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# Section K.3: Public Feedback

Note: This appendix refers to Area A as Area 1 and to Area B as Area 2A, a reflection of previous project nomenclature.

# Waterfront East Light Rail Transit Extension

Winter 2021 Community  
Consultation

Engagement Summary

## Executive Summary

The City of Toronto, in partnership with Waterfront Toronto and the Toronto Transit Commission (TTC), has initiated, at City Council's direction, the Preliminary Design and Engineering (PDE) for the extension of the Waterfront Transit Network from Union Station to Parliament Street and ultimately connecting to Cherry Street.

In parallel to this design work, the project team is also undertaking a Transit Project Assessment Process (TPAP) for the project, which is a streamlined environmental assessment process designed specifically for transit projects. The public and stakeholders will be engaged throughout the TPAP and a report, called the Environmental Project Report (EPR), will be produced at the end of this process to summarize the TPAP, including feedback of all public and stakeholder engagement activity. This summary report from the Winter 2021 community consultation will contribute to the final EPR.

The following summary documents what the project team heard from feedback received through the Waterfront East Light Rail Transit Extension Winter 2021 virtual community consultation meeting, online survey, and emails received by the project team between February 3, 2021 and March 4, 2021. All consultation materials, including pre-recorded videos and [Discussion Guide](#) were published on February 3, 2021. The virtual community consultation meeting took place on February 17, 2021 and was attended by 364 participants. The online survey was available February 17, 2021 until March 4, 2021 and was completed by 488 people.

### ***Key Feedback We Heard***

#### ***Portal Location***

Many participants were supportive of the portal option located west of Yonge Street (Option/Alternative 2). They noted the opportunities this location would enable, including the creation of an iconic public open space at the foot of Yonge Street, and reduction of existing conflicts between pedestrians, cyclists, and vehicles along the Martin Goodman Trail. Participants who preferred the portal option east of Yonge Street (Option/Alternative 1) often expressed concerns about infilling required for a portion of the slip in Option/Alternative 2, citing aesthetics (such as obstructing views of Lake Ontario) and environmental reasons (such as the impact on aquatic life in the Inner Harbour), and concerns about water taxi use of this slip.

#### ***Network Phasing Study***

Participants were mostly supportive of phasing the development of the Waterfront East LRT Extension to allow through-service of the streetcar along Queens Quay while the Queens Quay-Ferry Docks Station and Union Station undergo expansion. During this time, a bus connection

between Queens Quay and Union Station would be in place. Participants generally preferred the option to establish streetcar service along Queens Quay, supported by an interim bus service that connects riders between Queens Quay and Union Station while improvements to the Bay Street streetcar tunnel take place. Participants frequently justified their selection indicating that getting streetcar service on Queens Quay East as soon as possible should be a top priority to respond to growth east of Yonge Street. Participants consistently identified the inconvenience of needing to transfer to reach Union Station as their top concern in both options.

### ***Transit Priority Assessment Process (TPAP)***

Participants posed a variety of questions about the TPAP, with most interest focused on how this process will consider the Ontario Line; aquatic impacts posed by the potential partial Yonge Street slip fill; construction, noise, and air quality impacts; and flooding and climate change risk assessments.

### ***Design of Queens Quay/Ferry Docks Station and Union Station***

Participants were generally supportive of the conceptual designs of Queens Quay-Ferry Docks Station and Union Station. Participants frequently referenced the importance and need for the proposed improvements to signage and wayfinding, accessibility improvements, planning for peak demand, station beautification, and future-proofing the design to anticipate future demand.

### ***Queens Quay East Street Design***

Participants identified the importance of clearly differentiating the proposed cycling track on the Martin Goodman Trail to mitigate potential conflict areas for people riding bikes and other visitors to the waterfront. Overall, participants stressed the importance of the waterfront as an iconic part of the city that should feel welcoming and connected to the city's past and present. Participants were supportive of the variety of seating areas, lighting, hardy vegetation, and wayfinding improvements.

The following summary report provides further details on what we heard and is organized into subsections that elaborate on the feedback received from participants.

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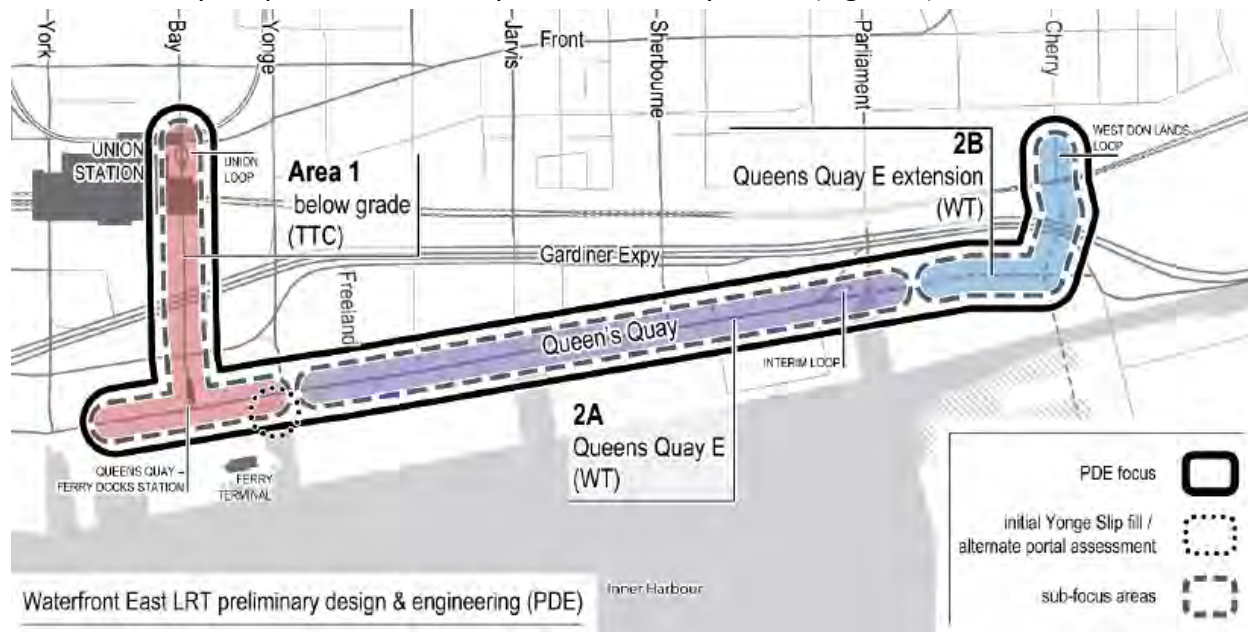
### Appendices (included separately)

Appendix A – Detailed Summary of Questions of Clarification  
Appendix B – Virtual Community Consultation Chat Transcript  
Appendix C – Qualitative Survey Responses  
Appendix D – Survey Demographic Data



# 1 Introduction

The City of Toronto is planning the Waterfront Transit Network to service Toronto's waterfront from Long Branch in the west, at the Etobicoke/Mississauga border, to the Leslie Barns Maintenance and Storage Facility in the east. Individual projects in the network are in various stages of planning, design, and the environmental approval process. This engagement is focused on the Waterfront East LRT Extension, the portion of the network from Union Station to the Distillery Loop via Queens Quay East and Cherry Street (Figure 1).



**Figure 1. Waterfront East LRT Extension Preliminary Design and Engineering Focus Areas 1, 2A, and 2B.**

In parallel to this design work, the project team is also undertaking a Transit Project Assessment Process (TPAP) for the project, which is a streamlined environmental assessment process designed specifically for transit projects. The public and stakeholders will be engaged throughout the TPAP. An Environmental Project Report (EPR) will be produced at the end of this process to summarize the TPAP, including feedback of all public and stakeholder engagement activity. This summary report from the Winter 2021 community consultation will contribute to the final EPR.

The project entails five components that contribute to the overall project, which are:

- **The Portal Selection Study** – this study focuses evaluating two location options for the streetcar portal on Queens Quay East.
- **The Network Phasing Study** – this study will identify the timing of funding and delivery for the first phase of the Waterfront Transit Network.

- **The Transit Project Assessment Process** – this is a streamlined environmental assessment process designed specifically for transit projects. Rather than filing amendments to multiple previous Environmental Assessments (EA), this approach consolidates all the changes along the corridor to deliver transit more quickly while still ensuring the legislated requirements are met.
- **Design of Union Station and Queens Quay/Ferry Docks Station** - Area 1 (Figure 1) is the underground section that includes the Union Station Loop, the Queens Quay-Ferry Docks Station, and a new tunnel extension and portal on Queens Quay east of Bay Street.
- **Queens Quay East Street Design** – Area 2A (Figure 1) is the existing Queens Quay East to Parliament Street and includes overlapping surface areas with Area 1 at Bay Street. This area includes unique challenges and opportunities presented by the Yonge, Jarvis, and Parliament Street slips. Area 2B includes the unbuilt portion of Queens Quay between Parliament Street and the future Cherry Street realignment, and finally connecting under the rail corridor to the existing Distillery Loop.

The following summary report documents the feedback received through public consultation and engagement activities in February and March 2021.

## 2 What We Heard

The City of Toronto and Waterfront Toronto sought feedback from February 3, 2021 to March 4, 2021 through a virtual community consultation, an online survey, and a project email (the project email is [WaterfrontTransit@toronto.ca](mailto:WaterfrontTransit@toronto.ca) and will be active throughout the entire project to receive questions and feedback from the public) The following subsections provide an overview of the key messages heard through community engagement.

Where responses were received to a quantitative question, results have been quantified. All comments received through feedback have undergone a thematic analysis. This involves summarizing and categorizing qualitative data so that important concepts within the dataset are captured. Once completed, a collection of themes was used to formulate the descriptive text in this report. It is important to note that comments received were wide-ranging, and the appendices to this report provide a fulsome record of all comments received.

Appendices include:

- Appendix A – Questions of clarification.
  - All questions received through the virtual community consultation and online survey have been appended, however not all questions are provided with an answer. All questions that were asked and answered during the virtual community consultation, and frequently asked questions are answered in Part 1 of this appendix.

- Questions received through the project email will be documented as part of the TPAP EPR and responded to directly by the project team.
- Appendix B – Virtual community consultation chat transcript.
- Appendix C – Qualitative survey responses.
- Appendix D – Demographic data from the survey.

## 2.1 Portal Selection Study

### 2.1.1 Portal Location

The portal location study considers two possible portal locations on Queens Quay for the streetcar to enter and exit the tunnel beneath Bay Street to access Queens Quay-Ferry Docks Station and Union Station (Figure 2).

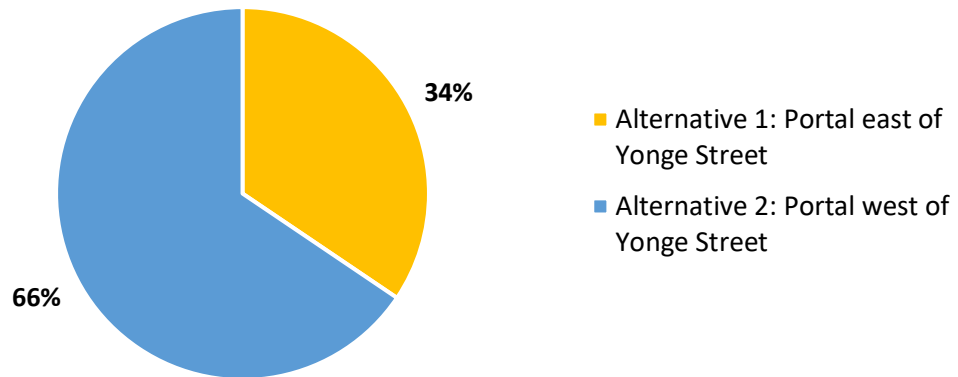


**Figure 2. Map of the two portal location options**

Many participants (64%) were supportive of the portal option west of Yonge Street. A third of respondents (34%) indicated they preferred the portal option east of Yonge Street (Figure 3).



### **What portal location do you prefer? (Single Choice)**



**Figure 3. Portal location preference [476 respondents].**

Participants provided the following commentary on the two options for **Portal Location**:

#### **Regarding Option/Alternative 1 – Portal East of Yonge Street at Freeland Street**

- Location of the portal would help alleviate congestion at Yonge Street where there are already many transportation uses. This option helps spread out these uses.
- Filling in a portion of the slip may establish a precedent that could lead to further slip filling, removing the unique spaces these slips create along the waterfront.
- Option/Alternative 1 retains important docking space for watercrafts that benefit from proximity to Queens Quay and public transit.
- Retaining the T-intersection at Yonge Street and Queens Quay removes a potential traffic light conflict between trail users and roadway users.

#### **Regarding Option/Alternative 2 – Portal West of Yonge Street (in front of the Westin Hotel)**

- Public space at the foot of Yonge Street built on the proposed partial fill should be an iconic park given its location and would improve the visitor experience of this section of the waterfront and add to the waterfront's network of spaces. Any new open spaces created by slip filling should remain public property.
- Improves curbside safety for pedestrians, cyclists, and public transit users.
- The lower cost and easier constructability of Option/Alternative 2 is an important consideration for the overall implementation of the Waterfront East LRT Extension.
- Improvements to the environmental conditions and aquatic habitat in the slip would be a positive contribution offered by the slip filling and should be a requirement of this option.
- The slip fill driveway provides a logical consolidation of movements into an organized format compared to the current condition where there are multiple driveways.

- Creates an iconic arrival to the travel path of the Waterfront East LRT, with Yonge Street on one side and a signature public space on the other.
- Some participants expressed concerns that consolidating the hotel driveway activity on to the slip may overwhelm (through noise, vehicle exhaust, and vehicle activity) the utility of the slip as a public space.

### **Additional considerations applying to both options**

Participants noted the following additional considerations that should be considered when evaluating the suitability of both options being considered:

- The existing Martin Goodman Trail through this section of the waterfront is very narrow, where possible, whichever option that is selected should ensure there is sufficient space for walkers, joggers, cyclists, and other users, as well as green spaces that enhance the street.
- There are only a few slips water taxis and other smaller watercraft that travel across the harbour can operate from close to public transit and parking — consider how to retain these uses to provide easy access for people seeking to access water transportation from public transit. This is an important feature for residents of the Island to be able to have access when transporting larger goods.
- The preferred option should be considered based on which provides the best design relative to the Access for Ontarians with Disabilities Act (AODA).
- Consider opportunities for water access for recreational uses such as canoeing, kayaking, and stand up paddleboarding.
- Consider extending/filling the Yonge Slip into a jetty extending out from the former slip to accommodate future expansion of the ferry terminal.

#### **2.1.2 Yonge Slip Plaza**

Survey respondents identified that more open green space, maintaining views of Lake Ontario, and more open plaza space are the top three most important improvements to the Yonge Street Slip/Yonge Street Plaza (Figure 4 below).

## What types of features are most important to you if improvements were made to the Yonge Street Slip/Yonge Street Plaza?

Answers ranked from 1 to 8, where 1 is most important and 8 is least important.

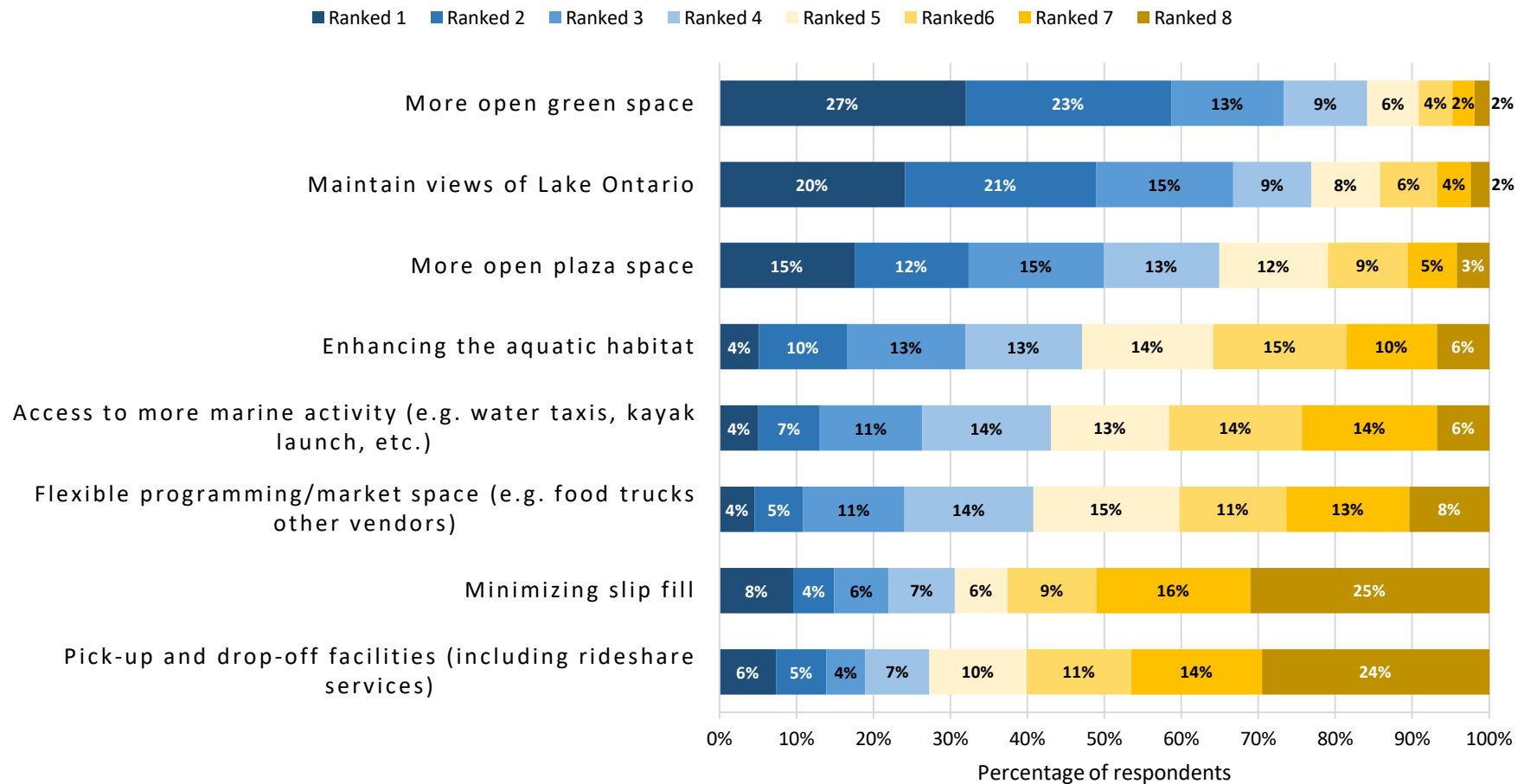


Figure 4. Important features to consider if improvements are made to the Yonge Street Slip/Yonge Street Plaza [488 respondents].

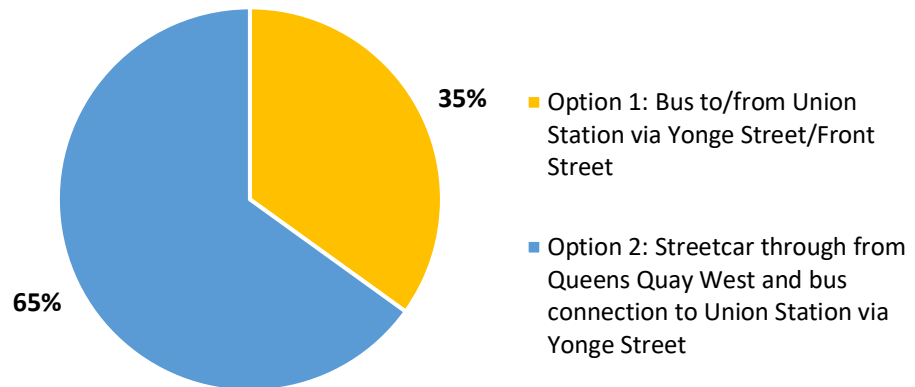
Participants provided the following commentary on how to make the **Yonge Slip Plaza** a community asset:

- Maximize the amount of open and green space people can use as meeting, sitting, and gathering spaces.
- Continue to prioritize the safety of pedestrians and cyclists travelling along the waterfront, reducing potential conflict areas for these users on the trail where possible.
- Consider opportunities for temporary vendor markets.
- Consider impacts of queuing that occurs for ferries and water taxis and how these uses could be accommodated within the proposed public space to avoid it becoming predominantly a waiting area.
- Incorporate public art that references the historical and current significance of Yonge Street and the waterfront.
- Provide some information (e.g., plaques or signage) about local nature, history, and culture. People often stop to read the inset plaques in the pavement at the foot of Yonge Street.
- Restore and enhance the habitat for aquatic species, birds, and other wildlife.
- Achieve a balance between the private function of the Westin Hotel and the public realm.
- Incorporate interesting lighting to animate the space in the evenings/night.
- Provide a variety of seating options (e.g. benches, picnic tables, Muskoka chairs, steps, etc.).
- Include fast growing trees to provide shade.
- Preserve water access and views of the lake as much as possible.
- Consider rounding out the corners of the slip through the infilling process to create smooth transitions between spaces rather than right-angles.

## **2.2 Network Phasing Study**

Participants were asked about their preference for two options to provide interim service between Queens Quay and Union Station during construction. Participants identified a preference for Option 2 where there is through-service on the streetcar between Queens Quay West and East accompanied by a bus connection to Union Station via Yonge Street during the reconstruction of Queens Quay-Ferry Dock Station and Union Station (Figure 5).

### **What option for expedited interim transit to East Bayfront do you prefer? (Single Choice)**



**Figure 5. Preferred expedited interim transit to East Bayfront (Queens Quay East) [415 respondents].**

Participants provided the following commentary on the options presented for the **Network Phasing Study**:

#### **Regarding Option 1 – Bus to/from Union Station via Yonge Street and Front Street**

- May not serve riders who want to go to Union Station from west of Bay Street.
- Would involve a confusing transfer.

#### **Regarding Option 2 – Streetcar Through Service on Queens Quay and bus connection to Union Station via Yonge Street**

- Little gained by dropping people off on Queens Quay as many people are travelling to Union Station.
- Through-service for the streetcar is preferable to changing streetcars at Union Station to go east.
- Getting the streetcar running on Queens Quay East should be a priority.

#### **Additional Considerations and Comments**

- Consider extending the streetcar north up Parliament Street to King Street to connect near the proposed Ontario Line station.
- Shuttle services in either case will be frustrating.
- Prioritize the option that will cost least and involve fewer transfers.
- Align the redevelopment of the Port Lands with extension of the streetcar through this area to avoid the inconvenience of transit construction after properties have been redeveloped.



## 2.3 Transit Project Assessment Process (TPAP)

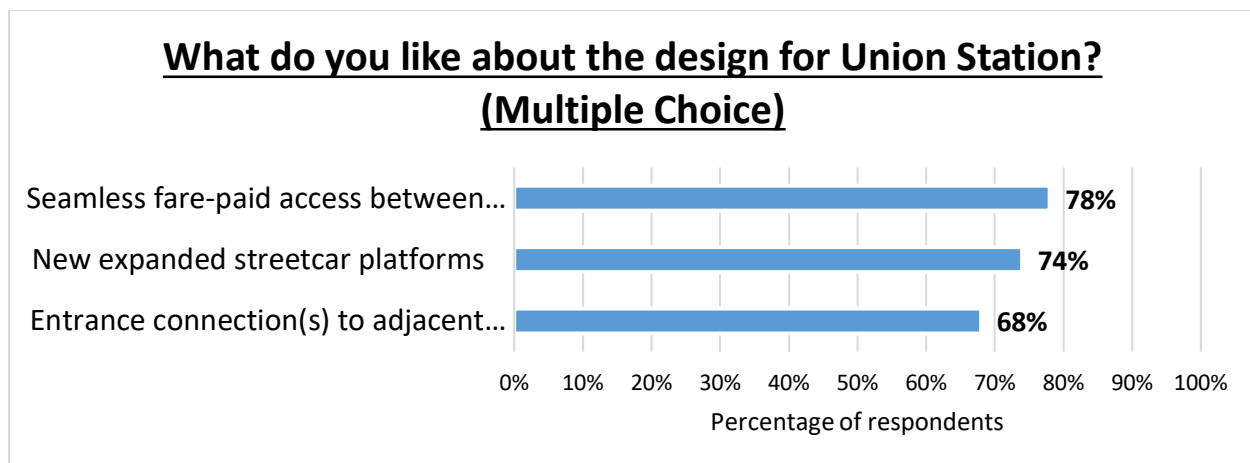
Questions and answers to frequently asked questions about the Transit Project Assessment Process are included in **Appendix A**. Participants offered feedback on some of the elements of the TPAP that are of community interest:

- Travel demand pattern changes that may result from the new location of the Corktown Station on the Ontario Line.
- The aquatic impacts of the partial Yonge Street Slip fill proposal.
- Construction, noise and air quality impacts.
- Flooding and climate change risk assessment.

## 2.4 Design of Union Station and Queens Quay/Ferry Docks Stations

### 2.4.1 Union Station

With respect to the design of Union Station, participants were broadly supportive of the proposed seamless fare-paid access between streetcars and the Line 1 subway, new expanded streetcar platforms, and entrance connections to adjacent properties (Figure 6).



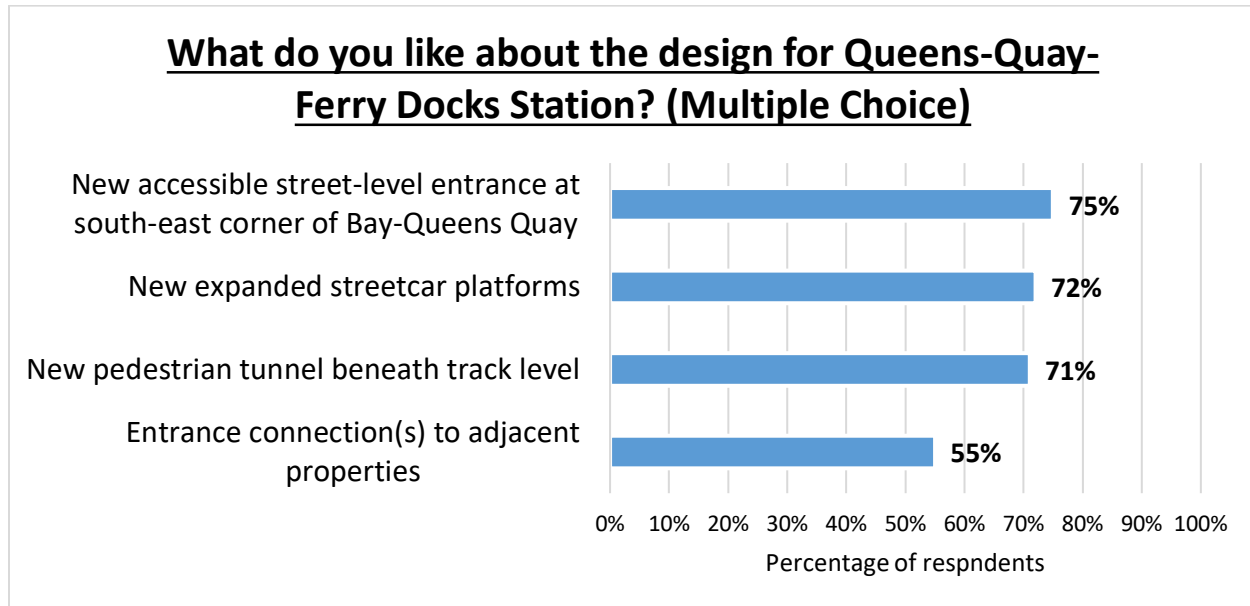
**Figure 6. Qualities participants like about the Union Station design. [396 respondents]**

Participants provided the following comments on the **design of Union Station**:

- Where possible, the Union Station connections should seek to streamline travelling between the streetcar and GO service.
- Signage and wayfinding challenges are an ongoing issue at Union Station, especially when distinguishing the disembarking and boarding areas of Union Station.
- The tunnel connecting the Line 1 subway to the streetcar platform should also be widened through this process.

### 2.4.2 Queens Quay-Ferry Docks Station

With respect to the design of Queens Quay-Ferry Docks Station, participants were broadly supportive of the proposed new accessible entrances, expanded streetcar platforms, new pedestrian tunnel beneath the track level, and entrance connections to adjacent properties (Figure 7).



**Figure 7. Qualities participants like about the Queens Quay-Ferry Docks Station design [396 respondents].**

Participants provided the following comments on the **design of the Queens Quay-Ferry Docks Station**:

- Additional pedestrian access to the south side of Queens Quay would facilitate better access to this station.
- Pedestrian tunnel would improve safety of riders moving from one platform side to the other, however it creates accessibility barriers/a longer route to travel.
- Expand elevator/escalator access.

### 2.4.3 Additional Considerations and Comments

For both the Union Station and the Queens Quay-Ferry Docks Station designs, participants noted the following additional considerations to consider as the study progresses:

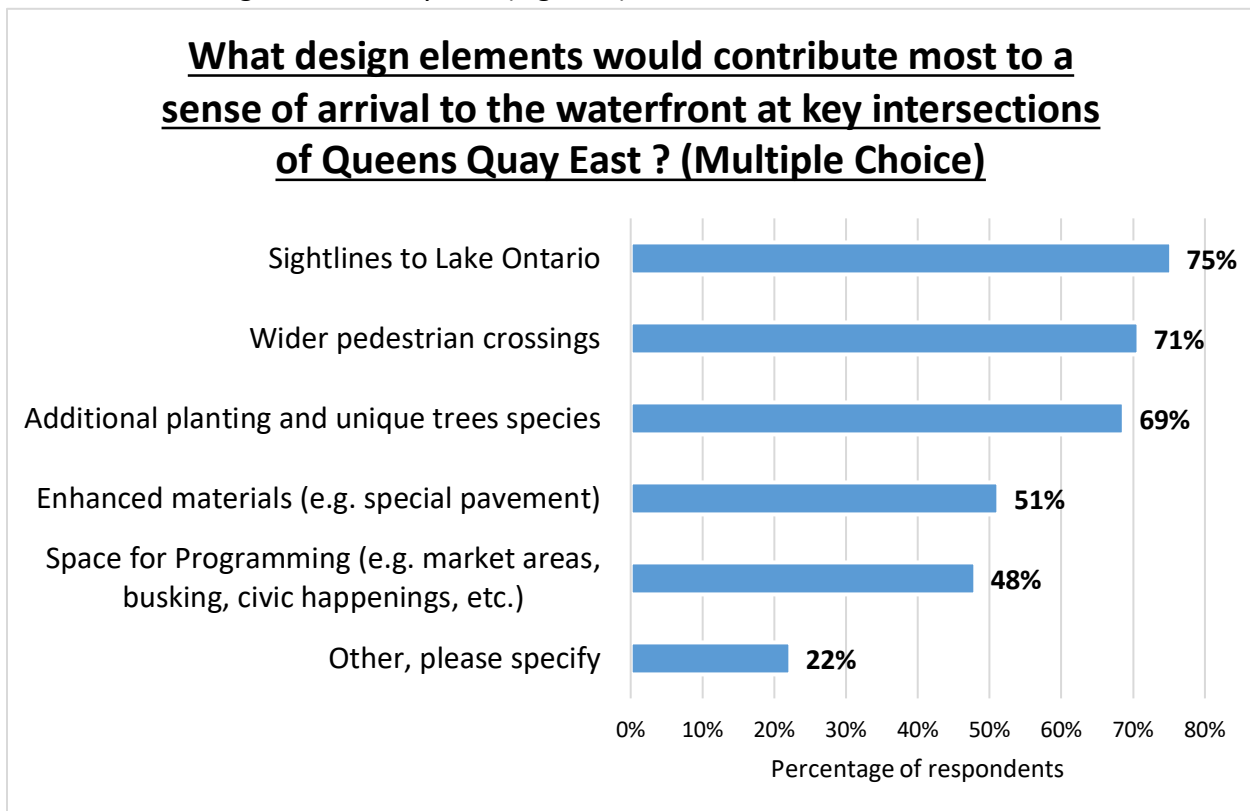
- Designing to anticipate peak demand on summer days and events will be very important to deal with current crowding issues, as both stations platforms are currently too narrow.
- Connections to neighbouring properties of both stations will improve station accessibility.

- Consider public art in the station that serves both as a connection to the waterfront and enhances wayfinding. The existing nautical theme of the Queens Quay-Ferry Docks Station could be enhanced or expanded upon to include Indigenous interpretations of the land and water.
- Look into excessive noise created by streetcar wheels on turns — where possible, larger turning radii might help.
- Automated gates in the stations would improve safety.
- Where possible, consider overbuilding the design to future proof it for increased demand to avoid extensive reconstruction.

## 2.5 Queens Quay East Street Design

### 2.5.1 Sense of Arrival to the Slips

Participants identified that sightlines to Lake Ontario, wider pedestrian crossings, and additional planting and unique tree species would contribute most to a sense of arrival at key intersections along Queens Quay East (Figure 8).



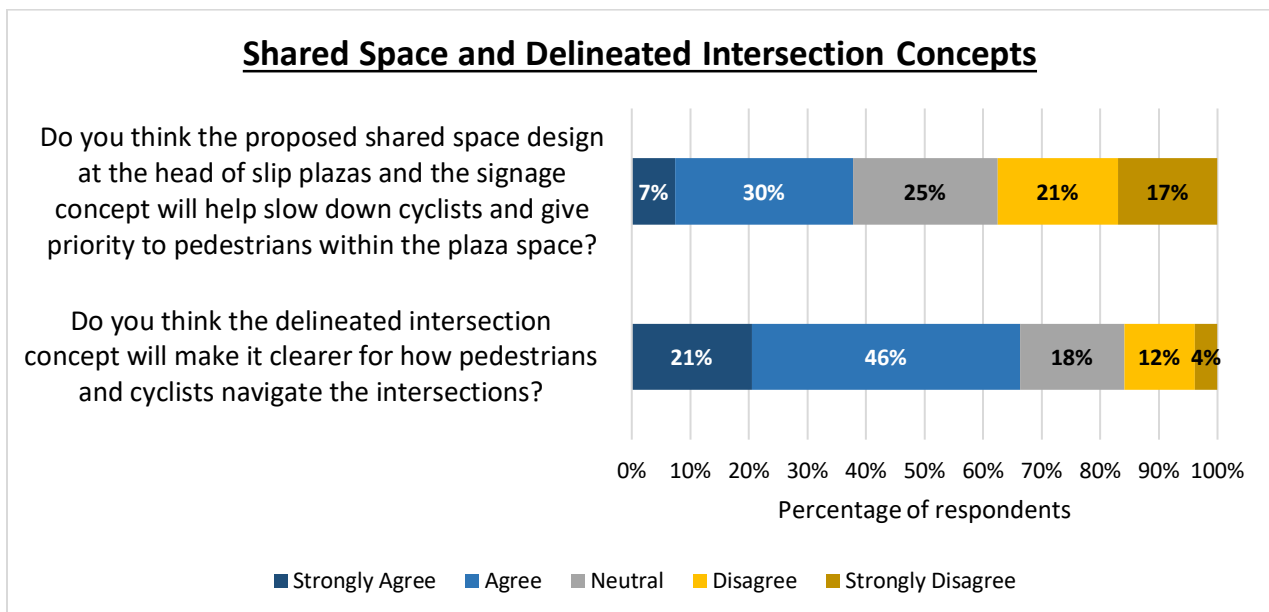
**Figure 8. Design elements that would contribute to the sense of arrival at key waterfront intersections along Queens Quay East [396 respondents].**

Participants added the following comments on **design elements that would contribute to the sense of arrival on the waterfront along Queens Quay East:**

- Consider distinguishing each intersection while maintaining continuous elements that link these spaces together.
- Involve Indigenous Peoples in representing the waterfront through public art and the overall design of the space.
- Wayfinding and signage are important to help people locate themselves and other destinations on the waterfront.
- Rather than a wave deck at Jarvis, consider a viewing area of the sugar shipping boats.
- Extending the creation of wave decks in the eastern waterfront would help create a sense of continuity with the west.
- A space designed with pedestrian-friendliness (e.g. pedestrian scramble crossings), amenities (e.g. seating, washrooms, water fountains, etc.) and vibrant activities as a core element will be inviting.
- Consider how the arrival zones may be viewed by watercraft as well as people on land.
- Consider additional ways the design of the waterfront can provide a sense of security in the evening including lighting, emergency call stations, and surveillance.

### 2.5.2 Shared Space/Delineated Intersection Concept

Participants indicated a greater sentiment that the delineated intersection concept will make it more clear for pedestrians and cyclists when navigating intersections compared to the shared space design (Figure 9).



**Figure 9. Comparing the Shared Space and Delineated Intersection concepts [389 respondents].**

- Pedestrian areas should be clearly marked with pavement markings where they cross the Martin Goodman Trail. Other areas should clearly distinguish between the two areas through pavement paint or a change in materials (cobblestones or rumble-strips), and physical separation (such as slightly raised planters) to clearly, simply, and consistently

convey the separation of space to avoid confusion. Additional and ongoing public education may be required for all waterfront users.

- Consider how the rest of the cycling network in the area might accommodate road cyclists/cyclists who travel faster to bypass the heavy foot-traffic areas. Consider a faster moving cycling route along Lakeshore.

The Martin Goodman Trail may improve the cycling movement by synchronizing traffic lights with the designated cycling speed, setting the stop area for cyclists closer to the intersections, and considering further widening of the trail to anticipate growing demand for the trail.

- Supportive of the streetcar guideway being next to the bike path and walkway as illustrated.

### 2.5.3 Planting Strategy

Participants were strongly supportive of the proposed planting strategy (Figure 10).

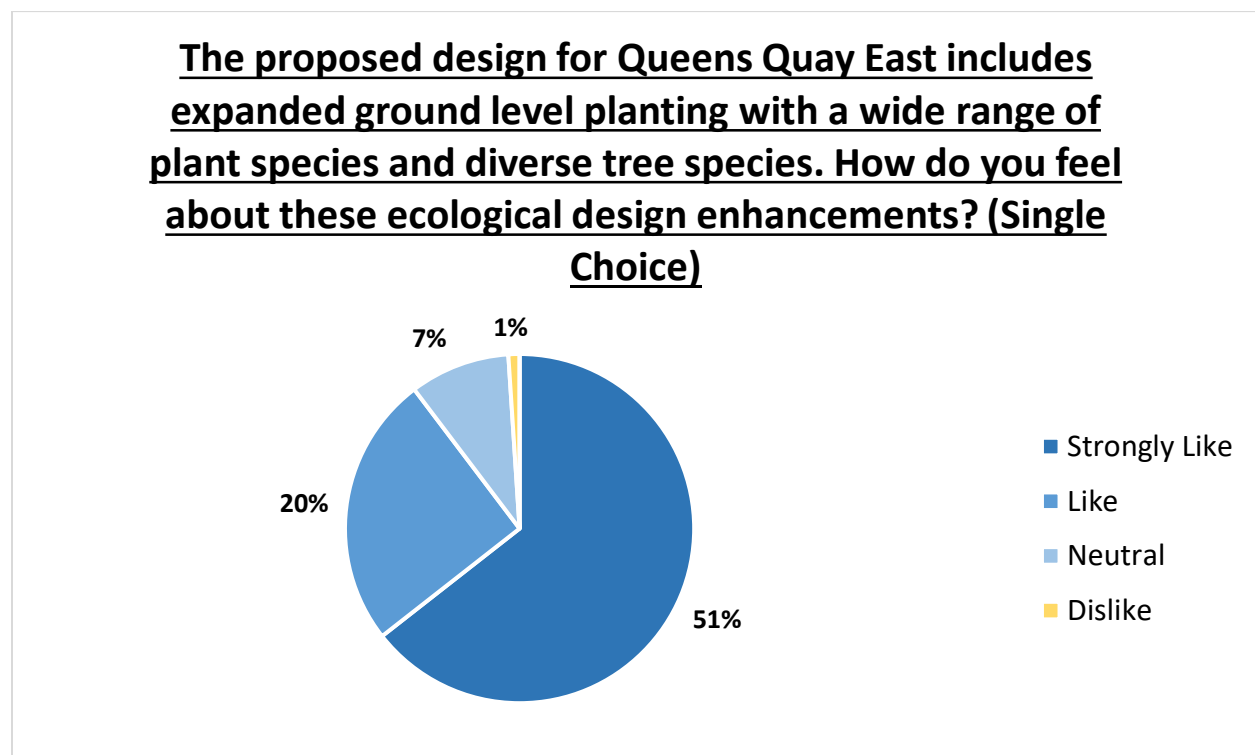


Figure 10. Ecological design enhancements to Queens Quay East [389 respondents].

Participants added the following feedback on the **planting strategy**:

- Ensure plantings are well-suited for the climate, local conditions, and are maintained so they can thrive.
- Consider species such as Lindens, Shademaster Honeylocust.
- Height of the trees should not obstruct views of the lake.
- Ongoing maintenance and protection for trees is important; many trees on Queens Quay have suffered from poor maintenance and damage.



## 3 How We Engaged

### 3.1 Communication Methods

The project team utilized a variety of print and digital communication methods to inform individuals about the virtual community consultation and online survey. An overview of the communication methods and their reach is included in **Table 1**.

#### 3.1.1 Project Webpage

The City of Toronto's website acted as the primary communications portal to inform the public about the Waterfront East LRT Extension community consultation. A landing page, <http://toronto.ca/waterfronttransit>, hosted all information regarding the project, including general information, project updates, links to pre-recorded presentation videos, presentation files, a link to the discussion guide, online survey, and an option to subscribe for project-related updates.

#### 3.1.2 Mailout

A print mailout promoting the project and virtual community consultation was sent to 41,161 households two weeks before the meeting, in an area bounded by Spadina Avenue to the west, King Street to the north, the Don River to the east, and Lake Ontario to the south.

#### 3.1.3 E-Newsletters and Mailing Lists

##### 3.1.3.1 City of Toronto Project Mailing List

Individuals who signed up to receive email updates through the project website were emailed on January 25, February 10, and February 25, 2021 with reminders about the virtual community consultation and online survey. The project mailing list emails were sent to 614 people.

##### 3.1.3.2 Waterfront Toronto Newsletter

A notice advertising the virtual community consultation was included in Waterfront Toronto's January and February 2021 monthly newsletters. Approximately 7,800 people receive Waterfront Toronto's monthly newsletters.

##### 3.1.3.3 Councillor Joe Cressy's Newsletter

A notice advertising the virtual community consultation was included in the two preceding newsletters sent by the Councillor's office to their newsletter mailing list. Approximately 6,300 people receive Councillor Cressy's newsletters.

##### 3.1.3.4 Eventbrite Event Mailing List

Five (5) emails were sent to all registrants of the virtual community consultation to remind them about the upcoming meeting and the online survey.

### 3.1.4 Pre-Recorded Videos



Prior to the virtual community consultation, the project team recorded six (6) videos providing a detailed overview of the contributing work included in the Waterfront East LRT Extension. These videos were published on the City of Toronto's GetInvolved YouTube channel on February 3, 2021 to provide members of the public with an opportunity to learn about the project before the virtual community consultation. A short overview presentation during the virtual community consultation summarized the key points of each presentation for individuals who did not watch the pre-recorded videos. The six videos are as follows:




- [Project Overview](#)
- [Portal Location](#)
- [Network Phasing](#)
- [Introducing the Transit Project Assessment Process \(TPAP\)](#)
- [Design of Union and Queens Quay/Ferry Docks Stations](#)
- [Queens Quay East Street Design](#)

### 3.1.5 Social Media

The City of Toronto and Waterfront Toronto used their Facebook and Twitter accounts to promote the virtual community meeting and online survey from February 3, 2021 to March 4, 2021.

**Table 1. Communication Methods, Summarized**

Outreach Method	Outreach Activities	Recipients and Views
<b>Project Webpage</b> 	A dedicated webpage was developed within the City of Toronto's website to act as an integrated platform for all project-related information. Through the webpage, interested people could also subscribe to receive updates and access information about the project.	<b>Views</b> 2,287
<b>Mailouts</b> 	A flyer advertising the online meeting and website was delivered to addresses bounded by Spadina Avenue to the west, King Street to the north, the Don River to the east, and Lake Ontario to the south.	<b>Recipients</b> 41,161 households

Outreach Method	Outreach Activities	Recipients and Views
<b>Mailing Lists and Newsletters</b> 	The virtual community consultation notice and information was included in newsletters and mailing lists (including the Eventbrite public meeting registration email list) from the City of Toronto, Waterfront Toronto, and Councillor Joe Cressy's office in January and February 2021.	<b>Recipients</b> 15,288
<b>Pre-Recorded Videos</b> 	The project team pre-recorded six (6) presentations for members of the public to review before the virtual community consultation. Each presentation provided detailed information on elements of the Waterfront East LRT Extension.	<b>Total Views for All Six Videos</b> 3,026
<b>Social Media</b> 	The virtual community meeting and online survey were promoted through the City of Toronto and Waterfront Toronto's Twitter and Facebook accounts with additional outreach support from the TTC's and consultant team's accounts.	<b>Engagements<sup>1</sup></b> 2,820
<b>Total Outreach</b>		<b>83,569</b>

## 3.2 Engagement Methods

The project team engaged with members of the public through two primary tactics to provide information about the Waterfront East LRT Extension, answer questions, and gather feedback on the materials presented. An overview of the engagement methods and their reach is included in **Table 2**.

### 3.2.1 Virtual Community Consultation

A virtual community consultation was held using WebEx Events on Wednesday, February 17, 2021 from 7:00 p.m. to 8:30 p.m. The event included a brief 30-minute overview presentation summarizing the key points of the pre-recorded video presentations released two weeks before the meeting. Following the presentation, there was a 60-minute Question and Answer period. Participants posed their questions through the meeting chat or were asked to indicate they would like to be unmuted to ask a question. Questions were answered by members of the project team.

<sup>1</sup> Social media engagements include all retweets, comments, likes, shares, and link clicks on both Twitter and Facebook platforms.

The meeting recording and presentation slides were made available online following the meeting for review on the City's project webpage. Resources can be accessed through the following links:

- [Access the virtual meeting recording.](#)
- [Access the virtual meeting presentation.](#)

### 3.2.2 Online Survey



An online survey was made available on the City's project webpage from February 17, 2021 to March 4, 2021. The online survey asked for feedback on the content of the pre-recorded presentations and the overview presentation from the virtual PIC. Appendix D includes the demographics of participants who replied to the survey.


### 3.2.3 Email

Individuals could email questions and comments to the project team through the online registration page for the virtual community consultation meeting or using the project email ([WaterfrontTransit@toronto.ca](mailto:WaterfrontTransit@toronto.ca)). Questions submitted by email were responded to directly by members of the project team and recorded for inclusion in the TPAP EPR.

The project email will be live throughout the consultation process to receive questions and comments, and provide responses to community inquiries.

**Table 2. Engagement Methods Summarized**

Engagement Method	Engagement Activities	Engagement Reach
<b>Virtual Community Meeting</b> 	<p>A virtual community public information centre was held on February 17, 2021 to reintroduce the Waterfront East LRT Extension, provide an overview of the scope of work, and gather and answer questions from members of the public.</p> <p>The virtual community meeting recording was posted online following the meeting for individuals to view at their convenience.</p>	<p><b>Engaged</b> 364</p> <p><b>Meeting Recording Views</b> 278</p>
<b>Online Survey</b> 	<p>An online survey was developed to gather detailed feedback on the materials presented.</p>	<p><b>Engaged</b> 488</p>

<b>Email</b> 	<p>Emails including feedback and questions were received through the virtual community consultation Eventbrite registration page and the project email.</p> <p>The project email is <a href="mailto:WaterfrontTransit@toronto.ca">WaterfrontTransit@toronto.ca</a> and will be active throughout the entire project to receive questions and feedback from the public.</p>	<b>Engaged</b> 84
<b>Total Engaged</b>		<b>936</b>

## 4 Next Steps

The project team will review the feedback provided through this meeting as they continue technical work on the Portal Location Study, Network Phasing Study, Transit Priority Assessment Process (TPAP), Design of Union Station and Queens Quay-Ferry Docks Stations, and the Queens Quay East Street Design. Future consultation and engagement on the Waterfront East LRT Extension will take place in the Spring and Summer of 2021.



## Appendix A – Detailed Summary of Questions of Clarification

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

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

#### ***Portal Selection Study***

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

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

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

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

**Question: Who owns the Yonge Street Slip?**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### ***Network Phasing Study***

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

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

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

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

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

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

#### ***Transit Project Assessment Process (TPAP)***

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

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

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

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

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

### *Design of Union Station and Queens Quay/Ferry Docks Stations*

#### **Question: Will the stations be fully accessible?**

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

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

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

### *Queens Quay East Street Design*

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

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

#### **Question: What are the sidewalk widths on Queens Quay?**

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

#### **Question: Will soil cells be used for the trees?**

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

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

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

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

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

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

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

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

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

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

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

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

***General Questions***

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

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

**Question: Is the project funded?**

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

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



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

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

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

## ***Part 2 – All other questions received (no responses)***

### ***Portal Selection Study***

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

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

### ***Network Phasing Study***

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

### ***Transit Project Assessment Process (TPAP)***

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

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

### ***Design of Union Station and Queens Quay/Ferry Docks Stations***

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

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

### ***Queens Quay East Street 3Design***

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

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

### ***General Questions***

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

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



## Appendix B – Virtual Community Consultation Chat Transcript

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

### Meeting Transcript

**from PARTICIPANT 1 to everyone: 7:10 PM**

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

**from LURA Consulting to everyone: 7:12 PM**

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

**from PARTICIPANT 1 to everyone: 7:12 PM**

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

**from LURA Consulting to everyone: 7:16 PM**

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

**from PARTICIPANT 1 to everyone: 7:17 PM**

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

**from PARTICIPANT 2 to everyone: 7:18 PM**

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

**from PARTICIPANT 3 to everyone: 7:19 PM**

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

**from PARTICIPANT 2 to everyone: 7:19 PM**

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

**from PARTICIPANT 4 to everyone: 7:21 PM**

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

**from PARTICIPANT 1 to everyone: 7:22 PM**

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

**from PARTICIPANT 2 to everyone: 7:22 PM**

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

**from PARTICIPANT 5 to everyone: 7:22 PM**

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

**from PARTICIPANT 6 to everyone: 7:24 PM**

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



**from PARTICIPANT 1 to everyone: 7:24 PM**

Who owns and is responsible for the Yonge Street slip?

**from PARTICIPANT 1 to everyone: 7:24 PM**

Is it federal?

**from PARTICIPANT 7 to everyone: 7:25 PM**

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

**from PARTICIPANT 3 to everyone: 7:25 PM**

alternative 2 proposal will be a nightmare for area residents.

**from PARTICIPANT 1 to everyone: 7:26 PM**

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

**from PARTICIPANT 8 to everyone: 7:26 PM**

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

**from PARTICIPANT 9 to everyone: 7:26 PM**

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

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

**from PARTICIPANT 10 to everyone: 7:26 PM**

Mmm. I like the proposed plan...

**from PARTICIPANT 11 to everyone: 7:27 PM**

I love this :D

**from PARTICIPANT 6 to everyone: 7:27 PM**

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

**from PARTICIPANT 6 to everyone: 7:27 PM**

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

**from PARTICIPANT 13 to everyone: 7:28 PM**

Filling in the harbour is never a good plan.

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

**from PARTICIPANT 14 to everyone: 7:29 PM**

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

**from PARTICIPANT 15 to everyone: 7:29 PM**

Cars are NOT being prioritized...

**from PARTICIPANT 8 to everyone: 7:29 PM**

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

**from PARTICIPANT 16 to everyone: 7:29 PM**

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

**from PARTICIPANT 17d to everyone: 7:29 PM**

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

**from PARTICIPANT 15 to everyone: 7:29 PM**

Confusion is...

**from PARTICIPANT 11 to everyone: 7:31 PM**

Think the Otter Taxi will adapt.

**from PARTICIPANT 3 to everyone: 7:31 PM**

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

**from PARTICIPANT 1 to everyone: 7:31 PM**

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

**from PARTICIPANT 6 to everyone: 7:31 PM**

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

**from PARTICIPANT 15 to everyone: 7:31 PM**

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

**from PARTICIPANT 9 to everyone: 7:31 PM**

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

**from PARTICIPANT 14 to everyone: 7:31 PM**

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

**from PARTICIPANT 18 to everyone: 7:32 PM**

I think these changes make a lot of sense.

**from PARTICIPANT 1 to everyone: 7:32 PM**

Exactly!! so not to rush it

**from PARTICIPANT 19to everyone: 7:32 PM**

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

**from PARTICIPANT 8 to everyone: 7:33 PM**

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

**from PARTICIPANT 18 to everyone: 7:33 PM**

Very cool design

**from PARTICIPANT 2 to everyone: 7:33 PM**

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

**from PARTICIPANT 20 to everyone: 7:33 PM**

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

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

**from PARTICIPANT 21 to everyone: 7:33 PM**

I like the red accents. Very TTC.

**from PARTICIPANT 22 to everyone: 7:33 PM**

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

**from PARTICIPANT 23 to everyone: 7:34 PM**

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

**from PARTICIPANT 6 to everyone: 7:34 PM**

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

**from PARTICIPANT 1 to everyone: 7:34 PM**

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

**from PARTICIPANT 24 to everyone: 7:34 PM**

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

**from PARTICIPANT 10 to everyone: 7:34 PM**

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

**from PARTICIPANT 2 to everyone: 7:34 PM**

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

**from PARTICIPANT 13 to everyone: 7:35 PM**

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

**from PARTICIPANT 16 to everyone: 7:35 PM**

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

**from PARTICIPANT 2 to everyone: 7:35 PM**

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

**from PARTICIPANT 25 to everyone: 7:35 PM**

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

**from PARTICIPANT 14 to everyone: 7:35 PM**

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

**from PARTICIPANT 10 to everyone: 7:36 PM**

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

**from PARTICIPANT 6 to everyone: 7:36 PM**

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

**from PARTICIPANT 4 to everyone: 7:36 PM**

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

**from PARTICIPANT 17 to everyone: 7:36 PM**

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

**from PARTICIPANT 15 to everyone: 7:36 PM**

Queens Quay West is a complete fail...

**from PARTICIPANT 7 to everyone: 7:36 PM**

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

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

**from PARTICIPANT 2 to everyone: 7:36 PM**

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

**from PARTICIPANT 26 to everyone: 7:37 PM**

no its not man c'mon.

**from PARTICIPANT 15 to everyone: 7:37 PM**

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

**from PARTICIPANT 18 to everyone: 7:37 PM**

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

**from PARTICIPANT 11 to everyone: 7:37 PM**

Love Queens Quay West!

**from PARTICIPANT 6 to everyone: 7:37 PM**

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

**from PARTICIPANT 2 to everyone: 7:37 PM**

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

**from Will D to everyone: 7:37 PM**

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

**from PARTICIPANT 10 to everyone: 7:37 PM**

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

**from PARTICIPANT 15 to everyone: 7:37 PM**

Do you live here? Are you kidding me?

**from PARTICIPANT 14 to everyone: 7:38 PM**

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

**from PARTICIPANT 23 to everyone: 7:38 PM**

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

**from PARTICIPANT 61 to everyone: 7:38 PM**

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

**from PARTICIPANT 1 to everyone: 7:38 PM**

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

**from PARTICIPANT 8 to everyone: 7:38 PM**

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

**from PARTICIPANT 27 to everyone: 7:38 PM**

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

**from PARTICIPANT 2 to everyone: 7:38 PM**

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

**from PARTICIPANT 6 to everyone: 7:38 PM**

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

**from PARTICIPANT 7 to everyone: 7:39 PM**

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

**from PARTICIPANT 8 to everyone: 7:39 PM**

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

**from PARTICIPANT 8 to everyone: 7:39 PM**

Are we filling in Parliament slip as well?

**from PARTICIPANT 2 to everyone: 7:39 PM**

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

**from PARTICIPANT 26 to all panelists: 7:39 PM**

Captain Johns returns??

**from PARTICIPANT 14 to everyone: 7:40 PM**

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

**from PARTICIPANT 2 to everyone: 7:40 PM**

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

**from Franco Capella to everyone: 7:40 PM**

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

**from PARTICIPANT 3 to everyone: 7:41 PM**

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

**from PARTICIPANT 1 to everyone: 7:41 PM**

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

**from PARTICIPANT 2 to everyone: 7:41 PM**

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

**from PARTICIPANT 17d to everyone: 7:41 PM**

Arrival zones can also be for arrival of boats.

**from PARTICIPANT 15 to everyone: 7:41 PM**

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

**from PARTICIPANT 18 to everyone: 7:41 PM**

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

**from PARTICIPANT 25 to everyone: 7:41 PM**

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

**from PARTICIPANT 2 to everyone: 7:42 PM**

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

**from PARTICIPANT 7 to everyone: 7:42 PM**

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

**from PARTICIPANT 29 to everyone: 7:42 PM**

Shared space with pedestrians and cyclists is a dangerous idea.

**from PARTICIPANT 30 to everyone: 7:42 PM**

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

**from PARTICIPANT 14 to everyone: 7:43 PM**

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

**from PARTICIPANT 7 to everyone: 7:43 PM**

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

**from PARTICIPANT 18 to everyone: 7:43 PM**

Agreed PARTICIPANT 14

**from PARTICIPANT 29 to everyone: 7:43 PM**

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

**from PARTICIPANT 31 to everyone: 7:44 PM**

Could you please share the presentation with participants?

**from PARTICIPANT 3 to everyone: 7:44 PM**

When is construction scheduled to start?

**from PARTICIPANT 30 to everyone: 7:44 PM**

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

**from PARTICIPANT 32 to everyone: 7:45 PM**

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

**from PARTICIPANT 3 to everyone: 7:46 PM**

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

**from PARTICIPANT 15 to everyone: 7:46 PM**

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

**from PARTICIPANT 6 to everyone: 7:46 PM**

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

**from PARTICIPANT 15 to everyone: 7:46 PM**

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

**from PARTICIPANT 34 to everyone: 7:47 PM**

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

**from PARTICIPANT 33 to everyone: 7:47 PM**

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

**from PARTICIPANT 14 to everyone: 7:48 PM**

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

**from PARTICIPANT 3 to everyone: 7:48 PM**

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



**from PARTICIPANT 14 to everyone: 7:48 PM**

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

**from PARTICIPANT 1 to everyone: 7:48 PM**

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

**from PARTICIPANT 35 to everyone: 7:49 PM**

When will the LRT be usable / functioning?

**from PARTICIPANT 36 to everyone: 7:49 PM**

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

**from PARTICIPANT 34to everyone: 7:49 PM**

Thank you.

**from PARTICIPANT 3 to everyone: 7:51 PM**

Do you anticipate Covid will delay this project?

**from PARTICIPANT 37 to everyone: 7:51 PM**

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

**from PARTICIPANT 38 to everyone: 7:52 PM**

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

**from PARTICIPANT 39 to everyone: 7:52 PM**

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

**from PARTICIPANT 40 to everyone: 7:53 PM**

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

**from PARTICIPANT 32 to everyone: 7:55 PM**

Haha great question.

**from PARTICIPANT 41 to everyone: 7:56 PM**

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

**from PARTICIPANT 15 to everyone: 7:56 PM**

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

**from PARTICIPANT 28 to everyone: 7:58 PM**

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



**from PARTICIPANT 36 to all panelists: 7:58 PM**

Do two accessible paths mean dual elevators on each platform?

**from PARTICIPANT 34 to everyone: 7:58 PM**

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

**from PARTICIPANT 42 to everyone: 7:59 PM**

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

**from PARTICIPANT 6 to everyone: 7:59 PM**

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

**from PARTICIPANT 36 to everyone: 7:59 PM**

Do two accessible paths mean dual elevators on each platform?

**from PARTICIPANT 18 to everyone: 8:00 PM**

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

**from PARTICIPANT 28 to everyone: 8:01 PM**

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

**from PARTICIPANT 9 to everyone: 8:02 PM**

GREAT QUESTION!!!

**from PARTICIPANT 23 to everyone: 8:02 PM**

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

**from PARTICIPANT 43 to everyone: 8:02 PM**

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

**from PARTICIPANT 8 to everyone: 8:02 PM**

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

**from PARTICIPANT 43 to everyone: 8:03 PM**

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

**from PARTICIPANT 64 to everyone: 8:03 PM**

PARTICIPANT 43 You're very welcome!

**from PARTICIPANT 8 to everyone: 8:04 PM**

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

**from PARTICIPANT 2 to everyone: 8:04 PM**

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

**from PARTICIPANT 33 to everyone: 8:04 PM**

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

**from PARTICIPANT 44 to everyone: 8:04 PM**

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

**from PARTICIPANT 45 to everyone: 8:04 PM**

Will silva cells be used for the sidewalk trees?

**from PARTICIPANT 46 to everyone: 8:04 PM**

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

**from PARTICIPANT 47 to everyone: 8:05 PM**

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

**from PARTICIPANT 28 to everyone: 8:06 PM**

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

**from PARTICIPANT 6 to everyone: 8:06 PM**

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

**from PARTICIPANT 48 to everyone: 8:06 PM**

How will gentrification be addressed due to the project?

**from PARTICIPANT 14 to everyone: 8:07 PM**

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

**from PARTICIPANT 3 to everyone: 8:07 PM**

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

**from PARTICIPANT 34 to everyone: 8:07 PM**

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

**from PARTICIPANT 6 to everyone: 8:07 PM**

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

**from PARTICIPANT 34 to everyone: 8:07 PM**

Sorry Slip

**from PARTICIPANT 49 to everyone: 8:08 PM**

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

**from PARTICIPANT 47 to everyone: 8:08 PM**

PARTICIPANT 34 - it is slated to become a public park

**from PARTICIPANT 14 to everyone: 8:08 PM**

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

**from PARTICIPANT 34 to everyone: 8:08 PM**

Thank you.

**from PARTICIPANT 6 to everyone: 8:08 PM**

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

**from PARTICIPANT 34 to everyone: 8:09 PM**

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

**from PARTICIPANT 8 to everyone: 8:09 PM**

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

**from PARTICIPANT 8 to everyone: 8:10 PM**

What will happen to Alexandros.

**from PARTICIPANT 32 to everyone: 8:10 PM**

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

**from PARTICIPANT 47 to everyone: 8:10 PM**

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

**from PARTICIPANT 2 to everyone: 8:10 PM**

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

**from PARTICIPANT 50 to everyone: 8:11 PM**

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

**from PARTICIPANT 8 to everyone: 8:11 PM**

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

**from PARTICIPANT 2 to everyone: 8:11 PM**

Yeah, Captain John's was amazing!

**from PARTICIPANT 51 to everyone: 8:13 PM**

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

**from PARTICIPANT 28 to everyone: 8:13 PM**

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

**from PARTICIPANT 6 to everyone: 8:14 PM**

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

**from PARTICIPANT 6 to everyone: 8:15 PM**

Will both options require the filling in of the Quay?

**from PARTICIPANT 52 to everyone: 8:15 PM**

Better to slow down drivers.

**from PARTICIPANT 52 to everyone: 8:15 PM**

All drivers.

**from PARTICIPANT 52 to everyone: 8:15 PM**

Queens Quay should be one way only.

**from PARTICIPANT 53 to everyone: 8:16 PM**

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

**from PARTICIPANT 52 to everyone: 8:16 PM**

Preventing drivers entering the streetcar tunnel.

**from PARTICIPANT 52 to everyone: 8:16 PM**

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

**from PARTICIPANT 53 to everyone: 8:18 PM**

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

**from PARTICIPANT 34 to everyone: 8:18 PM**

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

**from PARTICIPANT 9 to everyone: 8:18 PM**

Flood should be a key consideration.

**from PARTICIPANT 36 to everyone: 8:18 PM**

Do two accessible paths mean dual elevators on each platform?

**from PARTICIPANT 54 to everyone: 8:18 PM**

no buses!!!!

**from PARTICIPANT 25 to everyone: 8:18 PM**

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

**from PARTICIPANT 36 to everyone: 8:19 PM**

No buses!

**from PARTICIPANT 53 to everyone: 8:19 PM**

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

**from PARTICIPANT 6 to everyone: 8:19 PM**

Flooding will be disastrous.

**from PARTICIPANT 28 to everyone: 8:19 PM**

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

**from PARTICIPANT 49 to everyone: 8:21 PM**

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

**from PARTICIPANT 3 to everyone: 8:21 PM**

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

**from PARTICIPANT 8 to everyone: 8:21 PM**

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

**from PARTICIPANT 52 to everyone: 8:21 PM**

Time to close that parking lot.

**from PARTICIPANT 55 to everyone: 8:22 PM**

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

**from PARTICIPANT 6 to everyone: 8:22 PM**

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

**from PARTICIPANT 52 to everyone: 8:22 PM**

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

**from PARTICIPANT 14 to everyone: 8:23 PM**

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

**from PARTICIPANT 52 to everyone: 8:23 PM**

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

**from PARTICIPANT 18 to everyone: 8:23 PM**

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

**from PARTICIPANT 11 to everyone: 8:23 PM**

Calm down PARTICIPANT 23.

**from PARTICIPANT 46 to everyone: 8:24 PM**

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

**from PARTICIPANT 47 to everyone: 8:24 PM**

Question: How do we access the survey?

**from LURA Consulting to everyone: 8:24 PM**

<http://toronto.ca/waterfronttransit>

**from PARTICIPANT 6 to everyone: 8:24 PM**

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

**from PARTICIPANT 25 to everyone: 8:24 PM**

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

**from PARTICIPANT 53 to everyone: 8:24 PM**

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

**from PARTICIPANT 15 to everyone: 8:25 PM**

Redpath isn't going anywhere.

**from PARTICIPANT 51 to everyone: 8:25 PM**

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

**from PARTICIPANT 6 to everyone: 8:25 PM**

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

**from PARTICIPANT 33 to everyone: 8:25 PM**

I like Redpath there.

**from PARTICIPANT 15 to everyone: 8:25 PM**

better them than some more cheap condos

**from PARTICIPANT 36 to everyone: 8:25 PM**

Redpath has stated numerous times they are not going anywhere.

**from PARTICIPANT 33 to everyone: 8:25 PM**

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

**From PARTICIPANT 56 to everyone: 8:25 PM**

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

**from PARTICIPANT 6 to everyone: 8:26 PM**

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

**from PARTICIPANT 18 to everyone: 8:26 PM**

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

**from PARTICIPANT 34 to everyone: 8:26 PM**

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

**from PARTICIPANT 28 to everyone: 8:26 PM**

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

**from PARTICIPANT 2 to everyone: 8:26 PM**

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

**from PARTICIPANT 38 to everyone: 8:28 PM**

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

**from LURA Consulting to everyone: 8:28 PM**

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

**from PARTICIPANT 57 to everyone: 8:29 PM**

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

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

**from PARTICIPANT 18 to everyone: 8:29 PM**

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

**from PARTICIPANT 58 to everyone: 8:30 PM**

Thank you all. Very exciting project.

**from PARTICIPANT 18 to everyone: 8:30 PM**

I'm open to having my mind changed ;)

**from PARTICIPANT 38 to everyone: 8:30 PM**

You just made my day PARTICIPANT 18 :)

**from PARTICIPANT 43 to everyone: 8:30 PM**

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

**from PARTICIPANT 51 to everyone: 8:30 PM**

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

**from PARTICIPANT 15 to everyone: 8:30 PM**

Good luck team.

**from PARTICIPANT 28 to everyone: 8:30 PM**

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

**from PARTICIPANT 18 to everyone: 8:31 PM**

Thanks PARTICIPANT 51, will check that out.

**from PARTICIPANT 2 to everyone: 8:31 PM**

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

**from PARTICIPANT 51 to everyone: 8:31 PM**

Thanks for the presentation. It looks great.

**from PARTICIPANT 59 to all panelists: 8:31 PM**

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

**from PARTICIPANT 14 to everyone: 8:31 PM**

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

**from PARTICIPANT 11 to everyone: 8:31 PM**

Thank you!

**from PARTICIPANT 46 to everyone: 8:31 PM**

Thanks! This has been great.

**from PARTICIPANT 18 to everyone: 8:31 PM**

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

**from PARTICIPANT 60 to everyone: 8:32 PM**

Thanks for the update!

**from PARTICIPANT 61 to everyone: 8:32 PM**

Thank you all! This was great :)

**from PARTICIPANT 49 to everyone: 8:32 PM**

Thank you.

**from PARTICIPANT 47 to everyone: 8:32 PM**

Thanks again - great meeting!

**from PARTICIPANT 34 to everyone: 8:32 PM**

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

**from PARTICIPANT 62 to everyone: 8:32 PM**

Thank you, very useful.

**from PARTICIPANT 45 to everyone: 8:32 PM**





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

**from PARTICIPANT 63 to everyone: 8:32 PM**

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



## Appendix C – Qualitative Survey Responses

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

### *What portal location do you prefer?*

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

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

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

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

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

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

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

***Please explain if you have any additional comments on Phasing.***

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



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

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

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

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



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

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

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

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

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

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

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


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

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

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



+trucks and trailers crossing over into their plant.

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

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

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

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

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



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

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

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

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

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

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

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

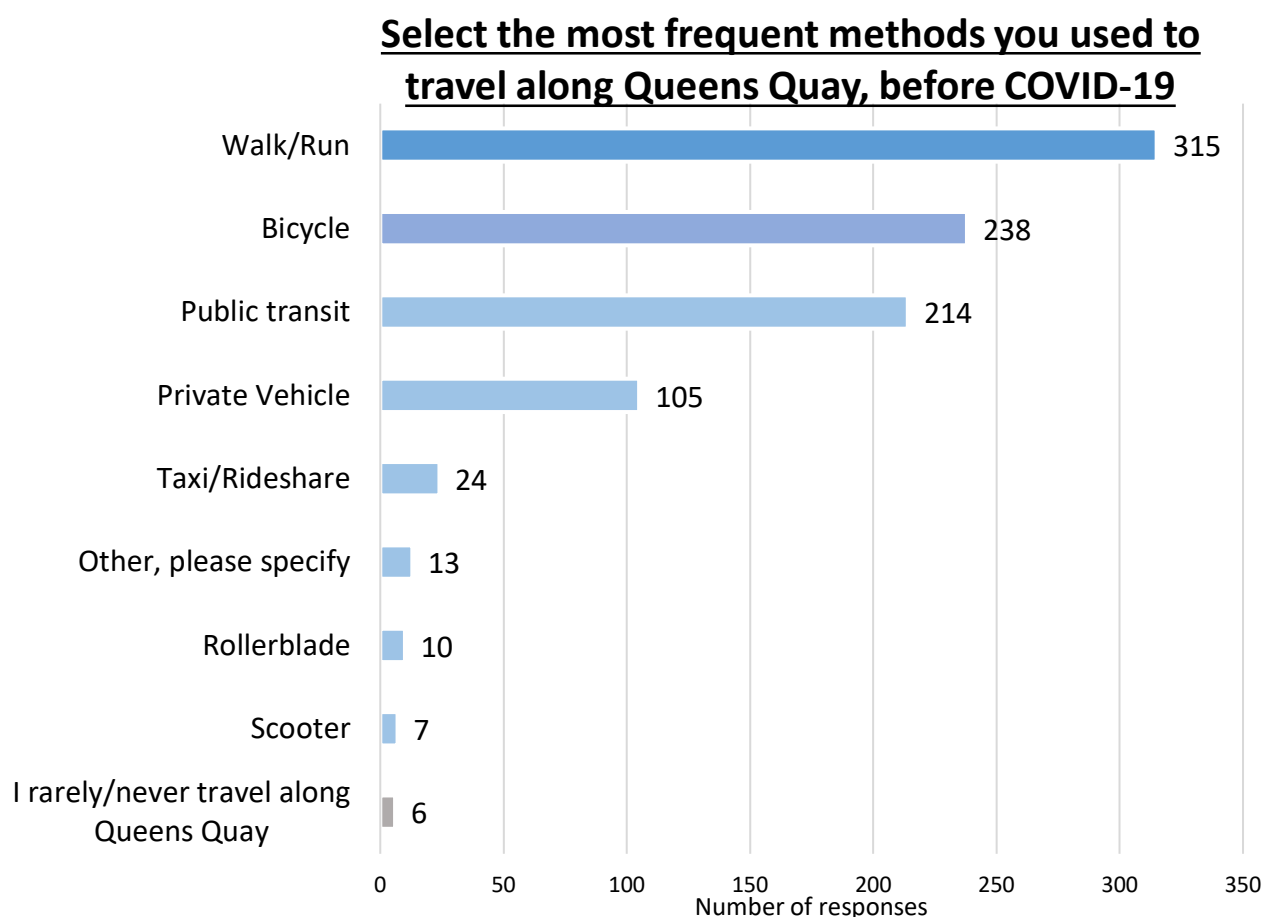
- Perhaps have a bicycle image painted on the intersection may be useful?
- There needs to be stronger signage and rules education and enforcement for cyclists.
- instead of the dashed lines delineating the MGT through the intersection, can this instead be a very slightly raised/tactile surfacing (only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

## Appendix D – Survey Demographic Data

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

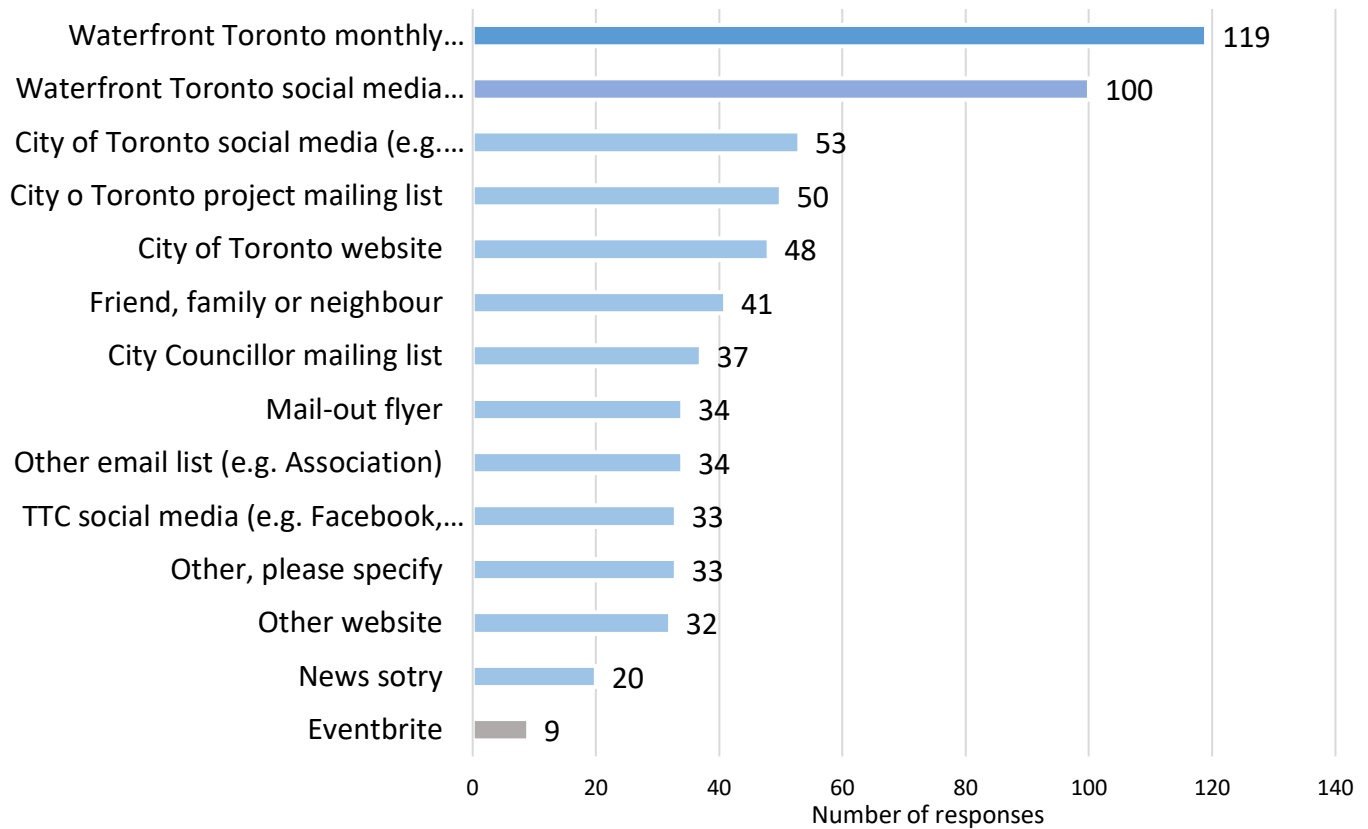
Not all 488 participants responded to each question. Sample size for the response received for each question has been included below.

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



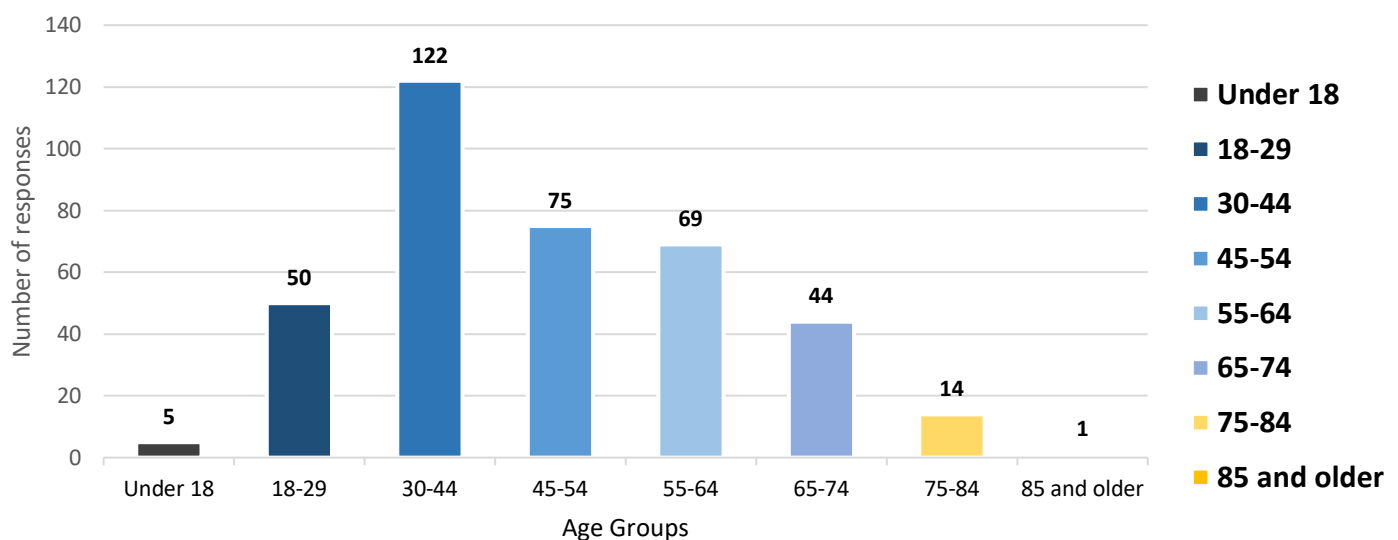
## How did you hear about this project? (Multiple Choice) [382 respondents]

### How did you hear about this project?

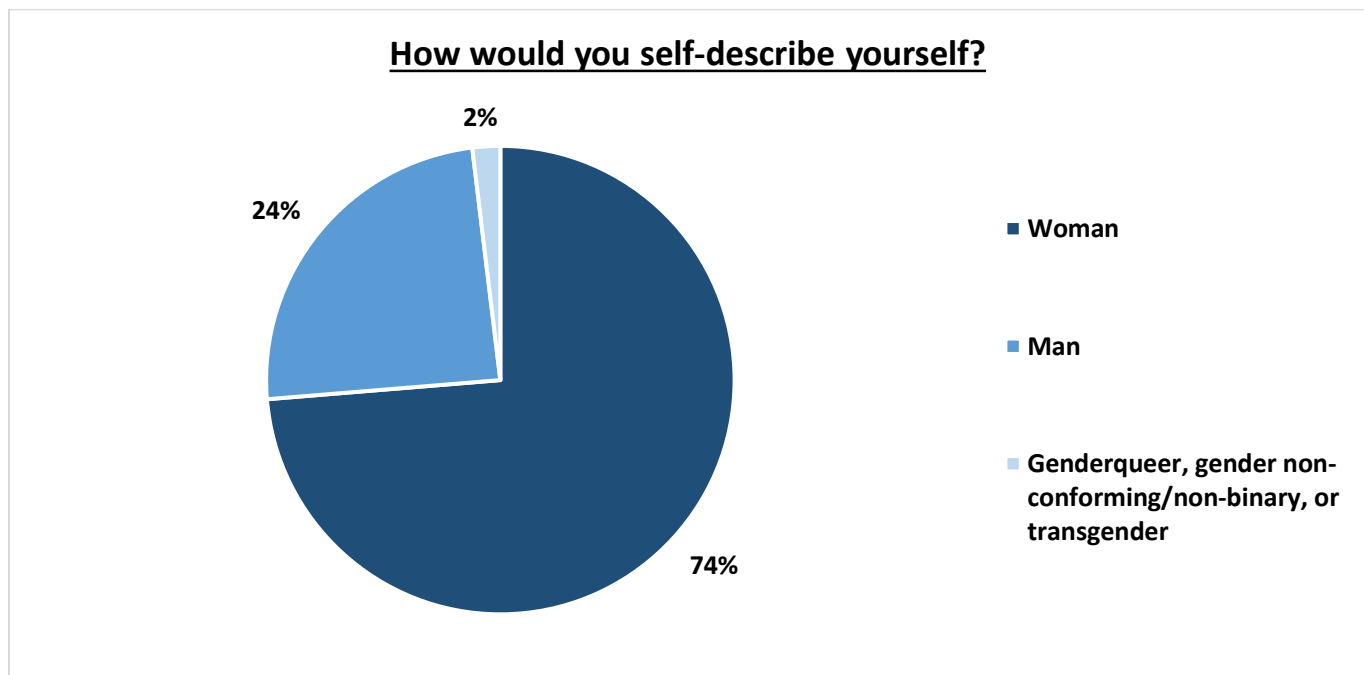


## What is your age? (Single Choice) [380 respondents]

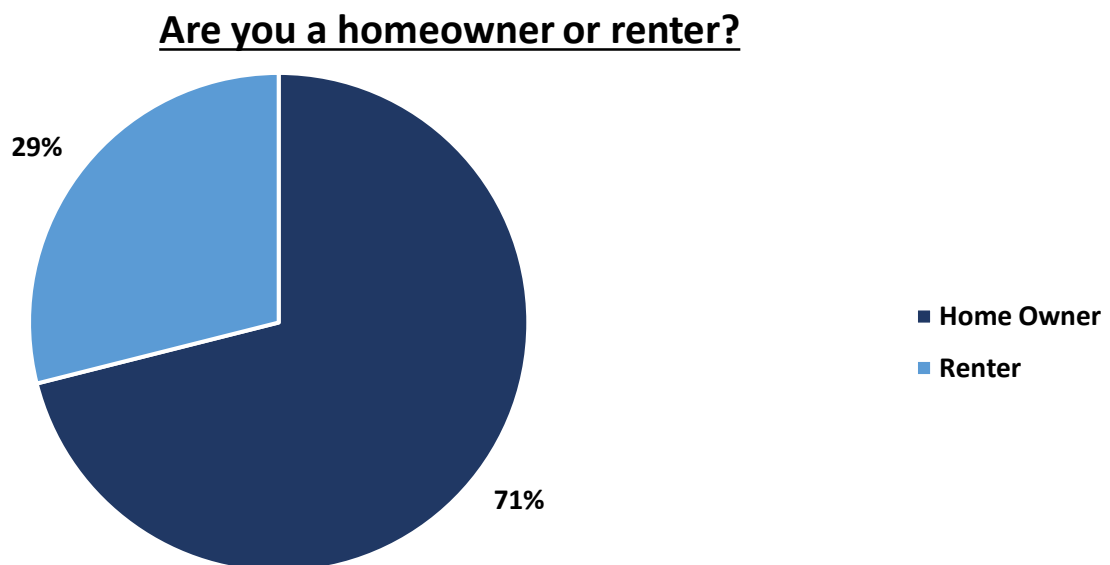
### What is your age?



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

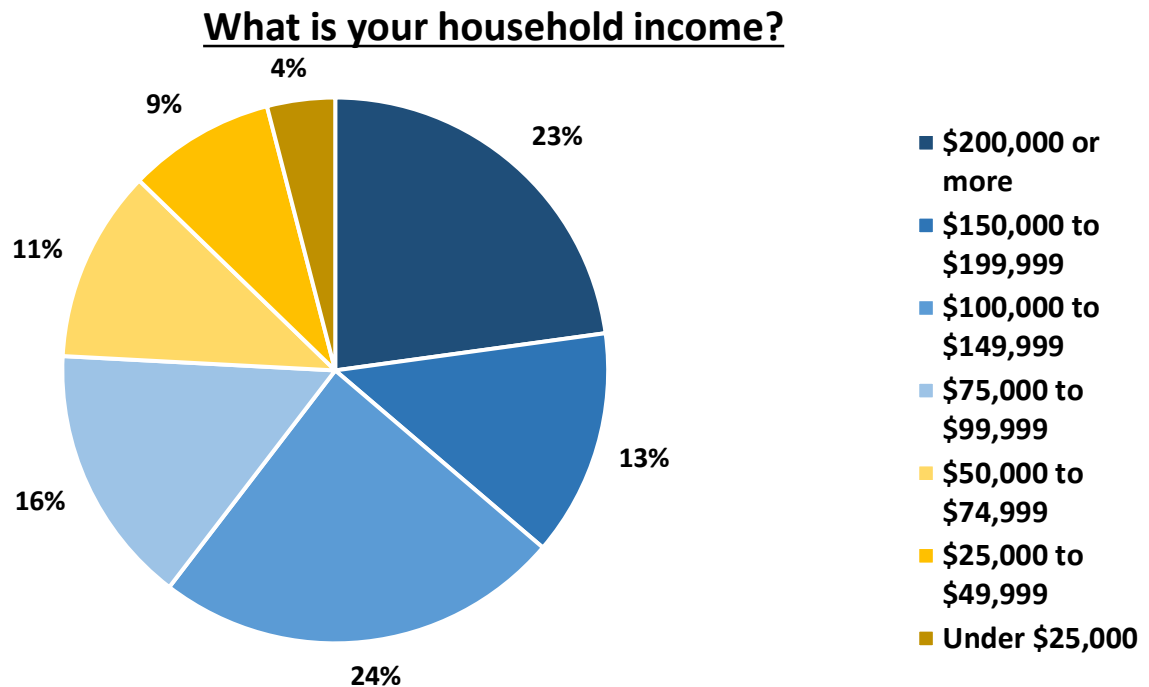


Are you a homeowners or renter? (Single Choice) [356 respondents]

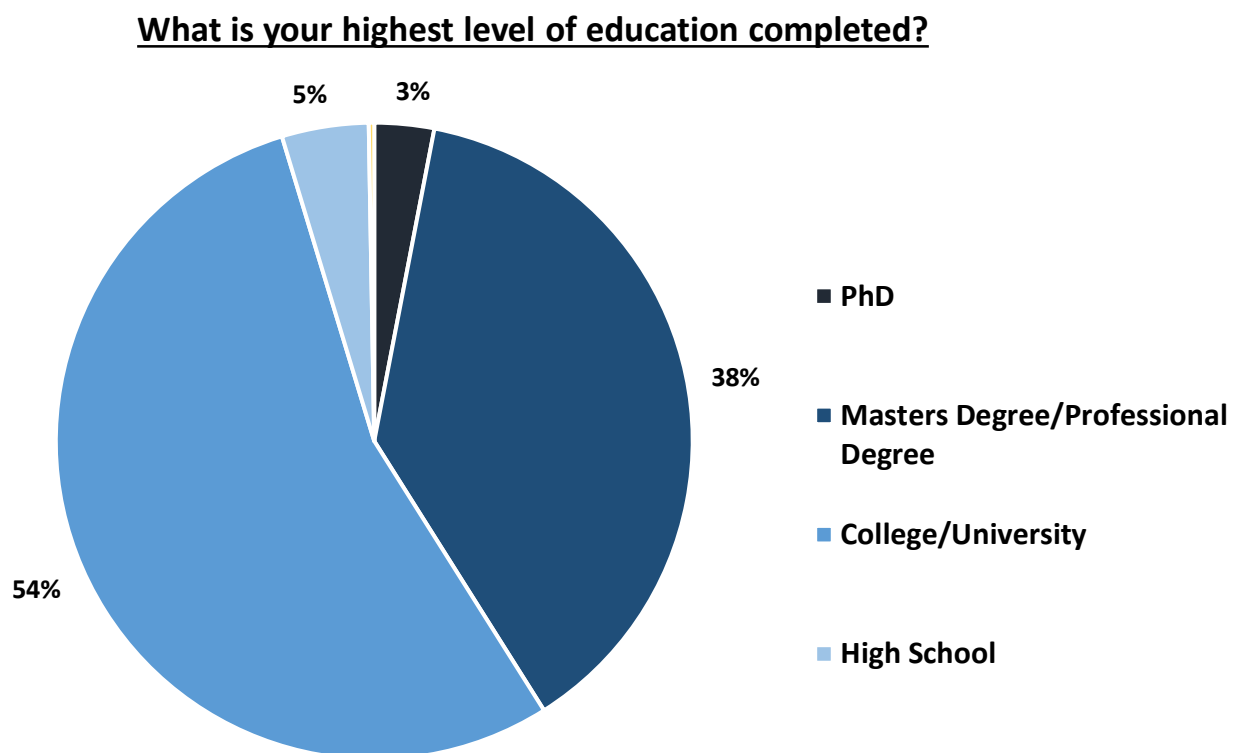




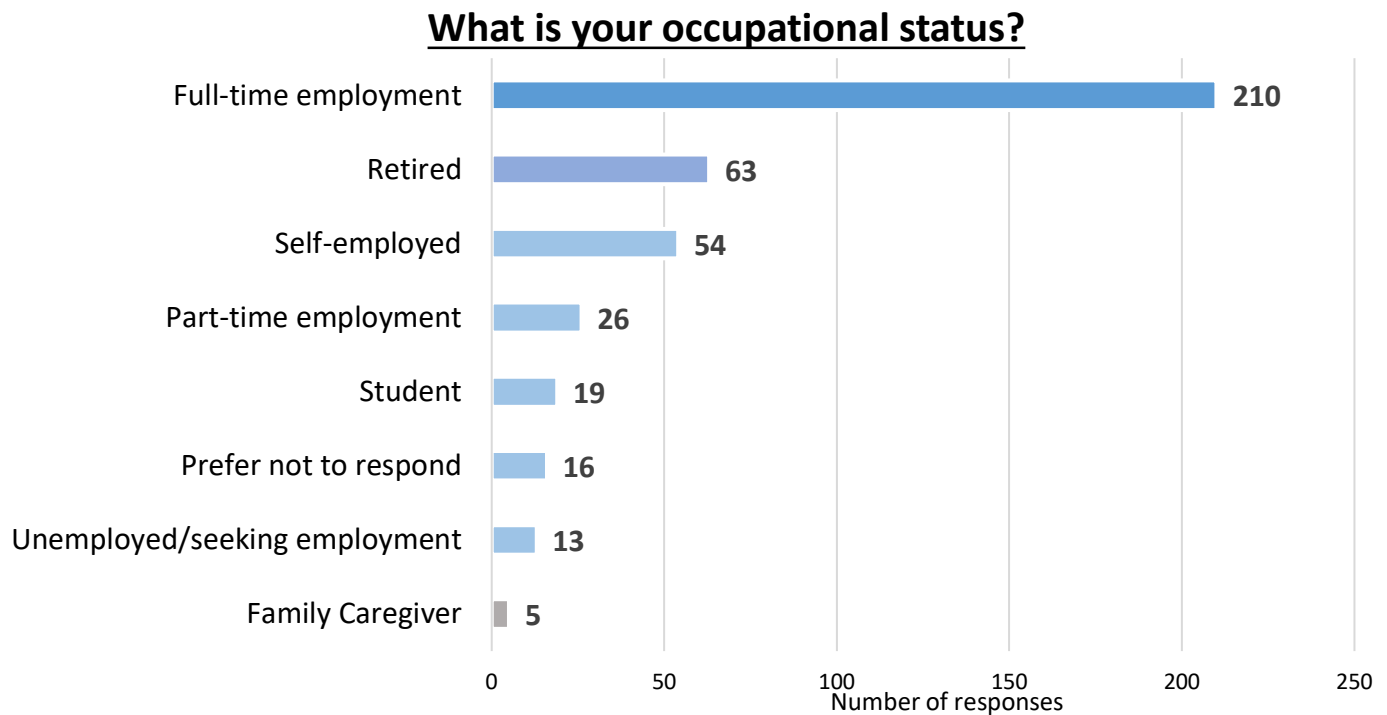
What is your household income? (Single Choice) [298 respondents]



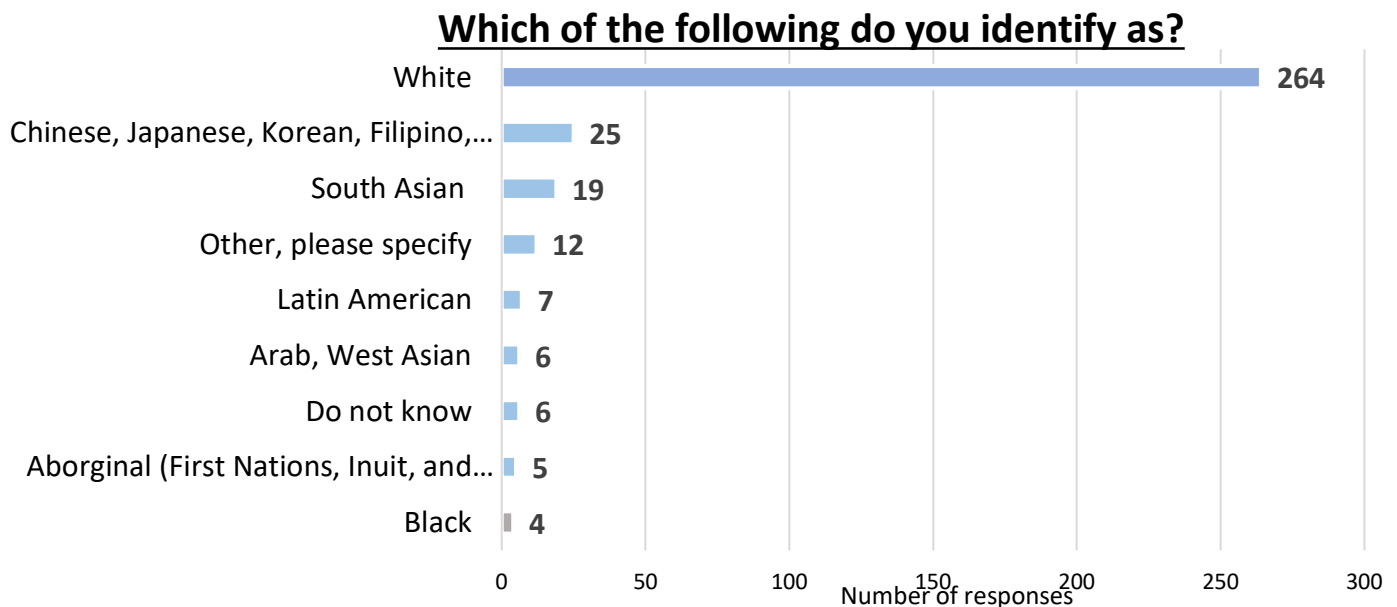
What is your highest level of education completed? (Single Choice) [373 respondents]



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

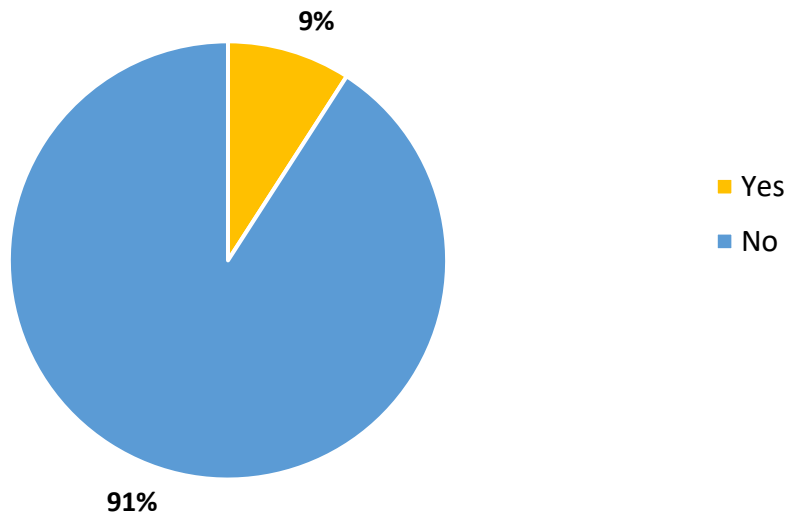


**Which of the following do you identify as? Based on 2016 Statistics Canada Population Census. (Multiple Choice) [332 respondents]**



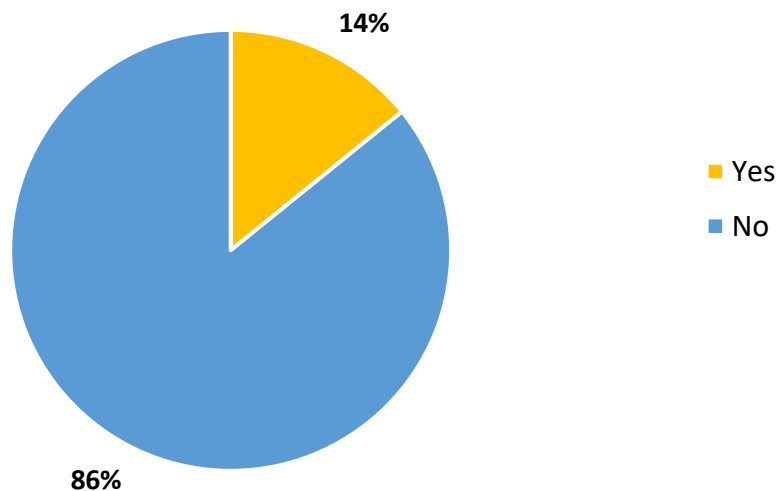
**Are you a person experiencing disability? (Single Choice) [ 362 respondents]**

### Are you a person experiencing disability?



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

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



# Waterfront East Light Rail Transit Extension

Summer 2021  
Community Consultation  
Engagement Summary



## Executive Summary

The City of Toronto, in partnership with Waterfront Toronto and the Toronto Transit Commission (TTC), has initiated, at City Council's direction, the Preliminary Design and Engineering (PDE) for the extension of the Waterfront Transit Network from Union Station to Parliament Street and ultimately connecting to Cherry Street.

In parallel to this design work, the project team is also undertaking a Transit Project Assessment Process (TPAP) for the project, which is a streamlined environmental assessment process designed specifically for transit projects. The public and stakeholders will be engaged throughout the TPAP and a report, called the Environmental Project Report (EPR), will be produced at the end of this process to summarize the TPAP, including feedback of all public and stakeholder engagement activity. This summary report from the Summer 2021 community consultation will contribute to the final EPR.

The following summary documents what the project team heard from feedback received through the Waterfront East Light Rail Transit Extension Summer 2021 Virtual Community Consultation meeting, online questionnaire, and emails received by the project team between June 7, 2021 and July 6, 2021. The Virtual Community Consultation meeting took place on June 21, 2021 and was attended by 254 participants. The online survey was available June 21, 2021 until July 11, 2021 and was completed by 235 people. All consultation materials, including the presentation slides and a recording of the Virtual Community Consultation were published by June 24 2021 on the City of Toronto's project website at [toronto.ca/waterfronttransit](https://toronto.ca/waterfronttransit)

### ***Key Feedback We Heard***

#### ***Design of Union Station and Queens Quay-Ferry Docks Station***

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Participants were generally supportive of the designs presented for Union Station and Queens Quay-Ferry Docks LRT Stations. Participants were generally interested in further refinements to the design that explore improving connections to neighbouring properties and destinations, improving station accessibility, and ensuring the stations achieve a high level of design that aids with wayfinding while remaining aesthetically pleasing.

#### ***Reconstruction of Bay Street***

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With respect to the reconstruction of Bay Street, participants identified the importance of wider sidewalks and enhanced public realm, trees and plantings, and dedicated and protected bicycle infrastructure as the top three priorities for future improvements to Bay Street between Queens Quay and Front Street.

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### ***Portal Canopy Design***

Participants were generally supportive of the proposed portal canopy concept and identified that it has the potential to serve both the functional purpose of defining the use of the portal for streetcars as well as serve as an iconic part of the public realm. Participants offered feedback suggesting the use of low-maintenance materials, opportunities to add colour through paint or lighting, and the opportunity to have the design reflect its context on the waterfront.

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### ***Yonge Street Slip***

Participants were generally supportive of the revised design for the Yonge Street Slip, seeing it as an improvement to the existing condition and an opportunity to create an iconic starting point to Yonge Street. Participants emphasized the importance of programming that animates the slip once it is complete, access to water, opportunities to sit and gather, and design features that reference the local landscape. Concerns were raised related to the environmental impact of the partial slip fill. Concerns were also raised related to traffic congestion in the area and how worsening traffic could impact building access and pedestrian safety.

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### ***Queens Quay East Street Design and Extension***

Participants were generally supportive of the proposed cross-section for Queens Quay East between Bay Street and Cherry Street. Participants appreciated seeing attention to improving mitigation measures for users of the Martin Goodman Trail and the promenade to reduce conflicts, and improvements to the planting strategy. Participants identified concerns about pinch points along the trail, and accessibility.

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### ***Heritage Railway Tower***

Participants were generally supportive of maintaining the heritage railway tower in its current location and adaptively repurposing it to fulfill a function in the public interest including but not limited to washrooms, information, local history, or food and drink.

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### ***The Network Phasing Study***

Participants were generally supportive of the decision to proceed to Polson Street in Phase 1, though some expressed concern that by delaying the connection to Distillery underneath the tracks this would set-back overall connectivity of the network.

The following summary report provides further details on what we heard and is organized into subsections that elaborate on the feedback received from participants.

## Contents

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### **Appendices (included separately)**

Appendix A – Detailed Summary of Questions of Clarification

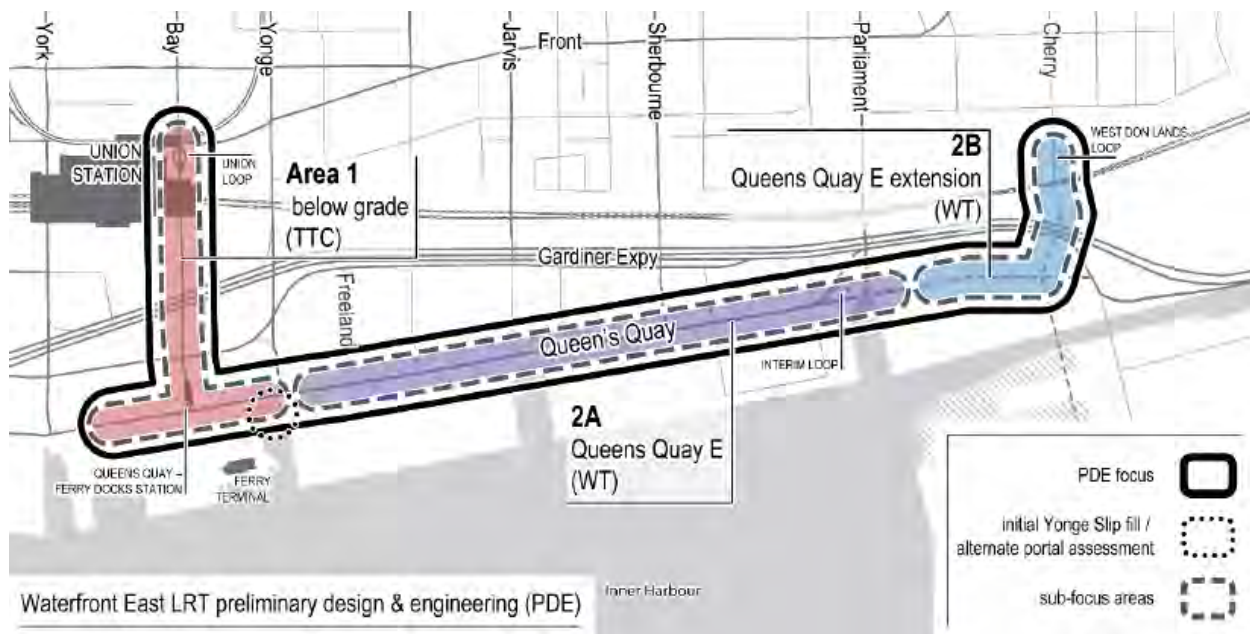
Appendix B – Qualitative Survey Responses

Appendix C – Survey Demographic Data



# 1 Introduction

The City of Toronto is planning the Waterfront Transit Network to service Toronto's waterfront from Long Branch in the west, at the Etobicoke/Mississauga border, to the Leslie Barns Maintenance and Storage Facility in the east. Individual projects in the network are in various stages of planning, design, and the environmental approval process. This engagement is focused on the Waterfront East LRT Extension, the portion of the network from Union Station to the Distillery Loop via Queens Quay East and Cherry Street (Figure 1).



**Figure 1. Waterfront East LRT Extension Preliminary Design and Engineering Focus Areas 1, 2A, and 2B.**

In parallel to this design work, the project team is also undertaking a Transit Project Assessment Process (TPAP) for the project, which is a streamlined environmental assessment process designed specifically for transit projects. The public and stakeholders will be engaged throughout the TPAP. An Environmental Project Report (EPR) will be produced at the end of this process to summarize the TPAP, including feedback of all public and stakeholder engagement activity. The summary report from this Spring/Summer 2021 round of community consultation, and the [summary report from the Winter 2021 community consultation](#) will contribute to the final EPR.

The project entails five components that contribute to the overall project, which are:

- **Design of Union Station and Queens Quay-Ferry Docks LRT Stations - Area 1** (Figure 1) is the underground section that includes the Union Station Loop, and the Queens Quay-Ferry Docks LRT Stations, and a new tunnel extension and portal on Queens Quay east of Bay Street.

- **The Portal Selection Study** – This study focuses on evaluating two location options for the streetcar portal on Queens Quay East. Included in the Portal Selection Study is the opportunity to reimagine the base of Yonge Street through the partial filling of the Yonge Street Slip to create a new public space.
- **Queens Quay East Street Design** – Area 2A (Figure 1) is the existing Queens Quay East to Parliament Street and includes overlapping surface areas with Area 1 at Bay Street. This area includes unique challenges and opportunities presented by the Yonge, Jarvis, and Parliament Street slips. Area 2B includes the unbuilt portion of Queens Quay between Parliament Street and the future Cherry Street realignment, and finally connecting under the rail corridor to the existing Distillery Loop.
- **The Network Phasing Study** – This study will identify the timing of funding and delivery for the first phase of the Waterfront Transit Network.
- **The Transit Project Assessment Process** – This is a streamlined environmental assessment process designed specifically for transit projects. Rather than filing amendments to multiple previous Environmental Assessments (EA), this approach consolidates all the changes along the corridor to deliver transit more quickly while still ensuring the legislated requirements are met.

The following summary report documents the feedback received through public consultation and engagement activities in June and July 2021.

## 2 What We Heard

The City of Toronto and Waterfront Toronto sought feedback from June 21 to July 11 through a Virtual Community Consultation, an online questionnaire, and a project email (the project email is [WaterfrontTransit@toronto.ca](mailto:WaterfrontTransit@toronto.ca) and will be active throughout the entire project to receive questions and feedback from the public). The following subsections provide an overview of the key messages heard through community engagement.

Where responses were received to a quantitative question, results have been quantified. All comments received through feedback have undergone a thematic analysis. This involves summarizing and categorizing qualitative data so that important concepts within the dataset are captured. Once completed, a collection of themes was used to formulate the descriptive text in this report. It is important to note that comments received were wide-ranging, and the appendices to this report provide a fulsome record of all comments received.

Appendices include:

- Appendix A – Questions of clarification.
  - All questions received through the Virtual Community Consultation and online questionnaire have been appended, however not all questions are provided with an answer. All questions that were asked and answered during the virtual

community consultation, and frequently asked questions are answered in Part 1 of this appendix.

- Questions received through the project email will be documented as part of the TPAP EPR and responded to directly by the project team.
- Appendix B – Qualitative survey responses.
- Appendix C – Demographic data from the survey.

## 2.1 Area 1 (Underground Works and Bay Street)

### 2.1.1 Design of Union LRT Station

The project team presented an updated design for the LRT station at Union Station. The team sought feedback on design elements of the station as they are currently represented relating to accessibility, connections to adjacent properties, and passenger circulation (Figure 2). Over 70% of questionnaire respondents indicated they strongly agreed or agreed to the statements about the design of Union LRT Station.

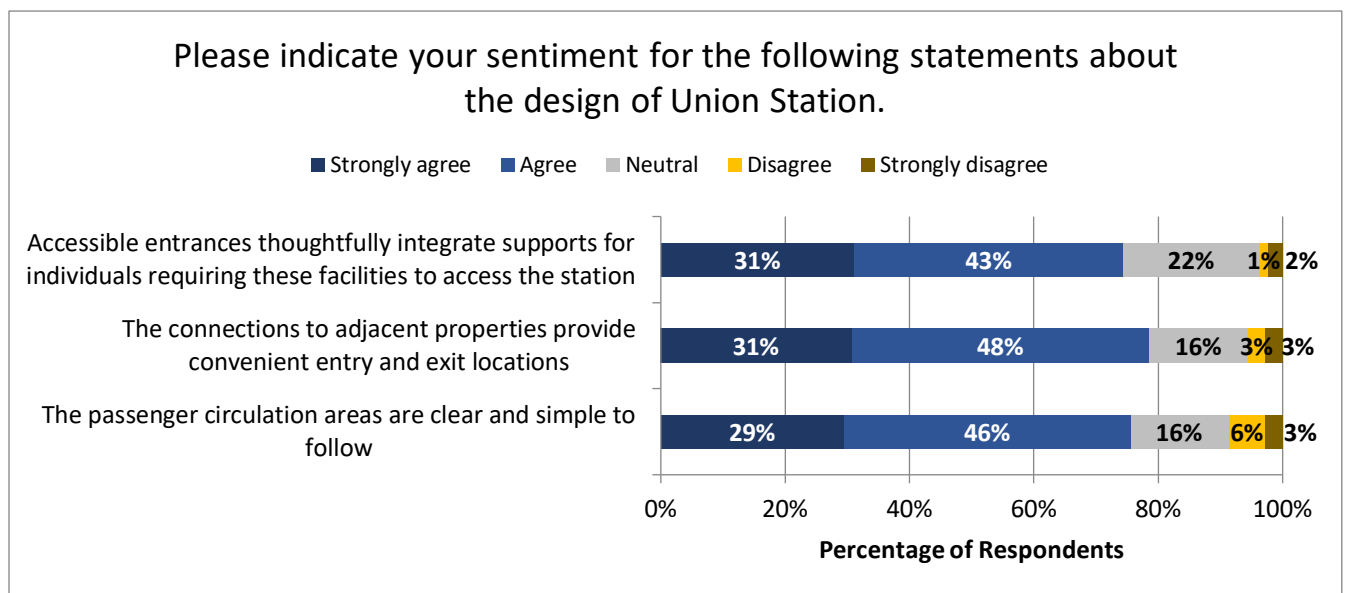


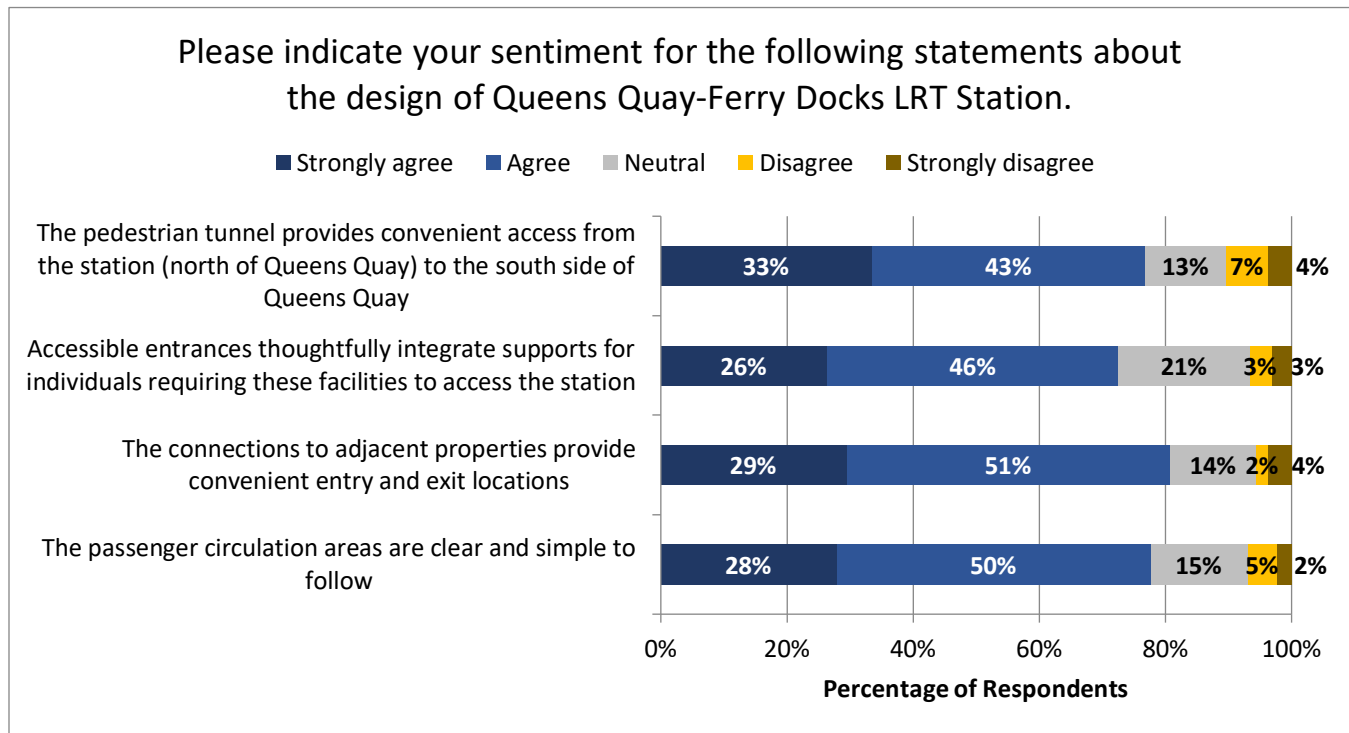
Figure 2. Participant sentiments towards the emerging design of Union LRT Station [217 respondents].

Overall, most participants were supportive of the current representation of the station design, offering additional feedback to refine these designs as design work continues to move forward:

- Continue to explore opportunities to provide convenient and accessible transfers to destinations at this station (Scotiabank Arena, CIBC Square, and Union Station).
- Explore opportunities to facilitate passenger flow through the station by widening pinch-points and designing flow around pillars between the streetcar and subways. Additional entrances and exits, and direction-specific pathways should be considered.

### 2.1.2 Design of Queens Quay-Ferry Docks LRT Station

The project team presented an updated design for the LRT station at Queens Quay-Ferry Docks. The team sought feedback on design elements of the station as they are currently represented relating to accessibility, connections to adjacent properties, and passenger circulation (Figure 3). Over 70% of questionnaire respondents indicated they strongly agreed or agreed to each of the four statements about the design of at Queens Quay-Ferry Dock LRT Station.



**Figure 3 Participant sentiments towards the emerging design of the Queens Quay-Ferry Docks LRT Station [215 respondents].**

Overall, most participants were supportive of the current representation of the station design, offering additional feedback to refine these designs as design work continues to move forward:

- Explore the use of a ramp and/or escalators to provide additional peak demand capacity.
- Increase the size of the elevators to accommodate mobility devices, strollers, wagons, and other items like picnic gear.
- As a condition of future redevelopment near the station, require redevelopment to provide integrated accessible entrances to complement the planned access points.
- Explore the use of non-slip materials on stairs and floors to mitigate potential safety issues posed by moisture in the station.
- Provide climate control in the tunnel to make it more appealing to use
- Ensure that the station is kept safe and clean.

- Make the design of the station memorable. Reduce the use of concrete in the design and modernize the design of the tiles. The use of wood is encouraged, and the wave ceiling is appreciated. Include art, images, or other design motifs that reference the ferries, Toronto Island, and the waterfront in general.
- Additional design considerations should be made to make the crossing experience at the intersection of Bay Street and Queens Quay safer and more convenient for pedestrians.

### ***2.1.3 Additional considerations applying to both stations***

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- Ensure that tunnels and platforms are easy to find, architecturally interesting, and colourful. Consider the use of dynamic signage to help convey information to riders.
- Continue to apply an accessibility lens to the design of all aspects of the station to ensure that those with mobility needs (e.g. wheelchairs, baby carriages) can still maneuver the station when elevators are out of order.
- Concerns about crowding at peak periods and the ability of platforms, connector tunnels, and elevators to accommodate peak demand.
- Continue to explore ways to connect the stations through to the PATH network and adjacent properties.
- Consider safety features such as platform doors separating the platform from the track.

### ***2.1.4 Additional design elements that should be prioritized through the rebuild of Bay Street***

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As work is completed on the reconstruction of the Union Station and Queens Quay-Ferry Docks LRT Stations, there will be the opportunity to reconstruct Bay Street, Queens Quay and Front Street. Participants were asked to provide feedback on which design elements were most important to them (Figure 4) to help inform the design team's emerging plans for Bay Street, to be presented at a future virtual community consultation. Overall, participants ranked wider sidewalks and enhanced public realm, trees and plantings, and dedicated and protected bicycle infrastructure as the top three design elements to consider in the reconstruction of Bay Street.

## What design elements should be prioritized along Bay Street (between Front Street and Queens Quay West) to enhance the street when it is rebuilt?

Answers ranked from 1 to 7, where 1 is most important and 7 is least important.

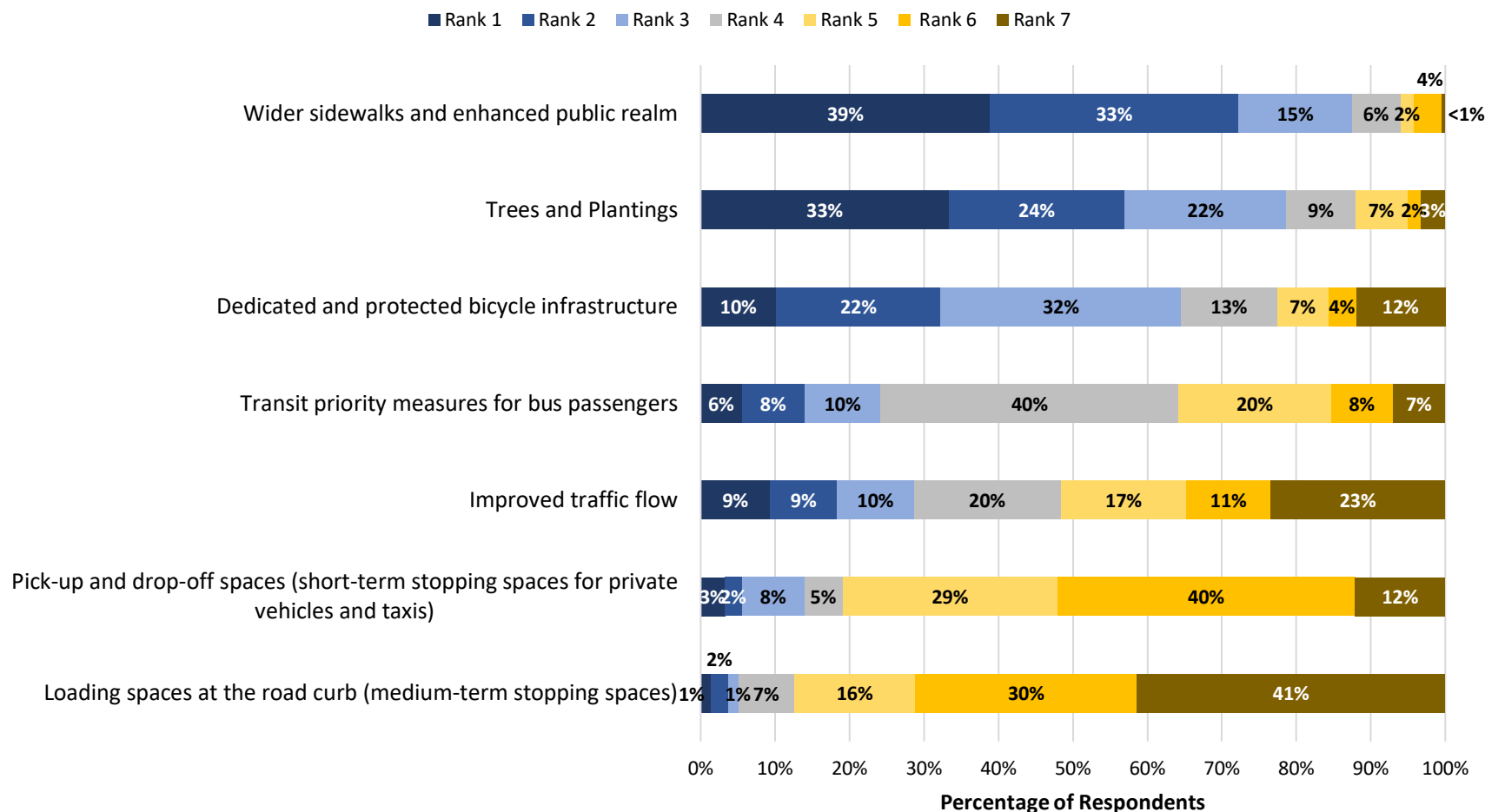


Figure 4. Design elements to prioritize in the reconstruction of Bay Street [220 respondents]



Participants also provided additional comments to support their rankings of the design elements to consider for the reconstruction of Bay Street:

- Provide additional safe pedestrian crossings, and consider opportunities for pedestrian priority zones between Queens Quay and Harbour Street.
- Improve cycling infrastructure using separate bike lanes, dedicated signals, and Bike Share stations.
- Ensure accessibility for mobility devices throughout and consider those with limited mobility. Include drop-off and pick-up areas for accessible transportation.
  - Drop-off locations can serve an important purpose for individuals with reduced mobility including disabled individuals, and people with strollers or wagons of picnic items.
- Ensure the street design provides shelter in all seasons, particularly in seating areas.
- Consider planting native species and pollinator friendly species. Where possible use medians and green buffers to absorb rainwater.
- Ensure there is good, clear wayfinding. Explore the use of digital maps including bikeable destinations within 2km.
- Preserve existing views like maintaining a clear connection to the waterfront and the northbound view towards Old City Hall tower.
- Widen the sidewalk along Bay Street to provide more space for pedestrians and opportunities to animate the street with public art, patios and events.
- Use the signature Waterfront Toronto streetlights and natural materials in the design.
- Consider opportunities for Indigenous placekeeping through design elements in collaboration with Indigenous artists.
- Where possible, disguise or hide linear infrastructure such as utilities and the Gardiner Expressway.

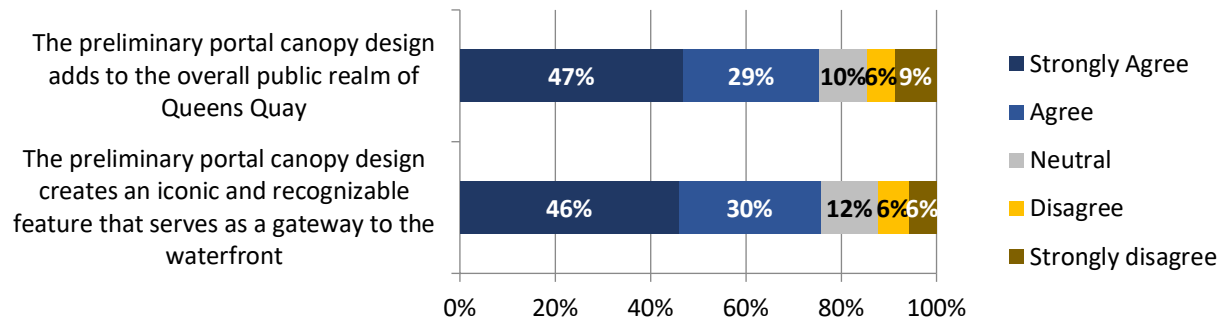
## ***2.2 Area 2A (Surface works from the Portal west of Yonge Street to east of Parliament St.)***

### ***2.2.1 Design of the Portal Canopy***

---

The project team introduced a new design element - portal canopy designs for the new portal (between Bay Street and Yonge Street) and the existing portal west of Bay Street. Participants were asked for their feedback on the canopy design's contribution to the public realm and role in creating an iconic and recognizable gateway to the waterfront (Figure 5). Over 70% of participants were supportive of both statements regarding the portal canopy concept.

## Please indicate your sentiment for the following statements about the portal canopy design.



**Figure 5. Participant feedback on the portal canopy design [223 respondents].**

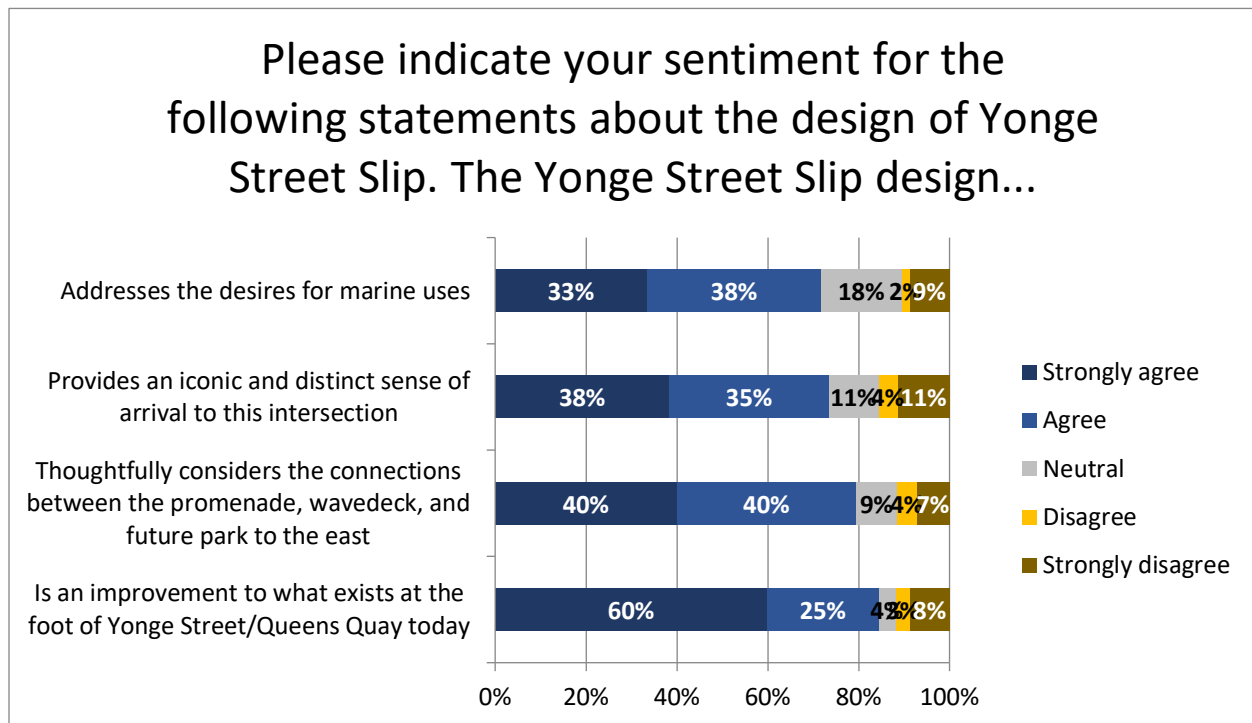
Participants provided additional feedback on the design of the portal canopies:

- The design of the canopies should discourage cars and pedestrians from entering the portals. Explore the use preventative design features that discourage cars from entering such as an automated camera system that identifies vehicles and activates warning signals, textured pavement, or automated bollards as a warning to motorists that may attempt to enter the tunnel. Avoid cluttering the space with signage telling drivers where not to go, and make it intuitive that the portal is for streetcars only.
- Consider how the east and west portal designs relate to their context, e.g. consider drawing inspiration from the WaveDecks or the new bridges being installed in the Port Lands. This portal design language could be continued at the streetcar stops along Queens Quay to tie them all together.
- Explore opportunities to add colour to the structure materials or by projecting colour lights on to the structure Taking cues from the waterfront, the Fresnel lens of a lighthouse could be an interesting design to explore. Ensure lighting will pose minimal disruption to people living nearby.
- Ensure that the structure has a low maintenance design including durable, easy to clean materials.
- Consider an alternative portal design utilizing sustainable, low-carbon, natural building materials, like laminated timber. The canopy could be used as a trellis for greenery.
- Consider opportunities to incorporate Indigenous design and placekeeping into the design of the portals in collaboration with Indigenous artists.
- Concern that the portal will obstruct views of the water. Ensure the focus of the waterfront remains on views and access to the water's edge.
- The portal should be designed with acoustics in mind to minimize the sound of streetcars entering and exiting the portals.
- Consider opportunities to make the canopies waterproof and sunproof.

- Some comments were received suggesting the project team revisit the location of the portal, placing it east of Yonge Street.

### 2.2.2 Design of the Yonge Street Slip

The project team provided an update on the design of the Yonge Street Slip and asked for feedback on the revised design of the partial slip fill in response to feedback received during the first round of consultation (Figure 6). Over 70% of participants were supportive of each of the four statements regarding the revised design of the Yonge Street Slip.



**Figure 6. Participant feedback on the revised design of the Yonge Street Slip [213 respondents].**

Overall, many participants agreed that the revised design of the Yonge Street Slip addresses many of the concerns identified in the first round of consultation. Participants provided additional feedback for the project team to consider as the design is revised further:

- Ensure the space is as accessible as possible. The existing WaveDecks on Queens Quay West pose accessibility challenges and are less useable when blocked off in the winter.
- Provide opportunities for permanent and/or pop-up retail and restaurant space to animate the slip.
- Consider opportunities for unique seating that allows for gathering and lounging.
- Design features such as public washrooms, play areas, water features, exercise equipment, art, and bike parking were frequently referenced.
- Some elements of the park or slip entrance should recognize this location as the start of Yonge Street; an iconic piece of our history. Include a sign with distances to various

destinations along the waterfront, and a plaque or interactive display celebrating Yonge Street as the "longest street". This signage concept could be extended to other slips, including a historical statement about the area, a photo montage of the historic use of the original slip.

- Some participants indicated the Canadian Shield design elements do not make contextual sense, consider more local design inspirations from things like the moraine, the bluffs, rouge park, etc.
- If the WaveDeck provides habitat for marine life below, highlight this information for visitors.
- Concerns were raised about the cost and environmental impact of the partial slip fill, some other participants suggested filling in more of the slip to provide more public space.
- Consider lowering the seawall on the east side of the slip to add additional space for marine access and more water taxis. A few participants noted that waves from water taxis and the hard sea walls can produce chop that is unsafe for novice paddlers – if motorized and non-motorized watercraft are sharing this slip, it should be clearly defined where each can go and wake should be minimized.
- Preserve views of the water from the slip. The height of trees should not block the view of the water from the lower floors of the nearby buildings.
- Explore opportunities to construct the park east of the slip simultaneously with the Yonge Street Slip to integrate the design fully.
- Concerns were identified about vehicle-pedestrian conflicts in the new driveway for the ferry and hotel. Consider roadway elements that provide increased protection and priority for pedestrians to increase safety.
- Concerns about who benefits most from the Yonge Street Slip – the Westin or visitors to the waterfront.
- Concerns related to traffic congestion in the area and how worsening traffic could impact building access and pedestrian safety.

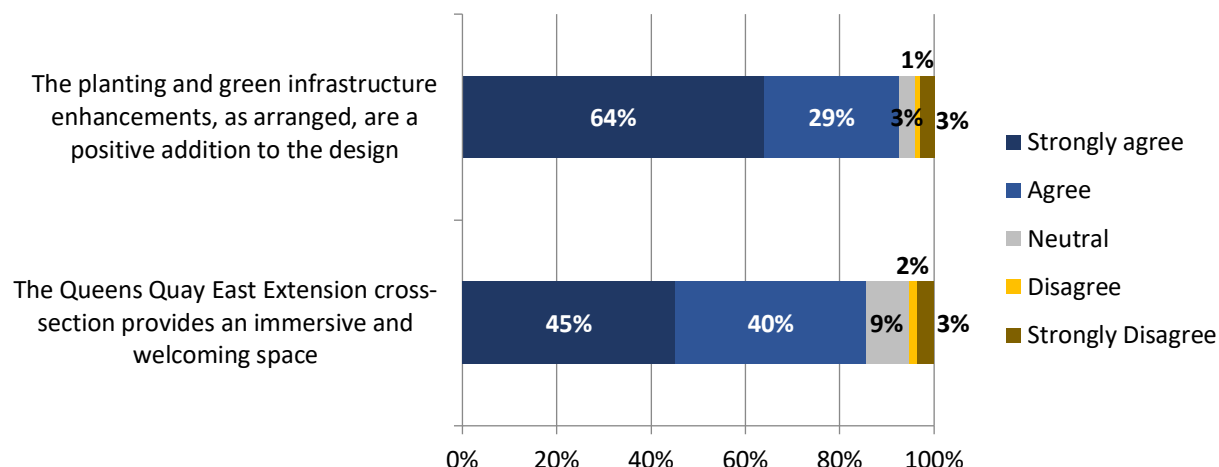
## ***2.3 Area 2B (Queens Quay East Extension and Cherry Street)***

### ***2.3.1 Queens Quay East Extension Cross Section***

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The project team presented a conceptual cross-section of the extension of Queens Quay East beyond Parliament Street to Cherry Street and asked for feedback on the design (Figure 7). Over 80% of participants were supportive of both statements regarding the design elements included in the cross-section of the Queens Quay Extension.

Please indicate your sentiment for the following statements about the Queens Quay East Extension cross-section.



**Figure 7. Participant feedback on cross-section of the Queens Quay East extension [203 respondents].**

Participants were broadly supportive of the design of the cross-section, offering additional feedback for the project team to consider as the design is revised:

- Limiting vehicle speeds to 30km/h on Queens Quay was suggested. Consider using textured pavement to keep cars moving slowly.
- Participants were supportive of widening, slightly raising, and defining the Martin Goodman Trail from its surroundings to increase safety. Physical and visual separation of the trail from the promenade was identified as an important feature to mitigate conflicts between trail users and activities on the promenade.
- Provide opportunities for cafes, patios, a variety of seating options, and safe bike locking locations.
- Participants were supportive of the planting strategy including trees, other plants, and rain gardens. Ensure that plantings like trees have sufficient space, soil, permeability of surfaces, and budget for long term maintenance and care.
- Participants suggested the use of alternatives to concrete for the streetcar right-of-way such as rocks or grass.
- Participants were supportive of Waterfront Toronto's signature streetlights.
- Some participants noted that the cobblestones on the promenade make using a mobility device challenging.
- Concern that maintaining a pinch point in the Martin Goodman Trail may pose safety risks through the section near Redpath.
- Consider the planting of more trees near Redpath to beautify this section of the waterfront.

- Limit the number of on-street parking spaces and loading zones as much as possible.
- Adding decorations will confine existing space and increase congestion and frequency of pedestrian collisions.
- Increase and improve cycling infrastructure with more bike lock stations along the path and more lighting. Consider placing the crossing request button closer to the cycling path.

### 2.3.2 Heritage Rail Tower at Cherry Street

To connect the LRT to the existing transit right-of-way on Cherry Street, an LRT underpass will need to be created. Four options for this underpass were presented at the virtual community consultation, two of which would require moving an existing heritage railway tower from its current location to another nearby location (to be determined if the decision is taken to move the structure). Participants were asked for their feedback on whether to move the heritage railway tower (Figure 8). Two-thirds (66%) of participants indicated they would prefer that the tower remain in its current location.

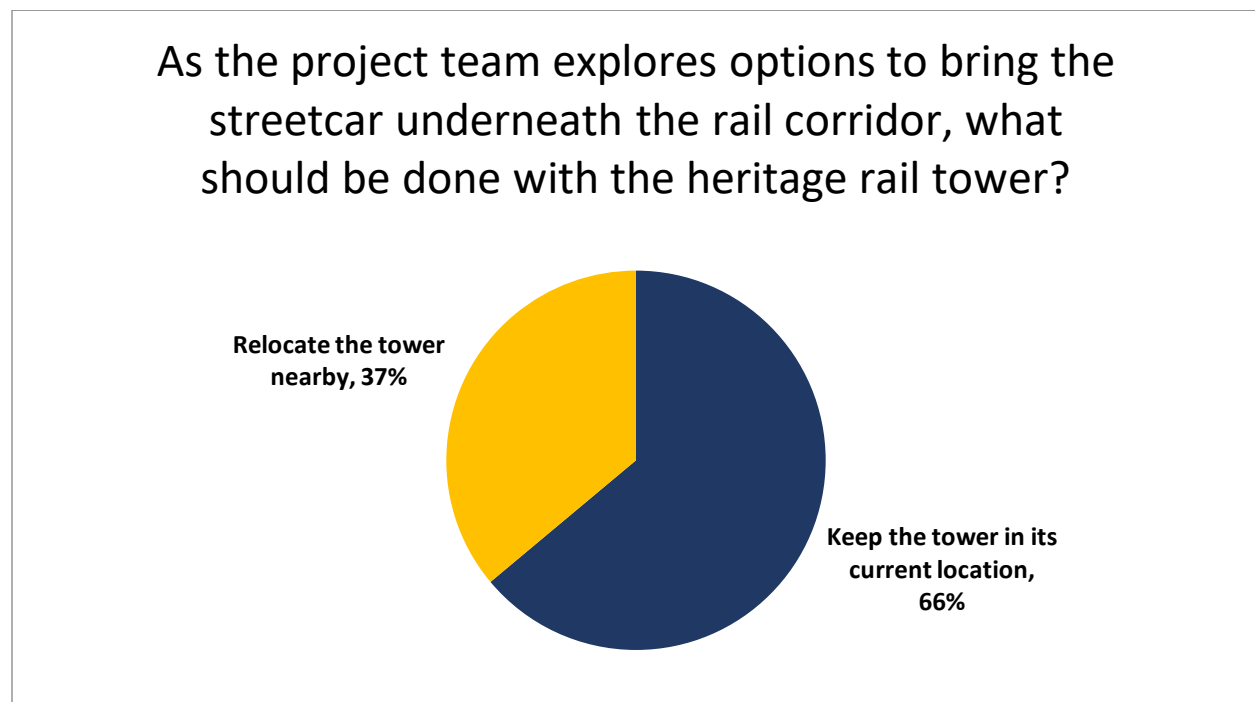


Figure 8. Participant feedback on whether to move the heritage railway tower to accommodate the streetcar underpass at Cherry Street [187 respondents].



Participants were asked to provide feedback and ideas on potential future uses of the heritage railway tower and programming in any new areas created as public space through the construction of the streetcar underpass at Cherry Street:

- Some participants identified that construction cost and speed of implementation are their key concerns with whichever design is chosen – both should be minimized to the greatest degree possible.
- Participants suggested adaptive uses of the structure including:
  - Public washrooms
  - Observation deck
  - Sheltered waiting area
  - Café
  - Information or tourism office
  - Arts and cultural space
  - Railway history gallery
- Participants suggested potential activities and programming for the public space along Cherry Street near the Heritage Railway Tower including:
  - Public square – look at international examples of how public squares with surface transit are defined to delineate spaces for transit and square users safely.
  - Playground.
- Explore opportunities to protect pedestrians and transit riders through refinements to the road design.
- Retain trees in the Distillery Loop as much as possible.
- Where possible, look at minimizing streetcar noise caused by sharp turns.
- The underpass should be made more inviting to those travelling between the Distillery District and the Port Lands – consider improvements to lighting and the addition of murals to the space that mark this underpass as a gateway to the waterfront.
- A few participants identified that the loop at Distillery should be retained for TTC operations (such as short turns).

## **2.4 Project Phasing and Implementation**

### **2.4.1 Feedback on the proposal for Phase 1**

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Participants were asked to provide feedback on the proposed Phase 1 implementation of the Waterfront East LRT extension which would take the LRT from Union Station to a new loop at Polson Street in the Port Lands:

- Consider connections to destinations such as the Ontario Line, the 504A, Tommy Thompson Park, Cherry Beach, the Port Lands, Polson Loop, Villiers Island, Leslie Barns, and major north-south streets.
- If possible, efforts to accelerate the implementation of the extension before 2031 should be pursued.

- Ensure that the Port Lands are a transit first precinct with features like transit priority traffic signals, making transit a viable and desirable option to driving.
- Some participants advocated for the completion of the Polson Loop and the Distillery Loop at the same time to achieve greater connectivity to the Port Lands. Participants identified the concern that by only building the connection to the Port Lands in Phase 1, the Distillery connection will not happen.
- Consider opportunities for additional loops and connections to other tracks to allow streetcars to short turn.

## 2.5 Transit Project Assessment Process (TPAP) Update

Participants were asked if they had any questions or comments on updates to the TPAP however no feedback was received on this topic specifically. Additional information on the TPAP will be shared with the public at a future virtual community consultation.

# 3 How We Engaged

## 3.1 Communication Methods

The project team utilized a variety of print and digital communication methods to inform individuals about the Virtual Community Consultation and online survey. An overview of the communication methods and their reach is included in **Table 1**.

### 3.1.1 Project Webpage

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The City of Toronto's website acted as the primary communications portal to inform the public about the Waterfront East LRT Extension Virtual Community Consultation. A landing page, <http://toronto.ca/waterfronttransit>, hosted all information regarding the project, including general information, project updates, links to pre-recorded presentation videos, presentation files, a link to the discussion guide, online questionnaire, and an option to subscribe for project-related updates.

### 3.1.2 Mailout

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A print mailout promoting the project and Virtual Community Consultation was sent to 40,963 households two weeks before the meeting, in an area bounded by Spadina Avenue to the west, King Street to the north, the Don River to the east, and Lake Ontario to the south.

### **3.1.3 E-Newsletters and Mailing Lists**

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#### ***3.1.3.1 City of Toronto Project Mailing List***

Individuals who signed up to receive email updates through the project website were emailed on June 7, 18 and 24<sup>th</sup> with reminders about the Virtual Community Consultation and online questionnaire. The project mailing list emails were sent to 1,136 people.

#### ***3.1.3.2 Waterfront Toronto Newsletter***

A notice advertising the Virtual Community Consultation was included in Waterfront Toronto's May/June 2021 monthly newsletter. Waterfront Toronto's monthly newsletter has 7,769 subscribers.

#### ***3.1.3.3 Councillor Joe Cressy's Newsletter***

A notice advertising the virtual community consultation was included in the two preceding newsletters sent by the Councillor's office to their newsletter mailing list. Approximately 6,300 people receive Councillor Cressy's newsletters.

#### ***3.1.3.4 Event Mailing List***




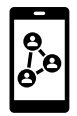
Three (3) emails were sent to all registrants of the Virtual Community Consultation to remind them about the upcoming meeting and the online questionnaire.

### **3.1.4 Social Media**

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The City of Toronto and Waterfront Toronto used their Facebook and Twitter accounts to promote the Virtual Community Consultation and online questionnaire from June 7, 2021 to July 11, 2021. LURA Consulting retweeted Waterfront Toronto tweets throughout the promotional period.

**Table 1. Communication Methods, Summarized**

Outreach Method	Outreach Activities	Recipients and Views
<b>Project Webpage</b> 	A dedicated webpage was developed within the City of Toronto's website to act as an integrated platform for all project-related information. Through the webpage, interested people could also subscribe to receive updates and access information about the project.	<b>Views</b> 2,958
<b>Mailouts</b> 	A flyer advertising the online meeting and website was delivered to addresses bounded by Spadina Avenue to the west, King Street to the north, the Don River to the east, and Lake Ontario to the south.	<b>Recipients</b> 40,963 households
<b>Mailing Lists and Newsletters</b> 	The virtual community consultation notice and information was included in newsletters and mailing lists (including the Eventbrite public meeting registration email list) from the City of Toronto, Waterfront Toronto, and Councillor Joe Cressy's office in May and June 2021.	<b>Recipients</b> 8,979
<b>Social Media</b> 	The virtual community meeting and online survey were promoted through the City of Toronto and Waterfront Toronto's Twitter and Facebook accounts with additional outreach support from the TTC's and consultant team's accounts.	<b>Engagements<sup>1</sup></b> 6,349
<b>Total Outreach</b>		<b>Over 59,000</b>

### 3.2 Engagement Methods

The project team engaged with members of the public through two primary tactics to provide information about the Waterfront East LRT Extension, answer questions, and gather feedback on the materials presented. An overview of the engagement methods and their reach is included in **Table 2**.

<sup>1</sup> Social media engagements include all retweets, comments, likes, shares, and link clicks on both Twitter and Facebook platforms.

### **3.2.1 Virtual Community Consultation**

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A virtual community consultation was held using Zoom Webinar on Monday, June 21, 2021 from 7:00 p.m. to 9:00 p.m. The event included a 45-minute overview presentation providing a project update on the full extent of the project. Following the presentation, there was a 60-minute Question and Answer period. Participants posed their questions through the Q&A or were asked to indicate they would like to be unmuted to ask a question. Questions were answered by members of the project team.

The meeting recording and presentation slides were made available online following the meeting for review on the City's project webpage. Resources can be accessed through the following links:

- [Access the virtual meeting recording.](#)
- [Access the virtual meeting presentation.](#)

### **3.2.2 Online Questionnaire**

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An online questionnaire was made available on the City's project webpage from June 21, 2021 to July 11, 2021. The online questionnaire asked for feedback on the content of the meeting presentation from the Virtual Community Consultation. **Appendix C** includes the demographics of participants who replied to the questionnaire.




### **3.2.3 Email**

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Individuals could email questions and comments to the project team through the online registration page for the Virtual Community Consultation or using the project email ([WaterfrontTransit@toronto.ca](mailto:WaterfrontTransit@toronto.ca)). Questions submitted by email were responded to directly by members of the project team and recorded for inclusion in the TPAP EPR.

The project email will be live throughout the consultation process to receive questions and comments, and provide responses to community inquiries.

**Table 2. Engagement Methods Summarized**

Engagement Method	Engagement Activities	Engagement Reach
<b>Virtual Community Consultation</b> 	<p>A Virtual Community Consultation was held on June 21, 2021 to provide an update on the Waterfront East LRT Extension scope of work, and gather and answer questions from members of the public.</p> <p>The Virtual Community Consultation (AODA compliant) meeting recording was posted online following the meeting for individuals to view at their convenience.</p>	<b>Engaged</b> 254  <b>Meeting Recording Views</b> 180
<b>Online Questionnaire</b> 	<p>An online questionnaire was developed to gather detailed feedback on the materials presented.</p>	<b>Engaged</b> 235
<b>Email</b> 	<p>Emails including feedback and questions were received through the project email (<a href="mailto:WaterfrontTransit@toronto.ca">WaterfrontTransit@toronto.ca</a>) and will be active throughout the entire project to receive questions and feedback from the public.</p>	<b>Engaged</b> 10
<b>Total Engaged</b>		<b>499</b>

## 4 Next Steps

The project team will review the feedback provided through this meeting as they continue technical work on the Portal Location Study, Network Phasing Study, Transit Priority Assessment Process (TPAP), Design of Union Station and Queens Quay-Ferry Docks Stations, and the Queens Quay East Street Design. Future consultation and engagement on the Waterfront East LRT Extension will take place in the Fall of 2021.



## 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](mailto: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*

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**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 shoring<sup>2</sup> 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.

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<sup>2</sup> 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***

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**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 safely and according to regulation.

### ***Queens Quay East Street Design***

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#### ***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*

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**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)***

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

#### ***General Questions***

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**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 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, let's 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 esthetic. 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 through 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 Bays 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.
- Poulson 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 Poulson 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 Poulson 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 team 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 thought 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!

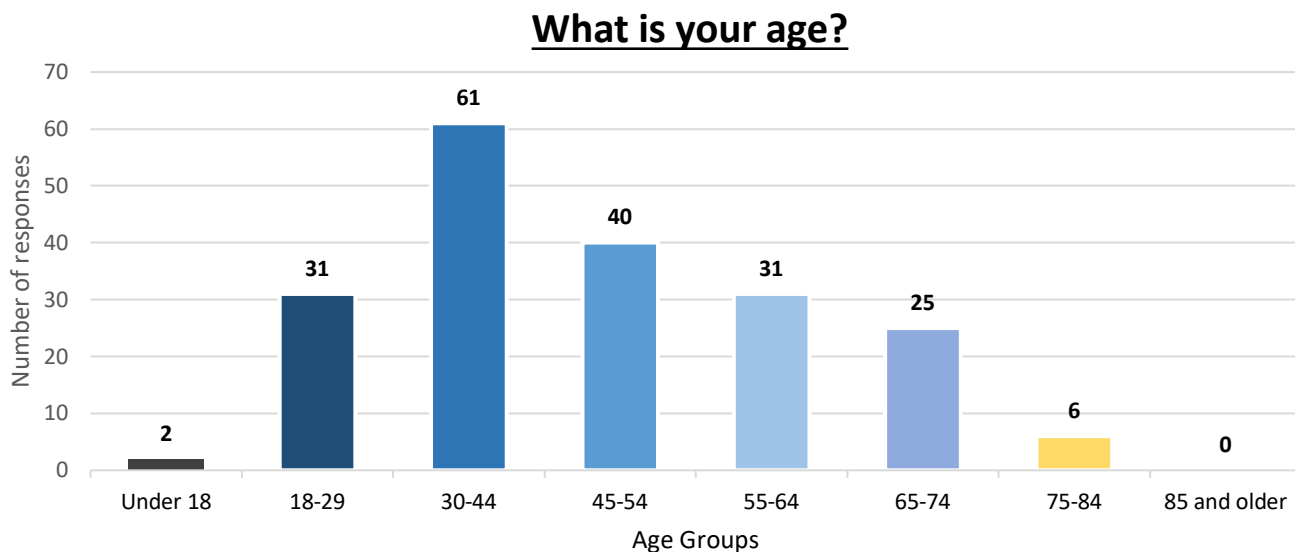
- Can't wait for the ground-breaking! The East waterfront needs this now!
- So where is the money coming from for all of this?
- I'm very excited about it! Thank you for choosing West 8, DTAH, and Public Work. No thanks (to the TTC) for choosing Strasman Architects for the station. We should built beautiful 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

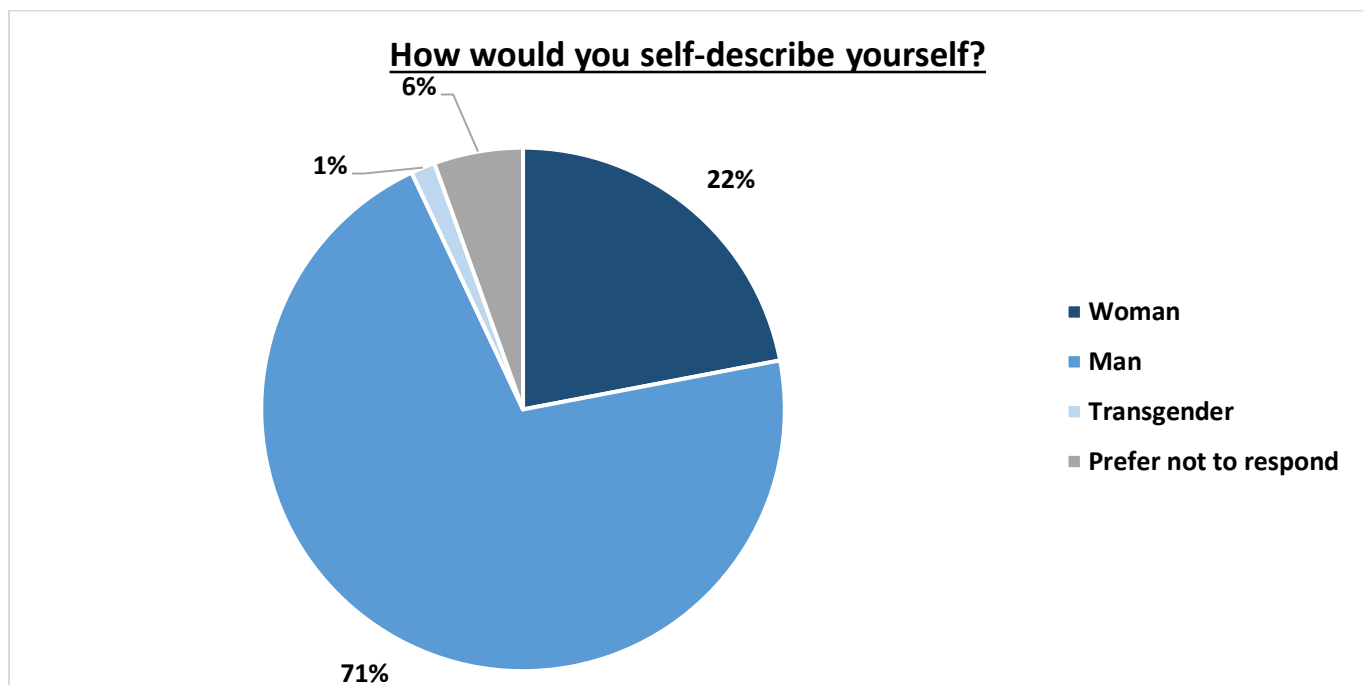
The following optional demographic questions were asked at the end of the online survey to better understand who is participating in the engagement process and adjust consultation tactics where possible in an effort to reach a broader audience representative of Toronto.

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

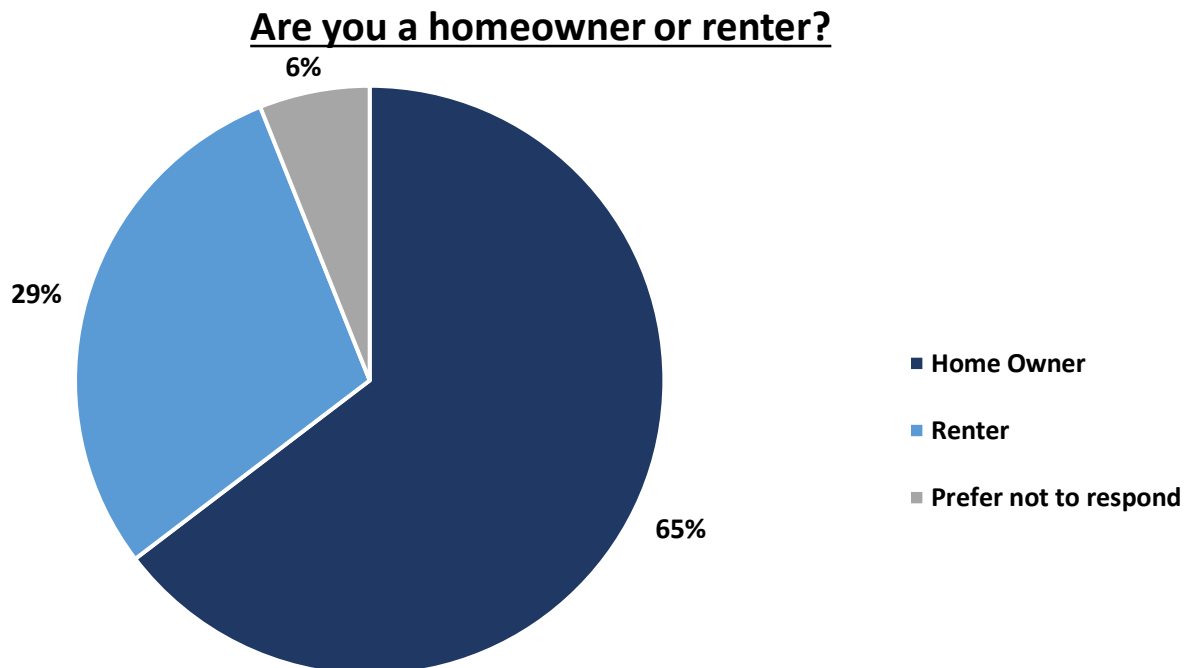
### What is your age? (Single Choice) [200 respondents]



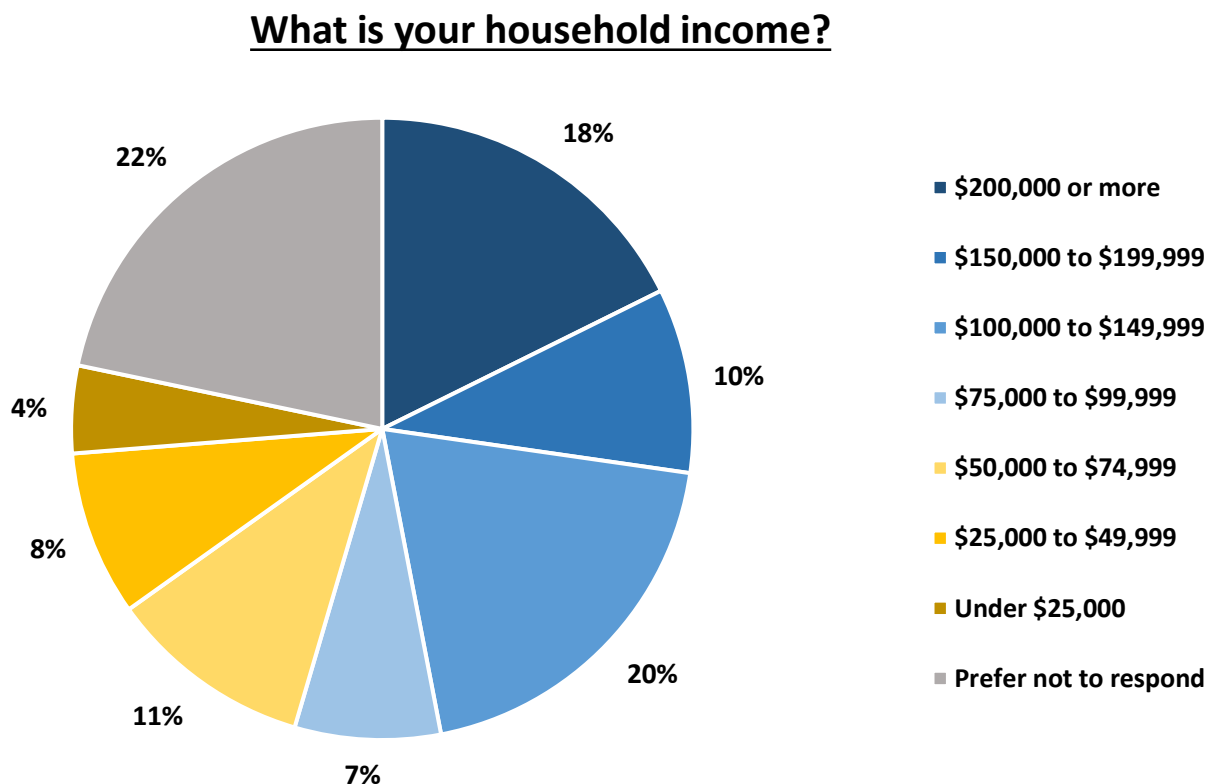
### How would you describe yourself? (Single Choice) [200 respondents]



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

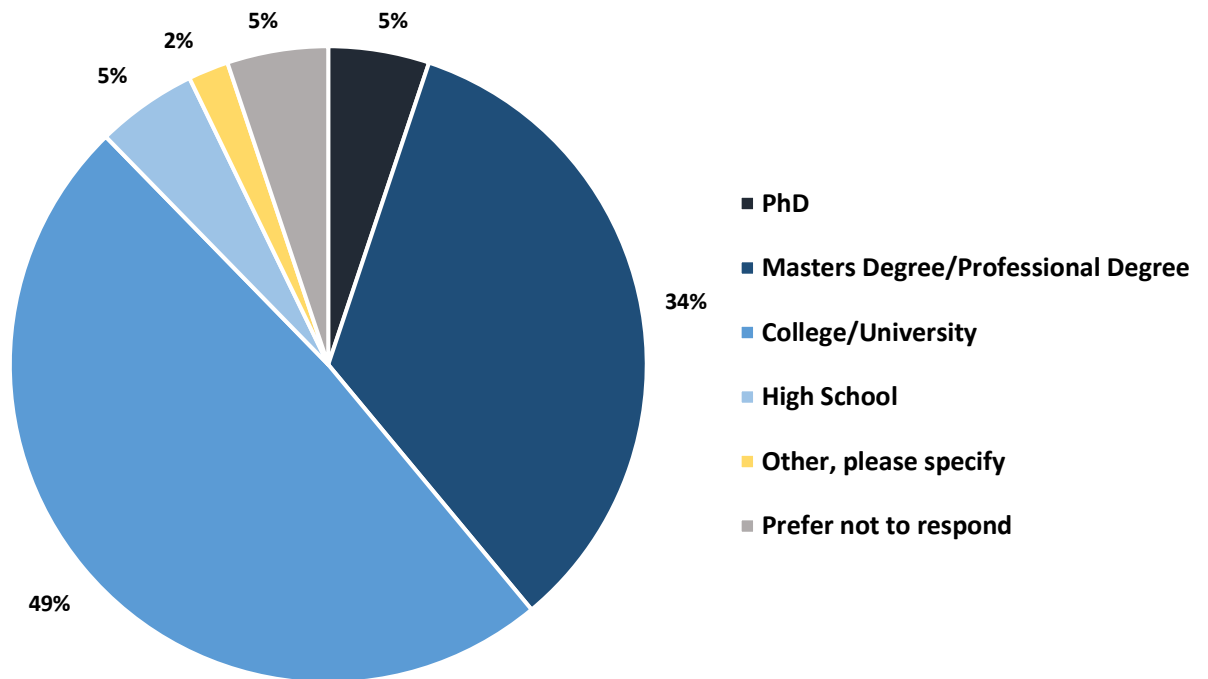


What is your household income? (Single Choice) [198 respondents]



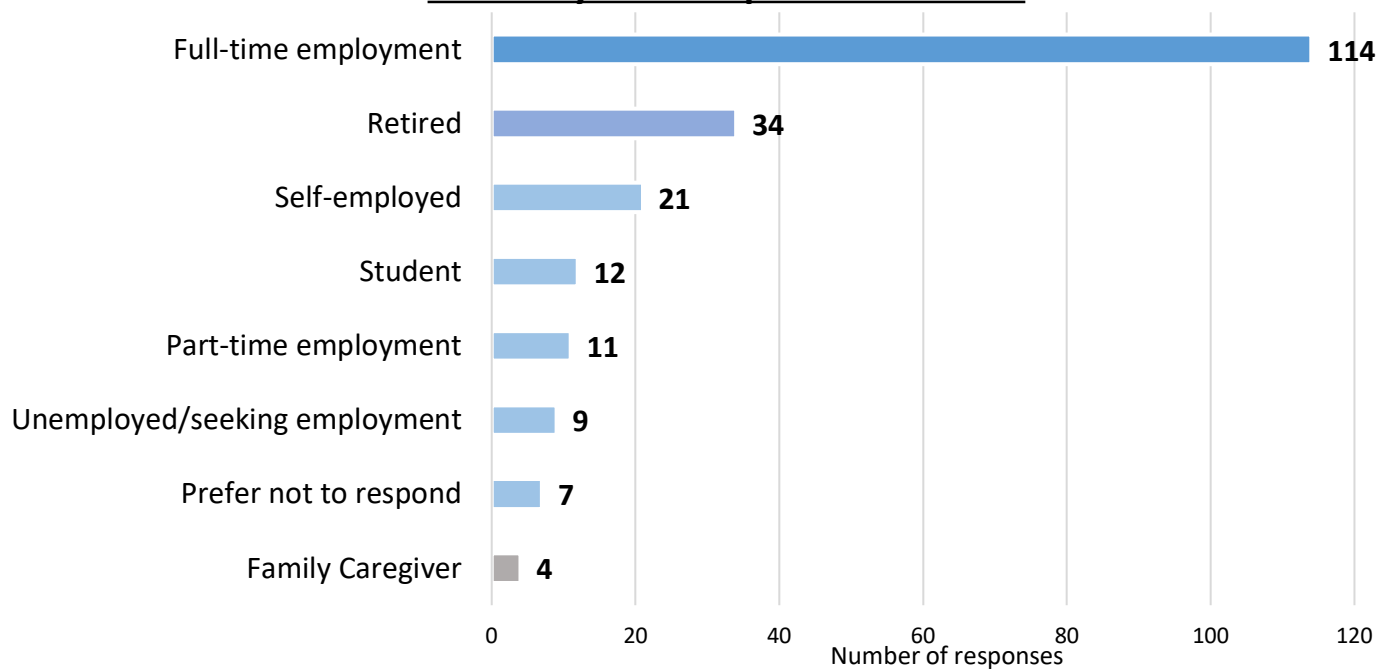
What is your highest level of education completed? (Single Choice) [195 respondents]

**What is your highest level of education completed?**



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

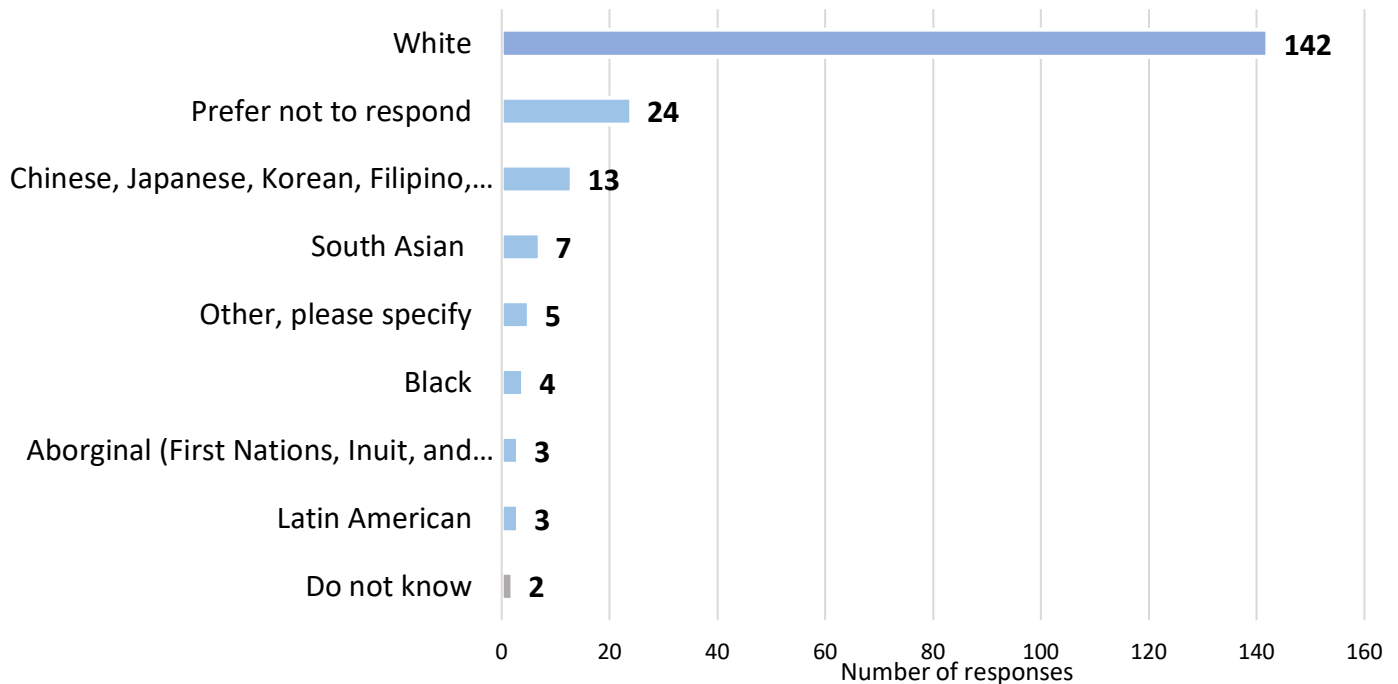
**What is your occupational status?**





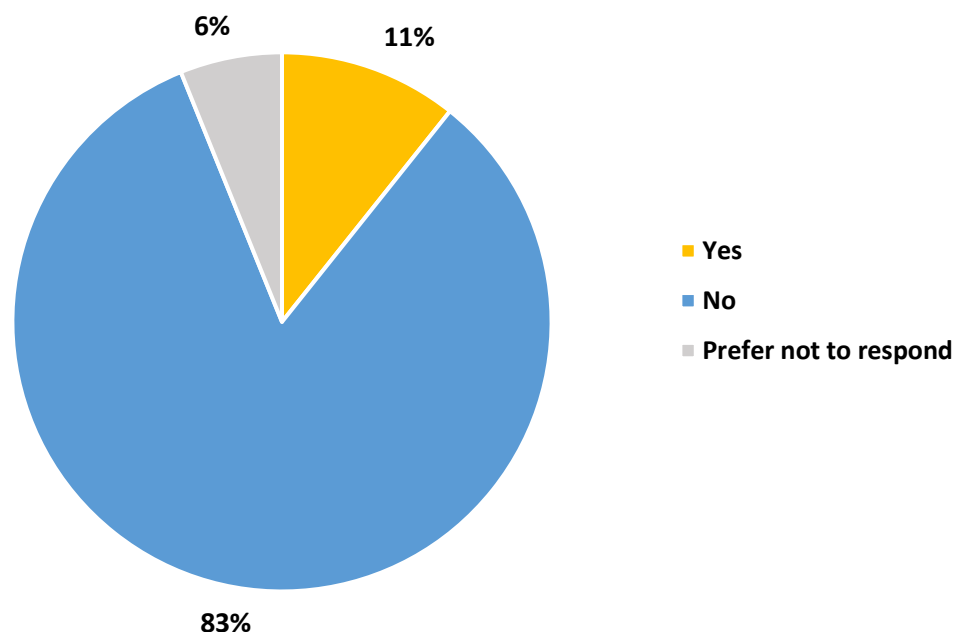
Which of the following do you identify as? Based on 2016 Statistics Canada Population Census. (Multiple Choice) [332 respondents]

### Which of the following do you identify as?



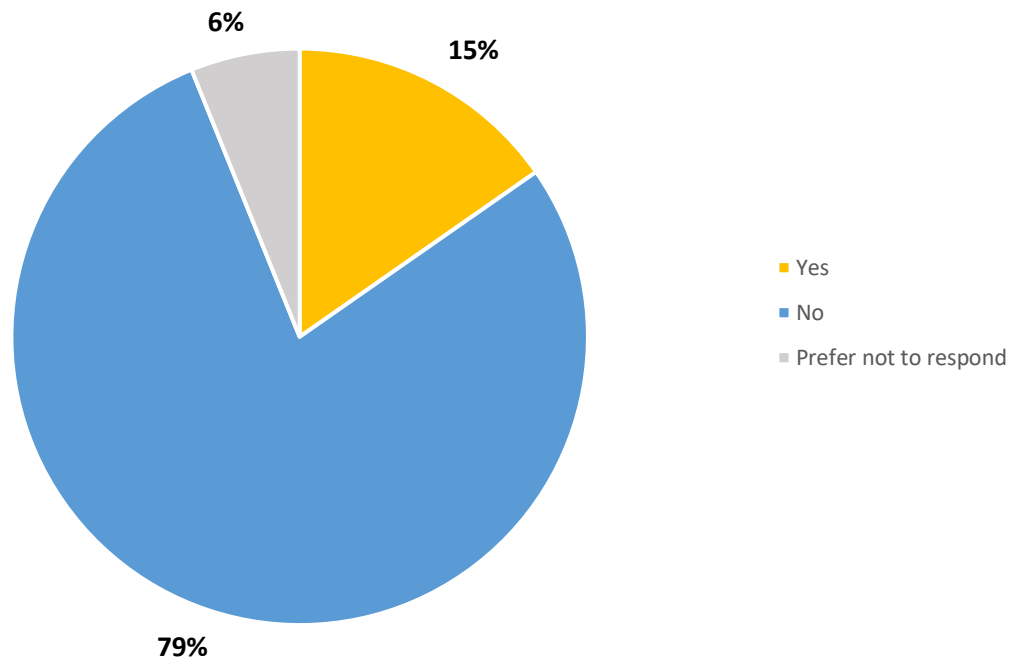
Are you a person experiencing disability? (Single Choice) [ 196 respondents]

### 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.)?**



# Waterfront East Light Rail Transit Extension

Spring 2023 Community  
Consultation

Engagement Summary



## Executive Summary

The City of Toronto, in partnership with Waterfront Toronto and the Toronto Transit Commission (TTC), has initiated, at City Council's direction, the Preliminary Design and Engineering (PDE) for the extension of the Waterfront Transit Network from Union Station to Parliament Street and ultimately connecting to Cherry Street.

In parallel to this design work, the project team is also undertaking a Transit Project Assessment Process (TPAP) for the project, which is a streamlined environmental assessment process designed specifically for transit projects. The public and stakeholders will be engaged throughout the TPAP. The Environmental Project Report (EPR) will be produced at the end of this process to summarize the TPAP, including feedback on all public and stakeholder engagement activities. This summary report from the Spring 2023 community consultation will contribute to the final EPR.

The following summary documents what the project team heard from feedback received through the Waterfront East Light Rail Transit Extension Spring 2023 Virtual Community Consultation meeting, virtual Question & Answer session, online questionnaire, and emails received by the project team. The Virtual Community Consultation meeting took place on April 5, 2023, and was attended by 384 participants. A virtual Question & Answer session took place on April 11, 2023, and was attended by 27 participants. The online questionnaire was available from April 5, 2023, until April 19, 2023, and received 150 responses. All consultation materials, including the presentation slides and a recording of the Virtual Community Consultation were published by April 6, 2023 on the City of Toronto's project website at [toronto.ca/waterfronttransit](https://toronto.ca/waterfronttransit)

### ***Key Feedback We Heard***

#### ***Segment 1***

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Participants were generally supportive of the current design of the Union Station streetcar loop and Queens Quay-Ferry Docks Station. Many participants emphasized that access and connectivity between the stations and surrounding destinations is an important priority for the design to achieve. Most of these comments referred generally to improvements that would make the stations more accessible such as creating multiple elevator access points and widening platforms and passageways. Some participants expressed concerns about the deferral of more extensive upgrades to Queens Quay-Ferry Docks Station that would provide a larger station with extended platforms – these concerns were primarily associated with overcrowding and ensuring multiple accessible points of access are available.

## ***Segment 2***

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Participants were supportive of the current design of the extension of Queens Quay East along Segment 2. Participants identified the importance of LRT stop amenities such as shelter and benches, and to consider measures to minimize overcrowding, such as stop locations. Incorporating greenery, creating a separate path for cyclists, implementing transit priority signaling, enforcing speed limits, and improving signage were also suggested.

## ***Segment 3***

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Participants were supportive of the current design of Cherry Street and Commissioners Street in Segment 3. Participants highlighted concerns regarding noise from streetcar tracks and flood risks. Participant feedback also emphasized the urgency of building reliable and high-quality transit prior to the redevelopment of the Port Lands.

## ***Implementing the Waterfront East LRT***

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Participants had many questions and concerns about the implementation of the Waterfront East LRT – these questions and concerns were primarily associated with how to get this project funded and under construction as soon as possible. Participants were concerned that there is not enough urgency placed on this project as an important part of getting people moving in Toronto's growing eastern waterfront. Participants were also concerned that the multiple years of construction on this project in addition to other major infrastructure projects in the area and redevelopment of the eastern waterfront and Port Lands will create challenging conditions to getting in/out/through this neighbourhood. Participants were eager to understand what construction and vehicle traffic mitigation measures will be proposed to manage this concentration of construction.

*More detail is provided on the following pages.*

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## Appendices (included separately)

Appendix A – Detailed Summary of Questions of Clarification

Appendix B – Qualitative Responses

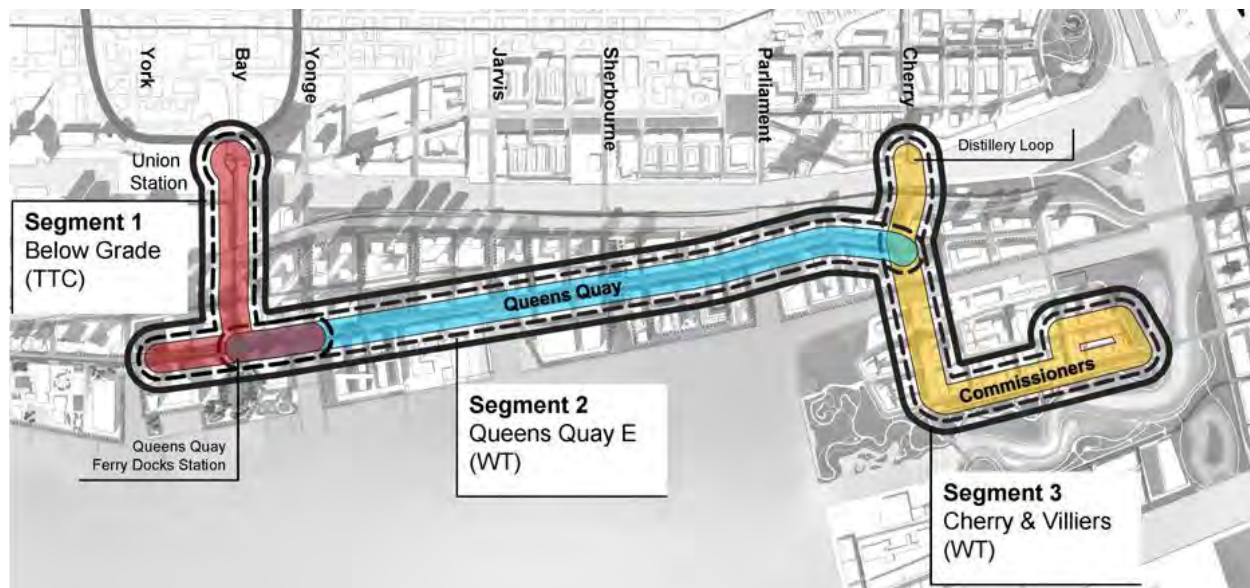
Appendix C – Survey Demographic Data

*The following summary was prepared by LURA Consulting, Waterfront Toronto’s independent public consultation and engagement consultant for the Waterfront East LRT Extension.*



# 1 Introduction

The City of Toronto is planning the Waterfront Transit Network to service Toronto's waterfront from Long Branch in the west, at the Etobicoke/Mississauga border, to the Leslie Barns Maintenance and Storage Facility in the east. Individual projects in the network are in various stages of planning, design, and the environmental approval process. This engagement is focused on the Waterfront East LRT Extension, the portion of the network from Union Station to Villiers Island via Queens Quay East and Cherry Street (Figure 1).



**Figure 1. Waterfront East LRT Extension Preliminary Design and Engineering Segments 1, 2, and 3.**

In parallel to this design work, the project team is also undertaking a Transit Project Assessment Process (TPAP) for the project, which is a streamlined environmental assessment process designed specifically for transit projects. The public and stakeholders will be engaged throughout the TPAP. An Environmental Project Report (EPR) will be produced at the end of this process to summarize the TPAP, including feedback on all public and stakeholder engagement activities. This summary report from the Spring 2023 community consultation will contribute to the final EPR.

The project entails three components that contribute to the overall project, which are:

- **Segment 1** – underground sections including the Union Station Loop, the Queens Quay-Ferry Docks LRT Station, and a new tunnel extension and portal on Queens Quay between Bay Street and Yonge Street, accompanied by enabling works through the Yonge Slip Infill.
- **Segment 2** – surface sections of the existing Queens Quay East and extension of Queens Quay East to Cherry Street.

- **Segment 3** – surface sections between the existing Distillery District 504A King Street streetcar loop, Cherry Street, Commissioners Street, and the Villiers Island Loop.

The following summary report documents the feedback received through public consultation and engagement activities in April 2023.

## 2 What We Heard

The City of Toronto, Toronto Transit Commission (TTC) and Waterfront Toronto sought feedback from April 5 to April 19, 2023, through a virtual Community Consultation, a virtual Question & Answer session, an online questionnaire, and a project email (the project email is [WaterfrontTransit@toronto.ca](mailto:WaterfrontTransit@toronto.ca) and will be active throughout the entire project to receive questions and feedback from the public). The following subsections provide an overview of the key messages heard through community engagement.

Where responses were received to a quantitative question, results have been quantified. All comments received through feedback have undergone a thematic analysis. This involves summarizing and categorizing qualitative data to capture important concepts within the dataset. Once completed, a collection of themes was used to formulate the descriptive text in this report. It is important to note that comments received were wide-ranging, and the appendices to this report provide a fulsome record of all comments received.

Appendices include:

- Appendix A – Detailed Summary of Questions of Clarification
  - All questions received through the virtual Community Consultation, virtual Q&A session and online questionnaire have been appended, however, not all questions are provided with an answer. All questions that were asked and answered during the virtual community consultation and frequently asked questions are answered in Part 1 of this appendix.
  - Questions received through the project email will be documented as part of the TPAP EPR and responded to directly by the project team.
- Appendix B – Qualitative Responses.
- Appendix C – Survey Demographic Data

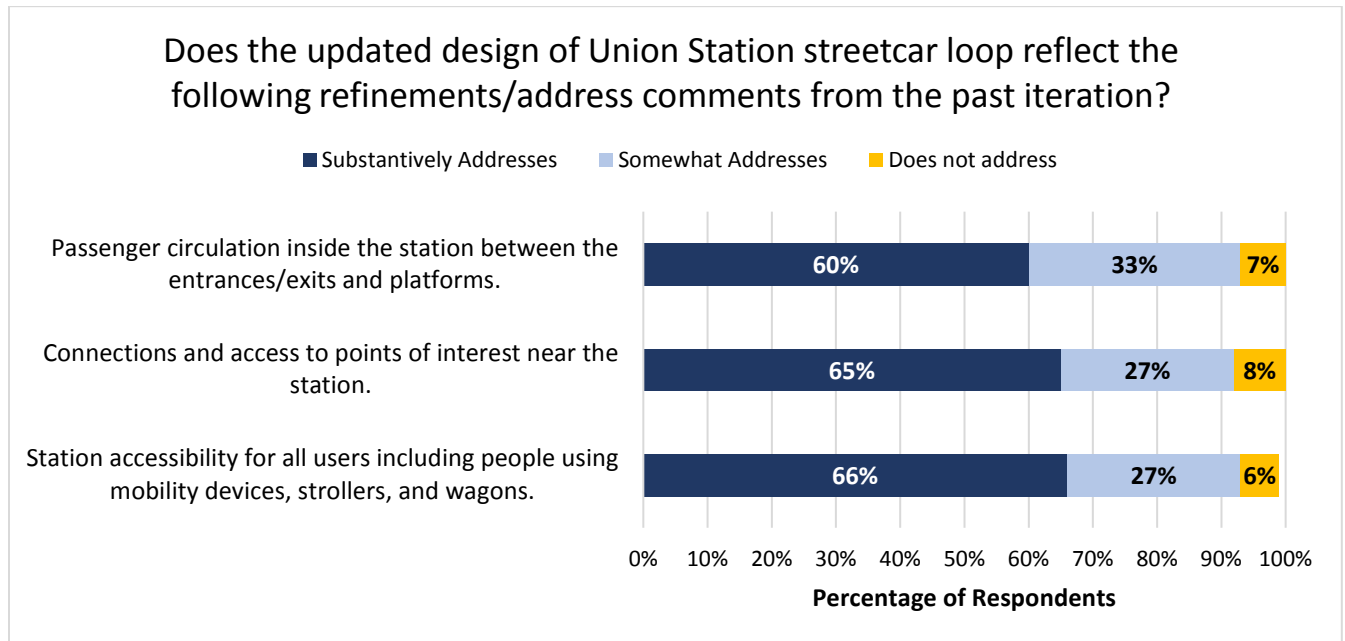
### 2.1 Segment 1

#### 2.1.1 Design of Union Station Streetcar Loop

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The project team presented an updated design for the Union Station streetcar loop. The team sought feedback on the design relating to passenger circulation, connections, and access to points of interests and station accessibility (Figure 2). Over 60% of questionnaire respondents

expressed that the updated Union Station streetcar Loop design reflects refinements and substantively addresses the comments from the past iteration.



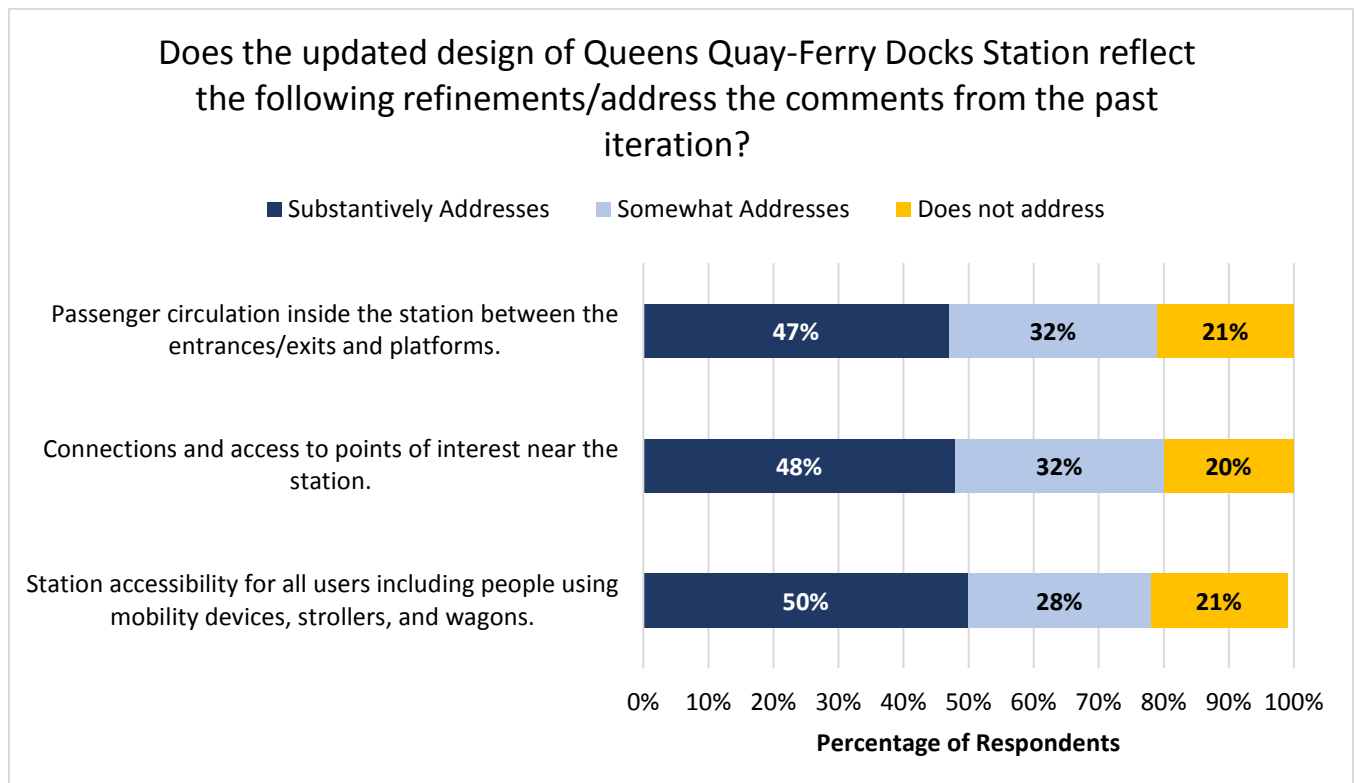
**Figure 2. Participant sentiments towards the updated design of the Union Station streetcar loop [143 respondents]**

Overall, participants were supportive of the current representation of the station design, offering additional feedback to refine the design of Union Station:

- Many participants indicated they are supportive of the additional platform areas and accessible entrances and exits included in the design.
- Some participants suggested widening the narrow passage that connects the Line 1 subway platform and the streetcar platform to avoid congestion during rush hour.
- Concerns about overcrowding and the design potentially being unable to accommodate the expected increase in passenger volumes during peak periods.
- Participants who were concerned about the walking distance to connect to and from the subway suggested adding rest areas, seats, and ramp access to accommodate individuals with mobility needs.
- Include more direct connections to the new Bay Street Concourse, closer to Front Street.
- Participants who were concerned about the elimination of the proposed northwest entrance to Union Station suggested creating a new entrance from the streetcar platform to the northwest subway platform to avoid congestion and reduce the distance passengers need to walk.
- Participants expressed confusion about the differences between the two station plans and suggested making them clearer to compare.

### 2.1.2 Design of Queens Quay-Ferry Docks LRT Station

The project team presented an updated design for the LRT station at Queens Quay-Ferry Docks. The team sought feedback on the design relating to passenger circulation, connections, and access to points of interests and station accessibility (Figure 3). Approximately 50% of question respondents expressed that the updated design of Queens Quay-Ferry Dock LRT Station reflects refinements and substantively addresses the comments from the past iteration.



**Figure 3. Participant sentiments towards the updated design of the Queens Quay-Ferry Docks Station [137 respondents]**

Overall, participants were supportive of the current representation of the station design, offering additional feedback to refine these designs as design work continues to move forward:

- Participants expressed that the previous design presented in 2021 which included multiple tracks, grade-separated track crossing underpass, pedestrian tunnel replacing the level crossing, and direct link to the south side of Queens Quay should be reconsidered for inclusion in the design.
- Make the elevator at the east entrance larger to accommodate strollers, wagons, and those with accessible needs. This access point should also have a Presto payment machine to address the issue of people riding free.
- Include an interior connection to 10 Bay Street in the design.

- Add a second accessible access point on the east side of Bay Street and Queens Quay for better access to the Jack Layton Ferry Terminal and the waterfront.
- Improve access and connections to Jack Layton Ferry Terminal.
- Address the potential issue of overcrowding and delays, especially during the summer, by reviewing the station's capacity and making necessary adjustments.
- Consider adding another elevator in case of breakdowns.
- Exterior stairwells should be designed to shelter these access points from the elements – currently the stairs to Queens Quay-Ferry Docks station flood consistently when it rains.
- Coordinate with the 11 Bay project to control costs.
- Ensure that the station can meet existing and future demands without compromising safety and accessibility.

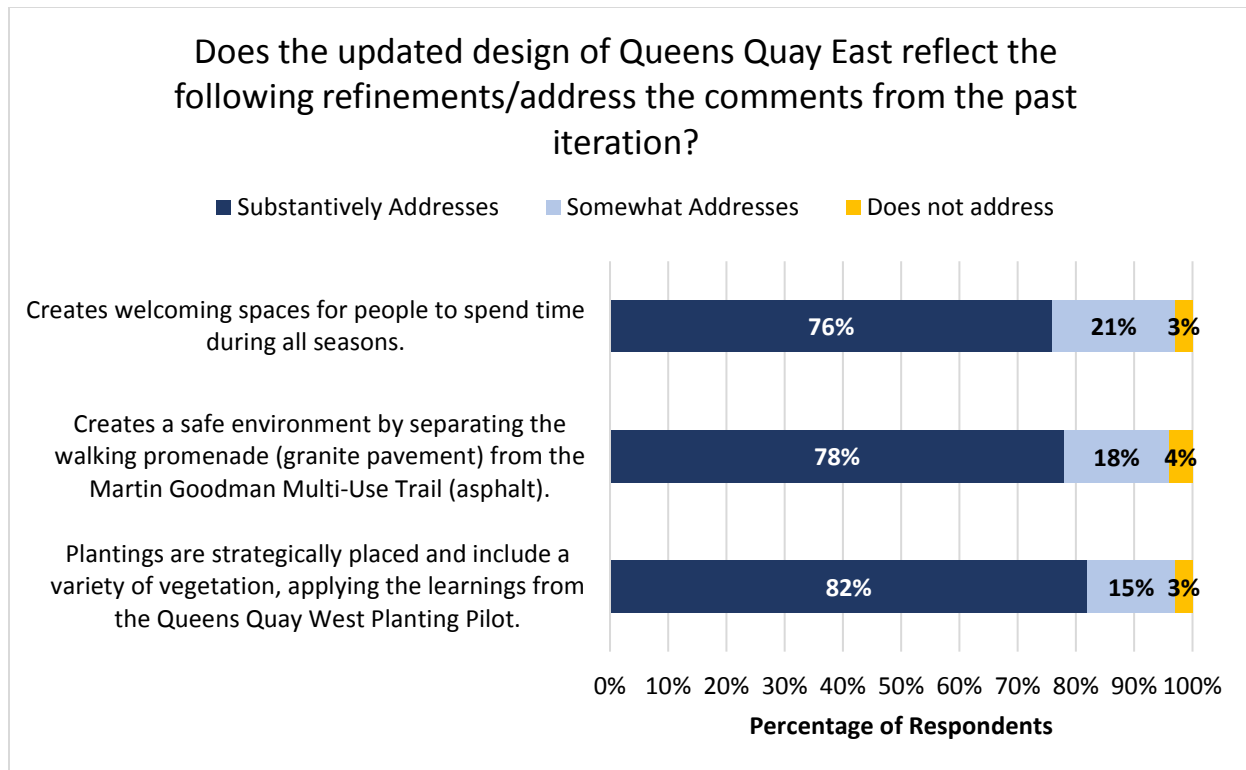
### **2.1.3 Additional considerations applying to both stations**

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- Include an underground pedestrian walkway from Queens Quay-Ferry Docks LRT Station to Union Station to improve accessibility.
- Reconsider the deferral of an additional station entrance on the south side of Queens Quay near Jack Layton Ferry Terminal.
- Ensure elevator access is on both the west and east sides of Bay Street.
- Address noise levels on track and consider involving companies specializing in green track in the pilot program.
- Establish a plan for when vehicles drive into the underground tunnels.
- Reduce costs by running a streetcar on the surface of Bay Street instead.
- Include phone and/or Wi-Fi reception at Queens Quay-Ferry Docks LRT Station to make it safer and easier to look up schedules.
- Address the noise from streetcars turning and find solutions that address additional wear of vehicles and high decibel levels for passengers and operators.

## **2.2 Segment 2**

The project team presented a conceptual cross-section of the extension of Queens Quay East between Parliament Street to Cherry Street. The team sought feedback on the design relating to creating welcoming spaces, safe environments, and planting strategies (Figure 4). Over 75% of question respondents expressed that the updated design of Queens Quay East reflects refinements and substantively addresses the comments from the past iteration.



**Figure 4. Participant sentiments towards the updated design of the Queens Quay East [136 respondents]**

Overall, most participants were supportive of the current design of the extension of Queens Quay East, offering additional feedback for the project team to consider as the design is revised:

- Consider the stop locations to avoid creating stops that are much busier than others, especially around Cooper Street.
- Clarify the traffic speed and ensure enough pedestrian crossings to ensure safety.
- Participants were supportive of the use of plants to separate the Martin Goodman Trail from the pedestrian promenade.
- Ensure there is enough pedestrian space next to Redpath.
- Prioritize the construction of this segment to benefit the area as soon as possible.
- Incorporate winter maintenance considerations in the trail design to ensure year-round usability.
- Install appropriate sewer systems to prevent flooding in sections of the trail during rainy seasons.
- Implement transit priority signalling to hold the lights green longer for transit vehicles and minimize the number of transit stops.
- Consider creating a separate path for cyclists to avoid conflicts with pedestrians, especially joggers.



- Provide streetcar stops with shelters, benches, ticket machines, and next streetcar displays.
- Consider heated stop pavement to avoid snow accumulation.
- Consider implementing a green track on Queens Quay and reducing cars on Queens Quay.
- Incorporate mature, hardy, and all-season trees and plantings into the design and promote sustainable plant growth through proper maintenance and care.
- Enforce speed limits on bikes, scooters and other e-vehicles to ensure the safety of all users, including pedestrians.
- Signage could be improved to separate the multi-use trail from sidewalks better and indicate the types of vehicles allowed on the trail.
- Consider replicating this design in other parts of the city, like King Street.
- Extend the Queens Quay East separation between the Martin Goodman Trail and the promenade to Queens Quay West.
- Create small European-style squares and incorporate smaller-scale retail where people can gather.
- Consider having raised crossings for pedestrians and cyclists on crosswalks that do not intersect with streetcar tracks.
- Ensure the design of the LRT right-of-way does not encroach on the sidewalk and provides ample pedestrian space.
- Resurface Queens Quay between Bay Street and Quayside.

## 2.3 Segment 3

Overall, most participants were supportive of the current design of the segment, offering additional feedback to refine these designs as design work continues to move forward:

- Concerns about noise levels around the Villiers Island Loop and the impact of climate change on the area's flood risk.
- Prioritize building the extension and connection to Broadview Avenue and the East Harbour Transit Hub.
- Improve pedestrian accessibility along Cherry Street from the closest streetcar stop to Distillery District.
- Extend the LRT to the International Ferry Terminal to increase tourism.
- Build the Villiers Island track as soon as practical and operate via Cherry Street and King Street.
- Consider connections to the Ontario Line.
- Provide high-quality transit before the occupation of new housing to ensure convenient access for workers and residents without heavy reliance on driving.
- Reduce road space allocated for cars in the area.
- Provide a map or plan on the webpage for this segment of the project.

## 2.4 Other Key Priorities

Previous consultation has identified the following priorities for staff to consider when making recommendations to City Council:

- Getting the transit line built as soon as possible.
- Mitigating disruptions during construction to the greatest extent possible.
- Protecting for future investments in transit.
- Protecting for future investments in the public realm.
- Reducing the overall cost of the project.

The project team asked survey respondents to identify other key priorities were not listed. Additional priorities participants offered are summarized thematically:

- Construction should proceed as quickly as possible.
  - This should include considering getting transit operational as soon as possible, even if the entire project is not complete (waterfront service should not have to wait for the tunnel to Union Station to be completed).
- The design should place greater emphasis on exceeding accessibility requirements.
- Consider making this a rapid transit project and prioritizing travel times.
- Plan for future capacity expansion and minimize the need for underground construction and closures.
- Ensure that there is service for the 509, 510 and 511 streetcars during construction and plan for alternative routes in case of disruptions.
- Ensure transit and active transportation will be a priority on these routes.

- Maximize transit transfer points and consider future opportunities for additional connections, such as the Ontario Line and Lakeshore East of the Don River.
- Build with transit signal priority and ensure streetcars run on schedule with minimized delays.
- Prioritize safety at all times and for all users.
- Address noise levels on rail curves and maintain the infrastructure regularly.
- Maximize housing development along the corridor.
- Implement stricter payment measures on the TTC to ensure that all passengers pay their fares.
- Build through an equitable lens and using sustainable and innovative technology.
- Start the construction of the new transit lines before people begin moving in.
- Build for long-term capacity at Union Station and higher waterfront transit usage.
- Build for durability and prioritize simple operations wherever possible, while keeping costs reasonable.

## 3 How We Engaged

### 3.1 Communication Methods

The project team utilized a variety of print and digital communication methods to inform individuals about the Virtual Community Consultation and an online survey. An overview of the communication methods and their reach is included in **Table 1**.

#### 3.1.1 Project Webpage

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The City of Toronto's website acted as the primary communications portal to inform the public about the Waterfront East LRT Extension Virtual Community Consultation. A landing page, <http://toronto.ca/waterfronttransit>, hosted all information regarding the project, including general information, project updates, links to project videos, presentation files, an online questionnaire, and an option to subscribe for project-related updates.

#### 3.1.2 Mailout

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A print mailout promoting the project and Virtual Community Consultation was sent to 63,481 households two weeks before the meeting, in an area bounded by Spadina Avenue to the west, King Street to the north, the Don River to the east, and Lake Ontario to the south.

#### 3.1.3 E-Newsletters and Mailing Lists

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##### 3.1.3.1 City of Toronto Project Mailing List

Individuals who signed up to receive email updates through the project website were emailed on March 22<sup>nd</sup> with reminders about the Virtual Community Consultation and online questionnaire. The project mailing list emails were sent to 1,291 people.

### 3.1.3.2 Waterfront Toronto Newsletter

A notice advertising the Virtual Community Consultation was included in Waterfront Toronto's March 2023 monthly newsletter. Approximately 7,500 people receive Waterfront Toronto's monthly newsletters.

### 3.1.3.3 Councillor Ausma Malik's Newsletter

A notice advertising the Virtual Community Consultation was included in the two preceding newsletters sent by the Councillor's office to their newsletter mailing list. Approximately 2,000 people receive Councillor Malik's newsletters.




### 3.1.3.4 Event Mailing List


Three (3) emails were sent to all registrants of the Virtual Community Consultation to remind them about the upcoming meeting and the online questionnaire.

## 3.1.4 Social Media

The City of Toronto and Waterfront Toronto used their Facebook and Twitter accounts to promote the Virtual Community Consultation and online questionnaire from March 22 to April 19, 2023.

**Table 1. Communication Methods, Summarized**

Outreach Method	Outreach Activities	Recipients and Views
<b>Project Webpage</b> 	A dedicated webpage was developed within the City of Toronto's website to act as an integrated platform for all project-related information. Through the webpage, interested people could also subscribe to receive updates and access information about the project.	<b>Views</b> 6,162
<b>Mailouts</b> 	A flyer advertising the Virtual Community Consultation and website was delivered to addresses bounded by Spadina Avenue to the west, King Street to the north, the Don River to the east, and Lake Ontario to the south.	<b>Recipients</b> 63,481 households
<b>Mailing Lists and Newsletters</b> 	The Virtual Community Consultation notice and information were included in newsletters and mailing lists (including the Zoom public meeting registration email list) from the City of Toronto,	<b>Recipients</b> 10,791

Outreach Method	Outreach Activities	Recipients and Views
	Waterfront Toronto, and Councillor Ausma Malik's office in March, 2023.	
<b>Social Media</b> 	The virtual community meeting and online survey were promoted through the City of Toronto and Waterfront Toronto's Twitter and Facebook accounts with additional outreach support from the TTC's and consultant team's accounts.	<b>Engagements<sup>1</sup></b> WT Social engagements <ul style="list-style-type: none"> <li>• 116,397 impressions</li> <li>• 6,104 engagements</li> <li>• 5.2% engagement rate</li> <li>• 2,307 link clicks</li> </ul>
<b>Total Outreach</b>		<b>196,831</b>

## 3.2 Engagement Methods

The project team engaged with members of the public through two primary tactics to provide information about the Waterfront East LRT Extension, answer questions, and gather feedback on the materials presented. An overview of the engagement methods and their reach is included in **Table 2**.

### 3.2.1 Virtual Community Consultation

A Virtual Community Consultation was held using Zoom Webinar on Wednesday, April 5, 2023, from 6:30 p.m. to 8:30 p.m. The event included a 45-minute overview presentation and project updates on the full extent of the project. Following the presentation, there was a 60-minute Question and Answer period. Participants posed their questions through the Q&A or raised their hands to indicate that they would like to be unmuted to ask a question. Questions were answered by members of the project team. In total, 122 questions and comments were received before, during, and after the meeting by participants.

The meeting recording and presentation slides were made available online following the meeting for review on the City's project webpage. Resources can be accessed through the following links:

<sup>1</sup> Social media engagements include all retweets, comments, likes, shares, and link clicks on both Twitter and Facebook platforms.

- [Access the virtual meeting recording.](#)
- [Access the virtual meeting presentation.](#)

### 3.2.2 Online Question & Answer Session

A virtual Question & Answer session was held on April 11, 2023 from 5:00 p.m. to 6:00 p.m. as an additional opportunity for individuals to ask questions if they were unable to attend the Virtual Community Consultation. The presentation delivered during the Virtual Community Consultation was not repeated during this meeting, however the Waterfront East LRT Extension overview video was played prior to receiving questions. The overview video is available online:

- [Access the Waterfront East LRT Extension overview video](#)

### 3.2.3 Online Questionnaire


An online questionnaire was made available on the City's project webpage from April 5, 2023, to April 19, 2023. The online questionnaire asked for feedback on the updates to the design of the Waterfront East LRT that were presented at the Virtual Community Consultation. **Appendix C** includes the demographics of participants who replied to the questionnaire.

### 3.2.4 Email




Individuals could email questions and comments to the project team through the online registration page for the Virtual Community Consultation or using the project email ([WaterfrontLRT@toronto.ca](mailto:WaterfrontLRT@toronto.ca)). Questions submitted by email were responded to directly by members of the project team and recorded for inclusion in the TPAP EPR.

The project email will be live throughout the consultation process to receive questions and comments and provide responses to community inquiries.

**Table 2. Engagement Methods Summarized**

Engagement Method	Engagement Activities	Engagement Reach
<b>Virtual Community Consultation</b> 	<p>A Virtual Community Consultation was held on April 5, 2023, to provide an update on the Waterfront East LRT Extension scope of work and gather and answer questions from members of the public.</p> <p>The Virtual Community Consultation (AODA compliant) meeting recording was posted online following the meeting for individuals to view at their convenience.</p>	<p><b>Engaged</b> 384</p> <p><b>Meeting Recording Views</b> 1068 (<i>as of May 25, 2023</i>)</p>



Engagement Method	Engagement Activities	Engagement Reach
<b>Virtual Q&amp;A Session</b> 	A Virtual Question & Answer session was held on April 11, 2023 to provide an additional opportunity for individuals to ask questions about the project.	<b>Engaged</b> 27
<b>Online Questionnaire</b> 	An online questionnaire was developed to gather detailed feedback on the materials presented.	<b>Engaged</b> 150
<b>Email</b> 	<p>Emails, including feedback and questions, were received through the Virtual Community Consultation Zoom registration page and the project email.</p> <p>The project email is <a href="mailto:WaterfrontLRT@toronto.ca">WaterfrontLRT@toronto.ca</a> and will be active throughout the project to receive questions and feedback from the public.</p>	<b>Engaged</b> 18
<b>Total Engaged</b>		<b>579</b>

## 4 Next Steps

The project team will review the feedback provided through this meeting in preparation for an update to City Council in summer 2023. The project team anticipates publishing the Notice of Commencement of the Transit Priority Assessment Process (TPAP) later in 2023 to begin the 120-day consultation and documentation period.

## Appendix A – Detailed Summary of Questions of Clarification

The following questions were received through the Virtual Community Consultation, Virtual Question & Answer session, 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 [WaterfrontLRT@toronto.ca](mailto:WaterfrontLRT@toronto.ca) with the subject line "Waterfront East LRT Extension - Additional Question(s)."

### *Segment 1*

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#### *Union Station*

**Question: Will there be a level crossing at Union Station similar to the one at Queens Quay-Ferry Docks?**

**Answer:** A level crossing at Union Station is not proposed as the crossing distance is longer than at Queens Quay-Ferry Docks Station due to multiple parallel tracks. In addition to safety concerns, adding a level crossing would also pose significant delays to streetcar operations. The platforms at Union Station are accessible either from the Union Station subway platform via a corridor or through the east and west Bay Street teamways (all three of these access points have a dedicated elevator access point).

**Question: Are there any plans to improve safety at the Union Station streetcar platform, including constructing platform screen doors or implementing measures to prevent passengers from crossing the tracks?**

**Answer:** While platform screen doors will not be installed at Union Station streetcar platforms, TTC's streetcar operators are trained to operate the streetcar safely underground, the same as they would at the street level based on line-of-sight approach. In the next phase of design development, different approaches to minimizing un-authorized access will be explored.

**Question: Do you anticipate any issues with the current narrow entrance to the subway from the streetcar entrance? Is there a plan to increase the width of the entrance to address potential congestion and disorder at this chokepoint?**

**Answer:** Current queuing of the subway pathway connection is due to the existing single curved streetcar platform. The new design of Union Station's streetcar platforms eliminates this condition by splitting the passageway around the streetcar curve and creates an arriving and departing platform. This will facilitate the flow of passengers to and from the subway station to the arriving and departing streetcar platforms.

### *Queens Quay-Ferry Docks Station*

**Question: The current TTC standard for entrances requires that two elevators are provided at all entrances, but only one is currently planned for at Bay Street and Queens Quay. Will this decision be reconsidered?**

**Answer:** The TTC's two-elevator standard is required for new stations, retrofitted stations must include at least one elevator, two if feasible. For the current proposed elevator upgrade at the station's west entrance, only one elevator can be accommodated due to existing site constraints. The proposed elevator will meet TTC's latest elevator design standard, which is expected to be more reliable than the existing elevator. In future project phases, an additional fully integrated accessible entrance may be possible within potential development site at 11 Bay Street.

**Question: Where will the access points at Queens Quay-Ferry Docks LRT Station be located?**

**Answer:** Access points at Queens Quay-Ferry Docks station will be located in the same locations that they exist today (a staircase and elevator at the northwest corner of Queens Quay West and Bay Street and a staircase on the east side of Bay Street north of Queens Quay West). Additional access points will be coordinated as part of the future build out of this station, aligning with the redevelopment of adjacent properties.

**Question: When the Harbour Castle Convention Centre is rebuilt, how will it be connected to Queens Quay-Ferry Docks station? Will there be an underground pedestrian walkway connecting Union Station, Queens Quay and the Ferry Terminal?**

**Answer:** Exact details of the connection between the Harbour Castle Convention Centre and Queens Quay-Ferry Docks Station are still to be determined, however the project team is protecting for and will be working to integrate station expansion efforts in coordination with redevelopment of the Convention Centre. An underground pedestrian walkway between Queens Quay-Ferry Dock Station and the south side of Queens Quay was presented in the previous Virtual Community Consultation (in June 2021), and may be considered in future works. An underground walkway between Union Station and Queens Quay is not being considered.

**Question: Will the Yonge Street Slip impact the refurbishment and construction of the Jack Layton Ferry Terminal entrance? How will the access to the ferry docks be affected?**

**Answer:** The Yonge Street Slip fill is intended to maintain vehicular access to the Jack Layton Ferry Terminal, as well as to the Westin Harbour Castle, once the new eastern LRT portal is built.

### *General*

**Question: Will there be additional staff at these new stations?**

**Answer:** Staffing for the new stations will be comparable to what it is today, but with the stations having more space and wider platforms.

**Question: Will the final service plan allow you to travel east-west along Queens Quay without looping up to Union Station, or will all east-west travel require the streetcar to loop into the station?**

**Answer:** During the construction of the Waterfront East LRT, an interim east-west service may be implemented before the construction at Union Station and Queens Quay-Ferry Docks is finished. A decision on the final service plan, whether or not the streetcar will loop up to Union Station before proceeding east-west, has not been made at this time.

**Question: Will the new stations have one or two-stage ramps?**

**Answer:** Station platforms will be built to allow one-stage access when boarding and disembarking. Operators can deploy the accessible ramp from inside the vehicle, thereby providing faster service.

**Question: Do any of the designs include allowing more daylight into the stations?**

**Answer:** Current designs do not allow more daylight into the stations. At Union Station, there may be opportunity to introduce daylight at the loop area, subject to further coordination with the City and resolution of underground utility constraints.

**Question: What will the construction staging plan be for Segment 1?**

**Answer:** The TTC has prepared a video detailing the preliminary construction staging sequence for Segment 1. [Watch the Waterfront East LRT Extension Segment 1 Construction video.](#)

**Question: What measures will be taken to ensure the safety of individuals and prevent hazardous crowding during rush hour or large-volume events?**

**Answer:** During extremely busy periods (e.g. sports events, concerts, summer weekends, and other large events), the stations will be staffed with specially trained station or transportation supervisors who will manage the crowds and minimize any associated disruptions. Additionally, these supervisors will provide support to individuals requiring accessibility assistance.

***Segment 2***

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**Question: Are there any plans to open the non-underground continuous east-west portion before completing the underground sections?**

**Answer:** In order to open interim east-west streetcar service prior to completion of the underground works at the Union Station, at minimum, the tunnel portals along Queens Quay will need to be completed.

**Question: Will the Martin Goodman Trail and sidewalks along Queens Quay have the same layout as the western section?**

**Answer:** Waterfront Toronto is applying lessons learned from the Queens Quay West portion of the Martin Goodman Trail and waterfront promenade to improve these spaces across the waterfront and on Queens Quay East. Notably, Queens Quay East will include a widened Martin Goodman Trail, clearer intersections

delineating the Martin Goodman Trail and pedestrian promenade, and larger planting beds to support the root systems of trees to allow these plants to thrive better in an urban environment.

### ***Segment 3***

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#### **Question: What streetcar routes and connections are planned in Segment 3? Are direct connections to the Ontario Line being considered?**

**Answer:** The 504A King Street streetcar will be extended into the Port Lands and turned around at the Villiers Island Loop. A direct connection between the Waterfront East LRT and the Ontario Line is not planned.

#### **Question: Was a loop of the entire Villiers Island considered?**

**Answer:** Several different alignment options were considered for the Villiers Island loop, including on-street options that spanned greater distances. However, long loop distances and one-way routing posed concerns for TTC operations. In evaluation of these options, it was identified that:

- One way routing creates confusion as to where customers are to wait for stops, and does not provide a clear end point.
- As Cherry & Commissioners is anticipated to be a significant future attraction, a two-way connection at this intersection was strongly preferred.
- Potential conflict points and traffic impacts are most significant in these long-loop scenarios as the tracks will require the most intersection crossings.
- Pedestrian connections become problematic as one way routing require customers to board and disembark at very different locations.

#### **Question: Is there a possibility of extending the streetcar service further south to Cherry Beach?**

**Answer:** An extension further south to Polson Quay was considered earlier in the project, but was deferred in favour of the Villiers Island Loop. The extension to Polson Quay was designed to the 30% level and is still envisioned as part of the ultimate network, however service further south to Cherry Beach has not yet been considered.

#### **Question: What will happen to the Segment 3 loop if the LRT is extended south or east?**

**Answer:** One of the reasons the loop design on Villiers Island was selected is because it can be incorporated into future TTC service planning when the LRT is extended further to the east as envisioned by the Waterfront Transit Network Expansion. This loop will continue to serve the TTC by providing a layby for streetcars or a short-turning location, as required.

#### **Question: Will the buses continue to service Queens Quay East while the Extension is being built?**

**Answer:** Buses will continue to service Queens Quay East while the extension is being built. Adjustments to existing routes (e.g. 65 - Parliament and 75 -Sherbourne buses) may be required to coordinate with construction staging/work areas, however, service levels will be maintained at all times.

**Question: Do the newly built bridges in the Port Lands have space to accommodate the LRT? Will the new transit bridge south of Villiers Island to Polson be part of Segment 3?**

**Answer:** A new dedicated transit bridge is already in place across Keating Channel, which was constructed as part of the Port Lands Flood Protection project. Additional bridges over the new mouth of the Don River (to Polson Street) and the Ship Channel (to Cherry Beach) would need to be constructed through a further expansion of the Waterfront East LRT and are not included in the scope of Segment 1, 2, or 3.

**Question: Are elevated guideways being considered?**

**Answer:** Elevated guideways are not planned for in the design of the Waterfront East LRT as they cannot be accommodated on Bay Street due to the rail alignment and Gardiner Expressway and would create a visual obstruction on Queens Quay East.

***Safety and Accessibility – General***

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**Question: Will all stops be accessible for individuals using a mobility-assisted device?**

**Answer:** All stops, including both underground and surface stops, will be fully accessible. Stop platforms will be level with the floor of the streetcar to provide accessible, convenient, and fast boarding (via one-stage access) for individuals using a mobility device.

**Question: Is WheelTrans availability being considered in the design of the surface segments?**

**Answer:** The design for the project incorporates layby spaces and has been developed with accessibility as a top priority. The TTC has been involved throughout the planning of the surface segments and will continue to provide valuable input as the design progresses. Furthermore, an accessible committee at Waterfront Toronto will also be established to ensure that accessibility considerations are fully integrated into the project. In addition to these efforts, WheelTrans, as a key stakeholder, will be engaged in ongoing consultations to ensure that the design meets the accessibility needs of all users.

***Construction Timeline and Impacts***

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**Question: What is the timeline for construction and project delivery?**

**Answer:** Early and enabling works could begin as early as 2024, with full project completion as early as 2032. Please note this timeline is subject to change.

**Question: What accountability measures are being taken to ensure this project will be completed on time and without large budget overruns?**

**Answer:** Staff are working with City Council to advance the project and take their guidance on adjusting timelines when necessary. To avoid cost overruns, contingencies have been built into the project's budget.



**Question: How will the other projects in the area affect the timeline for early works? (e.g., NPS 20 Pipeline Replacement Cherry to Bathurst Project)**

**Answer:** The WELRT is being coordinated with the various other major projects in the area, with project phasing and implementation being developed to minimize the scheduling risk to the WELRT. The Yonge slip fill is being coordinated with the Inner Harbour West Tunnel project, with no major schedule impacts anticipated. The Parliament Slip fill will be delivered by the Quayside project, with no major schedule impacts anticipated. The Cherry Portal may be delivered later than the rest of the project due to ongoing coordination with Metrolinx, Hydro One, and the Gardiner reconstruction and Lake Shore Boulevard realignment. The Enbridge Pipeline replacement is located on Lake Shore Boulevard and is expected to be complete before WELRT construction begins, minimizing any potential schedule impacts.

**Question: What is the timeline for constructing the Cherry Street rail underpass and the 504A service extension?**

**Answer:** The timing for the 504A extension is still to be determined through the outcomes of the Constructability Assessment being conducted for the project. This connection will require intensive coordination with various other projects in the area, such as the Gardiner-Lakeshore East Realignment, Metrolinx HONI relocation, and Metrolinx signalling work.

**Question: During streetcar track construction, what route will the replacement buses take?**

**Answer:** In a scenario when tunnel portals are under construction, the streetcars may turn back at the Spadina Loop (Queens Quay West and Spadina Avenue) or head west towards Exhibition while replacement buses will be used to continue service to Union Station between Spadina and Bay. In a scenario when tunnel portals have been built and interim east-west streetcar service along Queens Quay is established while Union Station is still under construction, temporary bus service will be provided between Queens Quay and Union Station via adjacent streets such as York and Yonge.

**Question: Are any interim roadworks planned before work begins on the WELRT?**

**Answer:** The Quayside project is expected to deliver the section of Queens Quay East from Bonnycastle to Silo in advance of the WELRT, and the possibility of extending Queens Quay East from Silo to Cherry as an early works project is being explored. While separate from this project, as the development of the [Lower Yonge Precinct](#) proceeds, Harbour Street will be extended from Yonge to Jarvis and made two-way, providing another alternative for a portion of Lake Shore.

***Traffic Impacts and Congestion***

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**Question: How will the construction of this project impact the traffic along Lakeshore Boulevard East?**

**Answer:** The WELRT is coordinating with [Transportation Service's Construction Hubs](#) to minimize the construction related traffic impacts of this project, and traffic modelling work is being explored in order to inform project implementation, phasing, and other mitigation measures. The possibility of extending Queens Quay East from Parliament to Cherry as an early works project is being explored; as two lanes of traffic are planned to be maintained on Queens Quay East throughout construction of the WELRT, this extension could

provide an alternative route for a portion of Lake Shore Boulevard. While separate from this project, as the development of the [Lower Yonge Precinct](#) proceeds, Harbour Street will be extended from Yonge to Jarvis and made two-way, providing another alternative for a portion of Lake Shore.

**Question: What plans and strategies are in place to mitigate and coordinate traffic during construction? Will there be any traffic assistance offered during the construction stages?**

**Answer:** A construction management hub on Lakeshore East will be established to manage the disruptions caused by multiple construction projects in the area. The hub will oversee the various construction projects and consider factors such as varying construction times and the impact on other ongoing projects. Strategies for managing traffic disruptions include implementing turning restrictions and signal timing adjustments. The aim is to balance all modes of transportation to minimize disruption and ensure efficient traffic flow.

**Question: What studies have been done on vehicular traffic circulation? Are there any lessons from other projects that will be implemented?**

**Answer:** As part of the current preliminary design and engineering phase of the project, traffic modelling was undertaken to examine the operation of the revitalized Queens Quay East once built. Traffic modelling with a wider geography is currently being undertaken by Transportation Services, and the inclusion of a scenario or scenarios involving WELRT construction is being explored to inform project implementation, phasing, and other mitigation measures.

**Question: Have any considerations been given to the challenge that may arise when large transport trucks need to make wide turns into Redpath Sugar?**

**Answer:** Yes, the paths of heavy vehicles have been considered thoroughly through a swept path analysis conducted for the project area on Queens Quay West of Silo St. This included analysis of tractor and semi-trailer trucks requiring access to serve the existing Redpath Sugar and Loblaws sites. The roadway geometry will reflect the outcomes of this analysis to ensure safe and feasible movements of these vehicles, and we will continue to coordinate with Transportation Services in this regard.

**Question: Could a layby be considered on the east side of Lower Jarvis Street, north of Queens Quay East, to address the issue of buses, taxis, and other vehicles stopping on the right lane near the intersection and causing gridlock?**

**Answer:** The project team will consider the implementation of a layby in this location.

**Question: Are transit priority measures contemplated for the surface sections (e.g., advance transit signalling, traffic signals that change as streetcars approach)?**

**Answer:** The surface sections will be within a dedicated transit right-of-way and will have transit priority measures (e.g. transit signal priority) similar to existing Queens Quay West streetcar route.

**Question: How will the egress and ingress to side roads and parking garages on Queens Quay East be managed? Are there any plans to install additional traffic lights?**

**Answer:** Several new traffic signals will be added at the intersection of Queens Quay East and side roads, including Freeland, the western Redpath Sugar Driveway, Dockside/Richardson, Bonnycastle, Small/Merchant's Warf, Silo, and Trinity.

**Question: With Bay Street being reduced to two lanes during construction, is there a plan to reduce congestion during peak hours, especially the westbound flow to the Gardiner?**

**Answer:** Construction management takes into consideration all of the other surrounding construction projects and uses a holistic perspective to create a traffic management plan.

**Question: Several residential and office buildings are along Queens Quay East and Villiers Island. Will converting the streets to a two-lanes of vehicle traffic handle the volume of people trying to reach this area?**

**Answer:** The Waterfront East LRT intends to create a more balanced, multi-modal street design that encourages active modes (walking, cycling, and assistive mobility devices) and public transportation through improved pedestrian spaces, trail improvements, and expanded public transit service.

#### ***Pedestrian and Cyclist Provisions***

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**Question: Will the design include pedestrian and cyclist provisions such as access to drinking water or bicycle repair and inflation stations?**

**Answer:** These features are not detailed in the 30% schematic design, however they are included in the list of items for further coordination and study as the detailed design is developed.

**Question: What measures will be implemented to enforce cycling rules and prioritize safety?**

**Answer:** Based on learnings from the pilot project that looked at interactions between pedestrians and cyclists, Queens Quay intersections are being designed to remove the "mixing areas" for people walking and riding bikes. The new design includes greater differentiation between the pedestrian promenade and Martin Goodman Trail. Initial tests from Waterfront Toronto's pilot project have demonstrated that this change has resulted in fewer pedestrian and cyclist conflicts.

**Question: Will a dedicated cycle track be on the Queens Quay East route?**

**Answer:** Cycling is an important mode of travel along Queens Quay East; however, the Martin Goodman Trail is not exclusively a cycle track. Although it is used heavily by people riding bikes, it is a Multi-Use Trail meaning it can be used by runners, skaters, and other recreational activities.

**Question: Are there any design elements that delineate the Martin Goodman Trail from the pedestrian promenade in winter?**

**Answer:** Yes, various additional features have been added to the design to better delineate the trail from the public realm, including in the winter. The Martin Goodman Trail will be grade separated to provide a tactile

separation from the promenade. At intersections, delineation in a similar manner to the Queens Quay West optimizations pilot project is being included to better clarify movements for pedestrians and trail users.

**Question: Are there any design considerations for outdoor activities on the walking promenade during the winter?**

**Answer:** To ensure pedestrians have adequate space on the Queens Quay promenade, activities or events are not planned to take place on the pedestrian route. However, design considerations have been made for winter activations in the surrounding parks and public spaces, including Sugar Beach, where Sugar Shack TO takes place.

***Green Track Pilot Project***

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**Question: Why is the Green Track being tested as a pilot project? If the pilot project is successful, is there a plan to retrofit the other streetcar tracks with green track technology?**

**Answer:** The green track is being tested as a pilot project to evaluate its performance for other operational needs for the transit guideway, including emergency service vehicles and TTC replacement buses. As a part of the pilot project discussions, we will determine the potential areas of implementation for the green track within the Waterfront East LRT project limit. There are no plans to retrofit the other existing streetcar tracks with green track technology.

**Question: How will disruptions to streetcar service caused by overgrown green tracks be addressed?**

**Answer:** Green track operations and maintenance requirements have been assessed as part of our feasibility work to date, and will be further considered as a part of the pilot project. One of the mandatory requirements is to ensure the proposed green track system will not disrupt regular streetcar service.

**Question: If there is an issue with the streetcars, will replacement buses be able to travel on the green tracks?**

**Answer:** The right-of-way for the LRT on Queens Quay East is designed so that replacement buses can use them during a service disruption. The green track pilot will evaluate the performance of replacement buses and emergency vehicles on the green track.

***Project Funding***

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**Question: Which areas of the project are fully funded or approved? Is City Council approval and additional funding required to progress past the 30% Design Milestone? What will happen to the project if it is not approved or funded?**

**Answer:** The project is funded for 30% design development and will need Council approval to proceed with further detailed design development. We will find ways to keep moving the project forward and will look for new opportunities to request funding for the project.

**Question: Would it be possible for Segment 2 to be given priority over Segment 1 and 3, as it appears to be relatively easier to build and have immediate benefits?**

**Answer:** Phasing and implementation options are being explored that may allow for Segment 2 (Queens Quay) and portions of Segment 3 (New Cherry Street to Villiers Island) to open in advance of Segment 1 (Union Station to Queens Quay), and East-West service to be provided. In such a scenario, work at Union Station would proceed concurrently with, but independently of, the rest of the project; work on the new and existing portals on Queens Quay would also be necessary for early East-West service. It is not possible to open Segment 2 (Queens Quay) without the loop on Villiers Island (Segment 3).

**Question: What steps can be taken to secure funding and prioritize the groundwork on Queens Quay East to move the project forward?**

**Answer:** The project has generated significant interest. This project is a key priority for the City's transit infrastructure, and the project team has demonstrated a strong commitment to multi-modal transportation and sustainability. One of the main challenges facing the project is securing funding for the transit component but also the accompanying necessary municipal servicing infrastructure to facilitate the construction of the transit line. Despite these challenges, the project team is actively exploring a range of funding opportunities to support the delivery of this important project.

**Question: How can residents advocate for the project to make it more attractive to potential funders and secure City funding?**

**Answer:** Individuals can continue to express their feedback, support, recommendations, and questions to the project team by email by contacting the project team by email at [waterfrontlrt@toronto.ca](mailto:waterfrontlrt@toronto.ca). Individuals are encouraged to continue to let their Council members know their thoughts on the project.

## ***Housing***

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**Question: Affordable housing was mentioned as part of the redevelopment of Villiers Island. How is affordable housing defined, and what is considered a significant number of affordable housing units?**

**Answer:** Affordable housing is defined based on Official Plan Amendment 558 – for more information about this definition, please visit [toronto.ca/definitions-of-affordable-housing/](https://toronto.ca/definitions-of-affordable-housing/). Discussions about the amount of affordable housing and the provision of affordable and deeply affordable housing are being discussed through ongoing planning work on the Villiers Island Precinct Plan – more information about affordable housing on Villiers Island is available in the [February 10, 2023 Villiers Island – Affordable Housing Update](#).

**Question: Is there a commitment to build affordable housing above any transit stops?**

**Answer:** Construction of housing is not anticipated above any stop as the underground stops are located below Union Station and Bay Street, and the surface stops are located within the road right-of-way.

## *Trees*

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### **Question: What impacts will the proposed planting strategy create on waterfront views?**

**Answer:** There will be minimal impacts on views of the waterfront based on the proposed planting strategy – street trees planted on Queens Quay – exact mature tree height and species selected for planting is still being determined by the design team. Street trees provide valuable shade and other natural cooling benefits in urban areas and reduce stormwater runoff.

### **Question: Will the same underground design for the trees be used for the future public realm?**

**Answer:** Silva cells will be incorporated under paved areas to provide additional space for tree roots to meet required soil volumes for healthy tree growth and root management.

### **Question: Is it possible to create raised areas for trees to avoid damage from winter salting and snowplows, as was an issue on the west side corridor with trees planted at surface level?**

**Answer:** Waterfront Toronto is applying lessons learned from Queens Quay West to its planting strategy, including design elements and larger planting buffers that slightly elevated planted areas from walking and trail areas.

## *Transit Project Assessment Process (TPAP)*

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### **Question: Why did the City and the TTC decide to pursue a streetcar connection to Union Station? Were other options (e.g., people mover, moving sidewalk, gondola, etc...) studied and considered?**

**Answer:** The project team evaluated design, accessibility, and cost considerations in developing a range of potential solutions for moving people from Union to Queens Quay East in 2019 through the Union Station – Queens Quay Transit Link Study. As part of this process, evaluation criteria, including travel time, service reliability, comfort/convenience/accessibility, network integration, local and network ridership, construction risks and property impacts, construction duration, and cost, were considered. A long list of options was shortened to selecting streetcar services and an Automated People Mover. After careful consideration, the streetcar solution was ultimately chosen as the preferred method to connect users within the network. This solution meets the overarching aim of providing a solution that could support the efficient and sustainable movement of people within the network while meeting the needs and expectations of a diverse range of users.

### **Question: Is there a document that includes specific details about the land covered, water area filled-in, and energy use involved in building the LRT?**

**Answer:** Through the Environmental Project Report, a thorough evaluation of the impacts of the project is being conducted. This will include assessment of how the project interacts with the natural environment (including lake fill activities), air quality, noise and vibration, cultural heritage and archeology, and various other areas.



**Question: What are the projected LRT ridership volumes at different times of the day? Is this information available somewhere?**

**Answer:** The potential line ridership is being projected through the Preliminary Design Business Case exercise, which is expected to be included in the upcoming report to Toronto City Council.

**Question: Will any work on a future connection to Bremner Boulevard be completed through this work?**

**Answer:** The Waterfront East LRT does not include any development of a potential new streetcar line along Bremner Boulevard as envisioned in the City's Official Plan, however, the reconstruction of Union Station protects the possibility of this future connection.

### ***Yonge Street Slip Fill***

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**Question: Is the Yonge Street Slip Fill necessary? Are there other options that won't require filling any slips?**

**Answer:** Multiple portal alignment options were considered earlier in the project, and the results of the Portal Location Study were presented in 2021. This included selection of the identified portal location as the preferred alternative due to public realm benefits, improvements to transportation safety and curbside operations, and significant cost savings.

**Question: What is the timeline for completing the proposed park beside Pier 27 condominiums? Will that be after the Yonge Street Slip Fill?**

**Answer:** There is no design or funding for the park on the east side of the Yonge Street Slip yet. It is part of the precinct plan for the area that this will eventually be a park, however, it is not within the scope of this project. The intent is to see the park realized in a similar timeline to the implementation of other improvements to the public realm along Queens Quay East.

**Question: How will this project and the Yonge Street Slip Fill impact existing and adjacent users of the slip (such as the Westin Hotel, Alexandros, and the water taxis)?**

**Answer:** The project team is actively involved in coordinating with landowners at the Yonge Street Slip to coordinate impacts of the slip fill. Operations of the Westin Hotel and water taxis are considered in the design of the slip fill and create a safer condition than today for people on the Marting Goodman Trail by eliminating driveway trail crossings.

### ***General Questions***

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**Question: How will the upcoming municipal election impact this project?**

**Answer:** The project will continue under the previous direction provided by Council. When a new mayor is elected, they will be briefed on this project.

**Question: How will access to water taxis be impacted?**

**Answer:** The project team will continue to look at access points and general traffic flow. There may be an opportunity to relocate or enhance access to the water taxis and Toronto Islands.

**Question: How are the needs of dogs taken into consideration in the design of walkways where concrete and gardens are typically off-limits?**

**Answer:** The future Queens Quay is being designed in a manner which connects directly to many dedicated facilities for dogs, including through fenced off-leash areas provided in many of the new parks along the waterfront, as well as through residential developments. The intention with this approach is to provide dog-friendly facilities in the places most convenient for where they are required, and in close proximity to residential areas.

**Question: Is there a plan to implement a noise standard for the streetcars?**

**Answer:** The TTC is actively engaged in managing noise issues associated with its operations. Various methods, such as lubricators and regular maintenance activities, are employed to minimize noise levels. Additionally, the design of the track alignments in various segments has been optimized to minimize noise emissions.

**Question: What designs are planned for the east and west portals? How are public art and cultural spaces being integrated?**

**Answer:** The canopy designs for the east and west portals presented in Summer 2021 has been deferred for construction at a later date and have been removed from the scope of the Waterfront East LRT funding package for the time being.

**Question: Are there plans to maintain or enhance historical Toronto landmarks along the waterfront, such as the monument to Yonge Street?**

**Answer:** The project team is exploring opportunities to maintain, enhance, or move within context important landmarks along the length of the corridor, such as the monument to Yonge Street.

**Question: How are climate and sustainability considered in this project, particularly for circular economy provisions for the LRT corridor?**

**Answer:** Through the Environmental Project Report, a thorough evaluation of the impacts of the project is being conducted. This will include assessment of how the project interacts with the natural environment (including lake fill activities), air quality, noise and vibration, cultural heritage and archeology, and various other areas.

## Appendix B – Qualitative Responses

The following appendix provides the verbatim comments received through the public meetings and online survey. Responses are organized by category.

### *Public Meeting Comments*

- There is a pressing need for transit services on Polson Street and connections to the Leslie Barns area.
- After the completion of the Yonge Street Slip, Queens Quay East can no longer be considered a waterfront location except for the area around Sugar Beach.
- A lot of streetcars turning at the portal produce a loud screeching noise.
- For transit to be reliable, challenges such as traffic interference with grade tracks, unfavourable ground conditions, and complications arising from utility repairs and installations need to be addressed.
- Traffic management is critical along Queen's Quay East, particularly near Parliament Street, as the area experiences frequent traffic gridlock during rush hours. With the LRT construction, the situation could worsen, resulting in a traffic nightmare for residents in the East Waterfront area.
- Development has resulted in a significant increase in traffic along Queens Quay, and driving access along this area will become intolerable for residents living on Queens Quay. Reducing the road to one lane will exacerbate this problem.
- The LRT is not sustainable when considering annual parts, maintenance and the amount of electrical energy waste compared to alternatives like Trellis Transit. The proposed design also fills in and occupies a significant amount of land.
- An elevated Trellis micro rail network would free up land for trees, walkways, and bike paths and eliminate noise and vibration problems. There would also be no need for tunnels, tunnel expansion, or filling in areas of the harbour.
- The new tunnel should be abandoned.
- There is an urgent need for the Waterfront East LRT to be built as soon as possible to meet the transit requirements of the fast-growing population.
- Bring back the canopies. Infrastructure should be beautiful as well as functional.
- Having two elevators is preferred over having one high-capacity elevator. If one of the elevators is unavailable, having an alternative accessible option becomes highly valuable. This is more practical and efficient than having only one high-capacity elevator that can potentially break down and leave users stranded without any accessible options. Including two elevators ensures that there is always a reliable and accessible option available to users.

### *Union Station Streetcar Loop Comments*

- Preferred figure 1.
- Given the scale of the drawings, the inconsistent colouration between them and the different scale, this question is largely pointless.
- Great amount of additional platform areas and accessible entrances/exits.
- The choke point between LRT and subway platform is unchanged. This will get very crowded in any delay. There needs to be a new entrance from LRT to NW subway platform to Vaughan.
- No, it's great! I love the multi-use tracks and it creates an amazing connection between Union Bus Terminal and Union Station.

- The new design doesn't look much different than the old except the deferred NW entrance, which is still important in my opinion. I wonder if there is any easy access between two ends of the streetcar paid area to make it not time consuming from travelling between streetcar stops and their opposite entrances?
- I don't have a strong opinion on this issue.
- The narrow corridor between streetcar loop and the subway station is unchanged. It is always crowded during rush hour, it's better if it is widened.
- Still a bit unsure how boarding and deboarding will work here. Will the two east platforms be for deboarding, and the west ones be for boarding just like it currently is?
- Please build this streetcar extension. Thank you.
- I think you underestimate the numbers of people who use the waterfront during peak periods and how much that will increase as people economically recover from the pandemic shutdowns. It doesn't look big enough to accommodate lots of people.
- Would like another direct connection to the new Bay Concourse, closer to Front Street.
- The different graphic design of the 2 figures makes them confusing to compare.
- It's unclear from the design whether the bidirectional platforms will address the flow of foot traffic from the subway to the streetcar and vice versa.
- Love the transparent section and interior artwork in the renderings of the Union loop.
- Long walk for people with mobility issues who don't use wheelchairs (great distance to/from subway). Rest areas (seats) may be needed.
- It seems very impractical for passengers who need to access a platform on the opposite side to have to walk all the way around the loop. There should be a way for people to cross the tracks similar to Queens Quay station.
- The northwest entrance to Union Station should be created.
- So excited to have this in play. It will make a huge difference to the future of the waterfront neighbourhood.
- During rush hour, there is a long line up to access the streetcar loop. Will this new design address the crowd problem? Will this design allow folks to access the streetcar they need to access? (Last week the crowd prevented me from accessing the Spadina car.)
- It is almost impossible to tell the difference between the two renderings. They look very similar to the average person.
- I love the silver tile on the pillars.
- Eliminating the northwest entrance may cause congestion at the top of the loop.
- Extends the distance that must be walked to connect to and from the subway.
- Ramp access. Cannot rely on elevator for accessible needs.
- Removing the Northwest Entrance means circulation, accessibility and connections are demonstrably worse than the original iteration of the plan.
- The connection to the Subway needs to be expanded at least 2x. The storage/mechanical rooms to the east. Even 6-8 feet would future proof this incredible cost.
- Glad to see multiple platforms and connections. Also, glad to see provisions for the future Bremmer Line.
- This is top-notch transit integration and the City should build it as soon as possible.
- Need a second accessible access point on the east side of Bay St and Queens Quay.
- Let's just start building it - too many delays!!

- I'm of the view that the northwest entrance is probably needed at the time of the new station opening, building it later could add unnecessary costs. Something I feel should be given cursory examination (not scope creep) is the need for additional room on the Union subway platform to which the loop is connected. The examination should be done with an eye to futureproofing and coordination, should there be any space that can be added.
- There needs to be enough room and movement to avoid bottlenecks and passenger overflow. It seems to work well as it avoids the boarding in roundabouts which can cause other issues. What is being done about noise from the rail wheel interaction on curves?
- I am concerned that the pathway to/from the subway platforms will be insufficient to handle future increased passenger volumes.
- Northwest entrance removed.
- The connection between Line 1 (NB towards Finch) platform and the LRT platform shall be widened. It is particularly common today that this passageway is crowded with people. Widening it will enable passengers to transfer more easily with Line 1.
- Only concern is a greater need to widen the passage to Line 1 TTC to and from the streetcar loop.
- Needs more access to the loop and could be a longer travel time to/from the loop, but a huge improvement over what there now.
- Why have you chosen not to put level crossings at the union loop? Will the breakout wall for potential Bremmer line still be included?
- If the numbers using the interchange highlighted in the video are to be believed, then the lack of the northwest entrance in the first stage is detrimental to passenger circulation. It will be like Union subway station before the rebuild, not a good position to be in.
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### **Queens Quay-Ferry Docks Station Comments**

*The project team acknowledges that an incorrect figure was initially included in the survey on this question when it was published on Wednesday April 5, 2023. The figure was corrected by staff on Tuesday April 11, 2023.*

- It is short sighted to remove the second elevator from Queens Quay station and to remove the pedestrian tunnel to the ferry terminal, as the ferry terminal connection is critical for intermodal connectivity, especially if the City or a private firm were to expand ferry services on Lake Ontario in the future. It is less than ideal to have a platform only designed for a single 30m LFLRV while depending on an at grade transfer sets a cap on the frequencies that can be operated without inhibiting passenger movements into/out of the station. Construction and expansion on the streetcar tunnel to Bay Street including Union Station loop and Queens Quay - Ferry Dock will be the slowest and most expensive part of the project because of the complex underground infrastructure, density of development and foundations, and pedestrian and transit traffic in the area, thus we should future proof designs for the next 50+ years so we don't have to go back in for more construction. Part of the reason for the big expansion at Union Station Streetcar loop is correcting the wrongs of the past because the original early 1990s loop was built way to small and claustrophobic with a curved narrow platform.
- It might actually be useful if the differences/changes were called out or highlighted.
- Previous design with space for two streetcars and pedestrian tunnel would have minimized the number of passengers crossing the tracks in front of a streetcar, which is both dangerous and will result in delays on busy days.

- Would be great to have a direct link the south side of Queens Quay to reach the ferry terminal, this would reduce heavy overcrowding of the area in the summer.
- Nothing has changed. It looks like existing station.
- The east entrance should be larger to create less of a bottleneck.
- It is sad to see most of the expansion work in QQ station got deferred. I'm worried delaying the pedestrian tunnel will keep or make it worse for the traffic issue at that intersection. It'll be even better with enhanced access to east entrance so I hope good news will come from development at 11 Bay very soon.
- Glad tunnel to ferry is gone - too scary with surge of people.
- The previous design concept was much better as the level crossing at the south end has very poor sightlines. Also, removal of the space for a second streetcar to occupy the platform will lead to backups on Queens Quay before the turn.
- Sounds good build it quick.
- It's unfortunate that the design has been scaled back. I hope future plans proceed quickly and include the previously proposed upgrades.
- The elevator at that entrance now is way too small -will you be putting in a substantially larger one? And will you be addressing all the people who keep riding free through this portal by putting a presto tap on the elevator? Why do they ride free, and I pay \$156/month? You really need to address the fact people ride free all the time.
- The old design was more simpler and more accessible in my opinion. Traffic flow from the first design would work out better.
- Surprised there wasn't more emphasis/improvement to the northbound platform access.
- With keeping the same amount of space as there is currently in the station, the station will be very crowded in the peak summer months, which can feel scary, and may lead to a backup of disembarked passengers, especially families with scooters wanting to go to the Toronto Islands.
- I do not see the link between the identified comments / improvement priorities and the re-design to allow two more street cars. Concerned about associated additional costs and time delays vs. benefits from have station platforms twice the size.
- Reinstate the grade separated track crossing underpass, at grade platform crossing is a safety concern.
- Figure 4 is the wrong graphic, but this station seems fine.
- The whole point of refurbishing this station was to also connect to the south end of Queen's Quay and the ferry dock. Return the pedestrian tunnel and create an entrance on the south side of Queen's Quay and Bay for direct access to the ferry terminals and the waterfront.
- You put the wrong image for the current design for Queens Quay.
- The proposed integrated access to street level is needed especially during the summer months. The current elevator is not enough to handle the volume of strollers, wagons, and those with accessible needs during the busy season.
- It's a shame the tunnel to the ferry docks is being cut. (The survey contains the wrong image for the 'revised' design.)
- Current Concept Design image is of Union Station not Queens Quay Station.
- Figure 4 shows the Union Station loop again, not Queens Quay - Ferry Docks.
- No way of telling the difference. Figure 4 is the same as Figure 2. Aside from that, if the changes are similar to how the changes were managed for Union Station, then you are on the right track.
- Better access to the ferry docks would be good without having to cross Queens Quay at street level.



- Figure 4 is incorrect - shows Union instead of Queens Quay.
- I don't know because you put a picture of the newest iteration of Union Station in Figure 4.
- A connection to the ferry terminal would be beneficial. Also, the orientation of the stairwell is exposed to the elements as someone who used that current stairwell daily it floods now, requires a shelter, or incorporated into the building.
- Not sure what it was revised from, but the proposed design looks fine.
- Needs another elevator in case of breakdowns.
- I think you're showing the wrong image for figure 4.
- Figure 4 does not show the correct image of the QQ-Ferry Docks Station design. Having said that, the concept design really should include an interior connection to 10 Bay St.
- Revised figure 4 seems to be the Union Station stop, not Queens Quay.
- The design should address connections to the ferry docks now.
- Clearly, in effort to reign in costs, as well as deal w/delays to any 11 Bay project many important elements have been deferred here. I concur w/coordinating with 11 Bay but am concerned about serious risks of crowding and a station that simply doesn't meet existing let alone future demand.
- What is being done to address noise of trains on curves. Current solutions do not address additional wear of vehicles and db levels for passengers and operators.
- Incorrect image shown for proposed. It's union station.
- Wrong photo for current design!
- Figure 4 is wrong. It shows the Union Station loop, not the Ferry Docks Station.
- It bad for those who needs to use the single elevator if it is working as well moving riders in/out of the single car platform.
- Is a double elevator not possible? Also figure 4 is not the right image.
- Figure 4 is incorrect.
- The picture above shows the Union Station loop again. I understand from the presentation there will still only be one elevator at Queens Quay station. Two would be better.

### ***Segment 1 Comments***

- I would have liked to see an underground pedestrian walkway from Queens Quay to Union Station.
- What are you doing to address noise levels on curves on track? How can companies that specialize in green track from Europe get involved in the pilot program?
- Leave it to TTC and the City ability to fund it as well their own timeframe to build it.
- Why was the additional station entrance at south side QQ near Jack Layton Ferry omitted?
- How will this segment deal with cars that drive into the underground tunnels?
- I disagree with the comment about de-scoping this. Cost could be substantially reduced by running a streetcar on the surface of Bay Street, eventually north to Bloor, requiring the east portal to be added, then have cars selectively enter the current union station loop, run through westbound, or turn up Bay, depending on the selected branch. Union would then only need to be modified to improve circulation, but not massively expanded.
- It would be nice to also include network signals at QQ station to make it safer and easier to look up the schedules.
- The substantial pairing back of the Ferry Docks station is disappointing. While development may not be proceeding at 11 Bay, the elements directly under the road should still be undertaken during the shutdown for construction.

- Ensure there is elevator access on both the west and east side of Bay Street.

### ***Segment 2 Comments***

- Are the stop locations finalised? I see there is a large gap around Cooper St, and the number of stops is less compared to King St. Wonder if that will cause overcapacity to other stops.
- I really like the strategic use of plants to separate the bike lane from the pedestrian sidewalk.
- The FAQ response to the Villiers Island on street loop is not strong enough. The streetcar should be installed and operational from first occupancy. There is clear evidence from other jurisdictions that providing public transit from the day of first occupancy ensures that transit is the mode of choice, there is little or no need for Smart Commute projects (and their cost) to initiate modal shift and diminish churn.
- It is unclear how this design deals with the winter, these trails should either be maintained with snow removal or have technology that melts snow/ice and moves it, there are also sections of the existing trail that get flooded when it rains where are the sewer systems to catch and prevent this flooding.
- This should be built as early as possible so that area residents can get some benefit as the neighbourhood densifies, not wait another decade for Union to be done.
- What will be the car traffic speed on the roads? Will there be enough pedestrian crossings to ensure safety and reduced speed throughout?
- Need larger trees from day one.
- Will transit vehicles be able to hold the lights green for longer when approaching a light? (actual transit priority signalling). And will the stops be on the far side of intersections as I believe this is accepted as the better option when paired with the afore mentioned signal priority.
- Will there be enough pedestrian space next to Redpath?

### ***Queens Quay East Comments***

- Pedestrians walking into or crossing the Martin Goodman Trail create a lot of conflict for cyclists, so much that we try to avoid the route when cycling west.
- Minimize the number of stops and use strict transit signal priority to ensure vehicles are not stuck at red lights or waiting for turning traffic. Streetcar stops should have shelters, benches, ticket machine, and next streetcar displays like modern stops on Lines 5 and 6. Consider heated stop pavement so that stops don't have to be shoveled of snow or piled with salt.
- This section of the Martin Goodman Trail is overcrowded already now on many days, and joggers additionally make it unattractive to use as for cycling other than leisure. There should be a separate cycle path not for use by pedestrians, including joggers, wherever possible.
- Love the modern design!
- Please don't have the Martin Goodman Trail and the pavement cross each other repeatedly.
- I strongly wish for plantings between the streetcar rails of hardy plants. Much more green is needed here. I want to see West8 vision implemented.
- The vegetation will need to be such that it will sustain heavy traffic. In QQ west, a lot of the areas have pebbles which are receding and not well maintained.
- Put speed limits on the bikes please!! They come racing along the pathways and very slow people like me get nearly mowed down or sworn at - and I always use a crosswalk! There needs to be speed limits for bikes and e vehicles that use the trails and that includes the scooters.

- Looks great. One important tweak is that those benches should really have back support. We have a growing population of elderly and disabled Torontonians who can't sit without back support.
- Remove/severely limit cars on Queens Quay East and West.
- Please push for track greenway.
- Any alternative lower cost options were assessed to improve the ROI?
- The more greenery, the better. Something that's lacking on the Queens Quay West line.
- More clear signage could be helpful in separating the multi-use trail from the sideways - e.g., permitted types of vehicles on the trail.
- A lot of the trees are dying on the portion that already exists, the little plants that are planted tend to get walked over by tourists who aren't paying attention the current design doesn't prevent people from trampling the plants.
- Very concerned about the quantity and size of trees being planted around Yonge slip will block view of water for people walking on QQ and people living in surrounding condos.
- Please replicate this design in other parts of the city. There is not enough green space on the streets and raised crossings/intersections are a must. Maybe King Street could get similar treatment.
- Redpath has fence that is so close to the street it restricts the space of the sidewalk. This fence needs to get pushed closer to the lake.
- On crosswalks not intersecting the streetcar tracks, I would like to see raised crossings for pedestrians and cyclists to prevent erratic driving and speeding.
- I still think the design could be greener, and could incorporate smaller scale retail, as well as seating.
- This segment must be the priority given the already built density in the area and further extensive additions to that density.
- I don't know because you didn't provide any pictures of the original iteration of the design for Queens Quay East for me to compare. How am I supposed to know the past iteration if you don't show me?
- Glad to see the learnings from QQ west being acted upon here.
- It seems to encroach on the sidewalk - smaller station - more space for people not the building.
- Would love to see grass on top of the tracks.
- Have the City resurface QQ between Bay and Quayside as we cannot wait until Segment 2 is funded.
- QQE separation between the Martin Goodman trail and the promenade should be extended to QQW once installed on QQE.
- Really, really good work, don't value engineer a thing!
- How do you ensure the planters being installed will ensure sustainable plant growth without the effects of heavy salt and poor maintenance? Has the City learned better ways to proper vegetation maintenance and growth? We see what happens on Bloor and other streetscaped areas in the city and they have been failing within 5-10 years. How will the city be accountable for the survival of these plants and trees?
- Create little European style square when people can seat and gather during spring and summer months.
- Mature, hardy, all season trees and plantings are very important. Please consider these in the final design and look to Trillium Park for inspiration on how to landscape thoughtfully.
- Needs to deal with speeders cycles and those who refused to stop for the red light as well pedestrian who fail to obey how to cross the ROW and the cycles path.
- The picture above looks great but there wasn't enough information during the presentation to answer these questions.

- They look lovely! A truly substantial improvement over the hostile pedestrian environment of today.

### ***Segment 3 Comments***

- Build the extension and connection through to Broadview Avenue Extension and East Harbour Transit Hub now.
- With regard to phasing, if high-quality transit arrives only years after residents have moved in, they will have established mobility patterns that do not involve transit but may rely more on private cars.
- This is a perfect route and I'm so happy it's getting done!
- Given 504A extension will be deferred, a plan to improve the pedestrian accessibility along Cherry St from the closest streetcar stop to Distillery will help a bit.
- Why are you not running the LRT to the International Ferry Terminal? It really needs to run to the terminal not only for the staff but to increase tourism. If people coming to Canada by ferry know they can just step off and take the TTC straight to the hotels along the waterfront it would encourage eco-travellers to come to Toronto.
- Build this NOW, open at same time as Segment 2, or earlier to continue 504 south to Villiers Island a.s.a.p.
- Where is the map/plan on this webpage? Why isn't there one, like for Union Station and Queen's Quay?
- Villiers Loop is planned to go around houses, as we know when streetcar turns it creates noise, I would suggest to make the loop around a commercial building or around trees like on Bastion street station of 509/511 street cars.
- I am very alarmed by the current approach to addressing the 509, 510, and 511 streetcar disruptions. Having literally no alternative (partial routes are not an alternative) for routes people rely on in what would otherwise be a transit desert is unacceptable.
- It's worth the investment!
- The priority during construction should absolutely be maintaining some degree of service for the 509 and 510. They facilitate a lot of traffic on the west side of Lakeshore.
- The Villiers Island track should be built as soon as practical and operate via Cherry Street and King Street (either to an on-street loop downtown or extend to the Dufferin Loop). Catch the new residents from the moment they move in, a Smart Commute project to initiate modal shift is not value for money. Streetcars on Villiers Island from day one - streetcars for the residents, streetcars for the visitors to Cherry Beach. Look to the former north-south streetcar routes, east of the Don, is there an opportunity to raise the permeability and connectivity by connecting this new community to the north e.g., Villiers Loop to King via Cherry, east to Queen, East to Coxwell, then north on Coxwell to a new loop at Main subway station.
- Immediate building of the cherry st rail underpass should still be part of the preferred initial build.
- It doesn't connect to any of the new subway stops for Ontario Line and therefore doesn't seem to be well thought out.
- Unclear if the 504A extension/Cherry Street underpass can be operational before the completions of Segments 1 and 2.
- This is too far in the future. The streetcar must precede the redevelopment of the port lands or else we will bake in car dependency for a generation of residents.
- Service should precede the occupation of the newly created housing to provide transit to workers and residents on day 1.

- This is a fantastic plan connecting everyone to this new area.
- Build with signal priority.
- Why are we still massively building so close to the water since climate research already predicts a substantial rise of water levels and flood events worldwide?
- Just hurry up and get the project under way. Enough consultations!
- Seeing it sooner than the plan late date.
- From the images presenting at the public meeting, it looked like too much road space is being given to private cars. This area is prime for being a car free or almost car free neighbourhood.

### ***Key Priorities Comments***

- Prioritize travel times when compared to cars, this should be a rapid transit project.
- Build this as quickly as possible, start work now.
- 1. Traffic issues: Both during construction and after project is finished. Waterfront East will be a high-density area, and I hope very much reducing QQE into 2-lane road will not make the bad traffic even worse. Will be great to have traffic studies as proofs; 2. Direct transit to subway stations: I hope WELRT can connect both ends directly to subway stations e.g. East Harbour to divert passengers into both directions; 3. Replacement buses: I don't see a detailed plan of interim bus route during Scenario 1, but I hope the area around Harbourfront Centre can be covered, and the service can be extended a bit to both ends so that passengers don't need to transfer many times.
- I like these priorities.
- Would like to see QQE rails in place before tunnel complete so QQW service can continue east.
- Protect for future capacity expansion, such as double length 60m LRVs, and minimize or eliminate the need for future underground construction and closures. For example, have elevators for BOTH platforms at Queens Quay - Ferry Docks with a separated pedestrian cross passage between the platforms so that people don't have to cross the tracks. Design for double berthing of streetcars as this station will have to cater for streetcars every couple minutes with the combined frequency of Harbourfront, East Bayfront, and Spadina streetcars. Use green track and double point switches with points indicators as is modern best practice. There should be NO SLOW ORDERS for streetcars on this route.
- Ensuring that transit is built to run efficiently, and that the LRT will actually be faster than the busses it will replace.
- Transit signal priority.
- Ensuring the greatest amount of transit node integrations as possible.
- Quality of public realm must be top notch as this is our waterfront. Don't cheap out.
- Minimizing disruptions in future by doing the Ferry Docks station expansion now.
- Getting built quick.
- How are you going to enforce payment on the TTC? So many people are taking advantage of the system already and not paying - they just walk into the stations and on to the streetcars and not pay. Why should the taxpayer be burdened with freeloaders not paying their share? How will you address this?
- The timeline of 2032 is too long for what effectively is just streetcar tracks. That timeline should include the Commissioners to Broadview connection to serve East Harbour, and even better to complete the connect to Leslie Barns to lessen the pressure on Queen East.
- Keeping and installing as much green space as possible. The large amount of concrete buildings on Villiers Island is unfortunate.

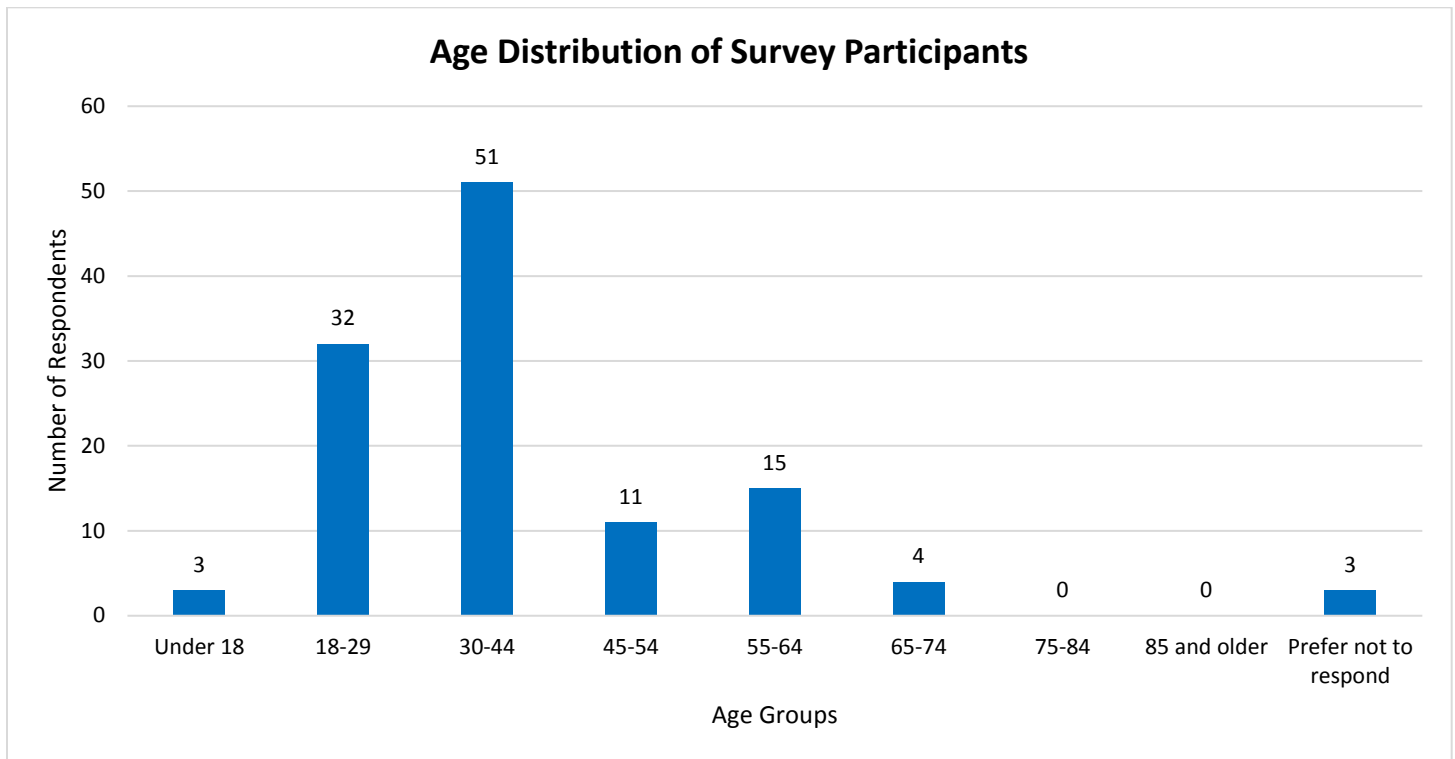
- I strongly support connection to the distillery loop and extending 504a line.
- The cost is acceptable to me for the value of the connection it will provide, this project should receive sufficient funding to avoid major, problematic compromises.
- Not letting it be cancelled.
- Building infrastructure with a mind to how easily it can be maintained. It is a known struggle for the TTC to receive operational funding support. Yet another multi-billion-dollar construction which will fall into disrepair in a decade is hardly what the city needs.
- Full signal priority for the streetcar above cars and everything else. Needs to run as fast as possible so that it can be a useful commuting option, not just a scenic voyage. Seriously consider the amount of stops so that they're not too bunched together.
- The access and connectivity isn't as much of a priority as it should be. The northeast passenger access needs to be a first stage build. Villiers Island on street loop must be available from as early as possible, in time for first occupancy of residential units, and connect to the system via Cherry Street until the route via Queen's Quay comes on line.
- Lower the cost.
- Delivering the design - too often in Toronto we are presented with lovely designs and then cost cutting delivers substantially less than promised. Maintenance - even good execution is usually followed by inadequate maintenance.
- Pedestrian safety/priority.
- signals optimized for transit rather than vehicles.
- Highly favour getting this done asap but keeping in mind future opportunities for additional connections.
- The new line should also tie into other new infrastructure such as the subway stops on Ontario Line.
- Maximizing housing development along the corridor (and East Harbour/Port Lands)
- Ensuring the space and realm is safe at all times for everyone, it is built through an equitable lens, built using environmentally friendly and innovative technology.
- Seeing how long projects like this, and the Cherry St development, are taking, one really wonders how entire cities every got built. It's taken years to reach a 30% design completion. This thing won't get done until 2040 at this pace.
- Ensure transit and active transportation have priority on these routes.
- Queens Quay should connect with Lakeshore east of Don River for future expansion of LRT. Current design of Gardiner East redevelopment shows Queens Quay turning into dead end just before Don River.
- Already mentioned but ensuring that the new streetcar lines are operational before people begin moving in is important, so they learn to rely on it.
- From that list you'll have to pick some, can't have them all.
- Build for long term capacity at Union Stations and model for significantly higher waterfront transit usage to see if the three-way streetcar intersection will work with a high vehicle throughput.
- Build it faster!
- Get it done asap.
- Build for durability and simple operation where possible.
- Ensure the streetcars run on schedule. Often no 509/510 for long periods than multiple all at once.



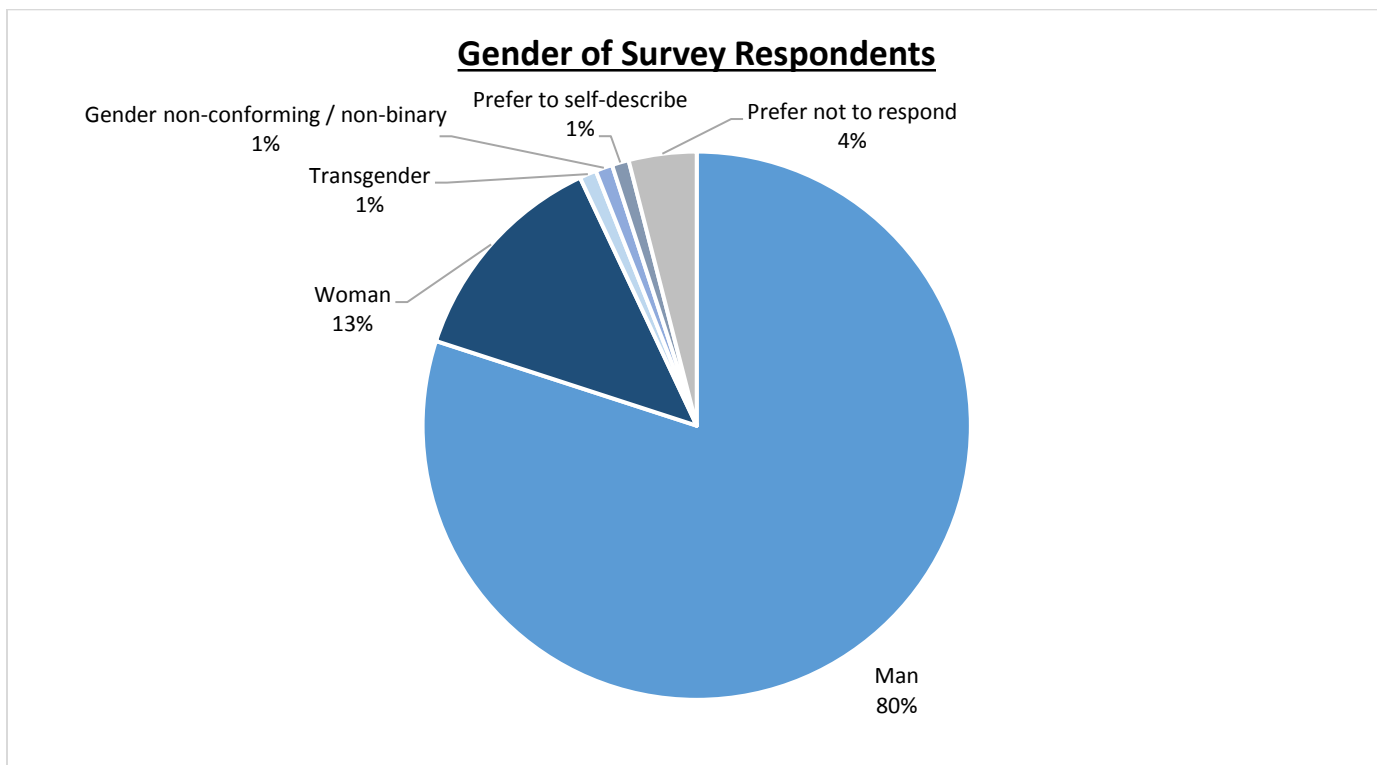
- Public accountability or lack thereof seems to be an overall challenge not easily met. Thinking of other ongoing and prospective projects: Metrolinx as builder, TTC as operator. (I am a downtown resident who loves travelling for work, shopping, and leisure by streetcar.)
- Integration of QQ-Ferry Docks Station with 10 Bay St and provision for an interior connection with the Layton Ferry Docks.
- I suspect the funding of QQ will be way behind addressing the Gardiner and Lakeshore. All of it needs to be done.
- Having it completed as soon as possible is a priority.
- Why not extend access underground to the ferry terminal so users don't have to go up and cross the street?
- Building transit before people move in: transit first, which is why you need to start construction.
- Noise levels on rail curves. Opening procurement for pilots for the green track to specialized firms in green track technology. How does one participate in the green track pilot?
- I also agree this line needs to be built as soon as possible.
- Build as soon as possible.
- Time to fund the east-west line first to have it up and running by 2028, not as planned.
- Getting this transit line built as soon as possible.



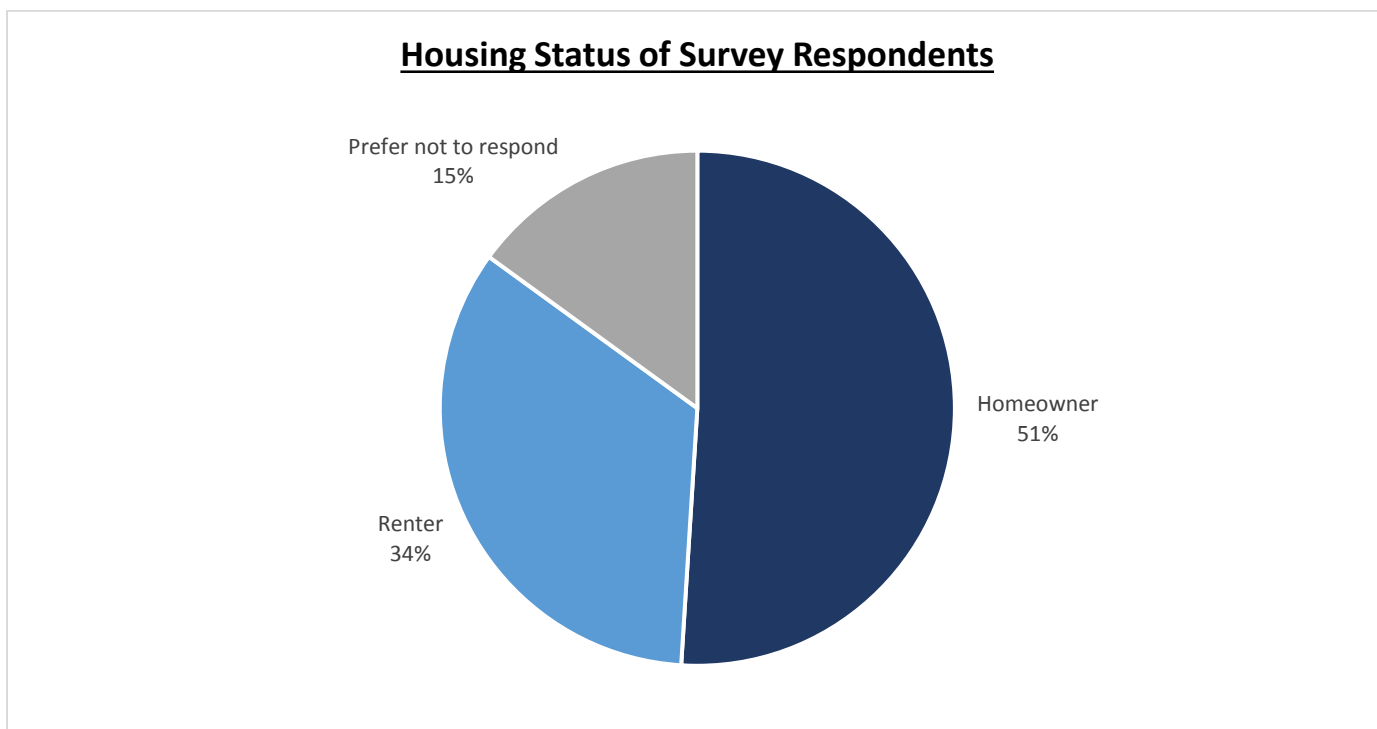
**What is your age? (Single Choice) [119 respondents]**



## How would you describe yourself? (Single Choice) [117 respondents]

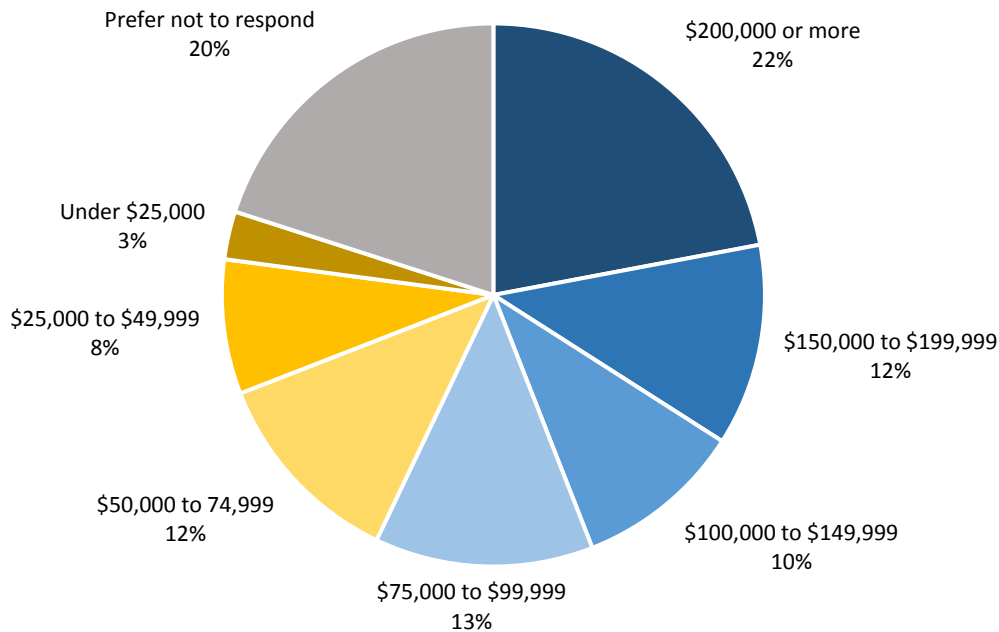


## Are you a homeowner or renter? (Single Choice) [117 respondents]



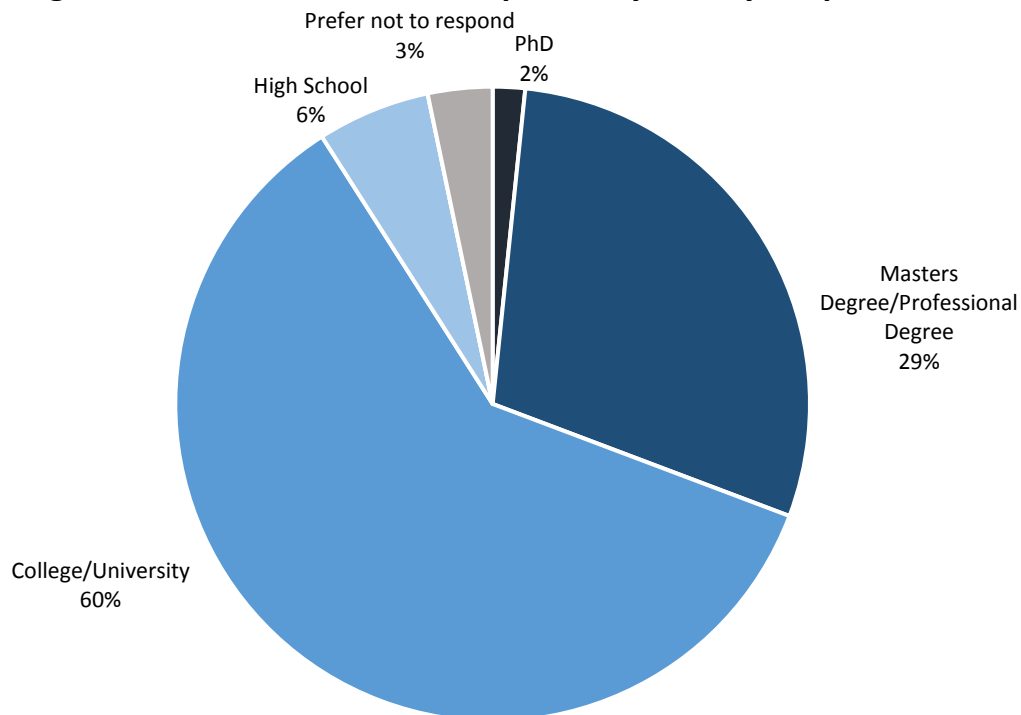
## What is your household income? (Single Choice) [140 respondents]

### Household Income of Survey Respondents

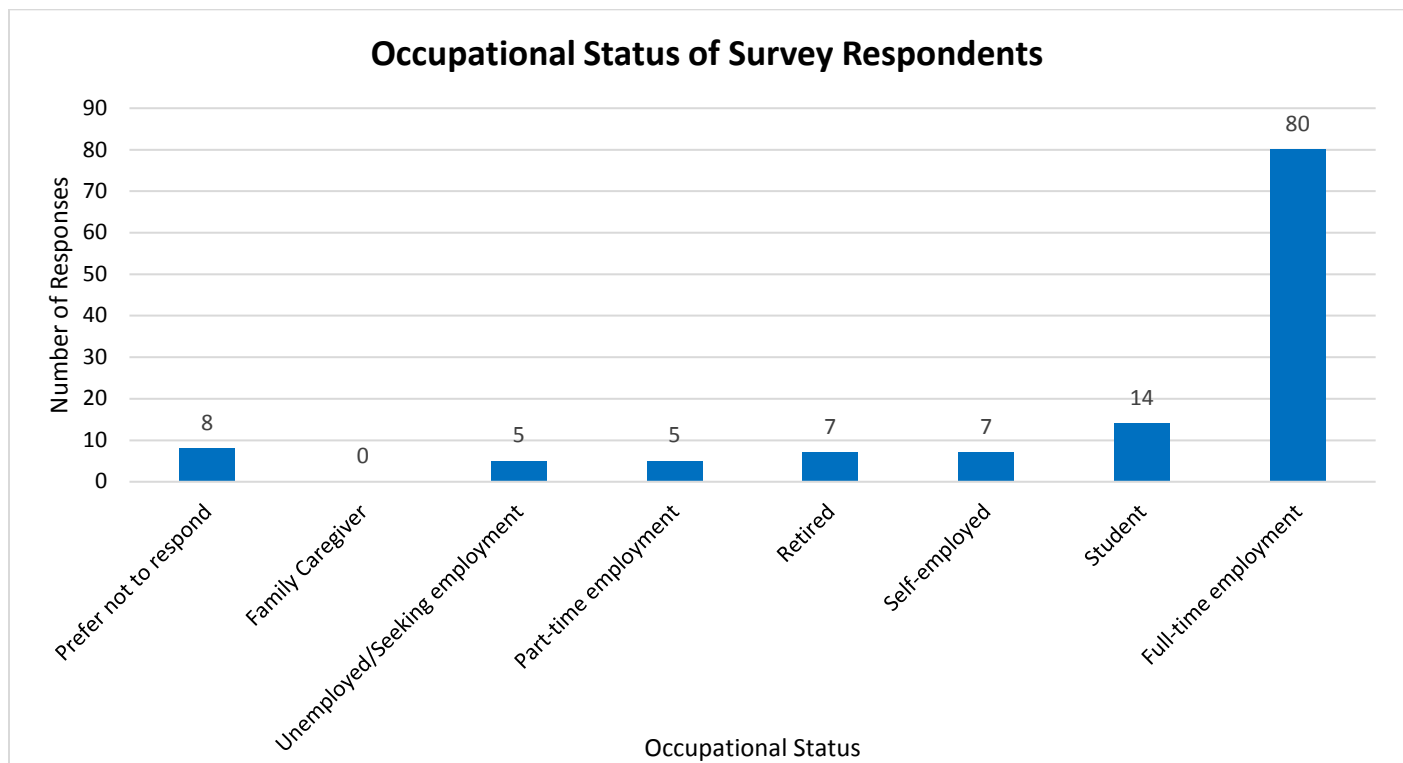


## What is your highest level of education completed? (Single Choice) [122 respondents]

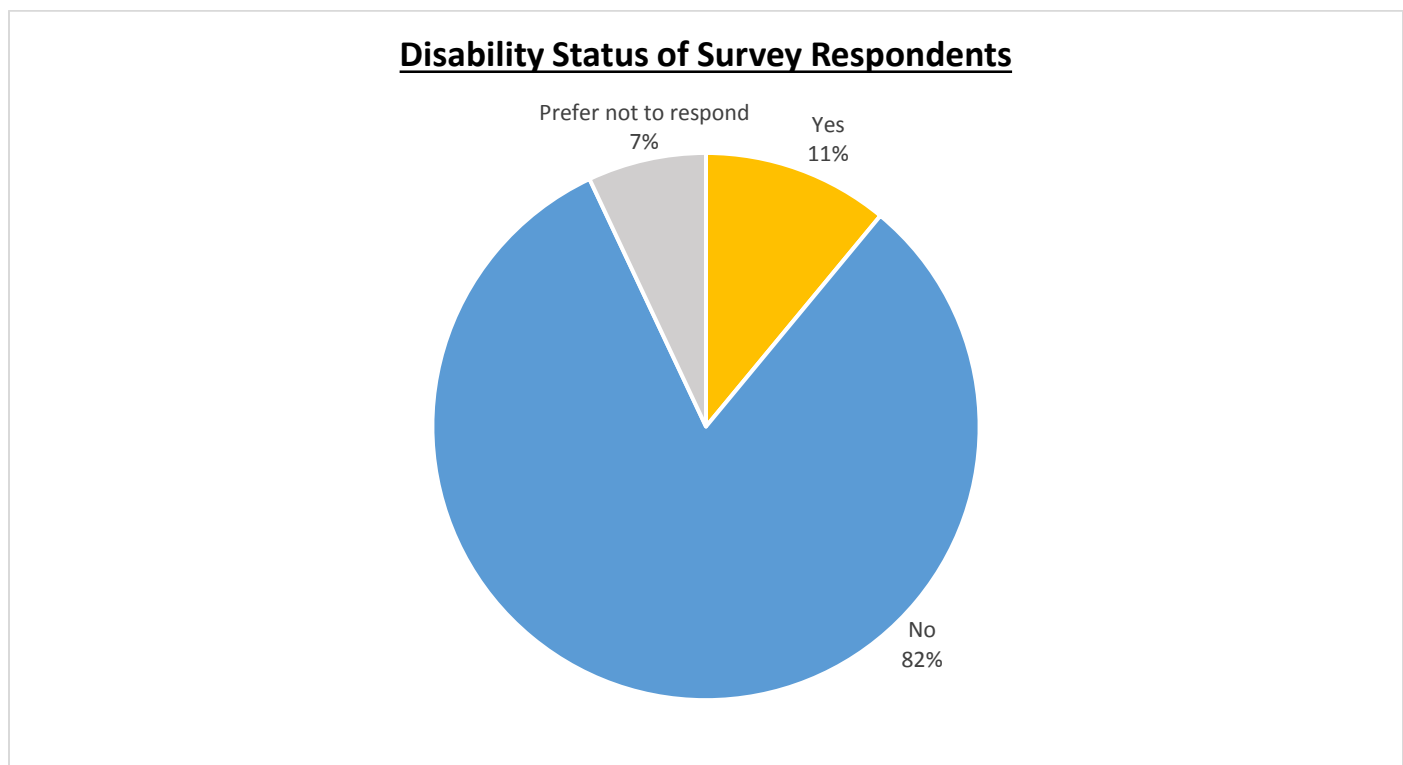
### Highest Level of Education Completed by Survey Respondents



### What is your occupational status? (Single Choice) [126 respondents]



### Are you a person experiencing disability? (Single Choice) [ 118 respondents]





Do you sometimes experience mobility issues when navigating the City (i.e., travelling with a mobility device, stroller, etc.)? (Single Choice) [119 respondents]

### Experience of Mobility Issues

