

# October 6, 2021, Public Meeting Summary Report



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## Table of Contents:

Overview: .....	2
Summary of Question Themes about Lake Shore Boulevard: .....	2
Appendix A: All Questions and Answers .....	4
1. Big Picture / Future Plans.....	4
2. Construction, Construction Impacts, and Traffic Management .....	6
3. Communications .....	10
4. Bicycle Detours.....	10
5. LSBE and Lake Shore Bridge Design .....	12
General Questions about the Port Lands Flood Protection Project .....	12
Appendix B: Cyclist Follow Up.....	14

## Overview:

Waterfront Toronto held a Public Meeting in October 2021 to provide updates on upcoming construction as part of the Lake Shore Boulevard East project and collect feedback regarding construction impacts. A brief update on construction for Port Lands Flood Protection was also presented. Due to COVID-19, the meeting was held online and approximately 120 people joined us for a presentation and live Q&A.

Participants were invited to submit questions in advance or during the live meeting. The presentation slides and a recording of the meeting were posted to the public meeting webpage following the meeting. Visit the [Public Meeting webpage \(https://portlandsto.ca/public-information-centres/\)](https://portlandsto.ca/public-information-centres/).

At the live meeting, Mira Shenker introduced the presentations:

1. Don McKinnon (Dillon), presented an overview of long-term plans for the eastern waterfront, including details on the City of Toronto's Gardiner Expressway Realignment, planned neighbourhoods on Villiers Island and in the Keating Channel precinct, and the reconstruction of Lake Shore Boulevard East as part of the City of Toronto's Gardiner Expressway and Lake Shore Boulevard Reconfiguration (Gardiner East) project.
2. Julius Gombos (Waterfront Toronto) presented construction updates for the Port Lands Flood Protection and the Lake Shore Boulevard East projects, along with a construction timeline for the Lake Shore Boulevard East project.
3. Don McKinnon outlined what to expect during the next phase of construction, including the current and planned conditions of detours for people riding bicycles.
4. Mira Shenker presented a summary of the feedback we have received during the first five weeks of construction for the Lake Shore Boulevard East project, which involved removal of the Gardiner Expressway ramps to Logan Avenue, along with what steps Waterfront Toronto has taken to address complaints.
5. The presentations were followed by a live Q & A with the project team.

The [webpage for the meeting \(https://portlandsto.ca/public-information-centres/\)](https://portlandsto.ca/public-information-centres/) included links to a construction update, upcoming construction, and background information on the Port Lands such as the project timeline and feedback received during consultation to date.

Watch the presentation here: [Meeting Presentation on YouTube \(https://youtu.be/bOo27JTxlEQ\)](https://youtu.be/bOo27JTxlEQ)

Watch the full Q & A here: [Question and Answer session on YouTube \(https://youtu.be/gWk3UsaEg1g\)](https://youtu.be/gWk3UsaEg1g)

Please see Appendix A for the list of questions and answers during the meeting. Some questions were not answered during the meeting due to time constraints, and the answer is provided in the appendix.

## Summary of Question Themes about Lake Shore Boulevard:

Questions fell into one of six main themes:

1. Questions about the big picture and how the Lake Shore Boulevard East project works with other plans for the area

2. Construction, construction impacts, and traffic management
3. Communications
4. Bicycle Detours
5. The final design for Lake Shore and the Lake Shore Bridge
6. General Questions about the Port Lands Flood Protection project

Answers to all questions are outlined in Appendix A.

## Appendix A: All Questions and Answers

The answers provided in this summary are not a transcript of the live meeting. We didn't get to answer all of these questions during the meeting, and we are also expanding on some of the answers that we did give to provide as much context and information as possible.

### 1. Big Picture / Future Plans

**Q: How would the City of Toronto's proposed Digital Infrastructure Plan inform future work on the Port Lands?**

A: The Digital Infrastructure Plan will modernize and formalize the roles, functions and procedures within which digital infrastructure decisions at the City are made. While it will not directly lay out what digital infrastructure will go where, it will inform how, when, and by whom projects are implemented, including in the Port Lands. To learn more about the Digital Infrastructure Plan, visit the [City of Toronto's website \(https://www.toronto.ca/city-government/accountability-operations-customer-service/long-term-vision-plans-and-strategies/smart-cityto/digital-infrastructure-plan/\)](https://www.toronto.ca/city-government/accountability-operations-customer-service/long-term-vision-plans-and-strategies/smart-cityto/digital-infrastructure-plan/).

**Q: Will we lose the Keating Channel Pub?**

A: There is no change to the location of the Keating Channel Pub, and it will not be displaced as part of this work.

**Q: Will the Don Valley Parkway (DVP) end at Richmond/Lake Shore? And the Gardiner Expressway going to end at Cherry? How do you realign the Gardiner Expressway without cutting the DVP off?**

A: The City of Toronto will be leading the work to realign the Gardiner to DVP connection. The Hybrid Option, [approved by City Council](#), preserves the connection between the Gardiner Expressway and Don Valley Parkway. The section of elevated expressway that connects to the two routes will be realigned further north. [Link to the City Staff Report about the Hybrid Option \(https://www.toronto.ca/legdocs/mmis/2016/pw/bgrd/backgroundfile-90624.pdf\)](https://www.toronto.ca/legdocs/mmis/2016/pw/bgrd/backgroundfile-90624.pdf)

When the realignment of the Gardiner is complete, there will still be a connection to the Don Roadway to/from the DVP as there is today.

During the construction, there may be a period of time when the Gardiner to DVP connection will not be available. The timing and length of this period will depend on the Gardiner construction staging and schedule which is not yet finalized. This work is being planned and executed by the City of Toronto, so we aren't able to provide more details.

**Q: Is there any consideration for future LRT along Lake Shore Boulevard East?**

A: Lake Shore Boulevard was not identified as a Light Rail transit (LRT) corridor in the Port Lands and South of Eastern Transportation Servicing Masterplan (TSMP). The TSMP was a study to identify the service needs of existing and future neighbourhoods in the area. You can [read the Transportation Servicing Masterplan here \(https://portlandsto.ca/wp-content/uploads/TSMP\\_EA-Report-Sept+29+2017.compressed.pdf\)](https://portlandsto.ca/wp-content/uploads/TSMP_EA-Report-Sept+29+2017.compressed.pdf)

As Lake Shore Boulevard East currently acts as a vehicular commuter corridor, it was not selected as a good option for an LRT. Lake Shore Boulevard was also not identified as a higher order transit corridor under the City of Toronto Official Plan. [Official Plan webpage \(https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/\)](https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/)

Anticipating growth along the eastern waterfront, the City of Toronto, in partnership with the Toronto Transit Commission (TTC) and Waterfront Toronto, completed the Waterfront Transit “Reset” study, including a comprehensive assessment of needs and options for transit improvements for the waterfront area, from Long Branch in the west to the Leslie Barns Maintenance and Storage Facility in the east.

While an LRT along Lake Shore Boulevard is not included in these plans, long-term plans envision an LRT in the Port Lands, which is more of a destination and more easily connected to other existing and planned transit.

For more on the Waterfront Transit Network Expansion, visit the [City of Toronto webpage \(https://www.toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-expansion/waterfront-transit-network-expansion/\)](https://www.toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-expansion/waterfront-transit-network-expansion/)

Metrolinx is also planning capacity improvements in the area, including the Ontario Line. You can learn more about that project on the [Metrolinx Website \(https://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx\)](https://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx)

**Q: Can you provide resources for where we can go to show our support of increasing transit options to the east end? All this work is great but without transit it will turn into a nightmare. This is a great opportunity to include an LRT on Lake Shore Boulevard East.**

A: You can email your local Councillor indicating your support for more transit, or get involved in a public consultation. There are opportunities to provide input for transit plans underway such as:

- Broadview Avenue Environmental Assessment: [Broadview Avenue Webpage \(https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/broadview-avenue-extension-environmental-assessment/\)](https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/broadview-avenue-extension-environmental-assessment/)
- Waterfront Transit Network Expansion: [Waterfront Transit Network Expansion Webpage \(https://www.toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-expansion/waterfront-transit-network-expansion/\)](https://www.toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-expansion/waterfront-transit-network-expansion/)
- Waterfront East Transit Extension: [Waterfront East Transit Extension 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: Is there a document with combined key construction milestones for all the work happening in the area (i.e. including the Ontario Line early works, Lake Shore Boulevard East, Port Lands, East Harbour, Gardiner East). It would be nice to have a bit of a roadmap to all the great changes coming by 2024.**

A: Something like this is in the works, and we’ll be sure to share it once available. In the meantime, you can review the [Application Information Centre through Toronto City Planning](#):

(<https://www.toronto.ca/city-government/planning-development/application-information-centre/>) as well as the online InView mapping app that provides information on upcoming infrastructure projects. [City of Toronto InView Mapping App page \(https://map.toronto.ca/toinview/\)](https://map.toronto.ca/toinview/).

## 2. Construction, Construction Impacts, and Traffic Management

**Q: Is there no alternative to using paid duty officers?**

A: There is an alternative - City of Toronto Traffic Agents. City Traffic Agents must be requested and overseen by the City, and we work closely with the City of Toronto to request agents when necessary. The City is using these agents at Lake Shore Boulevard and Jarvis Street and Lake Shore Boulevard and York Street to coordinate and control traffic in the intersections.

### New Ramps

**Q: When will the new ramps be built? I'd like to know about access to westbound Gardiner Expressway and when we can expect another on-ramp for the East End. Jarvis westbound is a terrible on-ramp, leaving the only other option to drive up to Don Mills and double-back along the DVP south to the Gardiner East.**

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.

The realigned Gardiner and new Cherry Street ramps are in design now and construction tentatively scheduled to start in 2026. The City of Toronto will share more information regarding Gardiner realignment and new ramp construction starting after the completion of this project as it becomes available.

### Eastern Avenue

**Q: How can Eastern Avenue support the transport trucks displaced by the closures and lane restrictions on Lake Shore Boulevard?**

A: Now that the ramps are removed, we don't anticipate fully closing Lake Shore Boulevard again.

The Traffic Management Plan 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 be making adjustments to the traffic signal timings and traffic signal coordination as required along Eastern Avenue between Jarvis Street and Coxwell Avenue, and are working with the City of Toronto to get Traffic Agents at key intersections along Lake Shore to help control traffic.

According to the traffic study we conducted in advance of this work, most vehicles, including trucks, will continue to use Lake Shore Boulevard as their primary east-west connection. If that turns out not to be the case, the Traffic Management Plan will be adjusted accordingly.

**Q: We need advanced greens for the people driving on Eastern Avenue to Jarvis Street and the same going north at Broadview Avenue from Eastern Avenue. Eastern Avenue is the new Gardiner for many. I really think we need an advanced left turn on Eastern Avenue at Jarvis Street because there are a lot of people using Eastern Avenue to access the westbound Gardiner ramp at Jarvis. Just look at the volume of cars taking Eastern Avenue because Lake Shore Boulevard is closed/reduced. If no ramps are planned for half a decade something needs to be improved.**

A: Thanks for sharing this feedback. As with all feedback we received, we have shared it with the team who will use it to inform their review of the Traffic Management Plan and adjust if 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.

**Q: I was going east on Eastern Avenue around 5:15 on Saturday. The left turn traffic at Logan Avenue was backed up significantly. Can you activate the existing left turn signal to work all the time?**

A: Now that the ramp removal is complete and we do not anticipate a need to fully close Lake Shore Boulevard again, hopefully this issue is alleviated. If it continues, please let us know and the team will investigate further.

### General Traffic Volume

**Q: Can someone acknowledge the traffic increase to every single road going west? Eastern Avenue is much worse, Lake Shore Boulevard is congested because everyone's only access to the Gardiner Expressway westbound is now at Jarvis Street. Is there any plan to create advanced greens, or maybe not having one lane closed at every road? Even going east, the Jarvis Ramp is the only available exit from the Gardiner, and Jarvis North has construction on it now, and westbound Lake Shore at Jarvis is down to 1 lane. Everything is happening at the same time.**

A: We understand the frustration caused by the additional traffic volume. We'll break down your question into a few parts:

*Going west on Eastern Avenue and Lake Shore Boulevard:* The easternmost on-ramp to the Gardiner westbound is at Jarvis. We're working with the team to review the traffic signal timing and signal coordination along Lake Shore Boulevard to keep it moving as much as possible. We've also worked with the City of Toronto to station Traffic Control Agents at the intersection of Lake Shore and Jarvis and the Jarvis on-ramp to ensure people are not cutting in to the on-ramp lane.

*Going east on the Gardiner and along Jarvis:* We reconfigured the Jarvis offramp and made changes to the signal timings to help keep the traffic moving off the Gardiner. We're working with the team to

further review the traffic signal timing and signal coordination along Lake Shore Boulevard to keep traffic moving.

*Concurrent closures:* The construction on Jarvis Street is a City of Toronto project that is set to be complete by mid-October. Our team has not observed a westbound lane closure at Lake Shore and Jarvis. Please reach out to us at [info@waterfrontoronto.ca](mailto:info@waterfrontoronto.ca) with more information if you'd like us to look into it more.

**Q: What are the designated truck routes from Lake Shore Boulevard eastbound from Cherry Street to Leslie Street?**

A: We have not recommended designated truck routes, as the needs of different companies vary based on their point of origin and destination.

**Q: Do we have GPS data from delivery vehicles that indicate the true delays (i.e. real data, not anecdotes)?**

A: We do not have GPS data from delivery vehicles.

**Q: How many users of the trail / ramps have been disrupted (bikes/cars)?**

A: Traffic volumes representative of 2019 existing conditions (pre-COVID) show that the removal of the ramps displaced 2,831 vehicles during the AM peak hour, and 3,801 vehicles during the PM peak hour.

Based on a count that was conducted in a 9-day period in summer 2021, the Lower Don Trail sees between 300-900 cyclists per direction on weekdays and 1,000-1,900 cyclists per direction on weekends.

### **Jarvis & Lake Shore Intersection, Jarvis On-Ramps**

**Q: Why did it take so long to station traffic control at the Jarvis Street and Lake Shore Boulevard intersection? The Jarvis on ramp continues to be a mess. What is the plan to fix this?**

A: We communicate complaints to the team, including our partners at the City of Toronto, as we receive them. Based on our feedback, the City of Toronto arranged for Traffic Control Agents to be stationed starting September 27<sup>th</sup>, and we confirmed that they were in place as of October 1<sup>st</sup>. Based on continued feedback, we worked with the city to adjust the hours that they were present and to fine-tune the focus of their actions while on duty.

We continue to receive feedback about congestion at the Jarvis onramp, and are working with the City of Toronto to improve conditions there.

**Q: When will the eastbound Jarvis Ramp reopen?**

A: As part of the City of Toronto's Gardiner Expressway Rehabilitation Strategy, the proposed construction projects and associated timelines are:

Lower Yonge Precinct Project – 2024 to 2025:



- Shortening the Lower Jarvis Street off-ramp to Yonge Street
- Removal of the Bay Street on-ramp to eastbound Gardiner Expressway

#### Gardiner East Project – 2026 to 2030

- Construction of two new access ramps on the east side of Cherry Street, connecting the Gardiner Expressway with Lake Shore Boulevard East.
- [Gardiner Expressway & Lake Shore Boulevard East Reconfiguration – City of Toronto project webpage \(https://www.toronto.ca/services-payments/streets-parking-transportation/road-maintenance/bridges-and-expressways/expressways/gardiner-expressway/gardiner-expressway-rehabilitation-strategy/gardiner-expressway-east-reconfiguration/\)](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/)

In view of these plans, the eastbound on-ramp will be closed until at least 2030. Closing the ramps eliminates the need for split-signal timing for eastbound traffic on Lake Shore Boulevard at Jarvis Street. This allows more time for eastbound traffic to move through the intersection and minimizes the back-up of cars on the Jarvis off-ramp and on to the Gardiner. Closing the ramp also eliminates potential conflict between vehicles coming along Lake Shore to access the ramp and eastbound vehicles coming off the Gardiner, which previously had to cross each other. A more detailed explanation of this conflict is in the next answer.

**Q: Closing the Don Roadway and Jarvis eastbound on-ramp leaves only Eastern Avenue to get on the DVP for East Bayfront neighborhood. How does this make sense? How much money was spent to reinforce the Eastbound Jarvis on-ramp this past year only to close it? Turning right from Jarvis on to Lake Shore is very easy to go on this ramp.**

A: Modelling done as part of our traffic study showed that 311 vehicles/hour use the ramp during the morning peak, and 331 vehicles/hour during the evening peak. Most trips started between Yonge Street, Parliament Street, Eastern Avenue, and Queens Quay and were destined to the DVP. These vehicles are expected to detour to the Bay Street on-ramp via Queens Quay or the DVP northbound eastern on-ramp via Eastern Avenue

The modelling showed that the two alternate routes can accommodate the traffic without any impact on their operations because of the small magnitude of traffic and excess capacity on the other two ramps.

The challenge with keeping the Jarvis eastbound on-ramp open would be allowing the traffic coming from the west on Lake Shore Boulevard to access the ramp. When it was open, the traffic coming along Lake Shore Boulevard had a green light at a different time than the traffic coming off of the Gardiner, so that the two streams of traffic would not have to cross each other – the Lake Shore traffic destined for the on-ramp would need to cross three lanes in a short space. This meant that both the Lake Shore traffic and the off-ramp traffic had a shorter amount of time to get through the intersection, and more cars backed up behind the light and up the off-ramp. As Jarvis Street is now the last exit from the Gardiner before it joins the DVP, the additional volume of cars using the Jarvis off-ramp would have made these backups worse. The decision to close the eastbound on-ramp was made to prioritize the overall flow of traffic throughout the whole system, which impacts more people than re-routing the people who would have previously used the eastbound onramp to the other ramps that have capacity.

### 3. Communications

**Q: How far did the construction notice mailers go?**

A: The mailers were sent to an area bound by Gerrard Street in the north, Victoria Park Avenue in the East, the Lake to the south, and Jarvis Street in the West.

**Q: The Ward 14 Councillor has been directing constituents to talk with EllisDon regarding any issues, concerns or suggestions regarding traffic matters. Do we follow this direction or can we continue to connect with Waterfront Toronto?**

A: Waterfront Toronto and EllisDon work very closely together. The PLFP@EllisDon.com email and phone number (416 594 2198) are best options for urgent concerns or concerns outside of regular business hours. Waterfront Toronto also passes on concerns ASAP.

### 4. Bicycle Detours

**Q: What happens when my 9 year-old nephew wants to bike to the Waterfront from the Beach? Does he ride next to the dump trucks?**

A: While we are working to ensure that the bike detours through the Port Lands are safe and efficient by installing physical barriers, additional signage, bike signals etc., there are some elements that are beyond our control. The Port Lands is an industrial area, and there will be trucks using the roads.

We understand that the difference between a fully separated multi-use trail and an on-street cycle track next to heavy traffic feels immense, and that cycling next to a jersey barrier when you are used to greenspace is certainly less pleasant. We are working with the cycling community to ensure that the detours are as safe as possible, but the character of the detours and surrounding area will not replicate the atmosphere cyclists are used to. The detours have been designed by a team of experts.

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. The reopened section of Commissioners Street will be newly built and has been designed with cycling facilities from the start. Once Lake Shore Boulevard is rebuilt in 2024, the new cycling facilities will be upgraded – separate from pedestrians with enhanced greenspaces.

**Q: When should I expect to see that that bike multi-use trail and bridge are open on a sign?**

A: Signs are in place. We've removed all the signage saying that the bridge and trail are closed.

**Q: Will the cycletrack on Saulter Street and Villiers Street be kept in good shape? Last week it was rough, very dirty and not particularly fun to cycle on. What about water in the curb lane?**

A: The team is working on solutions for the road surface at Villiers Street. The surface of the cycle track on Saulter Street was repaved prior to the installation of the detour route. Saulter Street's configuration is also under review, however, and the road surface is one of the considerations.

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: Which barrels will be replaced on Commissioners Street? All?**

A: The barrels between Saulter Street and Bouchette Street will be replaced by jersey barriers, except where there are driveways or bus stops.

**Q: What are the timelines on the upgraded safety cycling features for the full length of the detours? Why were they not in place in advance of these detours being put in place? Is Waterfront Toronto committing to a safe detour route on October 31 when the Lake Shore trail is scheduled to close?**

A: Waterfront Toronto commits to completing the detour route per City-approved designs and plans before the closure of the existing trail, ensuring safety for people who walk and cycle. The schedule has been amended: until November 30, 2021, the bridge over the Don River and the multi-use trail along Lake Shore Boulevard will be open for cyclists and pedestrians while additional work is conducted on the planned detour through the Port Lands and any final suggestions proposed by the cycling community are assessed and implemented.

Some changes to the approved plan for detours caused delays in finalizing certain elements of the design. For example, we were directed to replace some sections of jersey barrier with concrete curbs to facilitate on-street parking. Because there is a supply shortage of concrete curbs, barrels were put in their place until the curbs could be sourced.

**Q: Last time I used the cycle detour it was full of mud and debris. Will they be cleared and cleaned? Road sweeps are too wide for the bike lanes.**

A: We are looking into options and solutions. Currently, two labourers are working full time on the maintenance; and we acknowledge that the current situation isn't working. We are working to improve these conditions, 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.

**Q: When will cyclists be able to cross Lake Shore Boulevard at Cherry Street?**

A: They can cross using the current pedestrian crossings. That crossing will be preserved until the realigned intersection is complete, in early 2022.

**Q: Will the cycle bridge over the Don River be moved to Villiers Island to be reused?**

A: It won't be reused on Villiers Island, but fun fact: girders from Marine Terminal-35 are being incorporated into new parks on the pedestrian bridges.

## 5. LSBE and Lake Shore Bridge Design

**Q: Can you comment on the plans for the rail spur on Lake Shore. What is the economic rationale for keeping it?**

A: City of Toronto Transportation Services are in the process of a rail study that is part of the work of for the Broadview Extension. The rail spur is part of that study and under review.

**Q: What is the plan for the utility bridge crossing the Don River? Will it finally be removed? Will it be removed once the utilities are relocated. Is the new utility corridor underground or is it again a bridge?**

A: In the live Q & A we said that this bridge was beyond our scope, which is not correct.

There are two bridges south of the Metrolinx crossing that have utilities on them, and we're not sure which one you mean. The bridge owned by Hydro One (HONI), immediately south of the Metrolinx crossing of the Don River, is remaining with no changes. The railway spur bridge, directly north of the Lake Shore Bridge that we're rebuilding, will be modified and utilities will be reinstalled on the modified bridge.

**Q: There is a great opportunity to replace the Lake Shore Bridge right now. Please comment on the plans for replacement of this bridge. Will the general grade of Lake Shore also be elevated by say 1 m or so to address flooding risks?**

A: The existing Lake Shore Bridge deck will be reconstructed and the bridge will be lengthened from 2 bays (48 meter) to 4 bays(97 meter) which will allow for improved clearance below the bridge to account for flood flows and the passage of necessary service vessels.

## General Questions about the Port Lands Flood Protection Project

**Q: I'm confused about Old and New Cherry Street. Will the New Cherry Street terminate at Cherry Beach?**

A: New Cherry Street starts at Lake Shore (just west of existing Cherry Street) to make a more direct link to Cherry St north of Lake Shore Boulevard. New Cherry Street reconnects to existing Cherry Street between Commissioners and Polson, where you can continue south on the existing street to access Cherry Beach.

**Q: Wow! What do you do with all that dirt that you're excavating in the Port Lands?**

A: The majority of the soil is treated and reused elsewhere on the site in the parks, riverbank, etc. You can read more about how we're managing soil here: [Soil Management and Treatment webpage \(https://portlandsto.ca/soil-management-and-treatment/\)](https://portlandsto.ca/soil-management-and-treatment/)

**Q: Speaking of rocks, can rocks be removed from the lake floor at Cherry Beach? They are very painful for swimmers...**

A: Cherry Beach is overseen by the City of Toronto Parks, Forestry, and Recreation Department. 311 should be able to direct your suggestion to the appropriate city staff.

**Q: Are there any special plans for traffic during the Distillery District's Winter Village event? Any help with their parking problem?**

A: This is beyond the scope of this project and Waterfront Toronto's mandate. We recommend reaching out to the City of Toronto at 311 for more information and guidance on how to address this concern.

## Appendix B: Cyclist Follow Up

In the weeks following the public meeting on October 6<sup>th</sup>, we have continued to capture feedback from people who cycle about the detour routes for the Lower Don Trail and multi-use trail along Lake Shore Boulevard East. We will ensure that there is a safe complete detour in place before we close these trails again in December 2021.

The three main concerns that cyclists are raising are:

- Physical protection
  - We will replace traffic barrels and bars with concrete jersey barriers to provide separation between people who cycle and vehicles. These will all be installed before the trail closes.
- Clear signage
  - Signage is in place according to the plans developed in consultation with the City of Toronto and cycling community. We are continuing to ride the site and will make more changes if needed.
- Puddles, mud, and snow
  - EllisDon is working with the City of Toronto to address puddles and ensure snow is removed during the winter months. Crews are assigned to keep the detour routes clear of mud and debris.