

# Questions and Answers from the Councillor’s Townhall

December 8, 2021

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## Introduction

This document summarizes the questions received during a townhall hosted by Toronto City Councillor Paula Fletcher, Ward 14 Toronto - Danforth, and Toronto City Councillor Brad Bradford, Ward 19 Beaches – East York, on December 8, 2021. Duplicate questions have been combined into one and questions have been edited for clarity. If you feel your question has not been addressed, please email [info@waterfrontoronto.ca](mailto:info@waterfrontoronto.ca)

This document was prepared by Michela Comparey and Mira Shenker, Waterfront Toronto, with input from relevant partners such as the Toronto and Region Conversation Authority and the City of Toronto, where applicable.

A recording of the townhall is available here: [Weblink to Townhall Recording \(https://us02web.zoom.us/rec/share/x8NjKXPSfu5yL-AuzcLZii4TI9R\\_AEBpn4B5fTcmD9i3fmGB8Euf5X6H5eVDfW14.GPacwv2ISkBP1LJZ\)](https://us02web.zoom.us/rec/share/x8NjKXPSfu5yL-AuzcLZii4TI9R_AEBpn4B5fTcmD9i3fmGB8Euf5X6H5eVDfW14.GPacwv2ISkBP1LJZ)

You can see the presentation slides on the Port Lands TO project website: [Townhall Presentation Slides \(https://portlandsto.ca/wp-content/uploads/Community-Townhall-Presentation-Dec-8-2021.pdf\)](https://portlandsto.ca/wp-content/uploads/Community-Townhall-Presentation-Dec-8-2021.pdf)

## Traffic Management

### General Congestion

**Q: Congestion and traffic are bad, and getting to/from the east end to the rest of the city has become challenging. What are you doing to improve traffic flow overall?**

***(Note: this question combines over 40 similar questions and comments and has been paraphrased.)***

A: We understand the daily impact of increased congestion and traffic at certain locations is difficult. We're working closely with the City of Toronto to keep traffic moving across a very large road network. Our mitigation efforts are in place to keep the system moving as much as possible, however no mitigation can completely eliminate the impacts of construction. We have always known that there would be increased congestion and traffic due to this project.

Some of the tools in our Traffic Management Plan are:

- Coordinating with the City of Toronto and outside agencies such as Metrolinx and Toronto Hydro to identify their construction needs and avoid overlapping road closures
- Changes to lane configuration and traffic signal timing
- Reconstruction at certain intersections and ramps to the Gardiner Expressway to improve the flow of traffic during construction
- Fully separated cycling facilities on all detour routes

All of these mitigation measures were put in place at the beginning of the project based on extensive traffic modeling. We know that no model's predictions are perfect, which is why we have a living Traffic Management Plan that allows us to respond to the real-life conditions that arise. For example, the model can't always predict driver behaviour like illegal turns, which is why we make changes based on feedback from the public and our local stakeholders.

We've been getting feedback from the public and our Construction Liaison Committee made up of affected residents and businesses, as well as monitoring traffic in and around the construction zone. When we see significant impacts, we will continue to make adjustments to the traffic signal timings and traffic signal coordination to address it as best we can.

The big picture plan to reconfigure the Gardiner Expressway and rebuilt Lake Shore Boulevard East leads to a smoother flow of east-west traffic across Don Roadway. We understand that long-term benefit does not make the current congestion less frustrating, but doing this work now means we don't have to return in a few years and cause another major disruption. Combining Waterfront Toronto's work on the Lake Shore Bridge over Don Roadway with our plans for the bridge and the Gardiner Expressway and Lake Shore from Don Roadway to Carlaw Avenue reduces overall construction duration by two years.

#### Traffic modeling

The planning for this project included extensive modeling in the development of our Traffic Management Plan. You can learn more about the modeling and planning process in our presentation from our August Public Meeting. [Webpage with past public meetings \(https://portlandsto.ca/public-information-centres/#October21\)](https://portlandsto.ca/public-information-centres/#October21)

See slides 37-44 in this deck if you don't want to watch the full presentation. [Slide deck from August Public Meeting \(https://portlandsto.ca/wp-content/uploads/FINAL-PIC-Deck-PLFP-Aug-5-reduced.pdf\)](https://portlandsto.ca/wp-content/uploads/FINAL-PIC-Deck-PLFP-Aug-5-reduced.pdf)

It's important to note that the traffic study that informed our Traffic Management Plan looked at a very large area of the city – because we know that construction on key traffic routes has impacts far beyond our construction zone. In fact, without any mitigations, this work could jam up the entire network. Our plan identified ways to keep traffic moving across this entire network. Even with our mitigations in place, we can expect congestion at some locations.

**Q: Is possible to deploy smart traffic management based on the volume of traffic flows with responsive traffic signals? What about making changes to the signal timing on Lake Shore Boulevard?**

A: The lights along Lake Shore Boulevard are controlled by a smart-signal system that responds to the real-time conditions of traffic. The lights are set up to keep the entire system moving as much as possible, however when there is a lot of traffic, there will still be some delays.

**Q: Please confirm exactly how many years will all these projects impact traffic flow?**

A: The Port Lands Flood Protection and Lake Shore Boulevard East projects are both scheduled to be complete by December 2024. There are no plans to fully close Lake Shore Boulevard for the remaining work.

Doing this work now reduces the overall duration of construction. By combining Waterfront Toronto's work on the Lake Shore Bridge over Don Roadway with our plans for the bridge and the Gardiner

Expressway and Lake Shore from Don Roadway to Carlaw Avenue, we'll reduce the total period of construction by two years.

**Q: Seems like east enders are getting boxed in from many directions with concurrent road closures and condo construction blocking streets, and upcoming transit construction. How does the city consider the rest of the network beyond the highways?**

A: The City of Toronto reviews each closure to ensure the appropriate traffic control and construction signage are installed. Moreover, larger scale projects often require traffic mitigation measures such as signal timing changes and advance advisory signs in the vicinity.

With regards to condo construction, the existing and future construction staging areas on arterial roadways and local roadways are relatively small. The additional detour traffic volumes around the construction staging areas will not have a significant impact to traffic operations. For more information on construction staging areas and a traffic mitigation update, please see the staff report: [Staff Report – Construction Staging Area – 1249 Queen St E: Traffic Mitigation Update: \(https://www.toronto.ca/legdocs/mmis/2021/cc/bgrd/backgroundfile-174439.pdf\)](https://www.toronto.ca/legdocs/mmis/2021/cc/bgrd/backgroundfile-174439.pdf)

Metrolinx has undertaken a traffic model study to analyze the traffic impacts with their closures in place, as well as the existing and future planned closures. Subsequently, traffic mitigation measures such as signal timing changes and advance warning message plans will be developed.

**Q: Really sounds like the Planning folks have studied this extensively prior to taking down the ramps but are only putting in corrective actions after the fact. Very frustrating.**

A: The Traffic Management Plan for this project drew from this study to identify ways to keep traffic moving across this entire network. Waterfront Toronto worked with the City of Toronto to put several mitigation measures in place at the beginning of the project based on an extensive traffic study.

It's important to note that even with our mitigations in place, we can expect congestion at some locations. The traffic study that informed our Traffic Management Plan looked at a very large area of the city – because we know that construction on key traffic routes has impacts far beyond our construction zone. In fact, without any mitigations, this work could jam up the entire network.

With that said, the Traffic Management Plan is a live document that is being evaluated and revised as the project progresses. This is because modeling cannot predict driver behaviour perfectly. We've been getting feedback from the public and our Construction Liaison Committee made up of affected residents and businesses, as well as monitoring traffic in and around the construction zone. When we see significant impacts, we make adjustments to the traffic signal timings and traffic signal coordination to address it as best we can.

**Q: What alternative auto traffic routes are available out of the east end?**

A: Parallel east/west routes from Eastern Avenue, north to Bloor Street/Danforth Avenue are still available.

### [Timelines and Sequencing](#)

**Q: When will the new Lake Shore/Gardiner ramps be completed? Is it truly not going to be until 2029?**

A: The long-term plan is for the Logan on/off ramps to be replaced with ramps east of Cherry Street as part of the City of Toronto's ongoing Gardiner East Project. You can learn more about the Gardiner East Project here: [Webpage about the Gardiner East Project \(https://www.toronto.ca/services-payments/streets-parking-transportation/road-maintenance/bridges-and-expressways/expressways/gardiner-expressway/gardiner-expressway-rehabilitation-strategy/gardiner-expressway-east-reconfiguration/\)](https://www.toronto.ca/services-payments/streets-parking-transportation/road-maintenance/bridges-and-expressways/expressways/gardiner-expressway/gardiner-expressway-rehabilitation-strategy/gardiner-expressway-east-reconfiguration/)

The new Cherry Street ramps are already in design. Construction from Cherry Street to Don Roadway is planned to take place from 2026 to 2030. These dates are approximate. Both the new ramps and roadwork west of Don Roadway are being implemented by the City of Toronto as part of the Gardiner East Project. The Environmental Assessment that set the plans for this reconfiguration was approved by City Council in 2016.

**Q: Why weren't the Cherry Beach ramps built before they took down the others one? Why can't the new ramps be built sooner?**

A: The new Cherry Street ramps will connect to a stretch of the Gardiner Expressway and Lake Shore Boulevard that are being realigned under the Gardiner East project, so the construction of the realigned overhead Gardiner needs to be complete before the new ramps are built. This is the main reason why the ramps cannot be built sooner.

There are a number of regulatory and design steps that must be complete to ensure that the new ramps are built safely and will serve the needs of people who use them, and that work is underway.

The ramps will be built in an area currently undergoing a lot of change, and the planned construction is coordinated with other nearby projects to maintain as much traffic flow as possible.

The City of Toronto will share more information regarding ramp realignment and construction starting after the completion of this project as it becomes available. Those details will be available at the City of Toronto's website. [Webpage about the Gardiner East Project \(https://www.toronto.ca/services-payments/streets-parking-transportation/road-maintenance/bridges-and-expressways/expressways/gardiner-expressway/gardiner-expressway-rehabilitation-strategy/gardiner-expressway-east-reconfiguration/\)](https://www.toronto.ca/services-payments/streets-parking-transportation/road-maintenance/bridges-and-expressways/expressways/gardiner-expressway/gardiner-expressway-rehabilitation-strategy/gardiner-expressway-east-reconfiguration/)

**Q: Are the project completion dates based on single work shifts of 8hr workdays or are you going with two shifts of workers for 12-16hr workdays?**

A: This project has many moving parts and work has been carefully sequenced to ensure we meet our target completion date of 2024. Work shifts are assigned as needed to meet the construction schedule.

### [The Gardiner Expressway](#)

**Q: Can you clarify whether the first ramp to access the Gardiner from the east end will be at Jarvis from now on?**

A: Until the new ramps are built east of Cherry Street, the Jarvis on/off ramp is the easternmost access point to and from the Gardiner Expressway.

**Q: The messaging on the Gardiner needs to be more precise that if one wants to access Lake Shore they must get off at Jarvis. It is way too vague as it is.**

A: The messaging along Gardiner is currently "No Access to Lake Shore Beyond Jarvis" / "Access to Lake Shore Via Jarvis".

**Q: Why wasn't the signage put up when the Gardiner ramp was taken down? It's chaos in that intersection. Why only now is this done - this should have been thought of previously**

A: 36 static signs were installed leading up to the permanent closure of the access ramps, primarily in the downtown core and east of the Don River. 10 electronic signs were installed along the Gardiner from Parkside, north Woodbine Ave at Cosburn Ave.

**Q: Is the Gardiner closing ... if not why close the access from Lake Shore**

A: The Gardiner Expressway will be realigned, but not closed. You can learn more about the plans for the Gardiner on the City of Toronto's website. [Gardiner Expressway East Reconfiguration Page \(https://www.toronto.ca/services-payments/streets-parking-transportation/road-maintenance/bridges-and-expressways/expressways/gardiner-expressway/gardiner-expressway-rehabilitation-strategy/gardiner-expressway-east-reconfiguration/\)](https://www.toronto.ca/services-payments/streets-parking-transportation/road-maintenance/bridges-and-expressways/expressways/gardiner-expressway/gardiner-expressway-rehabilitation-strategy/gardiner-expressway-east-reconfiguration/)

**Q: Given the increased traffic that will be a result of this new area, what is the plan for access to the Gardiner?**

A: Traffic modeling predicted around 75% of traffic on the eastbound Logan ramps to/from the Gardiner would shift to the Jarvis ramps. This is significant, so we made changes at the intersection of Jarvis Street and Lake Shore Boulevard to improve traffic flow before starting construction.

Even with these changes, we expected some longer queue times here. We know drivers have been frustrated by wait times at the Jarvis ramps and Waterfront Toronto and the City of Toronto are working to make adjustments that can help.

Working with the City of Toronto, here's what we did during the first few weeks of construction to address these issues at Jarvis:

- Observing the intersection, we saw drivers trying to access the westbound on-ramp to the Gardiner from all westbound lanes on Lake Shore Boulevard, which reduces capacity, especially during the busy evening period. Traffic Agents were deployed during that time to help manage this.
- Signal timing was adjusted to give more green time to westbound traffic on Lake Shore Boulevard and reconfigured the lanes on Lake Shore Boulevard with traffic barrels to stop drivers from using all westbound lanes to access the westbound on-ramp.
- We installed more advance signage for drivers.

It's worth noting that our Traffic Management Plan looks at the entire road network to keep people moving as efficiently as possible. While there are some difficult spots, congestion is limited to a few areas. The alternative is more widespread gridlock.

**Q: What additional changes can we expect for access to the Gardiner? Can you add signs indicating which lane on Lake Shore you should be in to access the Gardiner?**

A: City of Toronto Transportation Services is in the process of implementing additional measures to help with access to the Jarvis onramp. Here's what they are doing:

- They are adding a digital sign at Sherbourne Street to show travel times to Bay Street via Lake Shore Boulevard, potentially allowing drivers to choose a different route.
- They are adding signage west of Sherbourne Street that identifies the destination for each lane on Lake Shore Boulevard, helping drivers to select the correct lane sooner.
- They are investigating the option of installing flexible bollards to prevent drivers from jumping the queue at the last minute to access the Gardiner-bound lane.

**Q: Will the movement times of Dump Trucks be changed so they aren't using Lake Shore and the Jarvis on ramps during AM and PM rush hour. Three times I've be cut off by dump trucks crossing two lanes trying to get on the Gardiner at Jarvis**

A: There are no plans to restrict heavy truck access at the subject ramp during rush hour periods. City of Toronto Transportation Services is currently reviewing the feasibility of installing bollards between the second and third lanes of Lake Shore Boulevard, from Jarvis Street to Sherbourne Street to deter motorists, including heavy trucks, from queue jumping.

**Q: Is there something that can be done on the Gardiner itself around the Jarvis offramp (going eastbound) as it is very close to the onramp just west of it and cars have to do a very tight weaving in and out around there? When travelling from West to East on the Gardiner our only exit is Jarvis. The off ramp to Jarvis backs up on the Gardiner and is dangerous. What are you doing to fix this issue?**

A: We are currently reviewing the installation of additional warning and wayfinding signage to address the weaving manoeuvres between vehicles exiting the eastbound Gardiner off-ramp at Lower Jarvis Street and eastbound vehicles merging from the on-ramp from east of Rees Street. In addition, our traffic consultant will assess the traffic conditions, particularly in the afternoon peak period, and recommend additional traffic mitigation measures.

These adjustments are part of a Traffic Management Plan for the Lake Shore Boulevard East project that aims to address issues like this as best we can. It is a live document that is being evaluated and revised as the project progresses. The project team has been soliciting feedback from the public and our Construction Liaison Committee made up of affected residents and businesses, as well as monitoring traffic in and around the construction zone. To address any significant impacts, we will continue to make adjustments to the traffic signal timings and traffic signal coordination as required.

**Q: Knowing this was coming, why wasn't the Jarvis exit ramp off the Gardiner widened?**

A: We made adjustments to the Jarvis eastbound offramp to keep traffic moving as much as possible. You can see exactly what changes we made on slide 43 in this deck: [Presentation slides from August 2021 Public Meeting \(https://portlandsto.ca/wp-content/uploads/FINAL-PIC-Deck-PLFP-Aug-5-reduced.pdf\)](https://portlandsto.ca/wp-content/uploads/FINAL-PIC-Deck-PLFP-Aug-5-reduced.pdf)

**Q: Could you look at making right hand turns onto Lower Simcoe from the Harbour St exit off the Gardiner legal?**

A: One of the challenges with traffic management is that every change that improves the conditions for one direction of traffic will have ripple effects on the other directions of traffic. So, the project team

needs to balance the needs of road users going in all directions to keep the whole system moving. While we work to minimize impacts as best we can, it is not possible to remove the impacts entirely.

**Q: Can you close northbound Jarvis south of Lake Shore from 3 pm to 7 pm and keep the Gardiner off ramp light green?**

A: This is not possible as northbound access on Jarvis Street is required.

One of the challenges with traffic management is that every change that improves the conditions for one direction of traffic will have ripple effects on the other directions of traffic. So, the team needs to balance the needs of road users going in all directions to keep the whole system moving. While we work to minimize impacts as best we can, it is not possible to remove the impacts entirely.

### The Don Valley Parkway

**Q: Will a new northbound offramp be added to the Don Valley Parkway between Lake Shore and Bloor/Danforth?**

A: Currently, there no plans to construct a new off-ramp along the Don Valley Parkway.

**Q: In addition to the ramp off Don Mills, O'Connor east and west onto the Don Valley Parkway backs up along O'Connor to Donlands / Coxwell regularly. I live in this area and now have to detour to Pape to avoid 10-15-minute waits.**

A: City of Toronto Transportations Services is currently reviewing the feasibility of increasing the green time for the east/west direction on O'Connor Drive.

**Q: Will there be traffic lights between the Gardiner and Don Valley Parkway, and if so, how can this possibly not cause immense gridlock?**

A: There are no plans to signalize the connection between the Gardiner and Don Valley Parkway at any point.

**Q: Will there remain a Don Valley Parkway on-, off- ramp at end of Don Roadway?**

A: Yes, the Don Valley Parkway will continue to connect to Lake Shore Boulevard via Don Roadway.

**Q: On southbound Don Valley Parkway at Lake Shore only one lane turns east why not two?**

A: The intersection layout does not safely allow dual southbound left turns.

### Lake Shore Boulevard East

**Q: Is Lake Shore Boulevard closing again? What does this mean for traffic flow on Lake Shore Boulevard until 2024?**

A: Lake Shore Boulevard is not expected to close again due to this project. The work on the Lake Shore Bridge will start in late January 2022 and is expected to last until 2024.

Once we start rebuilding the Lake Shore Bridge, some lanes will be diverted. There will always be at least one lane westbound and two lanes eastbound open to keep traffic moving as much as possible.



**Q: Only one lane going westbound between the bridge and parliament? There will be a lot of traffic there in the mornings.**

A: Our modeling shows that the majority of traffic on Lake Shore Boulevard that has the potential to cause congestion elsewhere in the network is eastbound, which is why we are keeping two eastbound lanes open. However, this does not mean there will not be any traffic – the decision to keep two lanes eastbound and one lane westbound is based on keeping the entire network moving as much as possible.

We understand that real-world scenarios can be unpredictable, so we will monitor traffic in January when our construction starts on Lake Shore. If we see issues, we can adjust our Traffic Management Plan to try to minimize them.

**Q: Can the direction of traffic be changed during rush hour to help manage flow (like Jarvis)?**

A: This option was thoroughly investigated during modeling and deemed not viable due to safety reasons. It was not possible to safely implement this option through the construction work zone.

**Q: Currently on westbound Lake Shore at Don Roadway, there is no right turn on a red light which dramatically slows traffic. With the Don Roadway closed and bike lanes closed, will we be able to turn right on a red?**

A: Now that the bike lanes are closed, the no-right-turn-on-red restriction has been removed.

**Q: What about Lake Shore Boulevard east of Carlaw? Will it not extend to Leslie St. and beyond?**

A: At this time the proposed improvements to Lake Shore Boulevard will extend just to the east of Carlaw Ave. to transition into existing conditions.

### East-West Streets in General

**Q: Could no-parking rush-hour limits be increased on east-west alternate routes - Eastern, Queen-King, Dundas, Gerrard and Bloor-Danforth? Doesn't help that Danforth is now 100% 2-lane.**

A: City of Toronto Transportation Services does not recommend extending the rush hours parking limits at this time, as those spots can be used by people frequenting nearby businesses.

**Q: We need help on traffic management to help people get from the beach to the Don Valley Parkway North and to the Gardner Eastbound. Suggest traffic signals be sync'd on Dundas to Don Valley, Mortimer to Don Valley and Woodbine-O'Connor-Don Mills-Don Valley to help provide a viable alternative for traffic flow.**

A: The traffic control signals along Dundas Street East are currently coordinated. No further timing changes are recommended. It's important to note that the traffic study that informed our Traffic Management Plan looked at a very large area of the city – because we know that construction on key traffic routes has impacts far beyond our construction zone. In fact, without any mitigations, this work could jam up the entire network. Our plan identified ways to keep traffic moving across this entire network. Even with our mitigations in place, we can expect congestion at some locations.

**Q: Please tie together no-parking on east-west routes with Don Valley Parkway Northbound exit to Don Mill Road South issues**

A: Sorry, we don't really understand what you're asking here. Please feel free to reach out to [info@waterfrontoronto.ca](mailto:info@waterfrontoronto.ca) with more information and we'll do our best to get you an answer.

### Queen Street

**Q: What is the mitigation plan for Queen St specifically? The bridge to Broadview is already bad, but keeps getting worse as Lake Shore & Eastern become worse, and is affecting transit making it less reliable as an option instead of driving.**

A: A travel time study is being conducted in early 2022 to analyze the current traffic conditions along Queen Street East and the other east-west arterial routes. Subsequently, signal timing modifications along each corridor may be implemented.

### Broadview Avenue

**Q: I would like to understand what's been done to address traffic in the lower Danforth / Broadview area. Even since the Gardner was pulled down (my Point of View is it should all be pulled down, the hybrid option is a waste of money) the traffic in this area is a nightmare. Seems we have many other projects running at the same time (Broadview water mains and 504 / 505 / 501 street cars running on diversion) plus local street closures. Why had the city allowed all these projects at the same time?**

A: With the removal of access ramps, we have confirmed that the majority of the traffic has remained on Lake Shore Boulevard. A small percentage of traffic is diverting on east-west arterial routes such as Eastern Avenue, Queen Street East and Dundas Street East.

As you mentioned, the watermain project and TTC diversions may be resulting in the traffic congestion on Broadview Avenue. We understand that the impact of multiple construction projects happening simultaneously can be difficult, which is why we've worked closely with the City of Toronto, Metrolinx and others to reduce concurrent closures as much as possible. Our traffic study did not identify work along Broadview Avenue as having a major impact on the Lake Shore Boulevard East work.

### Dundas Street

**Q: With Dundas currently having dedicated bike lanes, but also tremendous traffic due to condo development, will this new development provide relief and an opportunity to eliminate Dundas dedicated bike lanes to improve vehicular traffic?**

A: There are no plans to eliminate any bike lanes.

### Eastern Avenue

**Q: Have you considered opening up Eastern Ave to accommodate overflow traffic? i.e. remove bike lanes**

A: Our modeling predicted that the majority of traffic would still choose to use Lake Shore Boulevard during construction. We are monitoring operations including collecting traffic data on Eastern Avenue to determine what additional mitigation measures are required. There are currently no plans to remove any bike lanes.

**Q: Has there been discussion of changing Eastern Ave to single direction during rush hour to allow for maximum movement of vehicles now that Lake Shore will be chocked up for two years. Three traffic lanes are not enough for the number of vehicles each day. Not all of us cycle to city hall every day.**

A: This option was not investigated as the modeling predicted that the majority of traffic would still use Lake Shore Boulevard. Once construction starts, we will monitor traffic to determine if additional mitigations are needed.

### Carlaw Avenue

**Q: Got to be able to make a right onto Lake Shore on both red and green light from Carlaw**

A: The No Right Turn on Red restriction is in place for safety reasons.

**Q: Will there be changes to the traffic light pattern at Carlaw and Lake Shore? Currently very dangerous to pedestrians and bicyclists.**

A: The intersection should have a 'lead pedestrian interval', which means that pedestrians get a head start. We're also working to refresh the pavement markings at this intersection.

**Q: Traffic on Carlaw is a nightmare now. The lights for eastbound traffic should have a dedicated light for pedestrians and a dedicated light for left hand turns.**

A: Pedestrians have a few seconds of pedestrian-only signal (called a Lead Pedestrian Interval) at this intersection.

All of our traffic mitigation strategies are put in place to keep the entire system moving as much as possible. One of the challenges with traffic management is that every change that improves the conditions for one direction of traffic will have ripple effects on the other directions of traffic. So, the team needs to balance the needs of road users going in all directions to keep the whole system moving. While we work to minimize impacts as best we can, it is not possible to remove the impacts entirely.

### Long-Term Planning

**Q: More buildings = more traffic. Are you making more roads and rebuilding access to the east side of Toronto via the Gardiner? Was the removal of the Gardiner necessary? Will the eventual access to the Gardiner and Don Valley Parkway be sufficient for the current and future traffic demands given the additional housing and businesses coming to the east side?**

A: This is part of a much larger, long-term plan that will bring major transformation to the east end, making space for new communities and protecting existing neighbourhoods from flooding.

**The big picture plan to reconfigure the Gardiner Expressway and rebuild Lake Shore Boulevard East came out of an Environmental Assessment that looked at six different options for the reconfiguration of the Gardiner Expressway. The City Council approved design (chosen in 2016) was selected as it best supports growing neighbourhoods in the east end. It will lead to a smoother flow of east-west traffic across Don Roadway. It includes the addition of new ramps west of Cherry Street. The Lake Shore Bridge is also being widened to accommodate higher traffic volumes. Q: How are the 4 lanes on Lake Shore making up for the 8 lanes that were removed from the Gardiner access?**

A: The previous total number of lanes along the corridor east of the Don River are not being replaced under the new six-lane Lake Shore Boulevard design. Traffic modeling work completed as part of the Gardiner East Environmental Assessment has shown that the new roadway configuration will operate at a similar level of service.

**Q: Has there been analysis that overlays the traffic challenges associated with the redevelopment of Lake Shore East with those caused by the Ontario Line construction? How will construction vehicles access all of these projects simultaneously with so many bridges and roads closed?**

A: Our traffic analysis was completed before details on the Ontario Line were available. As new information becomes available about any project in the area, the project team takes it into account and adjusts traffic management planning where necessary and where possible.

Metrolinx has undertaken a traffic model study to analyze the traffic impacts with their closures in place, as well as the existing and future planned closures. Subsequently, traffic mitigation measures such as signal timing changes and advance warning message plans will be developed.

For more information, please contact Metrolinx. [Metrolinx contact page \(https://secure.metrolinx.com/secure/en/contactus/\)](https://secure.metrolinx.com/secure/en/contactus/)

## Transit

**Q: How will the proposed Metrolinx layover facility impact the flooding projections? Will it affect water entering the Don?**

A: According to Toronto and Region Conservation Authority (TRCA), the expectation is that the facility will have no off-site impacts to the flood plain and negligible impacts to water surface elevations. TRCA completed a preliminary review of available information through the Environmental Assessment process for the project and plans to continue with a detailed review of the plans and modeling once they are available at the design stage.

For more information, please contact Metrolinx or visit their website. [Don Valley Layover Facility Webpage \(https://www.metrolinxengage.com/en/engagement-initiatives/don-valley-layover-facility\)](https://www.metrolinxengage.com/en/engagement-initiatives/don-valley-layover-facility)

**Q: What public transit will service all the new population?**

A: Waterfront Toronto is working with the City of Toronto and the TTC on a Waterfront Transit Network Expansion. In the long term, Light Rail Transit (LRTs) are planned along Queens Quay East, Cherry Street, Commissioners Street, and Broadview Avenue. For more information, visit the [City of Toronto's webpage \(https://www.toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-expansion/waterfront-transit-network-expansion/waterfront-east-lrt-extension/\)](https://www.toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-expansion/waterfront-transit-network-expansion/waterfront-east-lrt-extension/)

The Unilever/East Harbour precinct will be served by a new GO station. You can learn more on [Metrolinx's website \(https://www.metrolinx.com/en/greaterregion/projects/smarttrack-east-harbour-transit-hub.aspx\)](https://www.metrolinx.com/en/greaterregion/projects/smarttrack-east-harbour-transit-hub.aspx)

**Q: Will the 72 bus get through?**

A: The 72 bus route through the Port Lands will be maintained. You can see details of the route on the TTC Website. [Webpage about Route 72 \(https://www.ttc.ca/routes-and-schedules#/72/0\)](https://www.ttc.ca/routes-and-schedules#/72/0)

**Q: Please provide details about the proposed streetcar extension into this area, including the timeline. Will it utilize the new bridge across the Keating Channel?**

A: The timeline is not yet firm. We will share updates via our newsletter and social media channels as they become available. To subscribe to the Waterfront Toronto newsletter, email [info@waterfronttoronto.ca](mailto:info@waterfronttoronto.ca)

The future Light Rail Transit (LRT) will travel along Queens Quay East and connect to Cherry Street. It will use the new bridge across the Keating Channel, and a dedicated transit bridge at that location is included in the scope of the Port Lands Flood Protection Project and has already been installed.

You can learn more about the Waterfront East LRT Extension on the [City of Toronto Webpage \(https://www.toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-expansion/waterfront-transit-network-expansion/waterfront-east-lrt-extension/\)](https://www.toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-expansion/waterfront-transit-network-expansion/waterfront-east-lrt-extension/)

**Q: What is the timeline for mentioned Light Rail Transit (LRT) on Commissioners?**

A: We are protecting a dedicated right of way on the new Commissioners Street for a future LRT. We anticipate this will be delivered as the transit demand rises once the eastern Port Lands start to develop. There is no firm timeline yet.

## Cycling

**Q: There are a lot of projects happening in one spot so it should be developed in stages to allow cyclists to use a safe path during summertime at least**

A: As part of our plans for flood protection, we need to widen the Don River north of where it meets the Keating Channel. To do this, we needed to remove the cycling/pedestrian bridge over the Don River. New facilities will eventually be built on the new Lake Shore Bridge. In addition, as the construction activities increase near the Lower Don Trail, the potential for conflicts between cyclists and construction equipment traffic will be a safety concern. The existing bike path travels through the construction access. We have worked closely with other projects in the area to create a safe detour and maintain cycling connectivity from the east end to downtown. You can find more details about this detour here: [Webpage about cycling detours \(https://portlandsto.ca/construction/#LDTclosure\)](https://portlandsto.ca/construction/#LDTclosure)

## Detour Routes

**Q: I am a cyclist. What are the new routes?**

A: You can see the detour routes and a written explanation here: [webpage about cycling detours \(https://portlandsto.ca/construction/#LDTclosure\)](https://portlandsto.ca/construction/#LDTclosure)

**Q: Please ensure that water ponding is addressed in the cycle detours. I took the detour early on and was soaked / muddy and could not attend work in this state. I haven't been recently, however.**

A: Some sections of the cycle detours were recently resurfaced to address the ponding as much as possible, especially on Villiers Street. However, the detours are through a live construction site in an industrial area. It is a standard construction practice to use water on the roads to suppress dust, which will inevitably create some mud between even frequent cleanings.

Please note that Commissioner Street between Saulter Street and the new alignment of Cherry Street is scheduled to open by the end of Summer 2022, eliminating the need to use Villiers Street and Saulter

Street altogether. The reopened section of Commissioners Street will be newly built and has been designed with cycling facilities from the start.

**Q: Is there a schedule for new signage of the pedestrian/cycling bridge indicating the closure?**

A: The signs were put in place on the first day of the closure so as not to direct cyclists on an unnecessary detour before the closure happened. The signs with the detour maps and QR code at key decision points before the detour are generally installed about a week before a closure takes effect.

**Q: Are cycling lane going to be cleaned regularly from dirt?**

A: The cycling detours are being regularly cleaned, however the detours are through a live construction site in an industrial area. It is a standard construction practice to use water on the roads to suppress dust, which will inevitably create some mud between even frequent cleanings.

### Cherry Street and Lake Shore Boulevard Intersection

**Q: The intersection of Cherry St. and Lake Shore Boulevard is unsafe for cyclists. What is being done to fix this?**

A: The Cherry and Lake Shore Intersection is being realigned, and a new crossing will be in place at the north side of the intersection (farther west), which will be more direct. That will be in place by spring 2022.

### Design of new cycling and pedestrian facilities

**Q: Will there be a walkway for pedestrians separate from the bike lanes?**

A: The new cycling and pedestrian facilities along Lake Shore Boulevard between Carlaw Avenue and Don Roadway will be separated. In the Port Lands, there are cycling trails separate from walking paths through the new parks.

**Q: When will I be able to ride my bike over the river again?**

A: The new Lake Shore Bridge will include cycling facilities that will connect the trail along Lake Shore Boulevard East to the west side of the river. It will be complete in 2024.

**Q: As you know, one of the most highly used cycle routes is from the Beach (and Scarborough) and Leslieville west via the north side of Lake Shore. Before the destruction, there were three important options after crossing the now closed cycling/ foot bridge over the Don at Lake Shore:**

1. north via the Don Trail;
2. west to downtown via Cherry and Mill Street etc.;
3. west to Harbourfront via Queens Quay, after a very awkward three traffic light crossing to the south side of Lake Shore

**How will these cycle options be restored/improved?**

A: A detour is currently in place to maintain that important east-west connection. In 2024, the sections of trail that are currently closed will be ready to reopen. The new cycling facilities along Lake Shore

Boulevard between Don Roadway and Carlaw Avenue will be separate from a pedestrian walkway and we're also adding a multi-use trail on the south side of Lake Shore Boulevard.

You can see the detour routes here: [Webpage about cycling detours \(https://portlandsto.ca/construction/#LDTclosure\)](https://portlandsto.ca/construction/#LDTclosure)

## General Questions

**Q: Thank you so much for this multi-ward meeting. I applaud this cooperative initiative when it comes to the waterfront where both of your “waterfront” wards have much in common. My question is simply to learn whether there will be more meetings of this type where waterfront wards will come together to consult and communicate on waterfront development and issues?**

A: Waterfront Toronto occasionally holds open public meetings about our plans in general. Sign up for our newsletter to receive notice of them: [Waterfront Toronto Newsletter Signup Page \(https://waterfronttoronto.us1.list-manage.com/subscribe/post?u=4c69743fe945bfd319e7e85cd&id=d2454d00da\)](https://waterfronttoronto.us1.list-manage.com/subscribe/post?u=4c69743fe945bfd319e7e85cd&id=d2454d00da)

**Q: I live on East Bayfront and wondering if there will be a pedestrian bridge connecting Lower Parliament Slip to Promontory Park**

A: The footbridges remain unfunded, but they are, along with the boardwalks, an important part of the overall vision for bringing together the waterfront's public realm and part of our long-term plans.

**Q: All the construction significantly contributes to the air pollution and carbon impact. What are you doing about that?**

A: It's true that construction activities do have a carbon impact, however the long-term benefits outweigh the short-term impacts. For example, as part of renaturalizing the mouth of the Don River, we're planting 5,000 trees, 77,000 shrubs and over 2 million new herbaceous plants which will help to reduce air pollution and sequester carbon. By unlocking land for sustainable development near the downtown, we're also providing an alternative to urban sprawl and the additional commute times that come with it.

We also do our best to make construction as sustainable as possible. For example, all the concrete and steel materials found during the river valley excavation or removed from the Gardiner ramps were recycled. EllisDon has a no-idling policy for its construction equipment and vehicles, and the vehicles use additives in the fuel to make it burn as cleanly as possible.

**Q: How can we ensure developers abide by city bylaws during these large projects, especially containing work to allowed construction hours?**

A: Construction is permitted from 7:00 a.m. to 7:00 p.m., Monday to Friday and 9:00 a.m. to 7:00 p.m. on Saturday. Any work outside of these hours requires a noise exemption permit. Should the developer/contractor fail to comply, the Municipal Licensing and Standards Division can issue a fine. It should be noted that depending on the scope of work, duration, number of lanes closed on an arterial roadway, some work is scheduled outside the aforementioned time frames, in order to mitigate traffic impacts.

For specific complaints, please contact 311.

**Q: Was the impact on property values, safety concerns regarding traffic/pedestrians and access to the city considered? Can you please share the findings?**

A: Waterfront Toronto has worked with the City of Toronto to mitigate traffic congestion and address the safety of pedestrians, cyclists, vehicular traffic. Before construction began, a traffic model was undertaken to analyze the impact of the Gardiner access ramp removal. For more information, please see the results of the traffic analysis on the project website. [Traffic Management Plan Executive Summary](https://portlandsto.ca/wp-content/uploads/Traffic-Management-Plan.pdf) (<https://portlandsto.ca/wp-content/uploads/Traffic-Management-Plan.pdf>)

**Q: Have you coordinated with the Toronto Police - the massive Paid Duty opportunities may have a real impact on the availability of their workforce for the regular duties.**

A: Yes, we have met with Toronto Police to discuss this project and review enforcement options. Paid duty opportunities do not take any officers away from their regular duties.

## Port Lands Flood Protection Project Related Questions

### What we're building

**Q: What exactly will be completed in 2024 and how much access will the public have at that time?**

A: The Port Lands Flood Protection and Lake Shore Boulevard East Bridge and Public Realm projects are both scheduled to be completed December 2024. This includes:

- The new river and river valley
- Parks on the north and south sides of the new river
- Promontory Park south, along Polson Slip
- Roads and bridges

All the completed spaces will be publicly accessible, with the exception of the Don Greenway, which is a wetland habitat designed to minimize human interference in the natural habitat. You can see an interactive map of what exactly will be delivered as part of the Port Lands Flood Protection project on the project website: [Webpage with interactive map](https://portlandsto.ca/interactive-project-map/) (<https://portlandsto.ca/interactive-project-map/>)

**Q: How many acres of parkland are being created? And is it all naturalized or are any sports/playgrounds envisioned?**

A: As part of Port Lands Flood Protection Project we're building 25 hectares of publicly accessible greenspace. The bulk of the space is natural, but it will include a large playground and there are open grassy areas where people could play a pick-up game of soccer. The full vision for Villiers Island, as outlined in the 2017 precinct plan includes more formal sports facilities.

**Q: Thank you so much for this presentation. Will this have impacts (improvements?) for Unwin Avenue and Regatta Road?**

A: Unwin Avenue and Regatta Road are outside of the footprint of the Port Lands Flood Protection project and will not be impacted by the project.



**Q: Where does the dog park go?**

A: There are two dog off-leash areas planned along Commissioners Street.

**Q: Will you be replacing the old Lake Shore bridge with a new one, as a single bridge, or building onto the existing one?**

A: The bridge will be replaced with an entirely new bridge, built in two stages.

**Q: Where is the waste collection and burning facility in the new Villiers Island? What will happen to the transfer station on Commissioner's Road?**

A: The Commissioners Street Transfer Station is outside of the project boundaries and will remain as is. There are no plans for a dedicated waste facility on Villiers Island.

**Q: Does 2024 timeline include just the new Don River, or also the new housing/industry construction - or is that following 2024?**

A: The new river and parks will be built in 2024. New housing and construction on Villiers Island will follow.

The project's impact on the Don River

**Q: Will this work result in the river slowing back to pre-narrowing levels, so that the Don could freeze over again and provide skating and a winter destination for tourism and local use?**

A: Yes, it's possible that the new river will freeze in winter. But it won't be consistent enough for safe skating. The City of Toronto has no plans currently to create an official skate trail here. However, designs for the northern section of Promontory Park, which will be built in the future, tentatively include a skating loop. There is also the possibility of skiing and snowshoeing on the section of trail that will not be maintained in winter - the main trail will be maintained throughout winter to make it accessible to people walking or rolling.

**Q: Given that the Don River is already very shallow in places, what impact will this have on the depth of the river?**

A: This project will not impact upstream water levels.

**Q: I've never seen anyone canoeing in the Don river, I always assumed it was too polluted. Is it? Does the naturalization project include some way to clean up the water so the river can be enjoyed like in your renderings?**

A: The Don River has a very large urban watershed, which is the source of the water in the river. Changing where the river meets the lake will not be able to impact overall water quality upriver. The City of Toronto is currently undertaking the Coxwell Bypass Project, which is designed specifically to intercept combined sanitary flows from entering Taylor Massey Creek (a tributary of the Don) and the lower Don River. Once completed, significant improvements in water quality are expected in this area. In addition, every year (prior to the onset of COVID in 2020) TRCA holds the popular annual Paddle the Don event, which sees approximately 200 canoes paddling from Lawrence Avenue down to the mouth

of the Don River. Though not as common as on the Humber River, canoeists and kayakers can be seen using the lower Don River outside of the Paddle the Don event.

### Public Access to Construction Progress

**Q: How can I see what's going on behind the construction fences?**

A: For more visuals of construction, visit the [Construction Photos Webpage \(https://portlandsto.ca/construction/pictures-2/\)](https://portlandsto.ca/construction/pictures-2/) or Waterfront Toronto's YouTube channel, where we have a Port Lands Flood Protection Construction Progress playlist, along with a few other playlists related to the project. [Waterfront Toronto's YouTube Channel \(https://www.youtube.com/c/WaterfrontToronto/playlists\)](https://www.youtube.com/c/WaterfrontToronto/playlists)

**Q: Thank you for the very informative and well coordinated presentation this evening. It was great to see the progress happening deep in the site as the general public can really only see what's happening at the periphery of the Portland's. It would be great to have more current graphics on hoarding (perhaps digital) for everyone to see the ongoing construction progress, as well as final vision for routes taken daily. Thanks again for the great presentation.**

A: The project website - [PortLandsTO.ca](http://PortLandsTO.ca) is an excellent source for construction updates, photos and videos. For construction updates, you can follow Rocky @TheRockRipper on twitter, an account that shares photos from behind the fences on a regular basis.

### Soil Remediation

**Q: Has all the soil remediation been completed for this project or is it a phased approach?**

A: We're almost done deep excavation in the Port Lands, and the soil we're digging is up still being remediated. Once we've completed excavation, treated soil is being reused around the site as much as possible to raise the grade of the land.

**Q: Where has all the excavated material been moved to?**

A: We are treating and reusing as much excavated soil as possible to raise the grades around the site, for example building up the future roads and park spaces.

### Project Funding

**Q: Just wondering if you know what portion of the budget for this project is related to actual flood management versus providing new housing?**

A: The \$1.25 billion is only for the Port Lands Flood Protection project, which includes the river valley, green spaces, bridges, parks, some utilities and soil remediation needed to make future development possible. There's no new housing development included as part of this project.

**Q: What is the breakdown of how this is financed? Municipal, Provincially, Federally & privately? How much of the cost of this project is being borne by the private developers who will get the major benefit of these public works?**

A: The Port Lands Flood Protection is fully funded with equal amounts from the Municipal, Provincial, and Federal Governments. Funding for the Lake Shore Boulevard East project comes in part from the

Port Lands Flood Protection project budget, as that project includes work on the Lake Shore Bridge, and from the City of Toronto's budget for the Gardiner East project.

Waterfront Toronto's business model is to invest in the infrastructure required to remediate brownfield sites, protect from flooding, rezone and build the parks and public spaces. Once that work is done, the land is better suited to building sustainable, complete communities. At that point, the private sector invests in the commercial and residential developments based on our government-endorsed plans.

The construction of the project and future development in the project area is projected to result in \$5.1 billion in value added to the Canadian economy, 51,900 person years of employment and \$1.9 billion in revenues to governments, according to an independent study undertaken as part of our Due Diligence Report in 2016. You can read the Due Diligence Report on the [Project Website \(https://portlandsto.ca/wp-content/uploads/due\\_diligence\\_report\\_october\\_20\\_2016\\_1.pdf\)](https://portlandsto.ca/wp-content/uploads/due_diligence_report_october_20_2016_1.pdf)

**Q: Am I the only one who feels this “naturalization of the Don” is just a front to create a space for developers to put more cash in the pockets of city hall?**

A: Plans for new communities in the Port Lands will help the city grow more sustainably. This is an area 10 minutes from downtown that can't be used for anything "sensitive" - including parks - until it is removed from the risk of flooding. Renaturalizing the Don River also removes many existing east-end neighbourhoods from the risk of flooding. This is similar to what was done in phase 1 of flood protection, when we build a large park with natural green space (Corktown Common) that allowed new communities to spring up in the West Don Lands. Port Lands Flood Protection creates large new public parks and free access to green spaces along the river valley, plus a natural shoreline and access to the water for fishing, boating and other activities.

Flood protection does unlock new land for development, which generates income for governments. This income can then be reinvested in the public amenities and infrastructure planned for the Port Lands, which is needed to support growth of new communities.

### Future Communities

**Q: How are the various precincts to be zoned? All commercial?**

A: Zoning is guided by the Port Lands Planning Framework. It includes some mixed-use communities and some light industrial uses. Villiers Island and the Keating Channel Precinct will be zoned for mixed use, which allows for the creation of complete communities. Download the [Port Lands Planning Framework \(https://portlandsto.ca/wp-content/uploads/Port+Lands+Planning+Framework\\_AODA+-+reduced.pdf\)](https://portlandsto.ca/wp-content/uploads/Port+Lands+Planning+Framework_AODA+-+reduced.pdf)

**Q: Does Waterfront TO have any say in the East Harbour development? I don't see East Harbour development as presented by the city in the WT presentation. I don't know if Waterfront TO knows that people in Leslieville have long said that the extremely expensive Gardiner realignment was done mainly to meet the East Harbour developers' needs.**

A: The East Harbour Development is a private development and Waterfront Toronto doesn't have a say in the design of the area, which is subject to the municipal planning process being undertaken by the City of Toronto.

## The Design Process

**Q: I am most concerned about environmental impacts of the construction to local habitats. I am second most concerned that Indigenous voices and concerns are prioritized during the process, not only the outcome.**

A: We conducted a number of studies before work began to identify the type of trees, other vegetation, birds and species at risk. We have comprehensive environmental management plans in place, which you can learn more about here: [Webpage about Protecting the Environment \(https://portlandsto.ca/protecting-the-environment/\)](https://portlandsto.ca/protecting-the-environment/)

We are also working closely with Indigenous communities throughout the process. You can read more about some of that work here: [Blog Post about how we're working with Indigenous Communities \(http://blog.waterfrontoronto.ca/nbe/portal/wt/home/blog-home/posts/Indigenous%20Design%20in%20New%20Parks%20and%20Communities%20for%20Toronto\)](http://blog.waterfrontoronto.ca/nbe/portal/wt/home/blog-home/posts/Indigenous%20Design%20in%20New%20Parks%20and%20Communities%20for%20Toronto)

## Heritage

**Q: There is a building (a former bank?) on the corner of Villiers (or is it Commissioners?). Is it a heritage designated building and what will become of it as well as the LaForge silos (which may be considered industrial heritage structures)?**

A: That is the former Bank of Montreal building. It is a listed heritage building. The LaFarge silos at the Polson Slip are part of an ongoing industrial use. The Essroc Silos at Cherry and Villiers Streets are also considered heritage structures and will be preserved. You can read more about plans for heritage assets in the Port Lands here: [Port Lands Planning Framework, Heritage Section \(https://portlandsto.ca/wp-content/uploads/Port+Lands+Planning+Framework\\_Section4-3.pdf\)](https://portlandsto.ca/wp-content/uploads/Port+Lands+Planning+Framework_Section4-3.pdf)

## Future Plans for Villiers Island

**Q: You have not described what the buildings on Villiers Island will look like. Has there been designs submitted? I hope we don't end with a forest of glass towers!**

A: The City of Toronto has not yet received development applications for Villiers Island. Current plans only show "massing" to give a general idea of the footprint of new buildings. Future proposals will be reviewed at Waterfront Toronto's Design Review Panel.

**Q: Can you please incorporate aesthetics and beauty alongside pragmatics everywhere possible? Toronto is playing catch up here with many other world-class cities. I would be happy to hear from others if they agree!**

A: Achieving design excellence is a key objective as we design public spaces and parks for our new waterfront neighbourhoods. Signature details like the water's edge promenade's maple leaf granite mosaic, custom streetlamps and benches, and parks like Canada's Sugar Beach play an important role in creating an enhanced quality of place along our waterfront. Our parks and public realm set the tone for our new neighbourhoods and inspire our development partners to follow suite when designing their projects.

To help achieve and uphold our standards for design excellence, we host international design competitions and work with some of the most respected planners, architects, designers and landscape architects in the world.

To help guide our work and that of our design partners, we established the Waterfront Design Review Panel in 2005. The Panel is an independent body reviews all projects in the waterfront area and provides feedback and recommendations to our designers.

**Q: When these new residences come in will they be affordable to the average community or like most of our housing will it be out of reach for the average person? How will you create equitable housing for all?**

A: As part of our precinct planning and our overall mandate, Waterfront Toronto sets aside land sufficient to accommodate 20% of residential units as Affordable Rental Housing in all our neighbourhoods. Additional rental housing may be available based on the developer proposals that are received, and we're working with the City of Toronto to make the percentage of affordable housing even higher.

**Q: When would you anticipate tenders for construction projects on Villiers be issued?**

A: There are no timelines yet for future development on Villiers Island. Developers for Villiers Island have not been selected.

### Sediment and Debris Management

**Q: Will there be need to remove sediment from time to time from this new river?**

A: The new section of river that we're building south of the Keating Channel is designed to not need dredging. One of the project elements is the Sediment and Debris Management Area, north of Lake Shore Boulevard. Once we widen and deepen the river in this area, sediment will naturally begin to deposit there, and dredging can happen in a more concentrated area with lower impact on aquatic life. To ensure that the river remains resilient to a flood, that area will be dredged annually. The Keating Channel will continue to need periodic dredging as well.

**Q: I notice a 'future sediment and debris management facility'. Where and how will the sediment be collected and how will it be managed?**

A: The sediment will be dredged from the Keating Channel and the area north of the Keating Channel - where we're making the river wider.

### Flooding

**Q: Thanks for this! How much of the floodplain is residential area? Are those areas all industrial zoned?**

A: The floodplain is mostly industrial space, however there is some residential area currently at risk of flooding. To see the floodplain, visit the [project website \(https://portlandsto.ca/faq/which-exact-areas-will-be-protected-from-flooding-when-this-project-is-complete/\)](https://portlandsto.ca/faq/which-exact-areas-will-be-protected-from-flooding-when-this-project-is-complete/)

**Q: With recent changes to legislation, does TRCA maintain their regulatory approval of work within the regulatory flood plain?**

A: Yes.

**Q: In 2013, the Don Valley Parkway, Todmorden Mills at Pottery Road were flooded so that people had to be rescued from a Go Train. Won't this flooding likely increase with Climate Change and increased possibility of hurricanes?**

A: Yes, urban flooding is becoming increasingly common.

Once flood protection is complete, a vast stretch of land within a 15-minute bike ride from central downtown will become a place where we can safely build new homes, public spaces and parkland, allowing the city to expand in a sustainable way.

It is worth noting, however, that this project will not impact upstream water levels or reduce the frequency of flooding along the Don Valley Parkway. To see exactly which areas this project will protect from flooding, visit the [project website \(https://portlandsto.ca/faq/which-exact-areas-will-be-protected-from-flooding-when-this-project-is-complete/\)](https://portlandsto.ca/faq/which-exact-areas-will-be-protected-from-flooding-when-this-project-is-complete/)

## Other

**Q: Who owns the land south of the Keating Channel? City, province, private? What will happen to the existing buildings and businesses currently occupying this land, as it is transformed into parkland, and new residential and commercial buildings?**

A: While the bulk of the Port Lands is public land, some land directly south of the Keating Channel (309 Cherry Street) is privately owned. If you have questions about a specific address or location, you can email [info@waterfrontoronto.ca](mailto:info@waterfrontoronto.ca).

**Q: When will Rebel Night Club on Polson Expire?**

A: The Rebel Night Club is not part of the project or project lands. The property and business are privately owned.

**Q: How does the Keating channel as shown tie into the Leslie Slip Outlook Park as it appears to stop at the Don Roadway?**

A: The Leslie Lookout park is at the Ship Channel not the Keating Channel. You can find more information on [CreateTO's website \(https://createto.ca/project/leslie-slip-lookout-park/\)](https://createto.ca/project/leslie-slip-lookout-park/)

**Q: In the slide showing the Port Lands, what were the areas circled in yellow?**

A: We're not sure which slide you are referring to. Please email us at [info@waterfrontoronto.ca](mailto:info@waterfrontoronto.ca) to let us know which slide it is and we're happy to answer.

The deck can be found here: [Presentation from December 8 Councillor Townhall \(https://portlandsto.ca/wp-content/uploads/Community-Townhall-Presentation-Dec-8-2021.pdf\)](https://portlandsto.ca/wp-content/uploads/Community-Townhall-Presentation-Dec-8-2021.pdf)