

Appendix A – Detailed Summary of Questions of Clarification

The following questions were received through the virtual community meeting, the online questionnaire, and communication with the project team. Below is a summary of all questions received through the meeting, the online questionnaire, and communication with the project team and questions that were responded to during the Virtual Community Consultation meeting and frequently asked questions that emerged through participant feedback. 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)”.

Design of Union Station and Queens Quay-Ferry Docks LRT Stations

Question: Concerning wayfinding, can you expand on what are the AODA requirements that deal with signage, standardized fonts, features including contrasting colours etc.

Answer: The current design seeks to ensure that paths are sufficiently wide to avoid pinch points, provide clear sight lines, and account for strategic placement of wayfinding design elements, which, in combination, allow customers to make informed decisions for navigating through the new stations efficiently and safely. These principles are based on the TTC’s Signage and Wayfinding Standards and also City of Toronto Accessibility Design Guidelines, which include a variety of guidelines, tools and resources to assist with the station design.

With respect to accessibility, all station entrances that are barrier-free are to be signed with the International Symbol of Access. Signage identifying elevators will also include destination information so that customers can identify the correct elevator. In the case at non-accessible entrances, AODA requires redirect signage to the nearest possible accessible entrance. Other accessibility features include, but not limited to, tactile wayfinding tiles, tactile warning strips, and braille push buttons in elevators, etc.

Question: At Union Station, will the four-platform set up be enough to handle the Bremner streetcar if built in the future?

Answer: Yes. The sizing of the Union Station platform accounts for future forecasted demand and streetcar volumes. The location of the platforms also allows space for a possible future Bremner line to enter the loop. In the meantime, actions are being taken to protect for a possible Bremner line in the event that it is determined that this is a direction the City wishes to proceed with.

Question: Has the design team considered removing the need for elevators and stairs by incorporating long ramps? Particularly north of Queens Quay.

Answer: Both Union Station and Queens Quay/Ferry Docks Station projects have space constraints which impact the options available to provide access to the station and are too deep underground to accommodate the long ramps suggested. The project team has assessed accessibility options for the stations and have determined that elevators are the most efficient accessible option for these stations. The team has heard

feedback from the public regarding the need for high-capacity elevators and will continue to evaluate this option in response to concerns about passenger volumes at peak periods (event days, summer, etc...)

Question: How many elevators will be at each entrance? Are there ways of support for people with mobility issues (wheelchairs, baby buggies, etc.) to get out of the station if the elevator is broken down?

Answer: The number of elevators at each station is subject to detail design development. Station designs will incorporate a secondary accessible path (more than one route) from each platform to street level. The project team continues to work with adjacent property owners to optimize the functionality and convenience of access to station entrances.

Question: It is nice that everything is beautiful at Union Station for the streetcar. It is very wet and slippery down there. There is moisture all the time at the Union stop and at the Queens Quay/Ferry Docks Station stop. Is this going to be cleared up? What do you mean by robust waterproofing? Will it be dry instead of wet?

Answer: The project team is aware of water infiltration into the station currently and TTC carries out on-going maintenance to ensure the station platforms continue to be safe for passengers. We are examining lessons learned from the existing station designs and similar projects with high water tables for the rebuilding of the two underground stations – for instance, a slurry wall system (as the main structural station box) will not be used, instead a watertight secant pile wall shoring² will be used as the support of excavation for the station boxes. This, in combination, with a robust waterproofing layer sandwiched between the secant wall and the station box will provide prolonged protection from water infiltration.

Question: If the Union loop is all fare-paid, does this mean there will be Presto fare gates at each of the new entrances? Since people can access Line 1 from any of them.

Answer: Yes, the plan is to have fare gates at all the new entrances at Union Station. The present connection between the streetcar and Line 1 platform would continue to not have fare gates to maintain seamless fare-paid transfer between these 2 modes of travel.

Question: Are you considering a fare-paid line at the Queens Quay-Ferry Docks LRT Station with Presto fare gates? Or will the existing proof-of-payment system be maintained?

Answer: The current design does not include fare gates at Queens Quay-Ferry Docks LRT Station. Fare payment/POP at that station would be the same as today.

² Shoring and waterproofing systems in these types of soil conditions and built-up urban environments are highly technical and specialized fields of design and construction. The project team is investigating methods of shoring and waterproofing based on past project experiences and industry leading practices. As the design develops more information and detail on the types of systems being proposed can be shared.

Question: The diagram of the Union Station Loop does not seem so indicate a way for people to cross from the East to West (Teamway) entrances. Does this mean people would have to walk all the way around the north end of the loop to access the other side?

Answer: At Union Station there will not be a crossing point from the two platforms – passengers would need to walk around the north end to access the different sides of the platform.

Question: Last time you revealed that Queens Quay/Ferry Docks Station will have a new level crossing midway through the station to quickly move from one platform to another. Would removing the crossing allow for smoother and faster streetcar operations?

Answer: The current plan is to retain a level crossing, to provide easy connections and redundancy for the elevators, but to design it so that TTC staff can close it off during very busy times when the streetcar service is very frequent. It could be used as an staff-escorted crossing if required for accessibility.

Question: Am I correct in that at the Queens Quay-Ferry Docks LRT Station, people coming south from Union would have to cross the tracks (as they do now) to get into the new station?

Answer: The platforms at Queens Quay/Ferry Docks station would be roughly in the same position as now, but would have additional connections to the surface to adjacent buildings. You would still be able to exit to the west side of Bay Street; or you could cross over to the east side; or you could use any of the new proposed connections, such as the tunnel connection to the south side of Queens Quay.

Question: Have you considered adding a through track connecting Queens Quay east and west?

Answer: Yes, through east-west tracks at Bay are part of the current design.

Question: How will passengers on express "through" trains proceeding East-West along QQ avoid going into the QQ/Ferry Dock station - would there not need to be a station on the east west line - one for westbound trains and one for eastbound trains heading west and one heading east? This would have to be tied into the elevator and stairway exits as well as the underground pedestrian tunnel systems to change trains if desired.

Answer: Unfortunately, there is no space for platforms at Queens Quay and Bay Street on the east-west tracks. Customers on any through service would have to use the stops at Harbourfront Centre to the west, or Yonge/Freeland to the east.

Question: Will service on the 509 and 510 streetcars need to be suspended to complete the Union and Queens Quay underground?

Answer: Yes. Timing and details of temporary replacement service are not yet determined.

Question: Are there additional opportunities to create access into Union Station concourse?

Answer: Opportunities to connect to Union Station are constrained by existing circulation routes within Union Station and by the structural elements of the station buildings and rail corridor. The design currently has

sufficient and convenient connections to Union Station to provide for good circulation and egress requirements. The design maintains the existing connection to the TTC subway and provides a connection from the east (northbound) platform to the east end of Union Station (platform level) through the “East Teamway” and two direct connections to Union Station Concourse from the west (southbound) platform.

Question: Is there consideration of the pinch-point leading from the streetcar platforms to the subway platforms? Is there a possibility for making that part of the tunnel wider or creating direction specific pathways? Are the pillars on the platforms necessary?

Answer: There are no plans to increase the width of the corridor leading from the TTC subway. The area around the corridor is constrained by existing utilities and adjacent structures and leaving little opportunity to expand the corridor. Pedestrian modelling has shown that congestion is not expected in this area due to the expanded streetcar platforms and alternate connections to the station through Union GO station.

Question: What is the purpose of the tunnel to the south side of Queens Quay? Who is this for?

Answer: The tunnel to the south side of Queens Quay serves as an exit to Queens Quay providing direct access to the pedestrian promenade and ferry docks that avoids a surface crossing at Bay Street and Queens Quay.

Question: Does the Queens Quay -Ferry Dock station connect to The PATH as well? Can someone get from this station to Scotia Bank Arena without going outside?

Answer: The project is providing knockout panels that would protect for potential connections to adjacent properties. These panels would then connect to the PATH system. Discussions regarding these potential connections are ongoing.

Portal Selection Study

Question: What is the rationale behind wave deck? That would cover the water space. Why can't the existing parking lot be used for the same purpose?

Answer: WaveDecks have been built in three locations as part of waterfront revitalization as part of a consistent design language. The intention is to alleviate pinch points while creating new gathering places. This will be the same for the Yonge Slip; a place to gather over the water. There will be a park next to the Yonge Slip in the future where the parking lot is today.

What plans does Waterfront Toronto and the City of Toronto have to program and animate this iconic location?

Answer: Through this project, the foot of Yonge will include an expanded public realm and Wave Deck with enhanced access to the water, including the potential for canoe and kayak launch. Through a parallel project, the current parking lot to the east of the Yonge Street Slip will be converted into a park, which will be integrated with the public realm features being delivered as part of this transit project.

Question: In the summer 2021 revised design, what is the blue circle in the WaveDeck?

Answer: The blue circle was included in a previous iteration of the design of the WaveDeck, which was an idea for a circular cut-out to improve the interaction with the water beneath it. This idea was discontinued due to negative stakeholder feedback.

Question: For the Yonge Slip, how will coach buses and delivery vehicles deliver and enter now that this loop is closer to the hotel? What is the new flow going in and going out?

Answer: Coaches will come off the signalized intersection at Yonge Street and then go south along the laneway and loop around. Bus parking bays are located next to the hotel. Vehicles accessing hotel (cars and taxis) will be able to go straight through to a new hotel entrance which would be repositioned to the east. Trucks can come in the same route as the buses. To prevent large trucks from coming through without using the loop there would be an overhead clearance bar.

Question: Is it possible for buses, taxis, etc. to happen at 11 Bay Street? Can loading happen below grade?

Answer: The area in front of 11 Bay Street, on Bay Street, will also be required to accommodate pick-up and drop-off activity, as the site does today. The demand for space in this area is high, and space to accommodate the uses is limited. That is why it is recommended that any spaces that are displaced as part of this project be replaced by the project.

Question: I am concerned about the decision to fill in the slip. What is the justification for slip filling and will this be the start of filling in the rest of the slip?

Answer: A technical analysis on the portal options indicated that a portal option west of Yonge Street would save the project \$40-50 million in capital cost by reducing the amount of tunnel that needs to be constructed and avoiding reconstruction of the stormwater infrastructure at the base on Yonge Street. This portal option also presents the opportunity to use those cost savings to enhance the public realm in and around the Yonge Street Slip. The reason we have do a partial fill of the Yonge Street Slip is that with the portal west of Yonge Street, this blocks two driveways, one to the hotel motor court, and one driveway to island delivery and ferry docks. This has also presented the opportunity to consolidate all these functions and driveways into one safer signalized four-way intersection at Yonge Street and Queens Quay. The project team has met extensively with residents across the street and continues to hear from the public to improve the design of the slip.

Question: What considerations have been made to the aesthetics and function of the portal canopy to mitigate possible vehicle entry into the portals?

Answer: The portal structure is also intended to make it very apparent to drivers that this is not for vehicles to enter. At the new portal east of Bay Street, the relationship of the portal to the path travelled by cars is less likely to cause the issues seen on the portal west of Bay Street. Streetcars will run on a fully paved track underground between the two portals allowing a vehicle to drive completely through from one portal to the other if there was a driver error.

Question: What is that empty patch of grass in the aerial rendering?

Answer: In this image, the empty patch of grass represents the future park at the foot of Yonge street, which will eventually replace the existing parking lot. The park has not yet been designed, so this green patch is just representative for illustrative purposes.

Question: What happens to Alexandros? Is the only piece of character retail being swept away in the pursuit of the iconic?

Answer: Unfortunately, in reconfiguring this area, there is not enough room to maintain the current use in this location. However, the foot of Yonge Street, once complete, may be able to accommodate food truck and other mobile retail uses. Additionally, as revitalization continues east along Queens Quay East, there will be new opportunities for character retail, including dining, that do not exist today.

Question: What is the canopy material? Is the intention to keep rain/snow out or simply create an interesting canopy? What are the maintenance requirements of the canopy?

Answer: The proposed canopy design makes use of powder coated structural steel with stainless steel metal mesh fabric across the top of each segment. The canopy is not intended to prevent snow and water from entering the portal. The canopy is intended to visually signal the entrance to the tunnel as an urban gateway feature in the waterfront context and to discourage unauthorized vehicle entrance to the tunnel. Maintenance is expected to be minimal as per any exposed bridge structure and would be related to washing of the structure to extend the lifespan of the coating as well as upkeep of potential LED lighting fixtures due to aging.

Question: Is there opportunity to incorporate Indigenous design in the design of the portal canopy? Can there be a design influence of something closer to home?

Answer: The proposed canopy design will reflect and complement design elements from the waterfront area – including existing and future public realm finishes, wave decks, park areas, etc. The proposed mesh fabric cladding material allows for large etching patterns to be incorporated across the surface, which could be developed in conjunction with the Public Art artist to be retained through TTC's Public Art process, which involves an open call for public art associated with the project that will include interest from Indigenous communities. The Indigenous community also provides project input through their participation in the TPAP process.

Question: Have noise studies been done with the residents who are near the west portal?

Answer: A noise and vibration study is being completed as part of the Transit Project Assessment Process. The details of the findings, and if any mitigations are required, will be included in the draft environmental project report, to be published later in the Fall of 2021.

Question: There has been great effort put into planning the new driveways for the Westin Hotel, but what about for the 700 family units in RWTC? Do the proposed designs block the driveway to RWTC?

Answer: When the portal construction is complete, the design will not block the driveway to RWTC. The portal and transit right-of-way will run along what is currently the south side of Queens Quay. One lane for vehicles in both east and west directions will be maintained providing direct access to the RWTC driveway.

Question: Will the east side of Westin now become its 'front door'? Where do large deliveries get staged for Westin? Where does garbage get staged?

Answer: Large deliveries and garbage will be managed through the east side of the Westin using the new driveway created through the partial slip fill.

Question: Would it be possible to include markings or a raised walkway crossing the driveway to help with pedestrian safety?

Answer: The project team can consider this as the designs are refined.

Question: How will bike lanes be integrated into this particular aspect of the project?

Answer: Opportunities exist to incorporate bike lanes in the reconstruction of Bay Street between Queens Quay and Front Street connecting to the Martin Goodman Trail, which will continue in it's east-west configuration along the Queens Quay Corridor.

Question: What will be done to ensure that recreational marine activity will not interfere with ferry service, or in other words, ensure there are no accidents?

Answer: In coordination with the next steps of the 2020 Marine Use Strategy and as design progresses beyond the 30% level, further measures will be integrated to ensure marine uses can be accommodated safety and according to regulation.

Queens Quay East Street Design

Area 2A – Queens Quay from Bay Street to Parliament Street

Question: On slide 43, the one about the Queens Quay pinch at Redpath Sugar, why are there three vehicle lanes, while the Martin Goodman Trail is being pinched? Thinking ahead, can it become one-way to better serve active transportation?

Answer: These roadway requirements exist to accommodate the turning radii of trucks servicing Redpath and Loblaws. A one-way has not been considered as part of this process, given that a previous Environmental Assessment ruled it out years ago recommending two-way operation be maintained.

Question: How high will trees be at Queens Quay where the slip fill will be?

Answer: Predicting how high trees will be is difficult, the trees that will be planted there would be planted like the Queens Quay West trees. They will grow in more with adequate soil conditions. The project team is very aware of concerns about views to the water and have met extensively with residents of 10 Yonge and 10 Queens Quay across from the Yonge Slip.

The design team have been selecting tree species with fine texture leaves to preserve the view corridor and considering the arrangement of trees to support views. We have also been considering seasonal colour and transparency of leaves.

Question: What buses would there be once the streetcar is there?

Answer: It is anticipated that the 75 Sherbourne buses would continue to run to Queens Quay and turn around and head back north from there. By the time this streetcar line is built, the 65 Parliament bus route would also have been extended to Queens Quay. An east-west bus service, now the 72 Pape, is also expected to continue to operate along at least part of Queens Quay East. The future of the 19 Bay route has not been determined. In all cases, the bus routes would be decided a few years before the new line opens, through the TTC's usual Annual Service Plan process, which includes considerable public and stakeholder consultation.

Question: As has been implemented in other cities, could the streetcar track be naturalized with grass or other green vegetation instead of concrete?

Answer: The project design team is exploring the opportunity to incorporate a naturalized/vegetated surface along the streetcar right-of-way into the design of the Queens Quay East Extension (Area 2B). There are some challenges with regards to implementing this feature in the context of Queens Quay that need to be resolved as part of this exploration. These challenges include ensuring that the surface can adequately accommodate buses and emergency vehicles.

Question: There are no benches for pedestrians walking on the north side. Any reason for not including them on the north side?

Answer: A request has been made to the design team that benches be incorporated into the design of the north promenade where space allows it.

Area 2B – Queens Quay Extension from Parliament Street to New Cherry Street

Question: In the summer, MGT is WELL used. Narrowing the bike lanes and sidewalk is unfortunate. Are there any opportunities to widen the trail further?

Answer: The Martin Goodman Trail would be widened to 4.2metres for the majority of Queens Quay to the east of Yonge Street (the trail on Queens Quay West is 3.6m). The width of the trail is only reduced to 3.6m where there is a pinch point due to existing buildings.

Question: Are there any provisions in place to make streetcar tracks north on Cherry Street to Distillery Loop, as well as further south on Cherry Street past Polson Loop to Cherry Beach? And will there be streetcar tracks running east along Commissioners Street?

Answer: It is expected that a future phase would connect the streetcar tracks at Cherry Street and Queens Quay heading north under the railway to the tracks at Distillery Loop. This would permit a service to operate from downtown via King Street and Cherry Street to Polson Loop. A future extension of the tracks south of Polson Street and the ship channel is a possible future stage.

Network Phasing Study

Question: This question is about turn around point options; Parliament Loop, Distillery Loop, East Harbour, Polson Loop. Do you have a preference or are you looking for feedback on this? My vote is for Polson Loop.

Answer: The technical preference is to go to the Polson loop first given complications posed by constructing the underpass structure beneath the railway tracks required to reach the Distillery Loop. The intent is to eventually make this connection as the network is fully built out.

Question: It seems like a missed opportunity to not connect the Polson Loop with the existing Cherry Loop. I hope there the possibility of combining Cherry Loop and Polson Loop? Why stop at Polson and not loop at the park at Cherry beach?

Answer: Streetcar service along Cherry Street connecting the Cherry Loop near the Distillery District to Polson Loop is planned for and is being studied as part of the TPAP. The project team is recommending that for the first phase of implementation that the loop to Polson Street be prioritized to control costs, with opportunities to connect underneath the rail corridor at a later stage.

Continuing the streetcar tracks south of Polson Street is not possible due to Federal requirements to maintain a navigable waterway along the ship channel. The Cherry Street Strass Trunnion Bascule Bridge cannot accommodate streetcar infrastructure and an elevated or buried structure are not feasible.

Question: Is the TTC planning to eventually extend the length of the 504A so that it goes all the way to Polson Loop? Or is the plan to eliminate the 504A and 504 B and combine them back into one route?

Answer: The intention is to have a service extend south on Cherry from the present Distillery Loop to the new Polson Loop. The service would come from downtown via King Street. The route number/name has not been decided yet.

Question: Will the King streetcar connection to the Distillery loop be discontinued? Is there no opportunity to keep a streetcar loop near Distillery?

Answer: King streetcar service will continue to Distillery however it will continue south to turn around at the Polson Loop instead of the current Distillery Loop. The proposed designs of the tunnel underneath the rail corridor do not provide enough space to preserve the Distillery Loop and allow for the construction of the tunnel due to turning radius requirements and changes in elevation to pass underneath the rail corridor.

Question: The Polson loop may have some conflict with Lafarge's operations. How do cement trucks impact streetcar rails?

Answer: All Intersections of the streetcar right-of-way and perpendicular roadways will be facilitated with signalization. The streetcar right-of-way, including the track bed and surface will be engineered to accommodate the crossing of heavy vehicles.

Question: What is the timeline for connecting to East Harbour if it is not part of Phase One. Is funding being sought?

Answer: All options to East Harbour/Polson are part of the Waterfront Transit Network improvement that has been approved by Council. This includes the extension all the way to Leslie Street. The scope of this project currently is to deliver 30% design of the portion of the network from Union Station to Cherry Street. The next phase of the study, subject to funding, would be to conduct an Environmental Assessment from East Harbour, to Leslie Street. The goal is to have service to Leslie Street by 2041.

Question: Concerning an east-west bypass of the underground stations beneath Bay Street. What is the timeline for this? Would you want to do this before cutting off the streetcar to Union Station?

Answer: Overall, if the project is funded in 2022, the project team will continue design development to 100% design, which will be followed by construction procurement. On this basis, the rough estimate is an overall construction period between 2024-2030.

To enable a potential earlier east-west by-pass service before the station constructions are complete, as a minimum, the tunnel portals and at-grade streetcar extension to Cherry Street will need to be built first, which is expected to take at least 3 to 4 years after the 2024 construction start. This will take up to the year 2027 to 2028 before the east-west by-pass service could be potentially open before connection to Union is made.

Construction activity may be sequenced to minimize the shut-down of streetcar service and run shuttle buses. For example, start the at-grade work along Queens Quay east of Bay and start the east tunnel portal work but delay the knock-out connection to the existing streetcar tunnel.

Question: Will the LRT connect to the Ontario Line's Corktown Station at Parliament/Front Street?

Answer: Queens Quay and the Ontario Line Corktown Station would be connected by an extension of the Parliament Street bus anticipated by the TTC. The TTC also expects that the 504A streetcar service would be extended south from Distillery Loop along Cherry Street to the waterfront, using the proposed streetcar connection south from Distillery Loop under the railway. This will give a direct one-seat ride from Corktown Station to Cherry Street, all the way to Polson Street.

Question: Was the new south bridge at Polson Quay/new Don mouth being designed to include streetcar tracks within it's width? Is it already planned to support those tracks (differently from the Commissioners bridge sections)? Or are you intending a separate simple structure similar to how the north bridges have separate tracks and roads?

Answer: The south bridge should be able to accommodate tracks, whether within the main span or an adjacent, similarly designed transit span.

Transit Project Assessment Process (TPAP)

No questions were received on this portion of the meeting content.

General Questions

Question: How will the design ensure that the streetcar is fast and competitive with other travel modes?

Answer: The main purpose of the streetcar service, instead of a bus service, for example, is that the streetcar can provide higher capacity for the high volume of customers who are eventually expected to live, work, and travel in the area. Combined with dedicated streetcar lanes, this would also provide reliable service that is separate from other road traffic.

Question: During the preliminary discussion of the project, it was suggested that a continuous cable car between Union Station and the streetcar line along Queens Quay. Is this an option to be integrated into the final design still? This would provide the added benefit of the streetcars not having to go all the way to Union Station, moving passengers without delay.

Answer: The cable car option was ruled out in April 2019. The project team provided a recommendation to Council of the preferred option for the streetcar over the people mover being considered at the time. The overriding factor was network benefits of the streetcar. Council approved this, which advanced the team to the 30% design which is what has been presented today.

Question: What aspects of the design are influenced by flood control considerations or avoidance of future flooding?

Answer: It was not shown at this meeting however during the first meeting the project team showed that regulatory lake levels established by the TRCA have been raised in response to high lake level events in the last couple years. At 2A and 2B, the project team are looking at elevating grades. In 2B between Parliament and Cherry there will be some gradual grading to elevate infrastructure and trees to keep safely out of higher ground water. Area 2A presents fewer opportunities to raise the grade holistically due to existing development. In this area, the planting zones strips will be elevated slightly to keep trees healthy and safe from flooding. This does not address the waters edge, but it is keeping the streetscape elevated.

Question: Where will the Queens Quay LRT east vehicles be serviced? Is there adequate space at the Hillcrest or Roncesvalles sites?

Answer: The TTC's streetcar fleet is currently serviced at three carhouses. We are also planning to construct a fourth, small facility. The cars running on the new or extended routes on these tracks would be stored and serviced at any of these four sites. There will be sufficient streetcars in the TTC fleet, and sufficient capacity at the carhouses, to provide service on the new or extended routes.

Appendix B – Qualitative Survey Responses

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

Do you have any additional comments you would like to add about the design of Union Station?

- I think it is important that the wayfinding at street level is very easy to understand. The park that will connect both phases of CIBC Square above the rail corridor will be a popular destination, and users will have a clear view of sections of the Eastern waterfront such as the Lower Yonge Precinct, so I think it is important that they understand that if they wish to explore the waterfront (that is viewable from the park), they can easily get quickly via the streetcar. I think it would help if the entrances to the streetcar platforms were highly visible (colourful, architecturally interesting, etc.) and if there were signs and maps located on the city owned properties surrounding CIBC Square so it would be difficult for park users to miss the message that the Eastern waterfront can quickly be explored via a convenient streetcar at Union Station.
- It's really hard for someone not experienced at reading these diagrams to reasonably give an opinion about any of the above. I really question this method of collecting opinions. Also, the existing selection of "public art" is the thing I hate the most in this entire city.
- It's a long walk between the platforms on the west side of Bay and those on the east. All streetcars should stop both before and after the loop as long as capacity allows.
- Too close to residential units.
- We don't know what the traffic volume will be like after COVID. We should wait to see what passengers use Union Station in 2022.
- Everything seems great about this design, but there should be a crossing between the east and west platforms for passengers to get out at Scotiabank Arena and the CIBC square. This would eliminate the need to walk all around the loop and would eliminate people potentially crossing the tracks illegally.
- I get lost there every time I go, but it is looking like it will be beautiful when it's done.
- Seems far for some platforms to get to the subway station, why not shift them northwards to utilize some of the loop in loading so that the walk from streetcar to subway is not as long?
- I think it is the layout that works in the space it sits. The location has the challenge of not being under a concourse so going up the stairs closest to each streetcar position will take people to entirely different places so wayfinding will be critical.
- I answered neutral to the first question because I am not clear how the platforms are organized. Would, for example, the west side be dedicated to streetcars running along Queens Quay West and the east side be for streetcars heading east? Or will one side be used for unloading and the other for loading? There would have to be clear signage, preferable dynamic signage at each of the entry points so that customers know where they are to stand to board the car they want. If, for instance, you enter in from the SW entrance, you would want to be able to see at a glance whether you have arrived at the right platform and where to stand or whether you have to take the long walk around to the east platforms. Info about how much time you have before the next train should also be incorporated into that signage.
- I use Spadina station a lot and it has been a nightmare since the new LRVs are too big to fit two on the platform at the same time. Leads to extreme waiting times during rush hour and a very bad user

experience. Make sure this loop has contingency to allow for faster boarding/alighting when streetcars inevitably bunch together during rush hour!

- Connect to 41 Bay.
- The plans are not clear and I am not able to comment because it is so small and busy. This applies to each question you have written. This is a bad questionnaire. You cannot answer questions like this with complicated diagrams.
- Clear signage and wayfinding are extremely critical to the ability of people to navigate the new platforms.
- Why streetcars? they are very slow stop to much. Have you ever seen what happens when a streetcar breaks down? Because the whole line gets shut down. What happen to battery powered buses. Also what a waste of money digging a tunnel.
- The pathway to Line 1 is far too narrow. It has trouble handling the current peak time and summertime traffic. It will be a major problem if it is not widened.
- I would like to see larger/more plentiful accessible entrances from the streetcar platforms. It should be further west so that Yonge Street traffic is not impacted, you will be making matter even worse when it comes to traffic, pollution, and where do you want to emergency vehicle to go to when the cars have no where to move to!
- Are the pillars on the platforms necessary? These are also at Bloor Subway Station and really impede access, especially during crowding. Can there be more access into Union Station concourse? Many people will be connecting to/from Union GO services, so it would be better if there were more connections to the west directly into Union Station.
- Can platform doors be added to the entire station? There has already been plenty of discussion on the benefits of separating the track from the platform. Please add this.
- It's difficult to tell from the pictures but assuming the experts are considering all the above.
- I just wish the current ongoing construction might possibly be completed soon.
- Is there consideration of the pinch-point leading from the streetcar platforms to the subway platforms? Is there a possibility for making that part of the tunnel wider or creating direction specific pathways (a la London tube)?
- More access & larger exits to all underground connecting buildings to the platforms to ease rush hour congestion. All around the loop. Wide sidewalks for platforms.
- The plan of the Union Station streetcar loop did not clearly show the tracks, crossovers and switches like the previous illustrations showed. The lines indicating the tracks were fuzzy.
- I think you've done a great job of fitting four platforms and supporting tracks into such a compromised space. Hopefully some of the wooden ceiling treatment from Queens Quay station pedestrian tunnels can be incorporated into Union Station to provide a bit of warmth to an otherwise sterile, industrial, and potentially bleak space.
- Might get crowded and hard to move around like the current loop due to narrow passageways. The proposed changes should relieve congestion in the connecting tunnel to Line 1 and provide more space for boarding and alighting the streetcars overall. This would be a welcome change, although the increased distance to line 1 may be frustrating. I also very much welcome the idea of a Bremner exit (although from the diagram this seems only likely if a streetcar line is opened there.)
- Please don't over complicate way finding and signage. Keep it simple.
- It would be beneficial to also add modern, easy to read signage to identify new passenger connections between the new TTC streetcar platforms, and the new Union Station Bus Terminal & South Concourse.

Since these are all new facilities, it is important to allow passengers to conveniently transfer between the streetcar platforms and Union Station.

- Please upgrade the connection from the streetcar to the subway, its very dated and too small.
- I'd like to see whole streetcar network in Toronto to be built on the ground. I understand that Doug Ford does not like that, but city can make its own decisions.
- Please ensure that people with mobility issues (wheelchairs; baby carriages, etc.) have a way of getting from one point to another when the elevators break down, as they sometimes do.
- If the large majority of streetcar passengers connect to/from the TTC subway, the streetcar platforms should be moved as much as possible towards the exit to the subway to minimize walking distances.
- Looks good!
- I'm very pleased that a "full buildout" of the Union Loop is being proposed to handle the amount of traffic that will no doubt occur there!
- This is a major transportation hub, so I guess we need to spend vast amounts of money to improve it, however I hope you have thought about all the possibilities in the future so that further expense is limited
- Signage for the 4 platforms will need to be clear to avoid confusion about which streetcar is leaving next and in which direction it will travel.
- Clear way finding will be critical to passenger circulation. Colour coding each exit location and the signage could help clarify where and how to go.
- Glad to see the whole station will be built at once.
- There will be a LOT of pedestrian traffic between the GO Bus station and the expanding PATH system going down to Queen's Quay and Union Station. I assume the link through the LRT Station will be inside a TTC fare-paid zone. If not, it may get too much traffic for what appears to be the size.
- It's unclear if the vehicles will make stops on both sides or board on one side. If the 2 sides aren't treated as separate stops, there should be a level crossing. It's reasonably far to walk all the way around the station and there is a level crossing at the other station.
- On the east platform, why is the accessible path flow going against the general pedestrian flow. This seems like it will create conflict.
- A bit disappointed that the west platforms mid-block connection to the new Union concourse is changed to access points at the north and south only, especially as there was no explanation about the change from previous and the only visible notice is that they're just more utility/staff rooms? It was really great thinking you could just walk straight out from the concourse to a streetcar, maybe even see them from within the concourse. However, the overall station is still a huge improvement, so am generally happy with it all.
- Not knowing the pedestrian volumes using the Southwest, Northwest and East Entrances, I am curious as to why in addition to stairs, elevators instead of escalators were going to be used at these locations. How many elevators will be at each entrance? Won't there possibly be a buildup of pedestrians at each location waiting for an elevator?
- At the meetings I saw people were skeptical about the Bremner Line being roughed in, but I think this is a good idea to maintain the option as the gentleman from the City said.
- Note wayfinding - especially if subway riders clog the platforms by using them to access parts of Union station.
- This is well-designed. It is good to see that the design will accommodate future needs and growth for many decades to come.

- The existing design makes it very cumbersome for people to access alternate platforms from the east and southwest entrances without walking all the way around the north end of the loop. This represents a major inconvenience unless direct elevated or underground links are provided.
- What controls will be in place for streetcars to safely operate, e.g. crossover in front of a stopped streetcar? The TTC has had subway trains almost run into each other, buses hitting other buses, etc. There needs to be a system in place to ensure streetcar operation is safe.

Do you have any additional comments you would like to add about the design of Queens Quay-Ferry Docks station?

- Similar to the design of the Museum subway station (with its museum themed columns and finishes), there is an opportunity for this station to reflect the waterfront nature of this destination. This could include art, images, or other design motifs that reference the ferries, Toronto Island, and the waterfront generally. This could help build excitement and anticipation for those arriving at the station.
- Keeping the level crossing at Queens Quay station platform level is a good change in this update.
- I am worried about the tunnel being poorly executed and being a crowded, unsafe, dirty space. It may also end up being very costly for the project. I would rather see resources put towards making the surface experience improved to enhance the flow of pedestrians and add more liveliness to the street instead of sucking it underground.
- The level crossing is a bad idea. The current level crossing with bad sightlines and a stop-and-proceed order is shameful. I hope the new one will have proper signals (or even gates) that show when it's safe to cross without forcing streetcars to stop a second time.
- The jog seems odd, could you consider an open concourse to make it feel less mine-shafty?
- Strongly suggesting to move the station and/or terminal to east of Yonge Street.
- The exit to the south side of Queens Quay is great.
- Not every exit is accessible. This is the station I will be using most frequently and while it looks like it will be more accessible than the current design, all exits and entrances should be accessible.
- I hope the design of the current Queens Quay station is kept in some form in the new design, maybe just photos but hopefully more. Also one of the renderings doesn't show tracks going east west, there should be tracks that go east west instead of turning into Union to allow for more flexibility with streetcar operation.
- For the level crossing, pedestrian signals will also be important I love the idea of a tunnel from the station to the ferry terminal, and finally extending the PATH right down to the waterfront. This may be logistically difficult, but I think it would be good to have an escalator going from the tunnel up to the street level. It will be quite a climb up the stairs.
- One picture looks like it was taken from Polson Pier and that makes no sense.
- I don't like the idea of guiding people to walk across the tracks in the station. It seems to go against the types of behaviour being discouraged elsewhere. It would be nice to see more effort on vertical circulation such as escalators... a straight run of an escalator and stairs where you can see what is at the bottom is more inviting. The long hall seems wide enough, and I like the visual elements which are more inviting than a concrete hallway. But concerns about the vertical circulations at both ends not being inviting or having adequate capacity.
- This is a challenging station being designed within tight constraints but given the volumes of visitors to the waterfront and the Islands on weekends and through the summer who come with children, stroller and hampers, a greater effort needs to be found to incorporate high capacity escalators in addition to

elevators. The underground connection to the south side of Bay is potentially an important enhancement, but without access by generous escalators and elevators, it is likely to suffer the same fate as the pedestrian connection under the Queen Street Subway station - poorly used and avoided when possible. Here the TTC and City have a one time opportunity to make public transit a preferred choice for families visiting the waterfront, but if the connections are painful, too many people will still want to bring cars.

- The at-grade level crossing seems like a disaster waiting to happen, this is a great opportunity to get rid of it. I used to work around this station and have seen a few close calls.
- Make sure the stairs are wide enough to handle the volume of passengers. Maybe have digital signs indicating when the next Ferry's will be departing for the islands. This could be helpful to people wishing to get on a ferry.
- Allow for large volumes of summer passengers with picnic equipment going to the island.
- The tunnel is a significant but important investment at the waterfront. It would be prudent to extend the tunnel to connect the future ferry terminal. This would provide full weather protection and it would help move crowds further from the waterfront trail and Queens Quay. Is this possible?
- Ensure the elevators are always working. The current one is often out of service for extended periods of time. Maybe add escalators too.
- Is the purpose of the tunnel to the south side of Queens Quay clearly understood? Who is this for? As I read these diagrams, someone with a child in a stroller who wants to get from the Ferry Docks to the Northbound platform to go to Union Station (probably a fairly common boarding that will occur) will have to take the elevator down to the tunnel, cross under the tracks, take the elevator up to track level at the South Bound platform, then cross the tracks at the level crossing to get the North Bound platform. Will that even be possible, since the information above says the level crossing will only be for periods when passenger volumes are lower? If that's the case, will it be made clear to people at the entrance on the south side of Queens Quay who need a fully accessible pathway to the North Bound platform that they shouldn't use the tunnel during periods of high passenger volume? Based on the diagrams and the drawing shown here it seems that making the Queens Quay/Bay intersection more accommodating to pedestrians at street level would be a better use of money than this version of the tunnel.
- That is a lot of stairs at the ferry dock side for strollers and wagons and such. Make the elevator nice and big.
- In the current configuration, halls and stairs are not very clear. I find it hard to discern from these drawings if enough has been done to make the pedestrian tunnel to the south side of Queens Quay. Obvious to people getting off the SB streetcars. It looks unclear & awkward.
- Surprised by the level crossing. Seems dangerous and may cause delays, considering the large numbers of people who will use this stop, many who may not be familiar with the TTC since the Island is a destination for regional/out of town travellers.
- More escalators.
- Echo the DRP comment and question the need for the tunnel. That said, if indeed, the adjacent buildings are all connected, this would be a great extension of the PATH. Location of the entrance at Jack Layton Ferry Terminal should be built into the Westin. Or extended further south so that it connects with the Terminal building. 10 20 and 11 Bay should have connections to this PATH tunnel. Especially is the overhead connection is not going to go ahead. I would prefer that it is overhead - 10 connected to 11 and 11 connected to Westin. More thought into how the Ferry Terminal has direct

connection to the PATH. Again, platform doors are needed at this station. There is also a significant development at 30 Bay. Extend the PATH via this building. Extend the tunnel all way to 30.

- Can you ensure that the new terminal will not have wet floors all the time...including wet entrances and exits.
- Pedestrian tunnel needs rework.
- The tunnel would be of most use at times when pedestrian traffic is the area is low (winter, rainy days). The added time of going down an extra level and then having to go back up two levels, as well as safety concerns underground could further discourage use. The station design (without the tunnel) already boasts excellent connectivity and accessibility improvements. Pedestrian connection to south of Queens Quay could be improved with surface level improvements along Bay and at the intersection of Queens Quay and Bay that improve the safety, capacity and visual environment of the area such as wider sidewalks, pedestrian-priority signal timing, scramble crossing, street trees, separate bike infrastructure on Bay, improved way finding to Ferry Docks, public art that creates a visual landmark as the entrance to the Ferry Docks.
- Excellent because the backlog of red light ignoring ferry/island pedestrians is chaotic at this intersection. would request none-slip material be used please. the current steps to harbourfront station are slippery when wet.
- Make the tunnel slope upwards from the Queens Quay station to the Jack Layton Ferry Terminal rather than stairs. Flow of pedestrian traffic to the terminal would be smoother.
- The pedestrian tunnel to the south side of Queens Quay seems unnecessary and adds complexity & cost to the project. Crossing Queens Quay on the surface is not too difficult.
- Sorry to say but I think the Queens Quay station design is compromised. There's the potential that this station will experience huge numbers of passenger traffic. The pathways for getting to platform level seem to be sized too small; the passenger waiting areas seem to be very constrained. Given the experience with the existing station and intermittent elevator service and the potential for water ingress, I was hoping to see a passenger pathway going up and over the road as well as one that makes more extensive use of ramps.
- I like that the at grade crossing option remains.
- The new station should be fully accessible, including the pedestrian tunnel to the south side of Queen's Quay.
- The interior sign looks very outdated and does not stand out at all. Wooden wave ceiling is great though
- This is one of the most physically difficult to navigate and undesirable stations on this line. The changes are likely helpful, but given the demands on this site and unique constraints it still seems inadequate. The upgrade in lighting, pedestrian tunnel size, and accessible ramp will however make it more functional and improve safety.
- Yes, it would also be important to clarify whether the new 6m extension of the PATH tunnel will also directly connect with the existing PATH network. After reviewing the proposed plans, I'm not too sure whether the long-term plan is to ultimately connect the new PATH section together with the current PATH system.
- Is it possible to also add level crossing on both ends of the platforms?
- This piece of the project terrifies me. I am very concerned about crowds- people with strollers pushing in a very confined space with no visibility (line of sight) on actual exit. Very concerned about fire risk - use of wood doesn't help. The cost to fix it might make it too expensive. May be better use of money to add additional high capacity elevators to move crowds with strollers etc., from track level to surface as

fast as possible. I wish I could be more positive about this. I appreciate the effort being made to make this a great service for people.

- The level crossing should be removed...people will try to use it even at busy times.
- I have significant concerns about the walkway at track level between the two platforms. Just as these types of walkways don't exist at subway stations, they ought not to exist at stations like this either.
- Does this connect to The PATH as well? Can I get to Scotia Bank Arena without going outside?
- I'd like to see whole streetcar network in Toronto to be built on the ground level. I understand that Doug Ford does not like that, but City can make its own decisions.
- Are there ways of support for people with mobility issues (wheelchairs, baby buggies, etc.) to get out of the station if the elevator is broken down? I use this station extensively, mainly entering from the east, but when on crutches once, from the west, using the elevator. Once it was broken, I had to go back to Union and get onto a Bay bus as the alternative, but would visitors to the waterfront know that? Often the station floors are slippery and wet, the conditions there are dirty, and it is uncomfortable to think that tourists are left with this impression of our city. Please make sure the floors do not have slippery tiles.
- Good to see the larger elevator, and I hope the underground way to the ferry docks takes some of the pedestrian traffic from the streets. They don't obey the traffic lights when moving in a crowd from the ferry.
- Love the tunnel!
- The level crossing should be closed on high-volume days, or else passenger volumes will impede streetcars and create both safety issues as well as problems with streetcar schedules. The question then is, would it be better for the sake of clarity to abandon the level crossing?
- If possible, escalators should also be provided wherever there is a staircase. It is not clear from the diagrams if escalators will be provided.
- There seem to be a lot of stairs here especially at the proposed south entrance. The record of elevator maintenance for TTC is not good and elevators are frequently down so the stairs are a real issue on the south side. At the virtual meeting, a question was asked about substituting stairs with a ramp (but also keeping elevators) and I wish deeper exploration of a ramp idea would occur. Escalators should also be considered if the ramp is not feasible. However, I'm very pleased to see that south entrance included in the plan; it should reduce significantly the pedestrian congestion on the surface of Queens Quay.
- Accessible access needs to be provided for all streetcars and the pedestrian tunnel.
- Excellent work putting an exit on the South Side of Queens Quay. It is a much needed exit. The pedestrian, cyclist, vehicular traffic at Bay/Queens Quay is terrible.
- Fitting the ferry dock tunnel to the existing structure is difficult. It seems counter-intuitive to go "down" to use the tunnel. One item that might make the tunnel attractive to use is excellent climate control - keep cool in summer and warm in winter - more attractive than the elements at street level. For this station, platform edge doors and level crossing doors should be installed - keeping pedestrians off the tracks so as to give streetcars "transit priority" should be key.
- The high-rise owner should be required to provide the accessible entrance.
- The tunnel looks very long and the exit has far too many stairs. The walkway should be sloped on either side of the streetcar tunnel to reduce the number of stairs needed to exit. Since the goal is to serve the ferry docks, it could even go further south of Queens Quay to reduce the number of stairs. As designed, I doubt anyone that doesn't require the accessible connection would use this. Glad to see the level crossing is being retained as it is much more convenient than the tunnel. Its location is much better than the current crossing since there are better sight-lines.

- The pedestrian tunnel is an excellent addition! I think it is wise to consider installing fare gates as many tourists and visitors to Toronto are unfamiliar with the streetcar method of Proof of Payment, but many have entered the system through and are familiar with the subway.
- Tunnel under tracks from Northbound to Southbound platforms is not accessible. Shows only Stairs as access/egress. This is not acceptable since it assumes elevators from street on West and eventually East side will always be working to access the correct platform and that the new level pedestrian crossing mid-track will always be available. (We were told it would not be so.) Elevating device essential for the below-grade crossover. (Those who cannot use stairs should not be made to go back up and over across a street for access.) If elevation goes to that level on both sides, such access is not noted on your graphic (which is also a failure). I wish it wasn't so hard to get to UP express train from Queens Quay streetcar platform at Union Station. It is easier and faster to walk with all my luggage to UP express station from 230 Queens Quay West than to take a streetcar to Union Station.
- The elevator in the existing Ferry Dock Station is out of order more often than not. I have been told it is due to water infiltration. Building a new pedestrian tunnel BELOW this level seems somewhat risky. I can see it having water problems. Many people will use the 'pedestrian crossing' at track level as it will be much faster.
- The pedestrian tunnel to the south side of Queens Quay is a fantastic addition to the design. Please consider sloping it, if possible, to reduce the height of the staircase to ground level.
- Remove the pedestrian crossing across the tracks. This will cause delays.
- Have to concur with several of the questions from the night, that the pedestrian crossing mid-platform to get from northbound to southbound sides is risky. Prefer that there not be a crossing there, but do recognize that it is far enough in from the portal bends that it should be fairly easy for operators to recognize early enough if there's a danger.
- As with the Union Station Loop, with the exception of the access to street level on the east side south of 11 Bay St, I'm concerned that only stairs and elevators are proposed for the other entrances. I'm a senior and find the stairs at various exits from the subway (i.e. at King Street) somewhat difficult to handle. Crowds may build up at the elevator locations so rather than wait, I would prefer using an escalator rather than taking stairs. I would guess that escalators were not considered because of cost of installation and high on-going maintenance costs.
- Not a fan of the level crossing, it might slow down streetcars, but otherwise it's good.
- More attention should be paid to the connection to the island ferries - possible a long ramp leading closer to the actual ferry docks. This connection will see some very heavy usage at certain times.
- 1. Design of the floor tiles & benches is tacky and something you would only expect to see in a drab 1970s mall.
 2. Too much exposed concrete (especially with the columns).
 3. Ceilings are uninteresting and again, tacky. I encourage the use of wood, but it should be high-quality wood (preferably with whiter colours, or inspired from the upcoming Jack Layton Ferry Terminal project) and should have elegant forms.
 4. Not a fan of the walls with the grey line in the centre.
 5. Hallway is uninteresting. Even if the public art is good, there's really nothing memorable or even likeable about this place. It truly is a "non-place", which I don't think we should build anymore. We should build places that, no matter their nature, are inspiring & memorable to people. This should be achieved through the use of careful details that create a character inspired from the waterfront or our city's good qualities. Overall, Toronto deserves architecture worth caring about, and this station design

is not worth caring about. It is typical, low-quality, without actual investment into details or beauty. Please make this station just as great as the public realm that Waterfront Toronto has given us.

- The pedestrian crossover at track level needs to have signals, otherwise pedestrians will hold streetcar service up for extended periods of time. Have it signalized so that streetcars have priority. Also, there needs to be an option for a station if there is an east-west route that does not go to Union Station. There is no accommodation for such a route.
- The level crossing could slow down streetcar operation. The pedestrian tunnel to south of Queens Quay could become very crowded in the summer.

Do you have any additional comments on the preliminary design of the portal canopy?

- I completely agree that the goal should be for these canopies to be iconic, but I think that they appear too utilitarian in their current state to be considered that way. I would love to see more architectural flair (something TRULY unique to Toronto), but if this design proceeds as-is, I think that if the portal canopy was lit up, not just with a traditional lighting plan, but with something unique, that would be amazing as well. For example, a technique such as projection mapping could turn the canopies into what would appear to be digital screens that would become permanent public art displays. In my mind, they would be constantly photographed and would become an instantly recognizable landmark on the waterfront (despite the relatively low price of incorporating technology like projection mapping!).
- Great look. I appreciate the inclusion of these canopies as they celebrate the transit infrastructure rather better than the purely functional concrete entrance that exists now.
- Pavement texturing should be included in the original design as a warning to motorists that may otherwise enter the tunnel.
- Think about a design compatible way to keep vehicles and people out.
- What is the canopy material?
- Love it!
- Placing the portal on the east side of Yonge is a better option regardless of the additional cost. It frees up road space to allow left turns northbound at Yonge. It places it in front of the Star building and the southside park possibly reducing the need to fill as much of the slip. This intersection is too important to skimp on money.
- Whatever the design ends up being, it should effectively discourage cars from driving down the ramp!
- Nice and shiny brand new but how are you going to keep it that way?
- Love, love, love these! would like to see them made entirely of natural material
- More functional.
- The portal canopy design will become iconic, but the location of the portal makes vehicular access to 10 Queens Quay (and 10 Yonge Street) problematic.
- West of Yonge along QQ is already very compressed space. Adding more stuffs to it may not be too attractive to everyone. East of Yonge has lot more open space; adding the portal there will be comfortable for all.
- Not sure why these are needed. Will they need maintenance? Prefer practical to pretending to be iconic.
- Is the design focus on visitor impressions or resident impact
- Is this 'portal' west of Yonge Street? If so, residents of 10 Queens Quay West will not be thrilled with the 'addition to the overall public realm'.

- The canopies will end up looking dirty/dusty - graffitied. Since it doesn't do anything for sound, it'll also be an obstruction of views for residents in the buildings, and an obstruction of views for those inside the streetcar. It would be better if they could see the lake view instead of the canopy.
- The canopy should be on both the east and the west portals otherwise it wouldn't have the same feel.
- The portal and canopy create a barrier, not a gateway to the waterfront.
- The preliminary design is gorgeous. I would like the lighting to have multicolour capabilities, so they could be lit for different themes/events (a la the CN Tower and TORONTO sign).
- I wonder if they might help drivers not mistakenly drive into the streetcar lanes, which still seems to happen a lot.
- I don't think this is the way to make an iconic and recognizable gateway, something that is actually at the scale of the people walking and biking and something that is closer to them (on/near the sidewalk/bike path) would be more effective. People in the streetcar will barely notice it, and people walking.
- The current portal although very functional and necessary is a visual blight on that block of Queens Quay and I know nearby residents dislike the impact it has on the pedestrian level. The two canopies seem like they could be a successful strategy to turn the blight into an interesting and defining feature. I look forward to seeing further refinements of this approach. There should be a light feature integrated with the approaching of a streetcar. As the streetcar moved into the portal the lights move in that direction.
- The canopy is an eyesore that has no place on Queens Quay west of Yonge Street. Rather than serving as a gateway to the waterfront, it serves as a barrier to the waterfront. Rather than being able to cross directly from the north side of Queens Quay West to the water on the south side of Queen's Quay, it will now be necessary to walk much further west or east. This is a barrier, not a gateway and serves as a safety risk for pedestrians, motorists and bicyclists. Moreover, the canopy and the portal it covers will reduce lanes of traffic that will make it very difficult to enter the driveway at 10 Queens Quay West. This will also increase the risk of traffic accidents of motorists, bicyclists, and pedestrians. The portal canopy would be much safer being placed east of Yonge Street as originally planned.
- If the portal canopy could be more closed in to significantly reduce sound, as the LRT surfaces to ground level, it would be much appreciated.
- Add the same treatment to the existing portal on the west side.
- Makes things feel even more congested.
- Completely unnecessary and is probably a result of some architect's ego trip
- The canopy in front of the hotel makes the street and area look so busy. The hotel entry does not look nice anymore. Hope the streetcar portal with canopy can be located on the west side of Yonge Street by the future park which is less crowded.
- East of Yonge Street please.
- Seem overly large, but agree that a distinctive feature is good for branding (and a nice way to limit cars from wrong-way entry).
- The area of the portal is very busy and there's too many tensions between cars, buses, taxis and people taking their car to the Island. It's not well though.
- I do not agree with the Portal west of Yonge. I would like to see the Portal to be East of Yonge as originally planned.
- It is a busy distraction when the focus should be on the water.

- More canopy to minimize the noise to the residents of the condo right across the street that had quiet before.
- Love it. There should also be something added to the existing portal going west along Queens Quay. Seems if you are fixing the tracks, there's an opportunity there too.
- The portal canopies should showcase sustainable/low-carbon building materials, like laminated timber. They could also do with some colour!
- If you are going to make canopies for the East Portal, it's only fair and aesthetically pleasing if you do so on the existing West Portal as well. Amusingly enough, it will add yet another distinguishing feature to make sure no stray cars wind up stuck inside Queen's Quay or Union Stations!
- Is the intention to keep rain/snow out or simply create an interesting canopy. As I recall, there is an issue with vehicles entering the portal, will this encourage that?
- Care should be taken to ensure that canopy portal is not oversized. Why is it so high?
- Clearance for streetcars in the tunnels has less space overhead. Keep it to a minimum.
- Ensure that maintenance is possible and that its esthetic is maintained. Automated Bollards that prevent vehicles from entering should also be added to the design. They lower when the streetcar approaches and return to up position once passed. An easy solution that seems to have been forgotten. Keep that large signalization lighting to a minimum. Add LED structure lighting that turns to red when there is a streetcar entering or exiting.
- Can canopies include some type of natural greenery growing on top maintained by the city.
- Ugly design that will look dirty after the first winter.
- The preliminary design seems generic. I do agree a bolder or more unique design could improve the public realm.
- I pray for non squeaky steel on steel wheels. I noticed there was a ton of input and concern for the 10 Yonge and 10 Queens Quay East residents but what about 15 Queens Quay East? Views are not guaranteed but I am sad to learn I will be listening to delivery and garbage trucks beeping and entering the hotel - just inches from my balcony. I also pray the delivery and garbage hours are not 24/7.
- Will there be contingency in the aesthetic or functional design to mitigate possible vehicular entry into the tunnel?
- Waterproof them; not just for sunshades and more of them at other stations.
- It's unnecessary and provides nothing at all and is a waste of funds.
- Please explain in more detail how the portal design would discourage automobile invasions.
- I'm not all that sold on the portal canopies. While I agree that they will add to the dialogue of the built realm, I see the canopies getting clogged by leaves and never getting cleared, I see them beginning to rust and never being repainted. I hope I'm proven wrong.
- I like it.
- Nice... looks finished... the current stops at too industrial and harsh.
- Hope it helps keep car out.
- Seems dated already. We need a Calatrava design that's iconic like Brookfield Place.
- I really like the design and the location of the Eastern portal (west of Yonge).
- This will require a high material standard to create something that will be iconic/impressive in all weather conditions and seasons. This is a great opportunity to do something new and I sincerely hope that this plan is supported and designed to succeed.
- Enhance the existing western portal too so that it matches the eastern portal for its icon feature.

- Really nice design and should also be integrated at the existing outdated portal by York Street. In addition, it would be nice if the portals can light up different colours like the CN Tower. – For instance, red and green at Christmas, orange in Halloween, gold/silver on New Year's Eve.
- Looks great. This section of Queens Quay definitely needs some upgrades.
- Do the portals really need “canopies?” But. If the answer is yes. These are bland and boring and say nothing about the connection they are trying to establish with the waterfront. I realize this is preliminary. I would say, lets take design inspiration from the wave deck and give us something spectacular, or don't do it at all. Or, take inspiration from the 3 new LRT bridges being installed to the east in support of this project. Please put some thought behind the canopies, as I mentioned, make them connect to some feature of the existing waterfront...each portal could have its own design, the west portal designed with inspiration from wave deck and the east portal designed with inspiration from the new bridges. Google image search Setthasiri Lam Luk Ka by Tectonix Landscape on Behance... sort of gets at my point of be brave and do something spectacular ... something like this could be re-drawn to look more like wave deck. Thank you for reading :).
- I believe the proposed design of the portal canopy is a great addition to the Waterfront neighbourhood and enhances the new LRT project very well. Looking forward to see further designs throughout the project development.
- Would prefer something with more colour.
- The line of trees on the south side of the east portal is fabulous. It looks like the west portal won't have the same thing, presumably to avoid clashing with the trees on the other side of the path, but if there's an outside chance to add some—the more greenery the better!
- Beautiful addition.
- The canopy covers could be iconic. They should be beacons to signal that you are arriving at the central waterfront even if you are a pedestrian. It would be nice to build on wave deck look. Or maybe riff off the lovely new Port Land bridges. Or use the opportunity to make Queen's Quay greener - add trellises for greenery. But I would really like to see something made of glass that would remind you of the Fresnel lens of a light house.
- I think that they are beautiful and will add greatly to that part of the city.
- Looks nice...better than just a concrete box like the existing one and Spadina station.
- Love them!
- It should just be a stop. The canopy is pretty, but it should not be a tunnel, just a stop so passengers can look at it while waiting for a streetcar.
- The presentation also included some idea that the portals would have a light display. This may be unhealthy and unsafe for individuals residing in the buildings opposite the portal. Some lighting could produce sleep disturbance or be a trigger for seizures, if not carefully planned or timed. Have noise studies been done with the residents who are near the west portal? I would like to know of those. Is the info available on Waterfront Toronto website? Just in case this item does not appear elsewhere in the survey: it is difficult to know what the road between Bay and Yonge will look like without a view from above. The side view appears to indicate only two lanes of traffic where the portal is. Currently, there are three lanes of traffic there, allowing for a turn lane into the Residences of the World Trade Centre (RWTC - 10 Yonge and 10 Queens Quay) from the west. There has been great effort put into planning the new driveways for the Westin Hotel, but what about for the 700 family units in RWTC? Are you blocking our driveway? It is very difficult to see on the slides presented. Can you please provide the overhead view of the proposed road and answer the question about noise studies re subway cars entering and exiting the portals?

- Avoid the use of glass, as it does not add any value (no rain protection needed at portals) while always looking dirty unless it is cleaned frequently.
- I like them, also by providing a visually distinct area they may help discourage vehicles from accidentally entering the portals.
- Please ensure the lighting does not light up the residents' apts.
- Looks great!
- Do make sure the design of the canopy allows the temporary fencing that prohibits touching the electric overheads, can be removed.
- The preliminary designs are pleasant but not iconic or bold like, for example, the Paris metro entrances. Could the design celebrate transit in a more colourful way or in a more architecturally bold way? It may just be personal preference, but I think these portals are dull and not quite befitting the modern "Rockets".
- Not distinctive enough (sails?) keep thinking.
- Two key things spring to mind; ease of long term maintenance and/or repair, and complete coverage. The concept portal canopies shown appear to have large openings - this will allow trash and weather to enter the tunnel mouth. Using a different colour panel to fill the space would make the canopy weather tight, adding a shielding affect to the tunnel entrances. Also it would be nice to take the canopy design and use it in a complementary way at the stops to create an integrated homogenous design.
- I don't see the purpose of the portal canopy...it's not waterproof, and seems to be unnecessary.
- I am a lot more concerned about the lack of barriers between the streetcars and auto traffic, that would prevent drivers from descending the streetcar tracks and blocking the tunnel, as happens occasionally. The canopies won't matter to them, they don't pay attention now!
- Light display is pretty until there's no money to maintain it. (Like Yorkdale Station). Canopy will add visual cue to drivers that this is NOT the place to be.
- Look good but I hope that will be designed with low-maintenance as a condition. The TTC and the City are not good in maintaining 'nice things'.
- Love the portal!
- The canopy is pointless. If the city is going to spend money on canopies put them somewhere they can benefit pedestrians. There is some discussion about how to limit incursions into the station. There should be an automated camera system that identifies vehicles and activates a water curtain and projects warning signals that the vehicle would have to drive through.
- Happy to see this added, would look forward to it being balanced by adding to the west portal as well.
- Concerned about overall lifetime and cleanliness which I'm sure will be flushed out with material selection.
- Beautiful design. Very practical as a visual distinguisher to prevent cars from going in, and so much more visually appealing than the old design.
- A little generic - opportunity to incorporate indigenous design?
- Prefer wood, but this looks good. Iconic.
- The previous design was much more interesting and grand. The previous design, with its elegant curves, had a much more iconic look than this one. Also, I'm not a fan of the gaps between the glass. I would suggest using wood. It doesn't have to be fully or even partially made of glass! But if you do use glass, I encourage you to use more solid materials and to pay attention to details to make this an iconic structure that creates a sense of place (not just glass structure that could be found anywhere else in the world). We need to create a unique identity for our waterfront. Also, I think that concrete barriers

should be replaced with something more elegant, or at least refined to be less basic than in the rendering. Finally, I think it'd be great if there were other plantings (sustainable plantings, just like along the entirety of the Queens Quay East project - not just grass), and if there weren't any trees around the portal (for obvious reasons - so that people can enjoy its design without anything blocking it). Overall, I ask that you make this design beautiful, rooted in context, and timeless (just like our new bridges!)

- I like this. Please do not clutter the design with excessive signage in an attempt to deter aimless car drivers. Good street and infrastructure design, coupled with clear, minimal signage would be ideal and appropriate for the area.
- Waste of money. They are going to become dirty with grime and will be difficult to clean. They do not add anything to the project.

Are there additional design elements that should be prioritized through the rebuild of Bay Street?

- It would be amazing if a row of trees could be planted along Bay Street directly adjacent to Scotiabank Arena. With the new trees that have been planted across the street at 81 Bay, it would be beautiful if a canopy could develop over Bay Street as it would help lead pedestrians from the park at CIBC Square down the stairs on the south end and towards the waterfront. If the sidewalk could also be widened beside Scotiabank Arena, that would be great because the Colonnade is far too narrow at the moment and it would be cool to be able to sit and relax before heading inside to take in a game or concert, rather than having to stand beside what feels like a major arterial road. Bay Street could be an absolutely beautiful street if pedestrians were prioritized and I think it is crucial that this happens because of the number of people that will soon work at 81 Bay, 30 Bay, 11 Bay, 1 Yonge, and 100 Queens Quay East. With the addition of the residents in the Lower Yonge Precinct, Easy Bayfront, etc., it is extremely important that the sidewalks are able to accommodate thousands of people that do not currently live or work there.
- So far, the city seems to have gotten it right with new trees and planters in this area. I would love to see this continued along with sidewalks that are as wide as possible. We know this area will be full of big families visiting who tend to walk slowly and take space. It will also be full of local city dwellers who tend to walk fast (me included). We need room to accommodate all. Finally, we need proper public seating - not just uneven granite slabs with no shade.
- Bay street is the heart of the financial district, it should look prestigious and be inviting for pedestrians.
- The section of all north south streets that go below the Gardiner is terrifying for most people on foot and on bike, contributing to the Queen's Quay area feeling cut off from the rest of the city. If we are working on rebuilding that area, any focus given to the experience of walking or biking through the area would be appreciated.
- Consider adding a proper bus stop close to a Union Station entrance, be it on Bay or on Front. The present stops placed far away from the station are annoying to no end. Allow more opportunities for pedestrian crossings. Avoid barriers in the middle of the street, build them as islands instead! Pedestrians don't need to be protected from themselves. If needed for the final mix of bus/bike/car lanes, consider removing one or both sidewalks in the rail underpass and designating the team ways as the street's sidewalks.
- This comment is not limited to this question. Every design now prioritizes pedestrians, cyclists and public transit making disabled people who require private vehicle drop off and pick up locations

unavailable. Access is becoming almost impossible for people with limited mobility. The city is designed for people who are mobile.

- Natural materials - integration of indigenous design.
- Seating, artwork, shaded areas. Playground.
- More Cafes and wheelchair accessible way to the path and other facilities. Portal canopy should be located east of Yonge along Queens Quay.
- The street is a little soulless south of Lakeshore. Need more street facing retail. Street Food places.
- More greenery, pet spaces, grass, trees.
- Please consider accessibility when designing side walls. The sidewalks in the area are currently very bumpy (intermittent cobblestones) and uneven. I use a walker and this kind of terrain is very difficult.
- Car entrance access for residents living in the area.
- Planting other than trees like flowers would be nice to see but also keep the trees. Digital maps could also be good.
- Do not build any more towers. Keep some open sky.
- Bury any hydro wiring.
- I'm not sure whose ownership this falls under, but the jersey barriers in front of Scotiabank arena need to be replaced with something permanent and easy to look at (good looking bollards, etc.)
- An iconic gateway is a good idea, but a canopy over a streetcar portal is not the way to go.
- Design elements that reference the approach to and existence of the waterfront would help to improve the public realm and make the rewards of walking from Union to Queens Quay more apparent. Civilizing the traffic and improving the aesthetics at the Gardiner/Lakeshore should also be considered. Finding ways to make the Bay/Gardiner/Lakeshore intersect safe and comfortable for pedestrians and cyclists should be a goal for any rebuild.
- Shade for summer wind shelter for winter.
- What is the extent of potential Bay Street reconstruction? It would be wonderful if the whole area can be pedestrianized to create spill out space for Scotia Bank Arena.
- No.
- Need safe bike trails in downtown in streets as many as possible.
- Way finding.
- What about emergency vehicle!!
- Improved intersection crossings, as the intersections are enormous, often one-way and many vehicles are going fast/coming off the Gardiner.
- As much as possible, trees should be incorporated in large planters, so they can grow tall/long enough to provide significant climate adaptation (i.e., shade/cooling) and mitigation (i.e., carbon capture) value. The street design should de-emphasize and de-prioritize car use as much as possible, wherever possible. The redesign should not shy away from converting entire lanes or street sections to pedestrian plazas. Buffers, medians, and curbs should incorporate rain gardens wherever possible.
- What is happening with the Gardiner on ramp?
- Pedestrians should be given priority! But also consider congestion caused before and after events at the arena and the impact on residents, traffic, pedestrian safety.
- The only concern is high speed right of way or whatever vehicles nearly running down pedestrians crossing bay and harbour north side. I have been terrorized by motorists while I was legally crossing with my full white walk signal. In addition to having to dodge and let vehicles turn while I'm in the legal

crossing zone, I had someone actually start honking at me. I stopped and turned, and they started sort of waving me to hurry up.

- Elevated walkways over Lakeshore Boulevard to reduce pedestrian traffic at this squeezed intersection. PATH right of way.
- Less traffic lanes; more space for pedestrians.
- No waterfront Toronto needs to stop with their designs for useless things in this City.
- I really hate these 'prioritize the importance' lists. So many of the elements are equally important.
- The bike path/pedestrian intersection at Bay could be improved a lot to better separate traffic, it's always a bit of a mess
- Beauty.
- Weather protection wherever it does not impact trees and greenspace - this should be a pleasant area all four seasons. Use of pollinator species where plantings are possible to support ecosystem.
- Follow the Queen's Quay redesign pattern to connect the waterfront to Union station via Bay. Make it an iconic connection for our financial core.
- Covering up the Gardiner Expressway with lights or other animated feature which would provide a more welcoming environment on Bay Street to Yonge Street Slip.
- Improved signage would be good. It's fine for those of us who are locals but as it is a major tourist access point upgraded way finding and attraction signs would be good.
- Pedestrian and bikes prioritized. Give us a beautiful outdoors path from union down to Queens Quay.
- No additional suggestions at this time.
- If at all possible, it would be amazing if something like the recent 229 Richmond acquisition could happen with the parking lot on the west side of Bay, between Harbour and the Gardiner. It's a conspicuous spot that would be perfect for a park or affordable housing.
- Bike Lanes and natural areas (trees and shrubs).
- The public realm needs to accommodate people walking in a transit rich zone.
- Areas to host public art.
- Streetcar tracks and stops on the ground - not underground.
- What buses would there be once the subway is there? Except of course as interim measures if the subway is down..... difficult to rank these. Are you going to encourage people driving here to drop off people and picnic stuff, as they do now at many places along Queens Quay? As part of the ferry ticket purchase, there could be more directions about not dropping off here, but parking elsewhere and walking to here?
- I assume for the previous question 1 is the highest priority, 7 the least. I think that vehicular access should be given the lowest priority, if not banned entirely.
- The portion under the Gardiner needs to be beautified - it's kind of ugly right now.
- As many trees as possible to try to hide the Gardiner when walking northbound. The entire area feels like a concrete jungle optimized for cars.
- Assume 1 is most important in question above.
- Any features that offer shade.
- Bay is the most unwelcoming location to approach the ferry docks. The Pinnacle and the hotels suck the life out of the street. It needs Euro style underground pedestrian access to cross Bay and the East West streets.
- If transit is to be "the" priority, the design must be anti-car. I advocate for a transit mall (King St. part 2) with limited auto/truck access.

- Consider a pedestrian priority zone between Queens Quay and Harbour to eliminate the terrible traffic, dangerous interactions between pedestrians and vehicles, and to further enhance the "entrance" to the waterfront.
- Preserve northbound view channel toward Old City Hall tower.
- Having the portal just east of Bay Street will create an enormous eyesore at the foot of this prestigious street. Also enormous traffic congestion with ferry passengers, harbour square park users, bikers, pedestrians, hotel walk-in foot traffic ... all in one confined place. The portal should be east of Yonge Street as originally planned. The cost of filling in the lake will be more than the \$40 million to remove the water pipes to enable using a portal east of Yonge Street. Also less congestion at Bay street.
- Cycle lane markings with dedicated cycle transit signals.
- Long lasting concrete for sidewalks.
- Good on-street pedestrian infrastructure, especially at busy crossings like new Harbour Street.
- Transit priority needs to allow bus stops with enough room for the number of people who wait for the bus there. When the bus stops southbound on Bay Street at front was moved from the NW corner down to the SW corner in order to avoid the long delays behind cars turning West onto Front at that intersection, it forced a dangerously large crowd of waiting passengers onto the narrow sidewalk beside Union and completely blocked safe pedestrian passage through there.
- Clear signage to direct pedestrian traffic.
- Signal priority for transit.
- Design in locations for Toronto Bike Share, with plenty of circulation space. Ensure good wayfinding (Toronto 360) with "distance to go" to major destinations - i.e. 2km to exhibition place for example.
- 1. Signature Waterfront Toronto streetlights
2. Quality pavers, perhaps in consultation with the City and Waterfront Toronto (unlike in the renderings of the presentation, which seem very underthought)
- Yes a Stanley Cup Statue so the Leafs can look at it everyday and finally win it!!

Do you have any additional comments you would like to add about the design of Yonge Street Slip?

- I like the ideas presented, but I think that the current design lacks an "iconic" focal point. The large wave deck is cool, but what will animate it? For example, what if a skateboarding bowl was included south of the wave deck to provide users of the deck with a "show"? It's extremely fun to watch people skateboard in Toronto (Underpass Park) and internationally (Venice Beach, Southbank, etc.), and I think that a colourful bowl at the foot of Yonge Street, positioned directly on the waterfront with tall developments like 11 Bay and 1 Yonge looming in the background, could become a truly iconic waterfront staple that visitors and locals alike could enjoy. The more animated and lively the waterfront is, the better!
- Looking at the illustrations, it appears the rock formation section would empty out onto the hotel driveway and drop-off area. Would it be possible to include markings or a raised walkway crossing the driveway to help with pedestrian safety?
- This is a really great idea that solves a lot of issues that are at this place. However, while I recognize that the vehicle connection is necessary for the hotel, I am worried about the potential conflicts that may arise between vehicles rushing in and out and pedestrians that are wandering in the public space. I am also worried that it will be full of taxis idling and aggressively driving and honking which will make the public space much less welcoming. Ideally, and while this may not be realistic, I would love to see the

footprint of the vehicle access greatly reduced and more space allocated to the park. The remaining vehicle space should be separated and delineated as much as possible.

- Yay change.
- My condo overlooks the Yonge Street slip. On busy weekends and even not so busy weekdays, the chop produced by the water taxi traffic will likely swamp the canoes and Kayaks. Small boats would be better located in the Parliament Street plan. Much quieter boating area.
- The sense of arrival happened in 1992 when I arrived at 10 Yonge. This design shows complete disregard for the residents of this community. It will have a negative impact on our property value and our quality of life for the duration of the project which will take a decade to complete (based on our experience: Queens Quay west). Of course, people who visit the waterfront and the people who work on that project - it is not happening in there front and/or back yard. This project seems to benefit one major stakeholder, The Westin - a private corporation who will not be founding this project, taxpayers will. Please place the terminal to the east of Yonge St to save the water view at the foot of Yonge.
- The slip must be reduced to the minimum and special consideration to trees must be given.
- I presume the fact that kayaks are included in the design consideration means that there will be rentals available. I have no room to keep my kayak in my condo and there would be no way to bring my kayak on my vehicle, park and walk it to the launch dock.
- Would love to see a kids playground incorporated in the park space as well.
- There is so much open space. Portal canopy being located in this area will make access and use a lot more comfortable for everyone.
- Makes no sense to fill in the slip and push the lake back. Save money with a stop light at the Westin. The parking lot by Captain Johns old berth can be upgraded to an attractive public space. What happens to Alexandros? Is the only piece of character retail being swept away in the pursuit of the iconic?
- Please don't fill in any part of the slip. Spend the additional cash and stick to the other idea that preserves the slip. Thank you.
- Can we provide play area for kids and exercise equipment for adults.
- Not the place for functional private marine use. More could be done on existing dock space on the stretch east of Yonge...effectively unused now ... so why add more in this design.
- Creating bus/taxi and additional traffic in the area does the opposite of providing an iconic feel to this location. This is Yonge Street. Visibility of buses, taxis, traffic, takes away from this area. It'll end up being noisy and crowded. Currently, bicycles don't stop for pedestrians even when the lights are green for pedestrians turn to cross. If the desire is for marine uses; this area should have more of a resort feel, like the marinas in Miami or Hawaii. The current design still favours bus, taxi and other vehicular traffic, which doesn't feel relaxing, but rather like an airport terminal. For the iconic, world famous Yonge Street, it should be a beautiful oasis.
- The shoreline should never be modified. This is the law elsewhere in Ontario and it should apply here also.
- While definitely an improvement, I'm not sure I would yet describe this area, as depicted, as being iconic. Of course, the design of the park to the east is unknown at this time, however, I do believe the slip design could be enhanced to achieve the iconic label.
- This is the beginning of the world's largest street, Yonge Street. It does not make a bold enough statement. There needs to be a large and stunning public art installation here.
- Do not fill in the slip: find an alternate solution.

- An open plaza with no seating is the kind of concept that only works in architectural renderings. This area should have tons of benches/chairs to sit on, tables, maybe some art piece in the middle, maybe even some... grass? Why is it assumed humans act like Sims, just walking back and forth across an open space? In the real world, we either need a path to walk through or somewhere to relax and enjoy the view. Maybe something like the unique seating at the Ryerson SLC?
- I love incorporation of the. Wave deck. Great idea.
- Currently, the unobstructed views of the water, and the fact that the water comes right up to Queen's Quay itself, are what make the Yonge Street Slip so unique. Any waterfront resident, any Toronto resident visiting the waterfront, and any tourist to the Toronto waterfront area would agree that even partially filling in a slip, such as the Yonge Street Slip, is doing a disservice to the natural beauty and uniqueness which define the waterfront in its current state. Having the iconic Yonge Street, the longest street in the world, end right at the water's edge is incredibly unique, and something that should be preserved. Therefore, any vehicles, trees, wave decks, etc., obstructing this unique view should be eliminated or reduced, wherever possible, in the design.
- Do not fill in any part of the Yonge Street Slip. The Yonge Street Slip is the Waterfront. Filling it in with land use destroys the waterfront and marine habitat. You are trying to pull the wool over our eyes by suggesting that this will somehow be some kind of utopia. It will be land. period. Your proposal will destroy the waterfront nature of the Yonge Slip. Leave the Yonge Slip as it is.
- There seem to be too many concessions made to vehicles here. Is it possible for buses, taxis, etc. to happen at 11 Bay Street? Can loading happen below grade? This is a very narrow part of the waterfront trail, and it is where I notice a high potential for accidents. Alternatively, can the Eastern LRT portal extend further east below grade to allow for more width in the public realm at grade. This way the pick-up and drop-off area for the hotel can be north of it rather than adjacent to it.
- The portal should be located east of Yonge Street, as originally envisioned.
- Hope the trees are not too tall to block the lake view from the lower floors of the condo buildings up north on Yonge Street.
- East of Yonge portal with minimum water fill at the slip.
- There's too much crammed into the space. Less is more if done well. It feels like it will become a circus versus a great place to visit and enjoy. Trying to hard to do too much.
- If the Portal is East of Yonge, you can save millions of dollars by: not having to fill in the slip and build the wave deck, and not having to build a new road to accommodate buses and taxis, and not having to pay Westin Hotel to move their entrance (which must cost a lot of money).
- Needs to be fully dedicated to public and pedestrians and not just be made into a bus depot and taxi stand for the Westin.
- It doesn't seem like enough has been done to get coach buses serving the hotel and ferry docks off Queens Quay.
- Why do you need boat launch here, it should be further east of Yonge.
- Again, wherever possible, trees should go in large planters and rain gardens should be incorporated for maximum climate benefit.
- Consider CCW flow for Westin Harbour Castle bus loop, so passengers board/alight from hotel side instead of island and so drivers are turning into a smaller (left side) blind spot. This basic change stands to dramatically improve pedestrian safety of the design.
- I would like to see more clarity into how the Jack Layton Ferry Terminal design and the Westin redevelopment fit into the overall design. I like the improved alignment of the bus parking areas. Will the east side of Westin now become its 'front door'? Where do large deliveries get staged for Westin?

Where does garbage get staged? Odours? More trees everywhere. I fail to understand the need to have drivers look down Yonge Street and see the waterfront. If you're driving, you're not sightseeing. Please integrate the park land on the east side. Do not make it a separate project. Please keep the double lined tree theme.

- Traffic in that area is crazy busy. pre covid on a Friday late afternoon, a drive from Loblaws to Yonge on Queens Quay would take 30 mins. With the new streetcar coming and reduced lanes it will be impossible to drive in that area. What will you do to reduce foot and vehicle traffic allowing those who live (and their visitors) to drive freely in that area? Can entrances and exits for coaches/vehicles into that area not enter and exit from Yonge? Can they enter/exit from Bay and go behind the hotel?
- There's lots of pedestrian traffic here, please consider wide sidewalks and large crossing areas for both pedestrians and Martin-Goodman Trail users.
- The wave deck seems like a useless aesthetic. I heard the design architect indicate that it was intentional to have it 'match' what is already in place west on Queens Quay - but this is Yonge Street – it should stand out, it should look different, and frankly better than what is already on Queens Quay. The wave decks west on Queens Quay are useless and often blocked off (winter, etc.). Please ensure you only fill in the amount of water on Yonge that is absolutely necessary! Please do not dismiss the concerns of residents at 10 Yonge Street and 10 Queens Quay as we are the most impacted by the loss of view and value in our properties, and years of noise and disruption that we will endure until this project is completed. Please attempt to curb noise during construction and beyond, please do not block views (including by using shrubs vs. trees that will grow tall at maturity). Let's keep in mind residents live right above the future park and deserve to sleep/live in some amount of peace/safety. Some security would be appreciated because things often get intense at night with motorcycle gangs and fireworks.
- Part of the larger consideration, but how will bike lanes be integrated into this particular aspect of the project?
- I think the new design elements to the slip are fantastic and will be a huge benefit to the public, both locals and tourists as well as marine craft operators.
- Love this -- moving the hotel access to the east side is a huge benefit for bikes and pedestrians.
- Passenger dock for high speed water connection to Hamilton and Niagara 45 min lake crossings integrated with LRT service. Convenient for GTA residents to come to the Downtown faster.
- Too difficult a spot for kayaks and other vehicles. Iconic area should be for pedestrians and visitors as a walk by or water taxis - not a picnic area. If you have kayak calories launch it will get too congested. Love the idea but need dedicated dolce for kayak canoes and another for picnic
- The design is too modest and plain for such a significant place in the city. I would love to see an international design competition for the Yonge slip to make it iconic and distinct from the other slips. It is too similar to the other wave decks. Suggest that the necessary scope be carried out as part of this project (new entrance to the hotel), and the Yonge slip design competition become a separate project. Waterfront Toronto has delivered memorable spaces - Love Park, Sugar Beach, etc. - but this design does not live up to the high standard we have seen so far. Be bold. This is the start of the city's most important street.
- Ugly.
- While previous feedback may have promoted access for canoes and kayaks at Yonge Street slip, have you ever tried to canoe here? The vertical hard surface of the existing sea wall combined with the boat traffic creates some truly horrendous and difficult water. Combined with the coming-and-going of the ferry boats, taxi boats and others, the Yonge St. slip is no place for a novice canoeist to paddle.

- Would be good to allow for some permanent retail/restaurant space. The design should fill in more of the quay. This would provide more space for people, not water. And improve the water flow in the quay and harbour in general. More water flow, less smell, keeps the water in the harbour healthy.
- Improves Martin Goodman Trail.
- More sun coverage with Muskoka chairs for chill time by the water not just open space. Make it usable and not just a walk through.
- I really like the new design of the Yonge Street Slip. I also think that the proposed park on the east side of the Slip (now a parking lot) should be prioritized - the parking lot is an eyesore and detracts from the experience of what is one of Canada's more iconic street intersections.
- Water taxi use makes sense. Private vessels should not be a priority in the inner harbor and pedestrian continuity should be prioritized over boat 'parking'.
- It's bland and sterile. What will animate this iconic location? For such an iconic site this design is very disappointing. Where is the innovation to make the Yonge slip unforgettable that it is Yonge Street. Maybe a large water fountain or something beautiful that allows people to not just look at the water but connect with it and become a new destination of itself.
- Very basic and uninviting design. The extended 'wave deck' needs a more iconic design to stand out (not just be an extension deck) and/or to be animated with things to do. Such as pop-up shops or food carts with patio seating right by the lake. Similar to the successful Beaver Tails story on the York Street slip.
- Additional considerations please for marine life in the area to address duckling drownings in the harbourfront.
- Looks great. Much needed upgrade and brings it more in line with the western portion of Queens Quay Design elements of the Canadian Shield? But why? This area of Ontario is nowhere near the shield. Can we get a design influence of something closer to home? We have beautiful features to take clues close to Toronto...the moraine, the bluffs, rouge park to name a few. Let's think more local in our design inspirations.
- No additional comments at this time.
- The large southwestern pier area looks a little barren relative to the rest of the slip, at least in the design documents. Maybe the plantings from the Winter 2021 design could be carried over to the revised version?
- More unique features to the park would be better.
- This should be the signature moment that tells you that Toronto has arrived at the lake. From Yonge Street you should know you're at the lake. This is the place for an in water fountain (floating like Windsor) or water jet. This plan does not give you that feeling of arrival. It's okay - but not special. Of course, we don't know what the plan is for Yonge Street Park, perhaps there is potential for something great. Not evident in this current plan, yet.
- I would fill in a larger proportion of the slip.
- Some elements of the park of park entrance should recognize this location as the start of Yonge Street, an iconic piece of our history. The foot of Yonge is an important marker as the start of the longest street in Canada. It was the route people took to open up the hinterland from the city. All points north lie upwards along Yonge. Please make this a continued theme as the details of the remodelling of the area progresses
- Beautiful. The more public access to the Waterfront the better. Love it!
- Not enough sitting area. A public bathroom would be nice.

- I oppose the filling in of any slip on the waterfront. I'd like to hear a statement from the Indigenous people on their reasons for agreeing to this. Was the consultation with them done properly with the guidelines of the Truth and Reconciliation report?
- A lot of space is given for vehicular access. I would try to minimize this. Wherever vehicles mingle with pedestrians and/or cyclists the vehicles dominate. We should minimize the number of areas where they do mingle, and discourage as much as possible vehicles from entering the area.
- Overall, it make sense and is well designed but a bit utilitarian. Could opportunities for greater engagement with the lake itself be designed (e.g. some kind of a "wading pool"?)
- I don't agree with the marine uses for the Yonge Slip. There are many other areas for marine use. Yonge Slip should remain a clutter free area.
- I like the infill of the slip to the west and the ability to park buses and taxis here amongst trees.
- What will be done to ensure that recreational marine activity will not interfere with ferry service, or in other words, ensure there are no accidents?
- Add a signpost point up Yonge Street with distances to various locations along the street. Plaque or monument or interactive display celebrating the "longest street". This could be extended to other "street slips", could include a blurb on the history of the street to the north, and a photo montage of the historic use of the original slip.
- 1 - minimize the wave deck to turn the space into an accessible space to congregate and have impromptu events/patio space/buskers, etc.
2 - consider lowering the quay wall on the east side to add additional space for marine access/more water taxis etc.
- Since you know the parking lot to the east will become a park, the site as whole should be considered as a single design, the eastern space not considered as a "bonus." The hallmark of Waterfront Toronto projects is integrated design. Seeing the space as a whole (even is the project must be phased) will open the possibilities.
- If the wave deck provides habitat for marine life below as I believe other locations do, you may wish to highlight this feature in future presentations and through on site signage or plaque Totally Disagree with filling in this iconic water space at the foot of Yonge Street.
- I suggest that the PARK to east of Yonge needs to be designed at the same time as this and ideally built as part of this project too.
- It still seems like an awful lot of space is dedicated to vehicle loading and unloading.
- I support reasonable lake filling if it improves the public realm.
- Creating greater support for cyclists in this area, including dedicated cycle parking akin to parking outside Amsterdam Central.
- I would say one that's missing in design like this is that that consideration of dynamic pedestrian traffic flow. There should be some kind of pedestrian bridge that acts as a way to cross both sides of the slip
- Contrary to the people afraid of a partial lake-fill, I think this plan is perfect. I can't wait for the hotel connection to be moved to the side instead of crossing the Martin Goodman Trail/Bike lanes! And moving the bus loading to be parallel to the side of the hotel just makes it better, as does the inclusion of a wave deck!
- Very difficult to evaluate the new slip design without any design for the current Parking lot to the east. I think that the design of the future park to the east must absolutely be included in designing the Yonge Street Slip. It is a shame that a massive piece of parkland and public realm has been left out for the time being.

- In the summer 2021 revised design, what is the blue circle in the wave deck? You mention that on the west side of the slip there will be a sloped access for canoes etc. Where on the west side? - In the diagram, on the west side, I see that most of it seems to be allocated to water taxis.
- Too much space for bus loop - needs greater priority on people and water access.
- Too much time is wasted on discussion of the Yonge Street slip. It is all fill to begin with. The slip is not a natural feature to this area. What difference does fill in a little more of what was filled in over a century ago make.
- Simply put...not good enough. Whereas the Parliament Slip design is timeless & beautiful, this is just not good enough. Driveway should be less prominent next to the street and around the entrance to the slip. Slip entrance (rock formations) should be more prominent. The connection between street and slip is not good enough. Current rock formations (while a good idea) do not represent the Canadian Shield due to their boxy appearance. Make them more natural-looking, just like on Cherry Beach or the Parliament Slip renderings or the Parliament Street renderings! Make them natural, not ugly and deconstructivism. What is that empty patch of grass in the aerial rendering? Please remove that. The wave deck, while beautiful in form, is pretty big! For such a size, programming and vibrancy is needed to make this a successful place! String lighting, events, food options, art installations, anything to avoid making this a dead zone! Big size = more attention needed to liven up this place. Boat launch shed (as seen in the rendering) is too minimalistic. I suggest making it more expressive, like the upcoming Jack Layton Ferry Terminal or the beautiful new Parliament Slip (please don't change its design, it's perfect!) The boat launch area should also be more attention-grabbing, so that people know of its existence and utility in our evolving water-based transportation system.
- Accommodate kayak and canoe launches.
- I am not sure crosswalks truly work to delineate between pedestrian and cyclists. Both ignore them currently at Bay and Queens Quay and cyclists constantly run the red light at Queens Quay and Yonge on the path
- The wave deck area could be improved and better integrated with the future park next to Yonge Slip.

Do you have any additional comments on the Queens Quay East Extension cross-section?

- Absolutely love this! Glad to see that vehicles will not be prioritized, that the streetcar will have its own ROW, and that the Martin Goodman Trail and pedestrian promenade will be separated. Also glad to see that Queens Quay will also feature planting areas and not just trees! I don't know how many spots are planned, but please limit the number of on-street parking spaces and loading zones as much as possible. As the city's premier waterfront street, the fewer cars, the better! As has been implemented in other cities, could the streetcar track be naturalized with grass or other green vegetation instead of concrete?
- This looks fantastic and improves a lot of the flaws that are present on the existing Queens Quay, notably separation between pedestrians and Martin Goodman Trail. I love the plants/green infrastructure. This will make it so welcoming on top of being great for heat and water mitigation.
- The streetcar portal should exit east of Yonge before Freeland rather than west of Yonge between Yonge and Bay.
- If this comes true Toronto is really becoming a world's city.
- There should be ample space at all pedestrian crossings between the bike path, streetcar tracks and roadway. To be clearer, there should be space for people to wait at *each* step of the crossing. The lack of space like this on Queens Quay West slows streetcar and bicycle traffic down considerably.

- Let's hope that the planting on the East will be more successful than the one on the West! By the way, who paid for the replanting on Queens Quay
- Use of green concrete for cycling path.
- Place the terminal to the east of Yonge St. to save the nice water view at the door of Yonge.
- Good that there is better separation of the Goodman Trail and pedestrians. This is a major and dangerous defect west of Bay.
- Create open cafes and patios.
- The bike lane is overcrowded now, and crossings are incredibly dangerous ... design should address this ... or make proposed solutions more obvious. Adding decorations will confine existing space and increase congestion and frequency of pedestrian collisions.
- Please do not use cobblestones on the pedestrian path, they make using a mobility device so much more difficult!
- Can the streetcar tracks not have a grass/green base as opposed to concrete?
- I really like the raised Martin Goodman Trail.
- Use this as an opportunity to widen Martin Goodman Trail, already so congested at its busiest.
- Try to make cyclists obey traffic signals giving priority to pedestrians.
- I like the strong delineation between bike trail and pedestrian area. The added greenery between these spaces is a nice touch!
- No.
- Portal east of Yonge.
- Turning rights-of-way should be clearer for this section. The turning allowances and prohibitions on Queens Quay West are routinely ignored.
- Need appropriate space for vehicles to stop or make turns, to avoid stopping all traffic. Pedestrians need safe spaces to cross bicycle and streetcar lanes.
- Ensure appropriate spaces for vehicles to stop or turn (avoid blocking all traffic). Tree/shade cover for pedestrians on south (although in most areas pedestrians will be at water's edge)
- I agree more greener should be added to Queens Quay but again traffic will be a disaster, vehicle will be idling, especially in the summer or when there is construction and again, you forgot about emergency vehicle!
- One lane traffic should be made local since traffic right now is an issue at Queens Quay & Yonge - especially for residents of 10 Queens Quay & 10 Yonge who are entering and exiting the underground parking - which obviously cannot be changed.
- Again, trees in big planters and incorporate rain gardens to manage runoff in buffer spaces wherever possible for maximum climate benefit.
- Consider undersize car lanes and textured pavement to keep car travel very slow. Car modes should be consistently de-emphasized and de-prioritized throughout this corridor. Not shown is the overhead catenary system. Please keep it simple as in the west. Not a mess of utilitarian infrastructure with no eye for aesthetic. Better yet -- go to a catenary-free system.
- Design is stunning but the traffic jams are horrific already. One lane each way will be tough. I feel so bad for those sugar drivers when I see them patiently waiting for a break in traffic and in bikes. I've fired off emails to various people regarding the bike lanes because we need cops on bikes to patrol the path. They blow through the red light at Yonge although hitting a pedestrian would hurt them as well. They refuse to slow down at the slow signs. It's tough because even local pedestrians often forget to look after crossing at Jarvis or leaving a bus at Jarvis.

- Let's not even imagine what it is like for tourists who would be confused by the bike lane being half road half sidewalk and at the same grade as the sidewalk in some areas. The bikes need to be controlled and I beg you to put a few bike cops out there. I live and work here so have seen it all. When there were a few bike cops, the bike behaviour was greatly improved. In addition to walking to a from work, I also walk this route to and from lunch.
- Underpass the Lakeshore Blvd along with the rail line. This takes out the need for a transit signal at the Lakeshore Boulevard and Cherry Street it speeds up the North/South Cherry Street line to the new Villars Island and connecting to the Leslie Street TTC barns along Commissioners Street, instead of up Leslie Street to Queen Street.
- The trail needs to be wider and separate walking from riding uses. Right now, super congested. Plan for increased use. If less trees wider trail - so be it. You cannot ride your bike now without hitting people walking.
- It looks like the design addresses the shortcomings of the Queens Quay West streetscape, but I want to emphasize: the trees have not grown as they should. Is it suboptimal soil volume, or permeability of pavement? I don't know, but I hope the QQE design addresses the issue.
- Either put the streetcars in the middle of the road or put up a fence to keep people off the tracks. Also put up proper railroad crossing signs where roads cross them.
- I'm not sure if this is applicable to this section but the section next to the Redpath Sugar facility is not tolerable. The volume of cyclists and pedestrians means that the compromised design widths for each of their pathways will lead to confusion and conflict. Designing to create conflict seems to contradict the goal. Though it might be difficult, you need to somehow improve the design past the Redpath Sugar facility.
- Would like to see the pavement around the streetcar tracks as grass or something else not concrete.
- On the previous section at Queens Quay Portal/Yonge Slip I liked how the bike path was lowered with a curb to help provide pedestrians a warning. Similar with Queens Quay extension the completely separated bike lanes would be a big improvement. Layby parking is also good! I think this was a missed opportunity on Harbour St, and as such vehicles regularly stop in the live lanes. That said, reducing to one live lane in each direction is a reduction. This can be a very busy road during peak hours, especially west bound. I think Harbour would need to be two going west until Bay as part of any reduction is lane capacity on Queens Quay, to give another route to the Gardiner ramps. Or perhaps make Queens Quay one way and Harbour (new extension) one way the other direction?
- Please prioritize outdoor eating spaces. Of course, for restaurants, but also just for people to sit down, snack finish their coffee.
- Disappointing squeeze for Martin Goodman Trail. Need to add tall railing so west bound Martin Goodman Trail is rideable against traffic and streetcars.
- Exquisite! This is the kind of inspired design that Toronto has been lacking for so long. I would be proud to live in a City that can realize this vision.
- Looks good.
- Improves to the Martin Goodman Trail along this stretch are welcome. Although the already upgraded western portions of Queens Quay are confusing at times for determine right of way for pedestrians and cyclists, it makes sense to ensure continuity of the traffic separation on the eastern portion.
- Let's make sure there is ample lighting and seating ... and comfortable seating that is inviting and asks one to sit and stay a while. Make this streetscape grand.
- I support the proposed design of the Queens Quay East Extension.
- I love the plantings! The rain gardens are excellent. This cross-section looks like the perfect street.

- Do whatever you can to improve condition of street trees. Queens Quay West are disappointment so far, but there has been great success at Quayside and West Don Lands. The trees are key - they should be the priority after Streetcar line.
- I'm hoping the green infrastructure can help separate the fast bicycles from pedestrians standing on the trail waiting for the light to change. Foot traffic congestion is an issue along many sections of the Martin Goodman Trail.
- The TTC must consider tramway greening instead of concrete. It's easier to maintain through life, has a much lower impact on the climate, acts as natural drainage, and greatly improves the public realm. Great cities around the world do this, including ones with winters like ours.
- I very much appreciate the green infrastructure elements of the plan but fear they will quickly become abandoned, weed filled eyesores unless properly maintained. Unless we can get assurances from the TTC or City that these will be properly cared for; I feel it would be best to replace them with finishes that don't require ongoing attention (stone, gravels, etc.).
- Really like the reduction of vehicular traffic down to one lane in each direction.
- Car lanes are crazy wide - 30km/h with this many people in the area are plenty.
- Thank you for considering the suggestions from the west Queens Quay experience. This bike path is far too narrow for all the people we have invited to use it! We need continuous Community Police presence to stop those who use it as a speed track and refuse to obey the traffic lights. It is quite unsafe for pedestrians.
- Why is non-car infrastructure being given so little space? The area is already jammed and dangerous, and 3m is not nearly enough for bikes, cargo bikes, roller blades, scooters and whatnot today let alone 10 or 20 years from now. Given the 9M for private cars & trucks, this is seriously short sighted.
- I like the design.
- Find a way to add trees either between the streetcar and bike lane or between the bike lane and walking path to hide Redpath factory. Narrowing the width of everything to an absolute minimum is an acceptable compromise to make this area beautiful.
- Traffic flow is the least important. I am sorry about the need to accommodate turning of sugar trucks.
- Please ensure, through budgeting and planning with Urban Forestry and whomever else may be involved, that there is a sufficient plan to maintain the trees and other plantings after they are put in the ground.
- This area will benefit from anything that brightens a street level view sandwich between a jumble of nasty condo designs.
- Plantings between roadway and tracks should be obviously fenced to limit/discourage jaywalkers.
- Nice separation between the multi-use trail and the promenade.
- The plantings, especially in raised beds, lends physical and visual barriers to Martin Goodman Trail, better defining it as separate from pedestrian realm. That's a good thing and a great improvement upon the visual language used on Queen's Quay West (especially around Queens Quay Terminal and Harbourfront Centre).
- Thank you for bringing crosswalks right through the Martin Goodman Trail to better indicate pedestrian flow. As a cyclist I think fellow cyclists need to respect pedestrians along the route more and be more aware of their safety.
- More green and trees please!
- A much better arrangement than the Queens Quay West one but I hope there will be clear differentiation between the Martin Goodman Trail bike path from the pedestrian sidewalk. The

problem is that the Martin Goodman Trail is, in many places, a mixed biking/running/pedestrian trail but here the bikes and the pedestrians/runners are (I think) separated. It needs to be clear who each part is for!

- Gorgeous! Builds on the success of Queens Quay West by doing even better. However, I'm very concerned about the area near Redpath on page 43 of the presentation. The south sidewalk absolutely cannot go down to 1.7m in this area, especially not with the Martin Goodman Trail right beside it. It's going to be a disaster. Luckily, it looks easy to fix: why on earth are there 3 car lanes planned at a pinch point? People can park curbside on the adjacent blocks. That 3.2m car lane space should be used to expand the sidewalk on the south side.
- If there are pinch points, maintaining the planting that separates the sidewalk from the multipurpose trail should take priority over separating the trail from the streetcar lanes. Users of the trail will keep off the tracks without the planting, but without the planting more slow and stationary pedestrian traffic will migrate into the more active trail.
- Would love to see more public infrastructure enhancements like benches and places to lock your bike.
- Can't wait for it to be finished!
- The plantings dividing the LRT row from the activity path and the public road should be substantial to create a greater sense of division for the LRT vehicles. This is something that is lacking along the western waterfront that in my experience creates confusion for cars, cyclists, and pedestrians.
- I notice that on the north side of East Extension, there are no benches for pedestrians walking on the north side. Any reason for not including them on the north side?
- Would like obvious pathways for cyclists and pedestrians with visual guides or separation.
- Not a fan at all of the alignment near the Redpath factory - too many traffic lanes while the Martin Goodman Trail and the sidewalk get squeezed a lot. As a regular pedestrian/biker around here, it is already narrow enough, and congestion will get worse with population increase. The design needs to be more creative and reduce traffic lanes in this area (or make the street one-way between Yonge and Jarvis to serve trucks) which would give one traffic lane worth of street width to the Martin Goodman Trail /sidewalk.
- Ensure that the trees can deal with the harsh urban environment - this will look phenomenal in 20 years if you do it right!
- Can't decide on the second question re planting and green infrastructure. These are higher maintenance features and will they be properly maintained. If not, they can be worse for the area. Difficult to maintain when streetcars and vehicles are so close to both sides of it.
- This is amazing design! Great work!
- Just two suggestions that I came up with by comparing Area 2A and Area 2B renderings...Try using a consistent planting palette for both segments of the project. Please use Waterfront Toronto's signature streetlight (the one currently used on Queens Quay West). Do not let Toronto Hydro force you into using utilitarian & inconsistent streetlights, as they have with the Area 2A team (West 8 + DTAH). Please try to get the other team to use beautiful streetlights, and work with Toronto Hydro so that you can use beautiful lighting...as was intended from the very beginning of this project.
- It would be more attractive to provide vegetation or even rock ballast on the track right-of-way as opposed to concrete.

What ideas should the project team explore for the use of this structure and public space as the design continues to evolve?

- It could be cool if the tower could feature a small retail unit that could serve light takeout that could be enjoyed on a patio amongst the purple trees seen in the rendering. It would give riders the opportunity to grab something to eat or drink while they waited for the streetcar and could animate what will otherwise likely be a very empty public space.
This structure creates an interesting focal point for people moving through the area and in the plaza right in front of it. A small, but multi-level cafe would help encourage people to linger in the plaza and maybe encourage other cultural events (such as music or other performances).
- I like how keeping the tower in its current location forces the streetcar to be more integrated into the public space and not as part of the street. I think this enhances the public realm and makes the streetcar easier to access as it will give more room to pedestrians to move around it. It would be cool if the tower is converted into some kind of small railway history museum with a little cafe that can animate the plaza.
- I don't have a strong opinion on this and defer to the local residents and experts!
- Keep the tower at the end but move it to the middle.
- An exhibit about the old Union Station signal system would be cool!
- Lease to cafe, like Balzac's or Starbucks.
- Coffee shop.
- I think keeping a loop at the existing Distillery loop would be beneficial to streetcar operation. The rendering of the area if the signal building stayed where it is shows a very inviting design. Seating and shelters would be good though.
- Honestly, whatever makes the most sense in terms of preservation and practicality of the underpass.
- Public art using light signals. If it's not being used, perhaps the inside can be gutted and turned into a museum. Or sell it and let someone open a pub inside.
- There are many examples of public squares in Europe with only streetcars running through them as a great precedent. By keeping the tower in the current location, it becomes the centrepiece of this square rather than off to the side, and allows better comparison with historical artifacts (old maps, old pictures) as a reference to what was there before. I'm concerned with the proposal that would move the tower because that has pedestrians emerge from the underpass hemmed in between the road and the streetcar rather than in a large area where they can pause, get their bearings and take in their surroundings, and then continue on. Car traffic needs to be de-emphasized and slowed down. Keeping cars as far to the west, and streetcars as far to the east as possible creates more space for a square.
- Not sure what the space is like and whether there is a potential adaptive reuse of part of the tower, but the mechanisms in the tower are worth preserving and making available for people to see an intriguing piece of railway history.
- No preference to location, whatever makes this project the easiest and more feasible to do.
- The Ontario Line is fraught with problems but not having a subway station at the Distillery Plaza is mind boggling. The Port Lands has exceptional promise, and the Don River will be an attraction for tourists and Torontonians alike. This is a missed opportunity of epic scale. Where can I file my complaint beyond here? The distance between the Ossington and Christie subway stations is 700m so there is no argument, in my opinion, to suggest that there shouldn't be a station at Distillery Plaza and Corktown.
- Indoor/outdoor playground structure. Have slides coming out of it, some kind of climbing and multi platform space inside for kids to explore.

- Whatever is a lower cost.
- Save the money and get the line built already. Ideas are great but until shovels are in the ground little gets done. The Queens Quay East LRT has been in planning for far too long.
- By curving around the tower you get nice stops away from the street for both directions of the streetcar. The north direction stop can stay basically where it is now, which is great.
- Current location provides better historical context. Use for TTC driver amenities (and/or public washrooms).
- Facilities for TTC drivers?
- Like keeping in current location as better historical indicator.
- Keep where it is, as it sounds like the least costly/disruptive/risky option.
- Consider converting to tiny Toronto waterfront museum, public lookout, and incorporating into Distillery District destination. Also, pink trees should be amalgamated into one or two big mounded planters as at Sugar Beach, for maximum survivability and climate benefit.
- Museum (all the old signaling equipment) and railway viewing area/look-out as you will be able to see GO Trains, Ontario Line (the portal is just southeast) and Streetcars. Kids would love it.
- I think that the old railway tower should be moved to the other side of the railway corridor because not only will it open up space for the new streetcar expansion down to Queen's Quay, it will also give the builders for the Ontario Line more space to work with when they build the portal leading to and from the nearby Corktown Subway Station.
- The tower (and position of the tower) is so disconnected with the pedestrian scale it doesn't matter it is moved slightly. But I think the tower adds interest to the plaza. Either way is appropriate.
- Railway themed bar/restaurant.
- Yet another failure of this team. Option 1 rebuild is the only real solution here. The technology to rebuild the rail deck is available. We just saw the Gardiner being rebuilt. Prefabricated decks with track can now be lifted into place in short order. After hour windows for work on abutment walls can happen well in advance of any removals. Option 3 is the next best. Keep track alignment straight. Avoid noise generation from the curve in the track. Avoid taking up valuable space. South side of the Gardiner has storm water infrastructure that will get in the way of option 4. Hate the drop in grade. It is a ponding problem in the making.
- Not sure what implications this would have. Leaving the tower where it is looks like it would create an island that's not really good for much? Personally I would not want to linger there between car traffic and screeching streetcars lumbering by on either side.
- Museum of Toronto.
- Whatever will cost less is the best option.
- I'm not sure but seems easier to work around the structure if it is that important to heritage. I don't really venture this far very often.
- Preserve and do any restoration work required to the tower, while keeping it in place.
- Ways to keep a barrier pretty yet help keep pedestrians put of the streetcar tunnel.
- Relocation to the Historic Distillery district West Side of Cherry Street Or leave it to become an entrance to the new Ontario Subway line station instead of at Corktown. Connecting the Distillery district and Villars Island. N/S E/W transit hub. And to the Queens Quay East LRT line.
- Please consider safe pedestrian crosswalks in this area, and given the number of dog owners from nearby condos, place a small, designated dog park (with dog waste container) to reduce unwanted dog waste/urine damaging trees and plants.

- Restaurant, cafe, etc. with large patio seating area in the public square.
- Relocate is also ok but keep is better historically.
- Whether the communications tower is relocated is irrelevant, make the track and roadway design work as a first order of business. I'm confused by the removal of the Distillery Loop...is the TTC planning to extend the length of the 504A so that it goes all the way to Polson Loop? Or is the plan to eliminate the 504A and 504 B and combine them back into one route? I think a small museum might be appropriate for this building... the history of railroads in Toronto?
- Not of much value to me. Do what ever is cheapest and fastest. Both options look great!
- If we need to relocate the tower it is no big deal. Saving it makes sense... but moving it is no problem.
- Could the TTC use it for power equipment or storage?
- This work should be informed by beauty and functionality first. I do not believe the tower has any less significance or heritage value if relocated within the general project area and I would be disappointed if 'keeping it in place' was prioritized over other enhancements that will functionally improve the lives of area and city-wide residents.
- Restore the tower and make it open for people to come up to see the rail-yards above. Perhaps enable it to be a commercial place such as a restaurant or cafe so that people can enjoy the historic site/view.
- Please ensure there is a crosswalk added to take pedestrians from the offloading at this stop into the distillery district. There's a lot of jay walking here
- There is a lack of public washroom facilities in the area. Incorporating that into the tower could be good.
- Perhaps this structure could be turned into a mini rail museum of the history of rail, with the historic distillery district right next door...this would provide a great synergy. Perhaps a ground floor cafe...let's animate this area. Public washrooms are also required here as well.
- I believe it is a better idea to keep the tower in its current location. It would be great if we redevelop the surrounding areas to provide a new public park for people with seats/benches, public artwork and a variety of plants & trees.
- Shifting the tower east would allow for more continuous park space, which I think is what should be prioritized ahead of anything paved, soil quality permitting.
- Immersive activities.
- I'm a rail fan, but I don't have any special affinity for this building. Move it to Roundhouse Park Museum and be done with it. As for other uses.... Don't know. It might be interesting to give it a modern "railway" use - like alerting people to the next streetcar arrival. Small railway museum would be nice. If not, perhaps a restaurant (not sure of the size /capacity of the structure). Perhaps just a place for enthusiasts to watch trains pass.
- Use it to showcase Toronto's railway heritage: viewing platforms, historical displays, etc.
- Not knowing how much space is actually available inside this structure makes it difficult to propose options. It would be a great place to display the history of the Distillery District or the railways in Toronto. As this is very close to the mouth of the Don River and just down the street from the new Indigenous Peoples Centre, it could also serve to celebrate the importance of this area to our indigenous history.
- Consider re routing the LRT up Parliament which will be an iconic street and along King and then down to distillery loop. Connect better to Corktown on the Ontario line.
- A patio and restaurant area. Observation deck. Museum/community space. Streetcar waiting room.
- Nice fast casual.

- From here onwards, I don't feel entitled to any opinions, as I am not directly affected. I question the result of any survey that is labelled as "majority consensus" when the people answering do not identify themselves and how they are affected by any proposed changes. The opinions of those most directly affected by health and safety considerations should be given a weighted value in any matters that affect them directly. I don't believe Waterfront Toronto does that, therefore I don't value their analysis or conclusions.
- Relocating the tower avoid bisecting the plaza by streetcar tracks. However, the cost of relocating the tower should play a big role here.
- I don't have an opinion here.
- The tower is what is iconic...not its location. Doing what is most cost effective and beautiful would be ideal.
- The picture with the relocated tower showed very narrow space for strollers and wheelchairs to get under the streetcar stop shelter. Not moving the shelter also allows 2 beautiful public spaces instead of making the west side (southbound stop) feel too narrow.
- Until I see move option alternatives, keep it in place.
- It would be great to keep all the associated mechanical connections so that future tours of the building can be as authentic as possible. I am disturbed that work is going on to repair the tower now without knowing if it will be moved or not.
- Relocate to achieve a larger consolidated green space on the east side of the tracks, however, only if there is more space than shown in the rendering for pedestrians on the west side between the road and tracks. Perhaps the tracks could be angled slightly southeast to avoid the small, sharp jog that will likely make noise. I think it would also depend on how the turn works south of the bridge, how much it costs to move the building, and what, if any, use the building will be put to. Which option makes the most sense for those considerations?
- High tech immersive display on development of transportation in downtown.
- Two thoughts; moving the tower opens it to damage/destruction during the move – probably better to leave as is. Or move it to the center of the existing loop, expand the loop to full 360 (extra turn backs to north/south are always handy to have) and run the tracks on either side of the tower. This would highlight the tower, similar to the lighthouse at fleet loop.
- It would be a great location for a tourism office, with maps, information booths and bike trail maps.
- A loop should be retained for operational options for the TTC. Perhaps a creative option where the turning vehicles go to the right and then cross the tracks at a 90° angle and loop back to the other direction.
- Keeps southbound waiting area from backing onto the roadway. (For some reason, the track alignment in the Move-the-building illustration has the track deke slightly west past north of the tunnel because the existing north-south section of the loop doesn't align with the proposed tunnel "behind" the structure.) This pushes the waiting area right against the street. Probably cuts structure-moving costs, even if there are tunnel construction costs. If keeping the building anyway (had talked locally of that for a couple years now), and it being a heritage site with the streetcar as easily positioned east of it as it would be to straddle Cherry, I think it looks better to keep the tower where it is (so go with Option 4). I suspect this will be a slightly easier way to keep pedestrians out of the streetcar tunnel too, and perhaps even find a way to enhance the courtyard space in front of the tower while also separating the new tunnel from people in the courtyard (perhaps a shared small fencing of some sort?). Not sure I want to see the plaza have quite that many trees though, even if you have rendered them as blossoming cherry trees :) -- and do be very careful with the crossing at Tank house Lane. It will be

critical and likely more used than the Mill Street crossing, so I'm not certain two-way bikes are a great idea there, nor that the trees crowd near there when people should be able to see all the way across the bike lanes, road, and tracks following any removal of the middle safety island along that block.

- The Tower should be demolished or relocated. It's totally out of context with the massive changes that have taken place around it. It is entirely obsolete and is a bit of an eyesore with multiple vehicles parked out front, gates/fences that are out of place as well as the exposed ductwork and generator sitting outside of it. The tower is no longer relevant. If there is a desire or necessity to keep it must be moved in my opinion.
- Could it be used as a coffee shop for people who are waiting for the streetcars? (the closest other refreshment location is in the Distillery).
- This may not be the spot for the following: I currently get to the Distillery District and Soul Pepper Theatre by using the subway to King and then taking the King Streetcar to the distillery loop. Will the King streetcar connection to the Distillery loop be discontinued? I hope not. Ignore this question. I was misled by the option 4 diagram of the Distillery loop. It shows streetcar tracks coming under the railway lines from the waterfront and removal of the current Distillery loop. The diagram showing Phase 1 (year 2031) shows the current Distillery loop still in place with a bus connection from Queens Quay up Cherry St and the extension of the LRT going south to the Polson/Cherry St location.
- I would love to see the heritage tower made accessible as a small theatre and intimate concert space.
- If it's historical is should be incorporated into the public space as a visual point of interests.
- I assumed this wasn't happening immediately but that you still wish to have an option later for this Cherry extension north.
- Ensure tree plantings are done as rendered - beautiful if realized as shown. The "micro forest" shown in the pictures looks great. Have a look at international examples of squares/large areas of public realm crossed by trams/streetcars. Place Paul Dormer in Bordeaux, France is one example - look at how the transit is separated from the public space, while still allowing permeability of the public realm. Seating is important.
- Try to keep a loop in the area. One thing with all of this service is there are few loops to short turn streetcars. If this loop is removed, King 504 service loses a short turn location.
- 1. While it is sad to see the tower move locations, it is much more trivial than creating a fractured public space. It's better to move the tower and to build the streetcar next to the roadway, rather than next to a development that is actually trying to extend the pedestrian character of the Distillery District.
2. I love the use of Cherry Trees!
3. The portal should be beautiful. People often accept infrastructure that they would otherwise despise due to beautiful design. Perhaps there should be some sort of a gateway feature enwrapping the ends of the portal... perhaps to symbolize a transition between city and waterfront.
4. The existing Distillery Loop is actually very nice, so I'm sad to see it go but understand the need to do so.
5. I like the look of the median along Cherry Street, but it wouldn't be a tragedy if it were removed out of necessity.
6. I'm so happy that Public Work was chosen for this project! I'm excited to see what they can come up with!
- Consider public realm to the east of the current Distillery Loop, and south of the railway viaduct with respect to the depth of the streetcar tunnel.
- No opinion either way.

- It really depends on the cost differential. This is a case where it's not clear that the benefits of relocation would justify the costs.
- By relocating the tower, the streetcar track doesn't have to bisect the public space and overall looks better.
- Polson Loop option shown in presentation was much more preferable than major changes at Cherry Loop here.

Do you have any feedback on the proposal for Phase 1?

- Looks great. The sooner it can be built, the better. Love that it will have a dedicated lane. I think that aspect will ensure this line will be heavily used!
- It's fine. Too bad it couldn't continue a few more blocks south and loop at Cherry Beach. That would be a more natural destination for many people travelling into the area.
- Is there no opportunity to keep a streetcar loop near Distillery? The adjacent property to Distillery Loop is currently a parking lot.
- The street car should emerge east of Yonge as previously noted.
- That area is so hard to transit to, so any improvement is appreciated.
- Agree.
- Place the terminal to east of Yonge to save the nice Waterview at the foot of Yonge.
- Not really other than stressing the importance of having more greenery in the area and limiting any slips in the water.
- Don't rush this. We have no idea how much office space will be occupied after Covid-19 and how that will reshape the city. There is a huge budget issue- do we really need this right now?
- Please use this opportunity to make the waterfront a world class destination. Open cafes, shopping, green space and place for kids to play etc.
- Yes - I am opposed to the underground portal surfacing west of Yonge Street - if necessary, make it east of Yonge Street!
- Looks great.
- No.
- Rethink it.
- Phase 1 seems pretty good but a streetcar line from Polson loop and north on cherry either to Dundas west station or Dufferin gate would be good.
- I agree that ending at Polson is best for Phase 1. I like that it reaches the Port Lands in phase 1.
- It's cool.
- I think the redirection to deliver Polson Loop first makes sense. It is a short walk to Cherry Beach which is increasingly a destination people are aware of, connects people to activities on Polson's Quay, a connection to the parks as part of the redeveloped river front and new developments as the come online, and advances a transit first agenda. I imagine it also advances the delivery of a missing transit bridge across the new river.
- This option makes sense, but there is a real concern that it will undermine any interest in completing the Distillery connection to the Port Lands. It would be useful to see a cost comparison for the extension to Polson, including the cost of the transit bridge and the cost of creating the portal for the connection to the Distillery. It is helpful that the Distillery connection will continue to 30% design.
- Excellent idea get it done! Traffic signals need to have transit priority.

- Leave the original plan to have the streetcar emerge East of Yonge Street in place. The proposal to have the streetcar emerge West of Yonge Street will be unsafe for pedestrians, bicyclists and motorists and will destroy the homes of the people who live closest to it. It will create unbearable noise for those living within 100 feet of the portal. You are being completely inconsiderate and abusive to the people who live on Queens Quay directly above where the portal is proposed to be west of Yonge Street. It will not destroy anyone's homes if it is placed east of Yonge Street as originally planned.
- Looks good.
- Should directly connect to Leslie Street Tommy Thompson Park.
- My family uses the bus route here to go to Cherry Beach. It is so convenient. If this does not go to Cherry Beach, I would consider it a failure. Having the streetcar end so far from the Beach seems like a poor choice that will make it harder for people to get there.
- This sounds good.
- Excellent idea to take the line into the new island as early as you can. Excellent idea.
- The streetcar turning on track above the ground will create loud unbearable squeaky sound which will be disturbing to the residence in the around condo buildings. Can the turning and looping be avoided. Dedicated lane for streetcar also takes space from the already narrow and busy street space on Queens Quay. It will slow down the traffic. Can buses be used instead of streetcars?
- Portal east of Yonge.
- The conceptual streetcar stops along Queen's Quay East seem poorly connected to major North-South streets. Extending the streetcar to Polson is good.
- Sounds great. Get it done already.
- Need to have appropriate path and space for volume of pedestrian traffic between existing Cherry St loop, and new streetcar stop on Cherry.
- Getting streetcar service to the east bay front ASAP is more important than connecting to the Distillery Loop.
- Polson Loop plan sounds great! Glad to see this segment in Phase 1, even if it means we have to wait for the connection to Distillery. In any case, Cherry/QQE stop is close enough for anyone wanting to transfer by walking a short distance.
- Are there any provisions in place to make streetcar tracks north on Cherry Street to Distillery Loop, as well as further south on Cherry Street past Polson Loop to Cherry Beach? And will there be streetcar tracks running east along Commissioners Street?
- Seems like a good route.
- Go for it. Polson loop.
- Definitely agree with not having it at Parliament. I am thinking that Polson is also a temporary loop? To accommodate the interim load demand from local businesses and entertainment destinations. Otherwise, why not have a loop closer to the film studio area along Commissioners Street? This ensures that the infrastructure needed to the future destination is already in place. Straight track to Leslie Barns next.
- Anything is an improvement to what is there currently!
- Polson - I rarely venture this far unless attending a show at rebel. The transit is spotty so any improvements would be great. just protect pedestrians from the bikes please.
- I like this forward, long-term planning. Anticipate the needs of the future. It seems like a missed opportunity, however, to not connect the Polson Loop with the existing Cherry Loop -- possibility of combining Cherry Loop and Polson Loop?

- This loop will be needed once Villiers Island is built up and occupied with commercial and residential uses. This loop should therefore be given the highest priority.
- Build the Distillery loop connection as part of Phase 1 even with the Polson Loop. If it takes a year or two longer to finish than the Polson route that's fine, but keep the option for connecting the Cherry Streetcar south of the railway on the table to open as soon as possible.
- LRT Line from Cherry Street to TTC Barns along Commissioners Street. Servicing Villars Island and a New connection to the TTC service yard.
- It's good- for it now.
- There are no current residents in the Polson Loop, so I believe this would not be an effective use of resources. It would be much more beneficial to provide service to Distillery Loop, where there are already many residents, and the growing Canary District also would increase ridership. I do not recommend extending to Polson Loop at this time.
- Not really.
- Go to Polson Loop. Make Villiers Island like a "streetcar suburb".
- Where will the Queens Quay LRT east vehicles be serviced? Is there adequate space at the Hillcrest or Roncesvalles sites? Hopefully there is because your phase 1 design doesn't seem to include a connection to Leslie barns.
- Route makes sense, no issues.
- Seems like a long run of track, can in be constructed and opened in segments, to open components sooner?
- I want to see the underpass from distillery loop built in tandem with the extension to Polson loop
- Nope. Looks good.
- I like it.
- Why stop at Polson and not loop at the park at Cherry beach? This would give beach access to those without cars.
- There needs to be more transit stops along the route.
- I like the Polson Pier proposal.
- This is fine. Build it properly so that it's an LRT and not a slow moving street-car. Space out the stops so that they are at least 400m apart.
- Buses should be deprioritized. The dedicated bus lane might help but there is already a lot of traffic congestion turning off Queens Quat along this stretch onto Yonge and Bay. Won't the bus lane just further frustrate the ability for traffic to move through Queens Quay?
- I think it would be great to do the Polson loop and the Distillery loop at the same time.
- The phasing makes a whole lot of sense.
- I support the proposed service to the Polson Loop. In the long-term, I believe it is also useful to explore how to better connect the new LRT services to the future Ontario Line Subway project, especially at the future East Harbour site/station.
- Natural footprint around streetcar route.
- It would be an advantage to bring the streetcar to advance development - but wondering if another bridge is needed on Cherry Street.
- I think that whatever extends the streetcar network on a practical way is good (would expand the entire network, but that's not relevant to the question).
- Make it happen!
- Great proposal.

- I understand that the route to the Polson Loop would require an additional bridge to be ordered and delivered to carry the LRT over the new mouth of the Don River on Cherry Street south and this bridge is not part of the current Portland's development plan. If there is difficulty getting funding for this bridge it would endanger the whole plan. Perhaps it would make sense to plan for a temporary loop on Cherry Street but on the new Villiers Island; short of Polson Street.
- Polson Loop is a compromise. Its fine in the short term.
- It's really great. Thank you.
- Looks good!
- Great idea to go with Polson Loop...but finding a way of connecting WELRT to the Ontario Line also needs to be considered.
- Looks good.
- The 504A line should connect with the new Queens Quay line with only a short walk between.
- The silos possibly deviating the new Queens Quay east should be removed seeing as we are keeping and restoring the one in the West harbor.
- Overall, I think it is a wise and necessary choice to reach Villiers Island in Phase 1. However, how much will an additional bridge across the new Don Mouth cost? Could a temporary loop be installed along Commissioners Street on the east end of Villiers Island instead (perhaps in the future Villiers Park space) so that some of the rail infrastructure that will be needed on Commissioners anyway can be budgeted and installed when Commissioners is rebuilt?
- Whatever option gets the eastward extensions built faster would be my vote and maybe a temporary loop on Villiers would spur quicker action to secure funding for Phase 2.
- The plan to use Polson Loop makes sense due to construction plans for the Ontario Line, and the uncertainty of the development speed of the lever site. However, two alternatives should be looked at, even though they might step outside the boundaries of the project. The first is a straight link up Parliament to King. This would be fairly inexpensive and tie into the existing track network. This might be a cheap alternate to a Cherry Loop. The other option is Commissioners. Building to the new Polson Loop will require a dedicated bridge. The fuds for this might stretch further if used to run a ROW across Commissioners to Leslie Barns. While Polson would be nice, there is more land to (re)develop along Commissioners – more potential. A cost benefit study of both options should be done.
- I'm not a condo developer so can wait.
- Cons: maintenance of tracks when density is low for several years.
- Glad to see the line going all the way to Polson, however, not building a loop at Parliament will leave the TTC with fewer operational options for turnback, it would be nice to have more loops, especially in an area with few rail connections to the rest of the network. Perhaps track can be built north on Parliament to King Street to allow an on street loop.
- Polson Loop makes sense. Then, when this because the permanent terminus, its location will make sense in a developed (by then) area.
- Sorry to be a downer, but the history of Toronto transit development is one of great vision and undelivered promises. Realistically, Polson is the place to aim for.
- I think that it would be wise to consider, even temporarily, a connection to Leslie Barns along Commissioners. From a service planning perspective, it will immensely reduce the costs and challenges of sending cars exclusively via Leslie and Queen.
- This seems like the best option to route to Polson Loop.

- While I agree with Polson Loop being the best option for a Phase 1 terminus, I would like to see planning and construction for future phases done within a reasonable timeframe after the completion of Phase 1, particularly the connections to the Distillery District and East Harbour.
- Having the portal just east of Bay Street will create an enormous eyesore at the foot of this prestigious street. Also, enormous traffic congestion with ferry passengers, harbour square park users, bikers, pedestrians, hotel walk-in foot traffic...all in one confined place. The portal should be east of Yonge Street as originally planned. The cost of filling in the lake will be more than the \$40 million to remove the water pipes to enable using a portal east of Yonge Street. Also, less congestion at Bay.
- As extending LRT to Polson (though a VERY good idea) means another bridge over the new Don River you might consider a temporary loop nearer Cherry/Parliament so that the east-west line can be reopened ASAP. Until there is a loop, the whole line must be closed!
- Transit before development would be a nice change! Here's hoping the politicians actually cough up the money for it this time.
- If it's at all possible to accelerate portions of the Port Lands Environment Assessment to permit unified design work on the LRT that would be ideal. There are always alignment issues when infrastructure is half built and then picked up again 15 years later.
- Increase support for cycle infrastructure.
- I agree strongly with the proposal to build out to Polson Loop in Phase 1. That location has been woefully underserved for many years.
- As long as the Distillery Loop connection is included through the railway right from the earliest stages, I'm pleased with all of the phasing. Going to Polson is a surprise, but a turnaround there makes perfect sense. Question, however, I wasn't aware the new south bridge at Polson Quay/new Don mouth was being designed to include streetcar tracks within it's width? Is it already planned to support those tracks (differently from the Commissioners bridge sections)? Or are you intending a separate simple structure similar to how the north bridges have separate tracks and roads?
- My comments on Phase 1 are included in the previous comment box for the Distillery Loop.
- It is very exciting that the transit could connect to the new park on Villiers Island sooner.
- Continue all the way to Cherry Beach for Phase 1.
- This is a great idea.
- I highly support this option of the four!
- Excellent option to expand the "network goals" you mention as early as you can into Villiers Island. Very supportive and assume the Cherry connection headed north is still possible in the future.
- This sounds fantastic - ensuring that the Port Lands are "transit first" and setting up for future extensions from Distiller and further into the Port Lands (Broadview and Commissioners). Consider an temporary loop to allow for short turning or Spadina service to terminate at perhaps at Parliament.
- Get it done! And get the track at Bathurst loop connected to Dufferin loop to have more options to the west. Transit development is way too slow in this city.
- 1. 2031 seems like a very far-off date. Could you deliver the project sooner, especially since the federal government recently announced even more transit funding?
2. Why isn't there any streetcar service from the Distillery District to the Port Lands? That would be a massive mistake!
- Looks great. Consider future extension to Cherry Beach loop.
- I agree that extending to Polson Loop makes the most sense.
- Agree with Polson Loop explanation.

- The phasing makes sense and will help build a transit first community in the Port Lands. The connection under the rail tunnel will be important, however, and should proceed swiftly.
- Polson loop makes the most sense. However, there wasn't any information about what Phases 2+ would look like.
- "Preferred option" of Polson Loop is excellent. Very important to get that link into the Port Lands as soon as possible.

Do you have any additional comments or questions on the project content provided?

- As a 21-year-old, I am extremely excited about the future of the waterfront! I truly believe that in the coming decades, Toronto will feature the greatest waterfront on the planet. Great job. Commendable work. I look forward to seeing these plans come to fruition.
- Excited!
- No.
- Let's build it!
- Overall, the design is solid.
- Very good presentation but not convinced that we should do this until we see how the City operates after the pandemic.
- Move portal canopy to East of Yonge to better use of space.
- From what I've seen in the city with graffiti and dirt/vandalism; the canopy over the streetcar is a big no, just for sight-lines and keeping the design minimal and not looking dated.
- Traffic on Queens Quay is impossible currently for area residents this needs to be taken into consideration.
- It's looking very "fake" and forced. Won't be used.
- Move the portal east of Yonge St. There is an empty space (parking lot) on the south side across from 1 Yonge St. that is perfect for the portal. I realize that it will cost \$50 million to do this but no expense should be spared when developing our waterfront. We get one chance to do this right.
- Ensure greater physical separation of the Martin Goodman Trail and the pedestrian area. We need to consider children, as well as unaware adults, do not enter an area with higher speed bike traffic.
- I'm thrilled at what the design team has come up with. The whole project looks fantastic. I hope there will be shovels in the ground sooner rather than later.
- The focus on design that Waterfront Toronto continues to deliver is impressive. Keep up the great work.
- How will the design ensure that the streetcar is fast and competitive with other travel modes? I work along the Spadina streetcar route near the water, and it is significantly faster to walk from Union than to ride on the streetcar in a fully-dedicated right of way. This is typically because of the many intersections along the route and poor signal timing (and no transit priority). To me, if this extension doesn't avoid these mistakes, it will be a total waste of money. Give the local residents high quality transit that they deserve.
- Please get this built it's badly needed. And will be so good for the area. Buses cannot make due. We must have streetcars here. Petition the developers to pay for it if you have to anything to get it built and build it fast. Were one of the richest countries and the largest city in Canada we must be able to get this done faster.
- Leave the original plan to have the streetcar emerge East of Yonge Street in place. The proposal to have the streetcar emerge West of Yonge Street will be unsafe for pedestrians, bicyclists and motorists and will destroy the homes of the people who live closest to it. It will create unbearable noise for those

living within 100 feet of the portal. You are being completely inconsiderate and abusive to the people who live on Queens Quay directly above where the portal is proposed to be west of Yonge Street. It will not destroy anyone's homes if it is placed east of Yonge Street as originally planned. In addition, filling in any part of the Yonge Slip is a widely uninformed, unsafe, and environmentally unfriendly proposal. Go back to the original plan for the portal which was to have it emerge from underground East of Yonge Street. If you want to save money for this project, then consider using hydrogen-fueled buses. Linamar Corp. is entering a strategic alliance with Ballard Corp. to create hydrogen-fueled buses, and in addition, Toronto Hydro wants to use nuclear power to create hydrogen. It would be much more environmentally friendly and economically advantageous for Toronto to make Toronto's waterfront a showcase for hydrogen fueled buses.

- Not enough time to respond.
- Portal must be located east of Yonge to facilitate vehicle access to 10 Queens Quay.
- I would like the planning committee aware of the fact intersection of Yonge Street and Queen Quay is very congested, it is not unusual to wait for three sequences of traffic light changes before we can make a right turn to our home. When the pandemic condition further improved, the congestion will be even worse. The LRT portal should start at the East side of Yonge Street as originally planned and not at the West side of Yonge Street. Which will be created gridlock often and make it extremely inconvenient for residents at 10 Yonge. Thank you for your attention regarding this matter.
- The Portal to be East of Yonge, as originally planned, is what I like to see.
- Accelerate. There is enormous demand to have this area developed. There is inexpensive infrastructure funding available. This teams needs to move faster and think bigger about opportunity for this area.
- See previous comments. I would also like to add that I've attended two web sessions to date and find them run very well, professional and effective. I know a lot of work goes into it, and would like to thank the group for them. Look forward to continued communication and transparency as this project moves forward.
- Presentation is very good! The designs are gorgeous. would be great if construction crews were required to clean up the dirt on the street during the many years of construction. it is blinding and dangerous when it hits the eyes. I saw a young child crash his bike onto Queens Quay East. He went off the bike lane because a large vehicle blew by and the dust storm blinded the child. It was heartbreaking. Luckily, he only hurt his knees but his mom and any onlooker like me were very upset.
- There is a lot of potential to better connect the waterfront with this transit line.
- Great project! Let's get that Cherry streetcar connection through the railway as soon as possible, giving large Canary District a quick connection to Queens Quay.
- It seems like the same mistake that was made with the west side is being made on the east. If you are going to have a streetcar right of way on one side of the street it should be treated as a railroad.
- At signalized intersections along Queens Quay West, a pedestrian often has to walk across a busy bike lane in order to press the signal-request button to cross Queens Quay from south to north. Please put the request button on the south side of the bike lanes for safety.
- I'm just really worried about Queens Quay station. It seems to be undersized for the number of passengers that will be moving through. It's track/platform configuration will create a bottleneck in the transit service. Passenger access as designed is compromised given the verticality of the route and that it is under the water table.
- I like it, get after it.
- Can elements be started sooner and opened? Such as the slip work, lane reconfiguration that is independent from the streetcar work? sidewalk enhancements?

- Look great overall.
- No - I think the team has done a great job.
- This work is going in the right direction. I know that this would plan help be more physically active and the designs are inclusive enough that my aging family members could get outside in the area and truly enjoy it for the first time.
- Build it already. It's been studied for over 10 years. It's time to build.
- This is our chance to make the Waterfront in downtown Toronto iconic (as it should be) and stand out. Projects such as the Yonge St Slip are very disappointing considering their basic design and lack of forward-thinking (animation of the deck).
- Thank you for the opportunity to provide input.
- I am very impressed with the plans to date and hope this project will proceed as quickly as possible.
- No. The longer term solution still needs to get people to a link to other transit (Ontario Line) or the Distillery Loop. The opportunity may be to incorporate a run up Parliament across King and turn at Distillery.
- Love this whole project. The priority on streetcars and parks. Toronto is building a new neighbourhood from the ground up.
- I really don't want to be slowed down because streetcar is climbing the tunnel. It's just convenience of 50 people in the streetcar vs a single car driver in an oversized SUV. It should not be this way.
- Love all the designs and route plans.
- This is an exciting project well though out.
- Incidentally this is a good survey well presented (many aren't).
- Great job let's get shovels in the ground!
- The whole project (and others) needs to provide wide pedestrian spaces. There are so many dogs now that are not controlled by their owners; often unleashed or on a long slack leash. I am allergic.
- The Poulson loop may have some conflict with Lafarge's operations. How do cement trucks impact streetcar rails?
- Effective immediately, the city should add a transit fee to any developments authorized in the precinct. Developers want the transit facilities - get them to help pay for this critical infrastructure. the closer to the tracks, the more they pay.
- The Queen's Quay section of the project should do everything it can to create an environment at a human scale as it passes through a tunnel of concrete and glass.
- Since this is mostly a transit plan, be prepared to be disappointed.
- Having the portal just east of Bay Street will create an enormous eyesore at the foot of this prestigious street. Also enormous traffic congestion with ferry passengers, harbour square park users, bikers, pedestrians, hotel walk-in foot traffic... all in one confined place.
- The portal should be east of Yonge Street as originally planned. The cost of filling in the lake will be more than the \$40 million to remove the water pipes to enable using a portal east of Yonge Street. Also, less congestion at Bay
- Get on with it!!
- Don't just prioritize light rail, provide better enhancements to cycling infrastructure. Such as, having cycle paths elevated from the main road and incorporating more bike lock stations along the path. Additionally, more lighting support and more public benches.
- Build it as fast as possible!! Love the whole plan, can't wait for the Distillery Loop to become a southward connection to Union and the Port Lands!

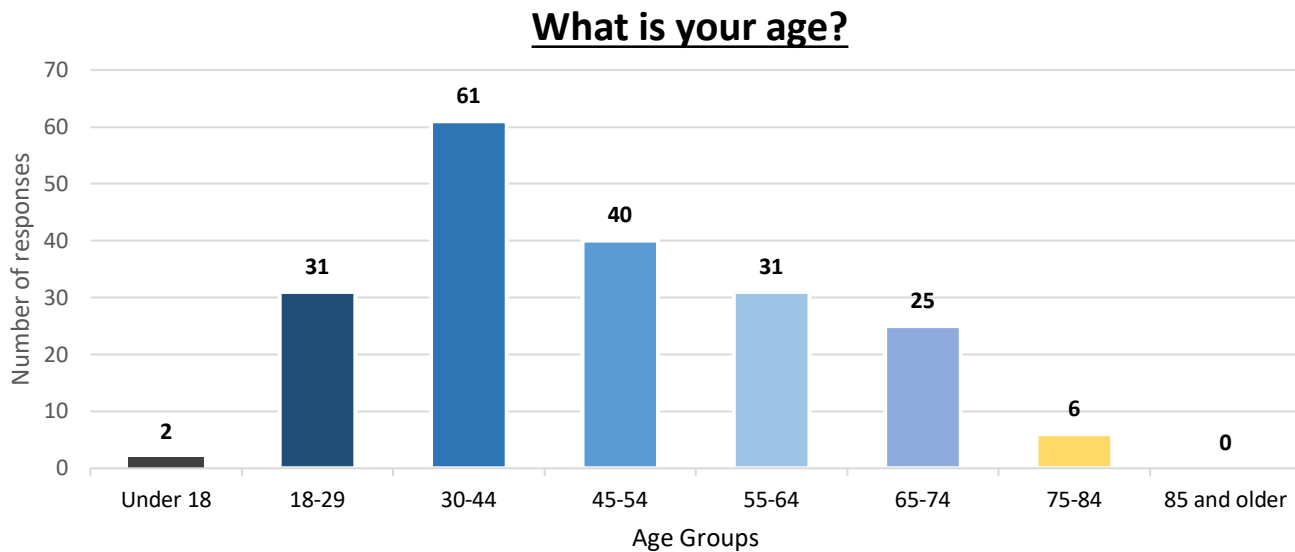
- Can't wait for the ground-breaking! The East waterfront needs this now!
- So where is the money coming from for all of this?
- I'm very excited about it! Thank you for choosing West 8, DTAH, and Public Work. No thanks (to the TTC) for choosing Strasman Architects for the station. We should built beautiful stations, not the same old low-quality stuff. To be clear, the Vaughan subway extension was very wasteful on grandiose ceilings and yet still the station walls are built of concrete. My most urgent comment (and I hope someone sees this) is to please use Waterfront Toronto's signature streetlight (the one currently used on Queens Quay West). Do not let Toronto Hydro force you into using utilitarian & inconsistent streetlights. Please use beautiful streetlights, and work with Toronto Hydro so that you can use beautiful lighting... as was intended from the very beginning of this project.
- Extension to Polson Loop as part of Phase 1 is the right move.
- Thank you for the June 21 presentation and the extended Land Acknowledgement. The event was very engaging.
- In the webinar, we were told there would be an opportunity in the questionnaire to select a preference for the 4 options to run the streetcar under the railway tracks on Cherry Street and on the eastern routing options. I cannot find these questions in the survey. Also, design and construction timelines seem excessively long.
- Excellent presentation tonight. Thank you TTC, Waterfront Toronto and City Staff.

Appendix C – Survey Demographic Data

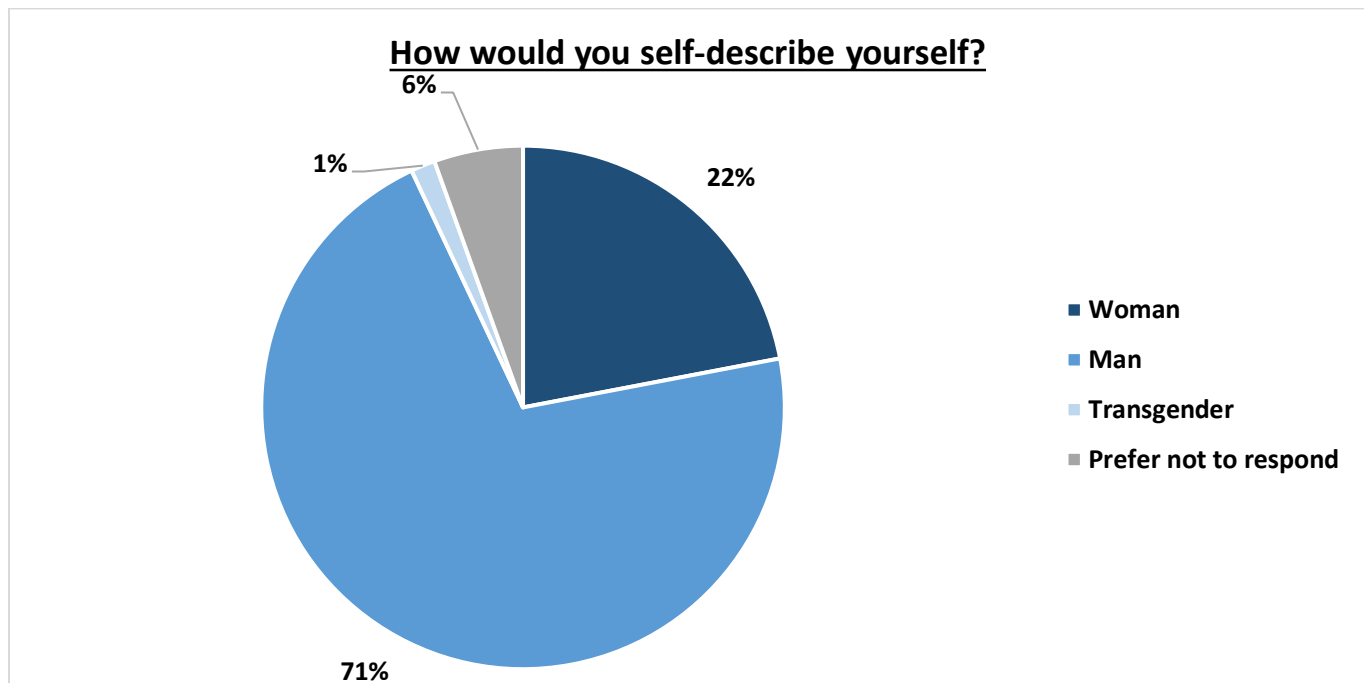
The following optional demographic questions were asked at the end of the online survey to better understand who is participating in the engagement process and adjust consultation tactics where possible in an effort to reach a broader audience representative of Toronto.

Not all 235 participants responded to each question. Sample size for the response received for each question has been included below.

What is your age? (Single Choice) [200 respondents]

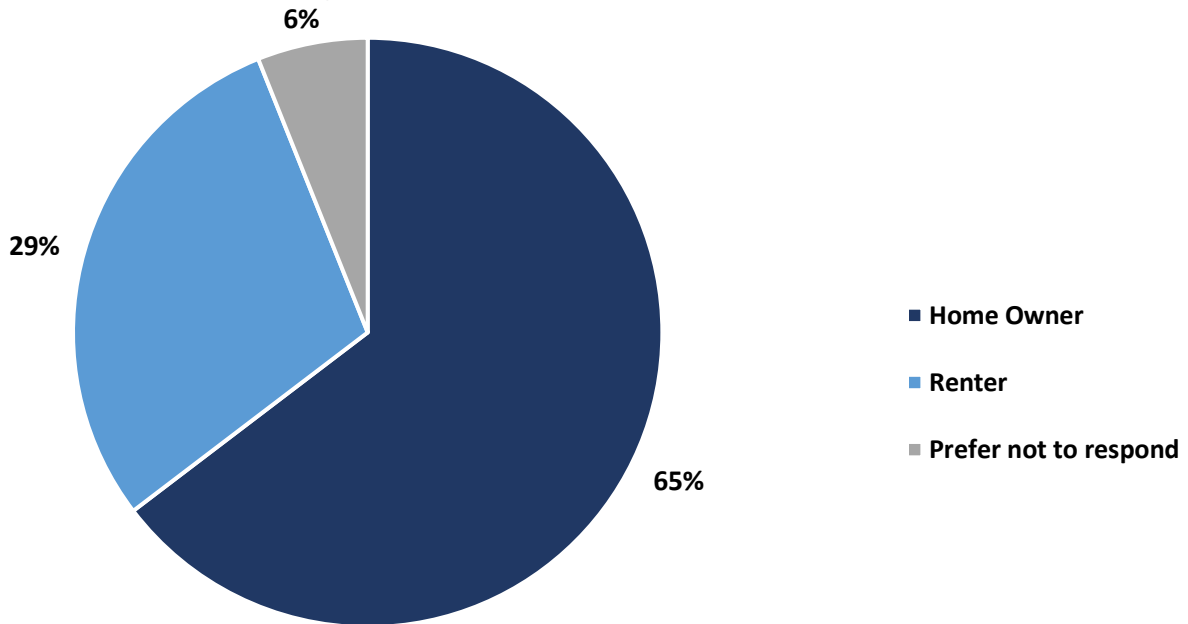


How would you describe yourself? (Single Choice) [200 respondents]



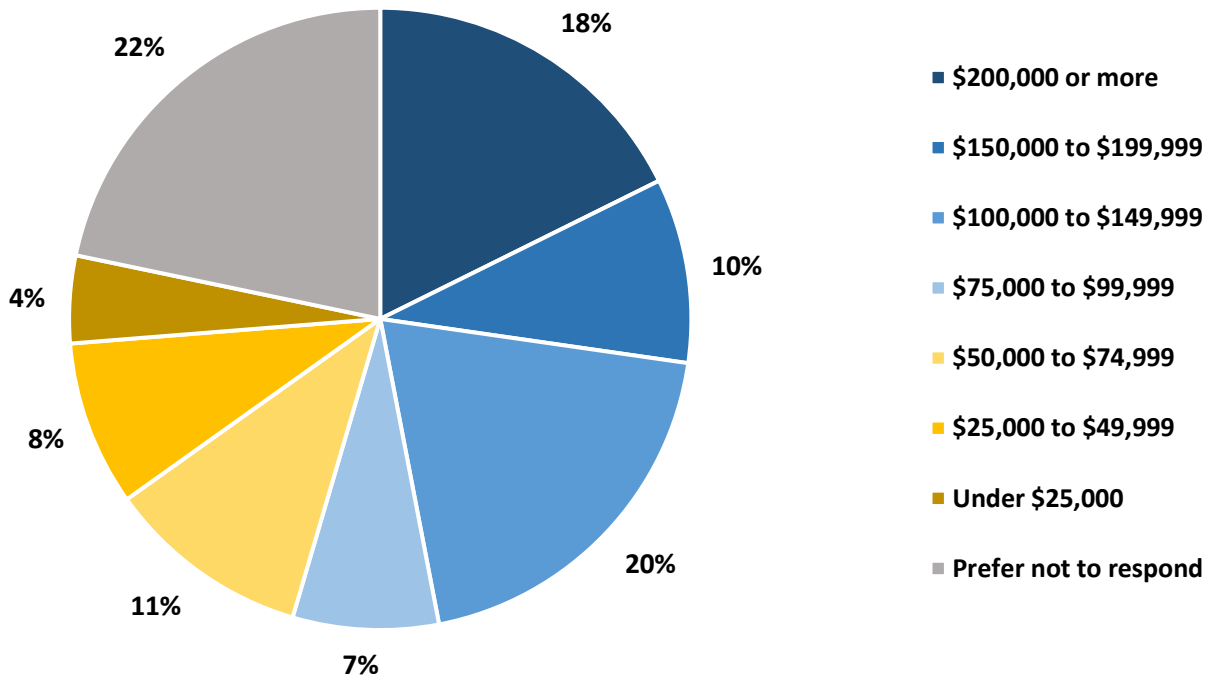
Are you a homeowners or renter? (Single Choice) [198 respondents]

Are you a homeowner or renter?



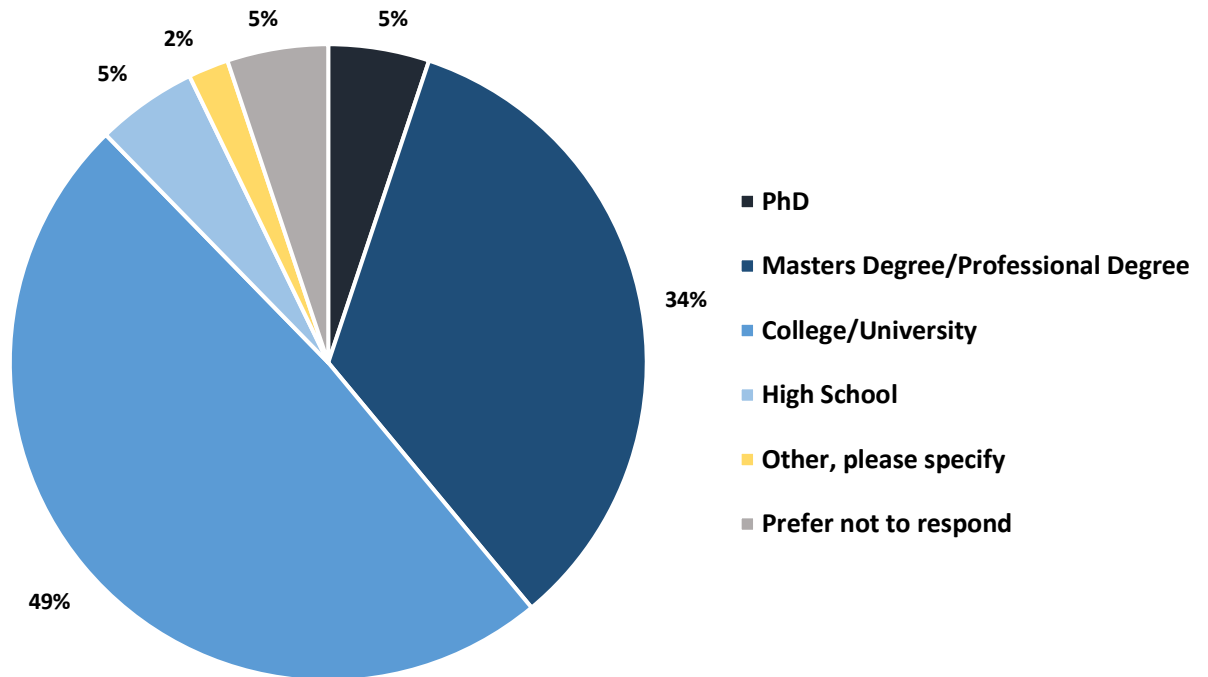
What is your household income? (Single Choice) [198 respondents]

What is your household income?



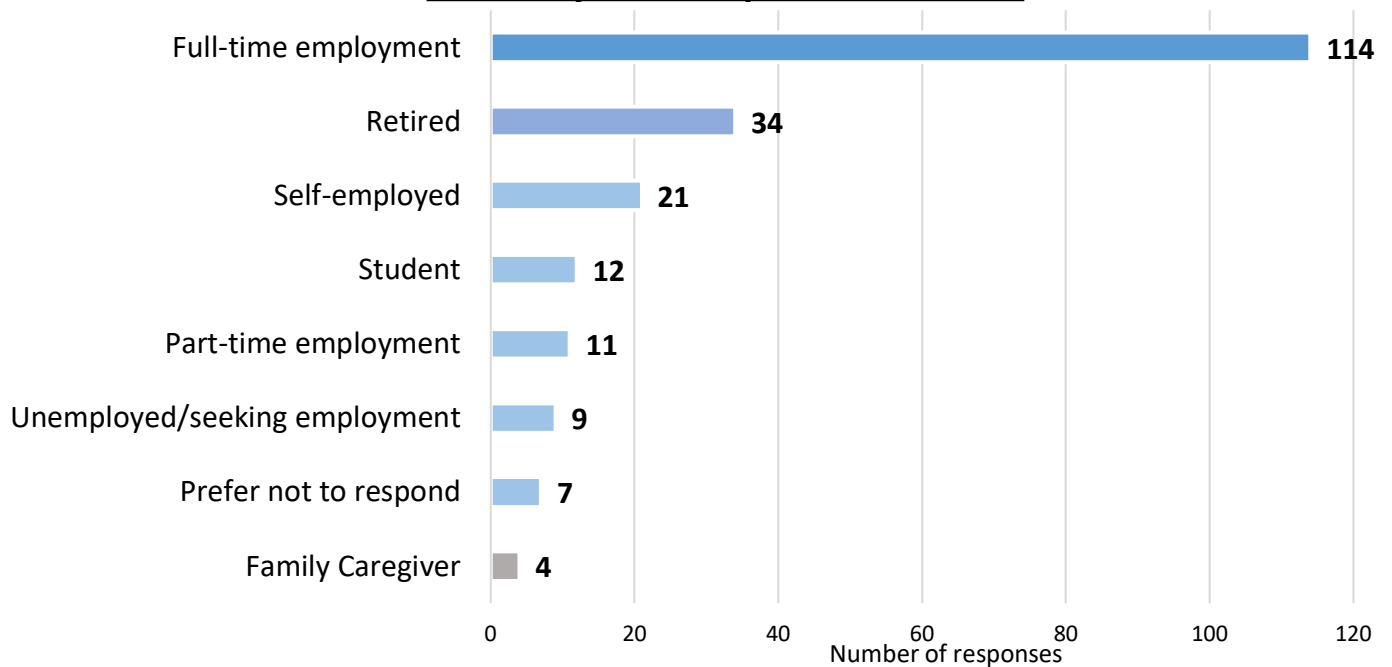
What is your highest level of education completed? (Single Choice) [195 respondents]

What is your highest level of education completed?



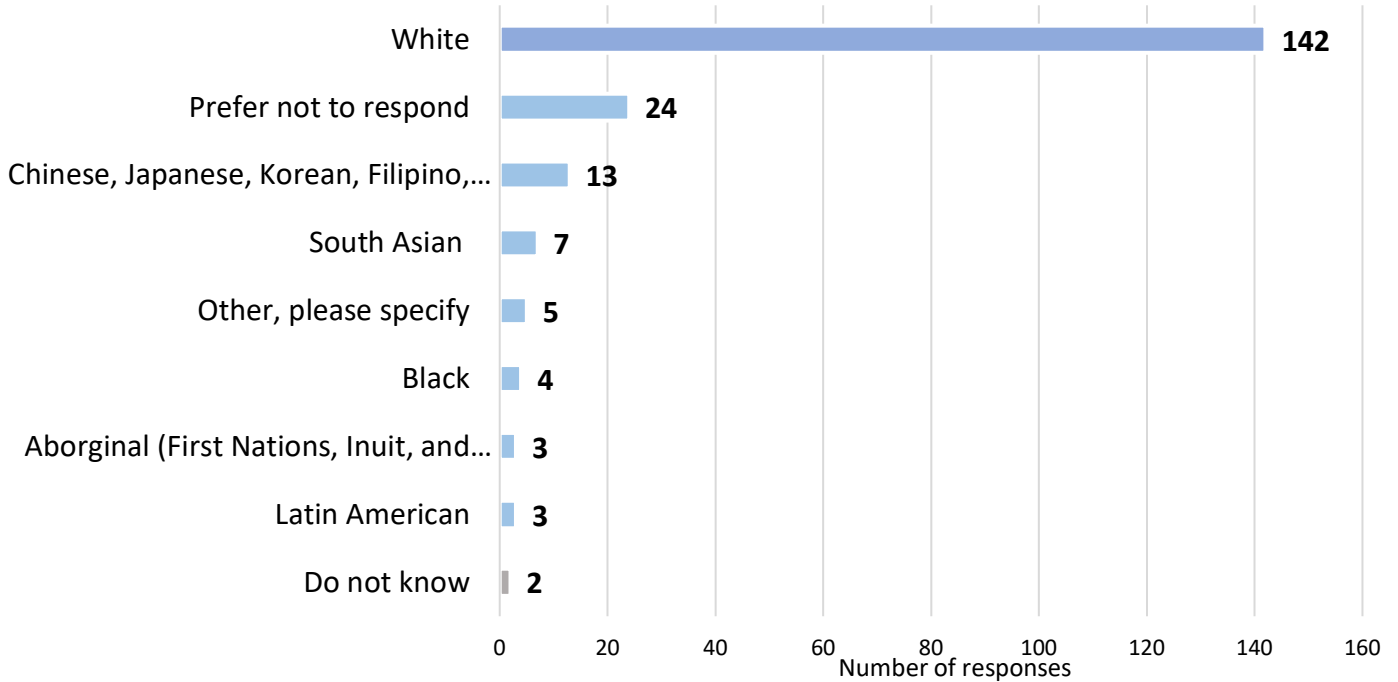
What is your occupational status? (Single Choice) [197 respondents]

What is your occupational status?



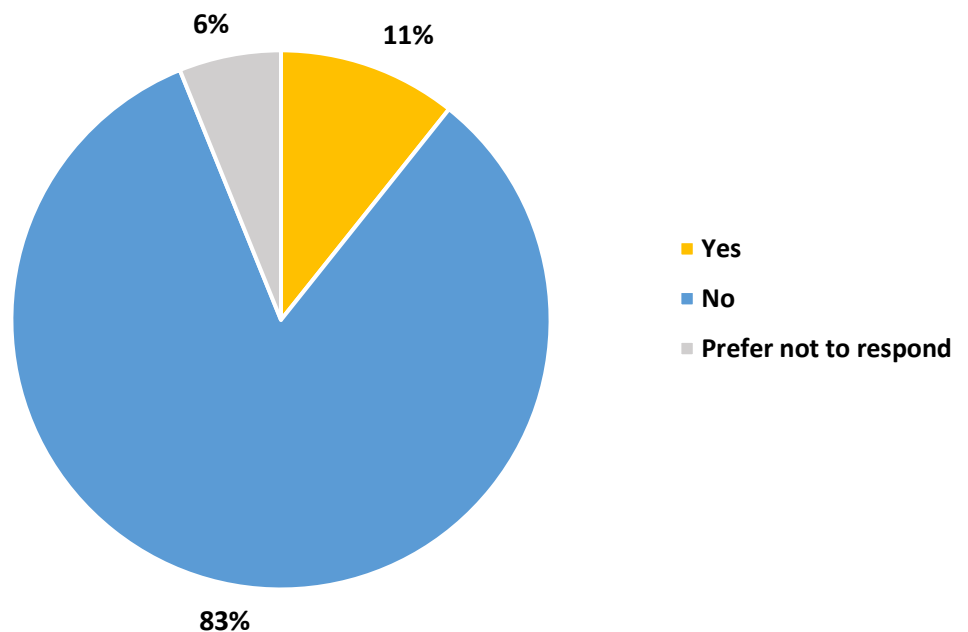
Which of the following do you identify as? Based on 2016 Statistics Canada Population Census. (Multiple Choice) [332 respondents]

Which of the following do you identify as?



Are you a person experiencing disability? (Single Choice) [196 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) [196 respondents]

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

