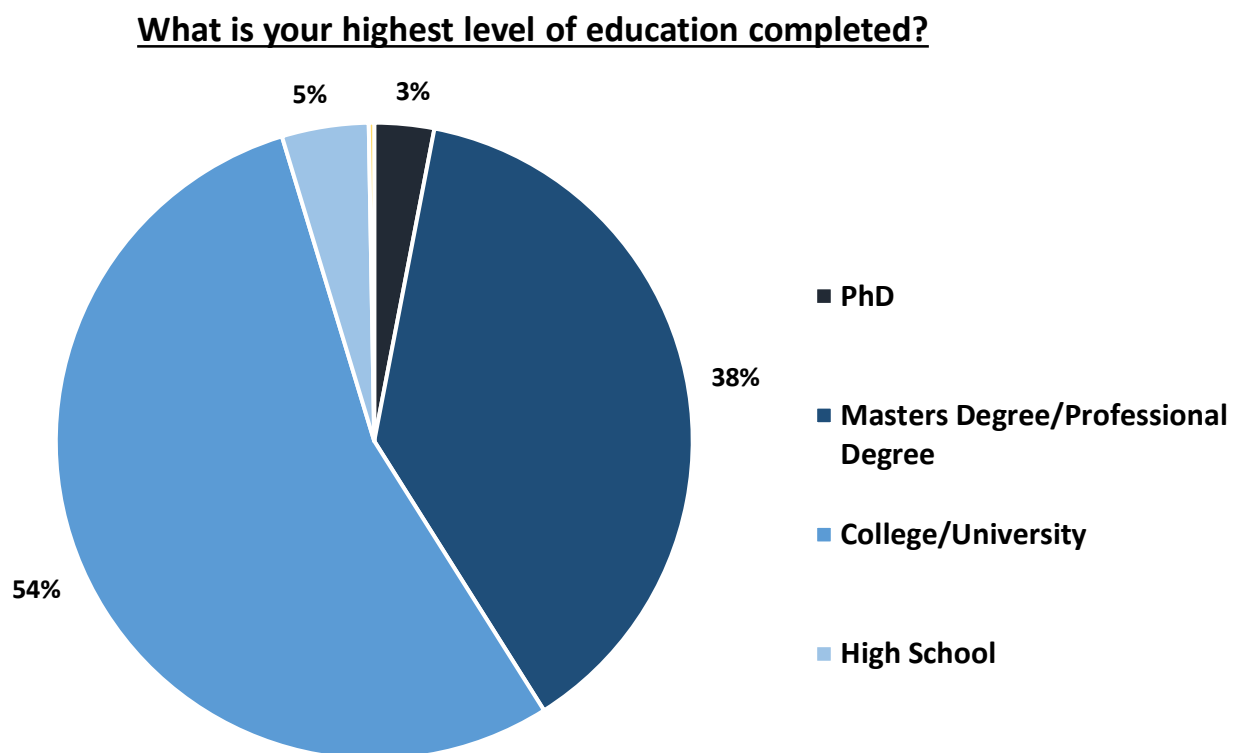
Are you a homeowners or renter? (Single Choice) [356 respondents]



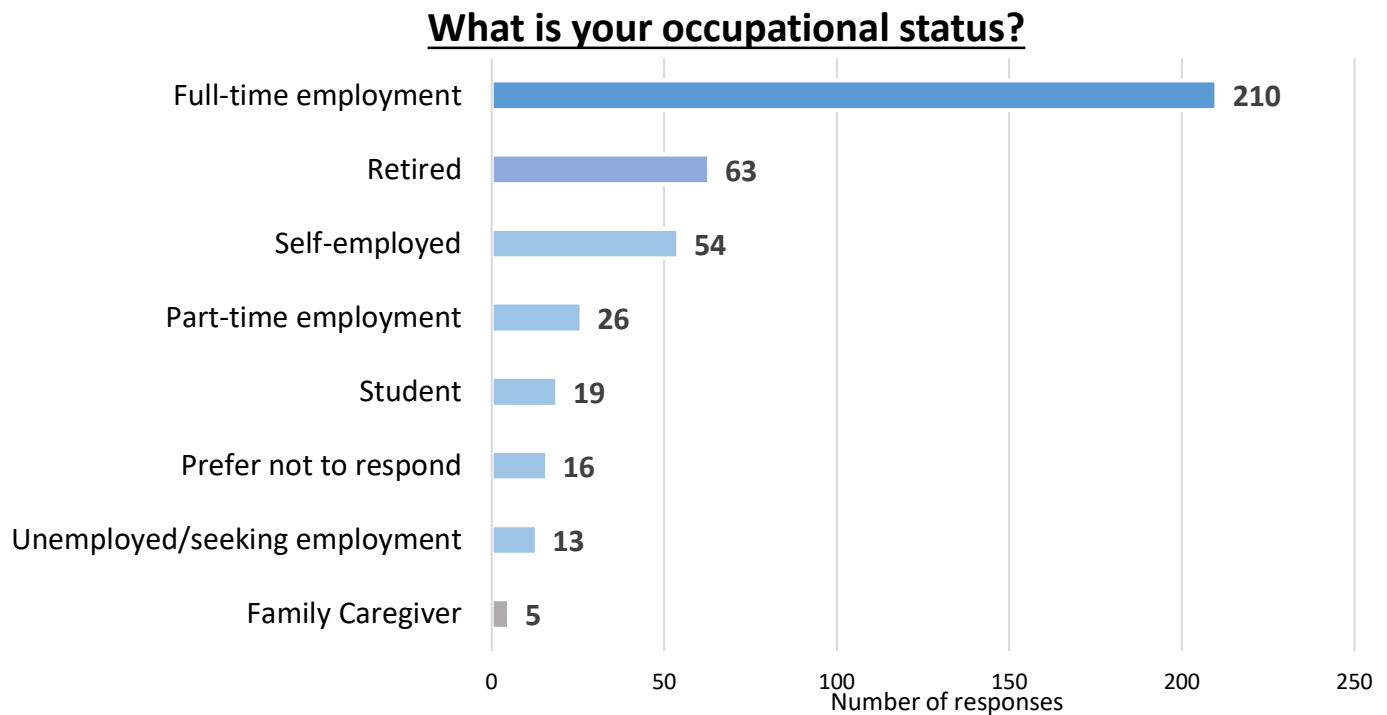
What is your household income? (Single Choice) [298 respondents]



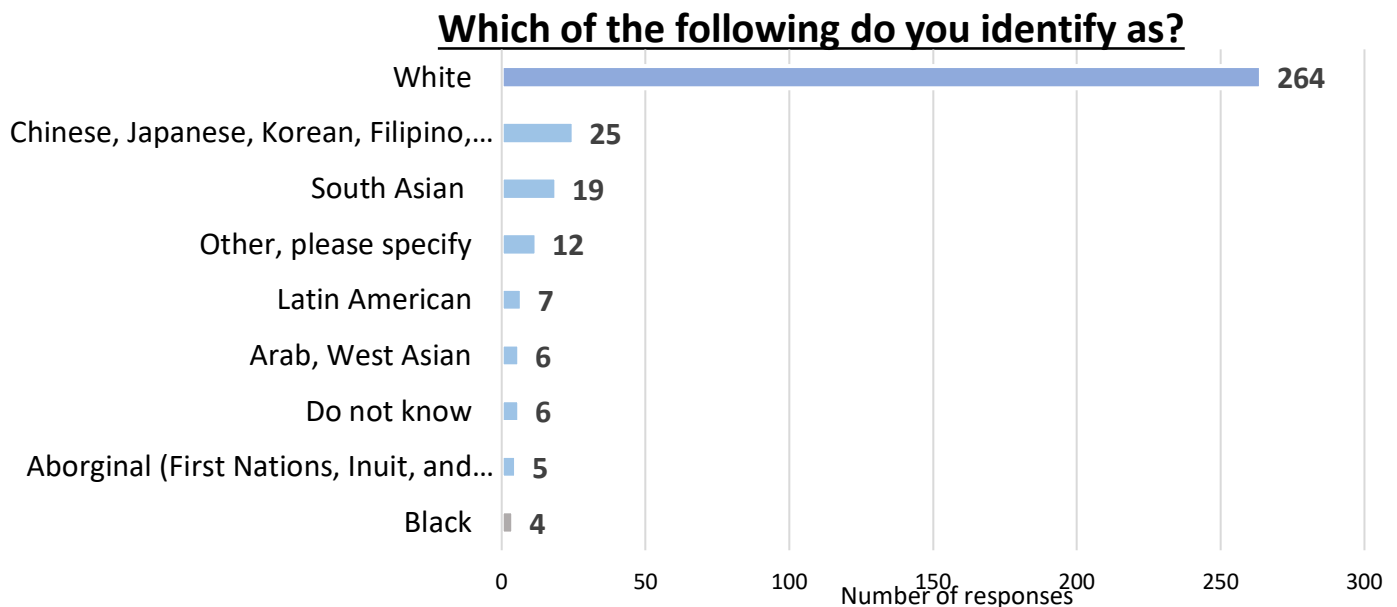
What is your highest level of education completed? (Single Choice) [373 respondents]



What is your occupational status? (Single Choice) [378 respondents]

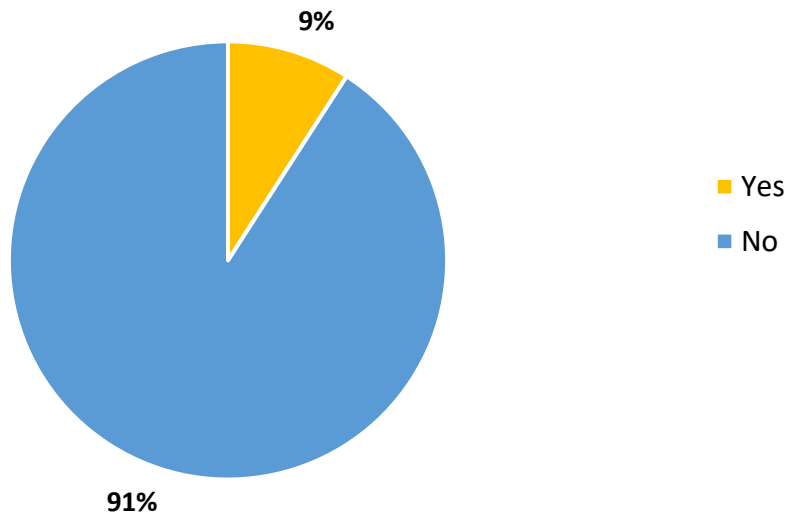


Which of the following do you identify as? Based on 2016 Statistics Canada Population Census. (Multiple Choice) [332 respondents]



Are you a person experiencing disability? (Single Choice) [362 respondents]

Are you a person experiencing disability?



Do you sometimes experience mobility issues when navigating the city (i.e. travelling with a mobility device, stroller, etc.)? (Single Choice) [367 respondents]

Do you sometimes experience mobility issues when navigating the city (i.e. travelling with a mobility device, stroller, etc.)?

