



**Lower Don Lands: Keating Channel Municipal Class EA and Precinct Plan  
Don Mouth Naturalization and Port lands Flood Protection Project**

**Public Forum #3  
Summary Report**

**St. Lawrence Hall  
May 9, 2009**



This report was prepared by Lura Consulting, the neutral facilitator and consultation specialist for the Lower Don Lands project. It presents the key discussion points and outcomes from the May 9<sup>th</sup> 2009 public forum convened as part of the Lower Don Lands Keating Channel Municipal Class Environmental Assessment (EA) and Precinct Plan process, and the Don Mouth Naturalization and Port Lands Flood Protection Project. If you have any questions or comments regarding this report, please contact:

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# 1. About Public Forum #3

## *New Mouth for the Don*

The Don River is one of Toronto's great assets and the centrepiece of major revitalization initiatives on the waterfront. Toronto and Region Conservation is conducting an Environmental Assessment for the Don Mouth Naturalization and Port Lands Flood Protection Project on behalf of Waterfront Toronto. This project is creating plans for a healthier, more naturalized river outlet to the lake, while at the same time, removing the risk of flooding to urban land to the east and south of the river.

## *New Lower Don Lands Community*

Waterfront Toronto, the City of Toronto and the Toronto Transit Commission are conducting the Lower Don Lands: Keating Channel Municipal Class EA and Precinct Plan. The objective of this plan is to create a vibrant, mixed use, sustainable community that embraces and respects a newly naturalized and flood-protected mouth of the Don River.

The Lower Don Lands study area is generally bounded by the Don rail yard and Gardiner Expressway on the north, the Parliament Street slip on the west, the Ship Channel on the south and Don Roadway on the east (see diagram below).

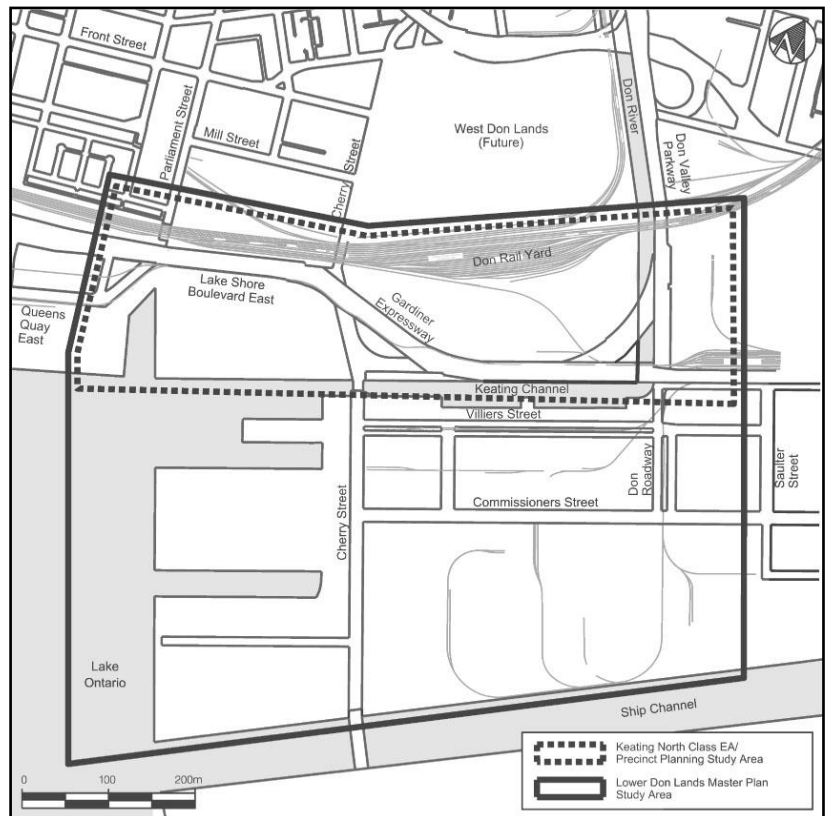
## *Public Forum #3 – May 9<sup>th</sup>, 2009*

On Saturday, May 9<sup>th</sup> 2009, Waterfront Toronto, the City of Toronto, and Toronto and Region Conservation hosted a joint public meeting for the two projects:

- the Lower Don Lands: Keating Channel Municipal Class Environmental Assessment (EA) and Precinct Plan, and
- the Don Mouth Naturalization and Port Lands Flood Protection Project.

The May 9<sup>th</sup> public meeting was the third in a series of public sessions held as part of the Lower Don Lands: Keating Channel Municipal Class EA and Precinct Plan. The purpose of this third Public Forum was to present and seek feedback on:

- the Lower Don Lands: Keating Channel Municipal Class EA and Precinct Plan; and
- the preliminary concept design for the Don Mouth Naturalization and Port Lands Flood Protection Project.



The meeting format consisted of a one-hour open house starting at 10:00 am, followed by an interactive session that included two presentations, each followed by a question and feedback period. The open house continued following the presentations and adjourned at 3:00 pm. An estimated 200 people participated in the event, of those, 154 signed in at the door (the list of participants who signed in is attached as Appendix A).

## 2. Open House

During the open house, participants were able to view a series of display boards that focused on several key aspects of the Lower Don Lands: Keating Channel Municipal Class EA and Precinct Plan process, and the Don Mouth Naturalization and Port Lands Flood Protection Project, including:

- The Purpose of the Open House;
- Class EA Study Area map;
- Class EA Process;
- Circulation: Crossings and Underpasses;
- Bridge Design Alternatives and Preferred Plan for Keating Crossings, Lake Shore Boulevard, Cherry Street and Trinity Street;
- Stormwater Planning and Design;
- Water and Wastewater Infrastructure;
- Summary of Environmental Impacts and Mitigation; and
- Next Steps.

In addition, participants were able to visit four topic-based discussion tables, including:

- Flood protection/hydrology/sedimentation;
- Naturalization;
- Public Realm and Circulation; and
- Built Form, Microclimate and Neighbourhoods.

At the discussion tables, project team members from both projects were available to discuss proposed plans with participants. In addition, models developed to simulate flooding and sediment conditions were available for viewing on laptop computers at the flood protection/hydrology/sedimentation table.

The City of Toronto also provided display materials relating to the Don River and Central Waterfront Combined Sewer Overflow Study as part of the open house.





### **3. Welcome and Introductions**

Mark Wilson, Chair of Waterfront Toronto, welcomed participants to the Public Forum. He indicated that the meeting was bringing together two major streams of work for the Lower Don Lands area, as embodied in the Keating Channel Municipal Class EA and Precinct Plan process, and the Don Mouth Naturalization and Port Lands Flood Protection Project. Mr. Wilson stated that the project proponents are striving to create an iconic new community and river environment in the Lower Don. He explained that Waterfront Toronto and the City of Toronto want to invest in ecological restoration, open spaces and a new community that embodies sustainability. He stated that the objective is to complete all the EA work in 2009 and start on the implementation within three years. Mr. Wilson concluded by stating that he is very excited about the two projects and can't wait to see the results.

Chris Glaisek, Vice President of Planning and Design, Waterfront Toronto, explained that the two presentations being delivered at the meeting would present core components of an exciting new vision for the Lower Don Lands. He noted the key question being addressed is: How do you naturalize the Don River and build a new sustainable community around it? Mr. Glaisek indicated that the overall goal is to make urban development harmonious with the naturalization of the Don River. He noted that the new proposed Lower Don Lands plans offer a rich overlay of systems including parks, wetlands, streets, connections, neighbourhoods, and public transit, making this the most integrated and complex urban scheme that has been produced in Toronto. Mr. Glaisek explained that there are a number of other studies going on in Toronto waterfront and Lower Don Lands area, including the Gardiner Expressway EA, the Queens Quay Revitalization EA, and various transit EAs. He stressed the importance of linking new plans for the Lower Don Lands with those that will emerge from these other EAs and studies.

Adele Freeman, Toronto and Region Conservation (TRC), provided an introduction to the Don Mouth Naturalization and Port Lands Flood Protection Project. She noted that TRC has been very pleased to work with Waterfront Toronto on the Lower Don Lands projects. Ms. Freeman explained that in 2001, TRC was identified to lead the project to renaturalize the mouth of the Don and plan for flood protection. She indicated that the aim of the project is to naturalize the river and provide appropriate flood protection for a new sustainable urban community surrounding the Don. She noted that the Don Mouth project team has completed some high level confirmatory studies in the three spill zones to ensure the plans being proposed will meet flood protection goals.

Nicole Swerhun and David Dilks, Co-Facilitators, explained the format for the Public Forum. In addition to encouraging participant feedback during the interactive session, they invited participants to submit written comments using the Participant Workbook at the meeting or following the Public Forum – by Monday, May 25<sup>th</sup>.

## 4. Presentations

### ***Lower Don Lands: Keating Channel Municipal Class EA and Precinct Plan***

Ken Greenberg of Greenberg Consultants, and Michael Van Valkenburgh of Michael Van Valkenburgh Associates provided the presentation on the Lower Don Lands: Keating Channel Municipal Class EA and Precinct Plan (presentation slides available at [www.waterfrontoronto.ca/lowerdonlands](http://www.waterfrontoronto.ca/lowerdonlands)).

The presentation included:

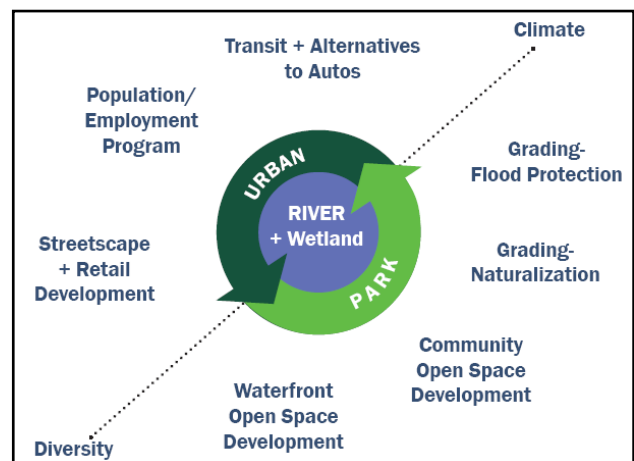
- A description of the concept of sustainability and how this provides the foundation for the project;
- A recap of the Class EA planning process;
- A summary of participant feedback from the December 10<sup>th</sup> 2008 Public Forum;
- The geographic and historical context for the Lower Don Lands;
- Plans for the public realm and open spaces;
- Plans for neighbourhoods;
- Preferred transit network;
- Plans for connections and circulation;
- Plans to maximize sunlight in major open spaces;
- Plans for reshaping the Keating Channel for new urban purposes;
- Proposed use of renewable energy (solar and wind);
- Stormwater harvesting;
- The creation of mixed use neighbourhoods;
- Community services and amenities;
- Proposed built form;
- Zoning and Urban Design Guidelines; and
- Next steps.

Throughout the presentation, the presenters stressed the Project Team's goal of achieving sustainability and the right balance between the river/wetlands, urban and park objectives, as expressed in the diagram below.

The presenters explained that the project aims to turn the Lower Don Lands into a beautiful place in the center of Toronto, as well as a model for sustainable community development.

The presenters noted that the presence of the river creates unique needs for the infrastructure development and design. The most significant constraints create opportunities for design innovation. The team is planning a unique riverine context for the new community, with a great park system that will embody flood protection and naturalization features.

The presentation concluded with next steps, which included the preparation of the recommended plan for submission to Toronto City Council in summer or fall 2009.



## ***Don Mouth Naturalization and Port Lands Flood Protection Project***

Paul Murray, AECOM, provided the presentation on the Don Mouth Naturalization and Port Lands Flood Protection Project (presentation slides available at [www.waterfrontoronto.ca/lowerdonlands](http://www.waterfrontoronto.ca/lowerdonlands)).

The presentation included:

- A review of the project goals and objectives;
- A description of the study area;
- A discussion of the hydrology of the Don Mouth;
- Overview of river characteristics and the three regulatory flood spill zones;
- An illustrative model of existing conditions;
- The process for creating a valley feature in the Lower Don Lands;
- Sediment and debris management;
- Naturalization of the Don Mouth;
- Terrestrial and aquatic habitat types;
- Fish habitat restoration;
- Management of contaminated soils;
- Soil data collection;
- Navigation risk assessment;
- Integration with the Keating Channel EA and Precinct Plan; and
- Next Steps.



Mr. Murray explained that Toronto and Region Conservation and the project team have been working for over 4 years on the Don Mouth Naturalization and Port Lands Flood Protection Project. He noted that the goal is to create a naturalized river that is situated within the context of a revitalized urban environment while providing flood protection up to the regulatory flood requirements. Mr. Murray stated that the team's preferred alternative is option 4WS, and noted that the team has subjected this alternative to several studies, including hydrology, sediment and debris, management of contaminated soils, and risk analysis of the shipping lane. Mr. Murray explained that the shape of the valley that contains the river can control the floodwaters, and that the team is proposing to armour the valley, create stable slopes, create landforms, and modify the channel north of Lake Shore Boulevard. He explained that sediment and debris will need to be removed from the river annually, and the team is also proposing a sediment management area.

Mr. Murray went on to discuss naturalization, noting that there are three types of habitat envisioned in the area: terrestrial open space, wetland habitat and aquatic habitat. The team will work to reduce the presence of invasive species, and accommodate migratory birds, small mammals, and native fish species. Mr. Murray added that the team hopes to start construction in 2011 or 2012, once the EA studies are fully completed.



## 5. Questions and Feedback

### ***Lower Don Lands: Keating Channel Municipal Class EA and Precinct Plan***

Following the Lower Don Lands: Keating Channel Municipal Class EA and Precinct Plan presentation, Mr. Dilks asked participants if they had any questions or feedback related to the presentation. The following summarizes participants' questions and comments (identified with 'Q' or 'C') and responses from the project team where provided (identified with 'A'):

**C:** Thank you very much. I am happy with what I am hearing. I suggest that you make room for urban farming in your plan, including the production, processing and selling of farm products.

**A:** That is a fantastic idea, and it makes cities so alive. The project team will consider this in their plans. Jane Jacobs say "the best plans are the ones that liberate others people's plans". We want to have a plan rich in possibilities to allow all these things to happen and allow places for these things to happen.

**C:** There have been several attempts to bring street systems down from Lake Shore Boulevard and Don Valley Parkway into the Port Lands. There is still pressure to put roads in the wrong place. I think the team should close the Don Roadway south of Commissioners Street and not have a bridge over the river. I think the Don Roadway should not go south of Commissioners Street; it should not be the gateway to the Lower Don Lands, and Cherry Street should be the gateway.

**A:** We will also focus on small roads in the Lower Don Lands area. We will have generous park systems. We will have more use of Lake Ontario Park and we will need to accommodate access for more people visiting the site as well as for emergency access. We don't want to have one bridge closed due to maintenance and not having an additional bridge to use. We will try to avoid placement of large roads near the river.

**Q:** The underpasses should be upgraded. Are we looking for something like Bay Street and York Street?

**A:** The team is looking at improving connections at Parliament and Cherry. We hope to have better quality underpasses than what you currently see at York Street and Bay Street. We are looking for spaces for pedestrians and cyclists to move safely and effectively through the area.

**C:** I want to congratulate the Team for a job well done. I have some suggestions about the industrial grain silos and the Gardiner Expressway. I think the grain silos are blocked by a set of buildings. You should open up the area, and maybe use the silos as an observation point. I suggest that the Gardiner Expressway may be left up and used as a historical observation area.

**Q:** I would like to see access for small watercrafts. The thing about the plan that strikes me is: How will you allow for connectivity for small crafts? They need protected waters. The Keating Channel is a few minute paddle from one end to the other. Maybe you can allow for connectivity to the river and other areas, which can allow for short portages with a kayak? Maybe even consider artificial protection of the west shore of the development area?

**A:** There is a very complicated series of analyses going on right now about water transport, and how water will be coming and going through the area. It is extremely challenging. We are looking at a way to have a connection at the end of the Keating to the Don River; it is a very critical accommodation. We need to keep in mind low water levels and flooding as well.

**Q:** There should be some consideration for the period of great change including the decline of the combustion engine and the aging population. Will the park be accessible for people who can't walk or cycle? Have you considered a small mobility transportation system?

**A:** It is crucial to consider these changes you are talking about. The suggestion made is a great idea and we will take it into consideration.

**Q:** I have owned property in the area for 30 years. I have seen many plans come and go, and I hear the same things about pathways, boats, benches and so on. I am floored by the detail of research you have done. I am tired of hearing these promises and not seeing anything materialize. How real is this? Will this happen? When will construction start?

**A:** These plans will be implemented. This plan is going forward as the result of an EA process. It will become the plan for the City of Toronto for this area. The details of this plan are never guaranteed and the community still needs to continue to advocate with all levels of government and support Waterfront Toronto in getting it done. We will send our plan to the Ministry of Environment for approval this fall. We hope get a final approval in a year from this fall. We are also looking into ways of securing funding.

### ***Don Mouth Naturalization and Port Lands Flood Protection Project***

Following the Don Mouth Naturalization and Port Lands Flood Protection Project presentation, Ms. Swerhun asked participants if they had any questions or feedback related to the presentation. The following summarizes participants' questions and comments (identified with 'Q' or 'C') and responses from the project team where provided (identified with 'A'):

**C:** I think you presented a wonderful plan. One thing we need to emphasize is nature in the city. We need to allow deer to move through the valley to access the lake. Can you bring up slide #37 again? On the other side of the Don Narrows is an opportunity to allow access for wildlife; we can even plan for larger mammals like deer. Can we create a linkage or wildlife corridor to join up with the Don greenway south of the Lake Shore?

**A:** That is a good point. We have to consider the flood capacity of the channel narrows first and then move on to considerations for wildlife corridor features. We will look at it but flooding is the priority.

**Q:** I wanted to come here on my bike today, but the path was flooded. Are there any flood controls on the upper part of the Don?

**A:** We have lots of flood control challenges through the Don River system. There are more concerns further north, but this project does not solve those issues. The City's Wet Weather Flow initiative will attempt to deal with those areas.

**Q:** I enjoyed looking at the flood model. What if Lake Ontario was to increase its water levels? How will this impact the design you are proposing?

**A:** The long-range climate change projections for the Great Lakes illustrate that the water levels will actually get lower. This will help improve flood protection but the ecology of the area will be negatively impacted. Nothing we have planned assumes the water levels in the lake will be higher.

**Q:** What is a research shaft? Also, what happens if in the future the debris management cannot continue and debris builds up? What will happen in the area?

**A:** There will be sewage overflow tunnels installed throughout the area by the City. The shaft we are proposing will prevent the sewage from going into the lake and it will improve water quality. We are suggesting a location for the tunnel. There will also be long-term sediment management in place. Most of the debris is currently being used in other areas of the city; it is mostly woody debris and is used for ecological purposes or goes to the landfill. It is not stored in the debris area for long. It gets removed from that site quickly. It is an annual event.

**C:** I am concerned about the water quality. I heard that the Wet Weather Flow plan needs to happen first. I am concerned about the costs and financial sustainability, as well as big pipes up stream releasing wastewater into the Don River.

**A:** The solutions being proposed as part of this project are not solutions for the water quality issue in the Don River, but they will allow for some improvements; the water quality issue is watershed wide. We need to acknowledge that other strategies and projects are going on. The economy is part of a sustainability framework, and we are trying to minimize costs over time. We have to manage issues here but the overall watershed affects water quality in the Lower Don Lands.

**Q:** Does the City support the project? They need to pull their weight in the areas north of this study area as well.

**A:** The City supports this project. The Wet Weather Flow management plan is part of the solution.

## 6. Written Comments

During the open house, participants had the opportunity to provide written comments using the Participant Workbooks. Participants were able to hand in these workbooks at the end of the open house on May 9<sup>th</sup>, or send in their comments by May 25, 2009 to Waterfront Toronto.

Participants were asked to consider the following questions in providing written feedback:

### **Lower Don Lands: Keating Channel Municipal Class EA & Precinct Plan**

1. Are you comfortable with the draft plans presented? Why or why not?
2. What opportunities for refinements, if any, would you suggest?

### **Don Mouth Naturalization & Port Lands Flood Protection**

1. Are you comfortable with the draft plans presented? Why or why not?
2. What opportunities for refinements, if any, would you suggest?

Any other comments?

The following provides a summary of the written feedback received from participants through submitted workbooks and other written comments submitted to Waterfront Toronto following the meeting. For a compilation of all verbatim written comments received, please see Appendix C.

### ***Summary of Written Comments***

#### **Lower Don Lands: Keating Channel Municipal Class EA & Precinct Plan**

Question #1: Are you comfortable with the draft plans presented? Why or why not?

Overall, participants were supportive of the plans presented by the project team. They noted a variety of positive aspects of the plan for the Lower Don Lands and Keating Channel. Comments included the following:

- The Project Team did a great job in creating a innovative, balanced and comprehensive plan;
- Mixed-used zoning is excellent;
- Detailed thought on a wide variety of modalities (e.g. sunlight, wind, storm water, etc.);
- A range of competing requirements have been taken into account; and
- Well thought out transit plans, pedestrian and cycling plans.

Question #2: What opportunities for refinements, if any, would you suggest?

Participants suggested the following enhancements to the plan:

- Increase natural areas and green spaces;
- More information on the impacts on Leslie Street;
- More information on energy reduction measures (e.g. number of windmills and where they will be situated);
- The historic silos could be reused as giant compost facilities;
- Include urban agriculture;

- Consider access for seniors and people with disabilities;
- Create a wildlife migration corridor; and
- Provide enhanced access for small watercrafts.

### **Don Mouth Naturalization & Port Lands Flood Protection**

Question #1: Are you comfortable with the draft plans presented? Why or why not?

Overall, participants were supportive of the plans presented by the project team. Comments included the following:

- The flood models are very good;
- Working toward net gain scenarios in all climatic conditions; and
- Will add beauty and nature in the City.

Question #2: What opportunities for refinements, if any, would you suggest?

Participants had very few suggestions for improvement. Suggestions included:

- The entire watershed must be addressed with respect to water quality and flooding;
- Include planning for interpretation and educational opportunities; and
- Dredge river south of Riverdale Park Bridge to allow for the use of canoes and kayaks.

### **Additional Comments and Questions**

Overall, participants were very pleased and impressed with the two presentations and associated plans. Some participants took the additional opportunity to express their opinions, ideas and questions about the two projects in the "additional comments" section of the comment workbooks. Representative comments included the following:

#### ***Construction Materials***

- Asphalt used for road construction deteriorates and dissolves into the drinking water supply. If pavers could be used throughout the City, Waterfront Toronto might win some awards in the future.

#### ***Noise***

- Consider performing a noise study in the area, especially for the Island Airport.

#### ***Economy***

- It would be wise to have an expert property insurance specialist sitting in on some of the discussions with the project team.
- Divide the implementation timeline into 2 year phases with budget dollars set aside accordingly, this may be more practical in terms of saleability to other stakeholders and investors.

#### ***Health***

- Build a local health clinic to service the new development.

#### ***Bicycle Storage***

- Some sort of bicycle storage lockers might be desirable for public use.

## **7. Closing Remarks and Next Steps**

The Co-Facilitators reminded participants to hand in their comment workbooks at the conclusion of the meeting or return them by the May 25<sup>th</sup> 2009 deadline. They informed participants that the presentations would be available on the Waterfront Toronto website ([www.waterfronttoronto.ca/lowerdonlands](http://www.waterfronttoronto.ca/lowerdonlands)) and that a report on the meeting would be prepared and shared with those who attended.

Mr. Glaisek thanked participants for attending the Public Forum and thanked them for their support. He encouraged them to continue to provide feedback on both projects. Mr. Glaisek concluded by stating that this is one of the largest civil works projects going on in Canada, and that big changes are in store for the Lower Don Lands area.

## Appendix A – Participant List

Organization, Participant	Participant
AECOM, Corinne Latimer	A.M.
AECOM, Karin Wall	Alex Rocha
AECOM, Marc Rose	Alina Gildiner
AECOM, Marko Prgin	Antoine Belaieff
AECOM, Michael Thompson	Ben Dactiis
AECOM, Mike Hubicki	Blair Falzoner
AECOM, Paul Murray	Bob Hutton
AECOM, Peter Middaugh	C. Ciavarella
AES, Beth Wentzel	Cam Miller
AES, Susan Lehnhardt	Chris Killam
Arid & Berlis LLP, Rob Dolan	Christopher Coverrieri
Arup, David Pratt	Corey Trowersy
Arup, Olivia Ryan	David Glen
Beach Photo Club, John Wallace	Donna Milakic
Beach Triangle Residents Association/Gardiner Lake Shore Task Force, Chris Blythe	Douglas Graydon
City of Toronto, Bill Snodgrass	Ed Sherer
City of Toronto, City Planning, Denise Graham	Edmund Carlson
City of Toronto, City Planning, Tim Laspa	Emily Greenleaf
City of Toronto, Eddy Lam	Fredelle Bruiq
City of Toronto, Jamie McEwan	G. Blanchette
City of Toronto, John Kelly	Gary Smies
City of Toronto, Mayor's Office, John Piper	H. Black
City of Toronto, Parks, Forestry & Recreation, Jennifer Tharp	H. Malec
CNC, Davidson Norris	Hans Riekko
Don Watershed Regeneration Council, Moyra Haney	HR McMann
Friends of the Lower Don Lands (FOLD), Dalton Shipway	Ian Bailey
Gooderham & Worts Neighbourhood Association, Anne Hume	Jack Brannigan
Gooderham & Worts Neighbourhood Association, Bruna Nota	James Clark
Gooderham & Worts Neighbourhood Association, Jane Robinson	Janice Durst
Gooderham & Worts Neighbourhood Association, Judith Lowther	Jason Neill
Gooderham & Worts Neighbourhood Association, Penelope Tyndale	Jeff Evenson
Gooderham & Worts Neighbourhood Association, Victor Razgaitis	Jim Dalziel
Halcrow Yolbes, Anthony Guadaynoh	Jim Robertson
Humber Heritage Committee, John Miles	John Guido
IBI Group, Laurence Lui	John MacMillan
ICMC, John Hopkins	John Meng
Kac Consulting, Jerry Crawford	Karen Hutton
Leaside Property Owners' Association, Agnes Vernes	Kelly Greenberg
Lura Consulting, Dave Dilks	L. Uricek
Lura Consulting, Patricia Halajski	Lars Henriksson
MMM Group, Steve Willis	Lloyd Leadbeater

<b>Organization, Participant</b>	<b>Participant</b>
MVVA, Gullivar Shepard	Luisa Horteninos
MVVA, Kerrie Harvey	Lynda Martin
MVVA, Michael Van Valkenburgh	M. Howe
MVVA, Sarah Siegel	M.A. Trowersy
MVVA, Tim Dekker	Margot W.
Panterra Building Corporation, Adriana Cotovio	Mary Heiberg
Panterra Building Corporation, Norbert Cotovio	Matt Cabarge
Riverdale Historical Society, Gerald Whyte	Michael McMahon
Rocket Riders, David Fisher	Michael T. Smith
Rouge Valley, Lois James	N. Uricek
Ryerson University, Charles Middleton	Nicole Swerhun
Ryerson University, Melanie Panitch	Onil Bhattacharya
SENES, Anneliese Grieve	Ray Barton
St. Lawrence Neighbourhood Association, Ronny Yaron	Rob Galea
Task Force to Bring Back the Don, Bryan Bertie	Ross Cheney
Task Force to Bring Back the Don, John Wilson	Russ McLeod
Toronto and Region Conservation Authority (TRCA), Adele Freeman	Sarah Orr
Toronto and Region Conservation Authority (TRCA), Deb Martin-Downs	Scott Payette
Toronto and Region Conservation Authority (TRCA), Don Haley	Shan Dhingra
Toronto and Region Conservation Authority (TRCA), Ken Dion	Sharon Howarth
Toronto and Region Conservation Authority (TRCA), Michelle Vandewal	Stephen D. Sword
Toronto Transit Commission (TTC), Mike Ronson	Steve Scheinent
Waterfront Action, David White	Stig Harvor
Waterfront Toronto, Amanda Flude	Sylvia Pelman
Waterfront Toronto, Brenda Webster	Tero Konttin
Waterfront Toronto, Chris Glasiek	Tom Hopkins
Waterfront Toronto, John Campbell	Tracy Ehl
Waterfront Toronto, Kevin Bechard	Tyler Greenleaf
Waterfront Toronto, Mark Wilson	W. Gola
Waterfront Toronto, Michelle Noble	Zac J. Zachariassen
Waterfront Toronto, Raffi Bedrosyan	
Waterfront Toronto, Robert Siddall	
West Don Lands Committee, Cindy Wilkey	
York University, Leo Panitch	

# Appendix B – Public Forum Agenda

## AGENDA

Meeting Purpose:

- To present and seek feedback on the Lower Don Lands: Keating Channel Municipal Class EA and Precinct Plan; and
- To present and seek feedback on the preliminary concept design for the Don Mouth Naturalization and Port Lands Flood Protection Project.

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*Refreshments and a light lunch provided*

**10:00 am**      **OPEN HOUSE**

**11:00**            **Welcome & Opening Remarks**

Mark Wilson, Chair, Waterfront Toronto

Chris Glaisek, VP Planning & Design, Waterfront Toronto

Adele Freeman, Director, Watershed Management, Toronto and Region Conservation

**11:10**            **Agenda Review**

Nicole Swerhun & Dave Dilks, Facilitators

**11:15 pm**      **PRESENTATION: Lower Don Lands Keating Channel Municipal Class EA and Precinct Plan**

Michael Van Valkenburgh, Michael Van Valkenburgh Associates, Inc.

Ken Greenberg, Greenberg Consultants, Inc.

*Plenary: Questions of Clarification and Discussion (12:00 – 12:20 pm)*

**12:20**            **PRESENTATION: Don Mouth Naturalization & Port Lands Flood Protection**

Paul Murray, Gartner Lee Limited

*Plenary: Questions of Clarification and Discussion (1:05 – 1:25 pm)*

**1:25**            **OPEN HOUSE continued...**

**3:00**            **Adjourn**



## Appendix C – Written Feedback

This appendix documents verbatim written feedback from participants. The comments are from individual workbooks and post-event feedback received by Waterfront Toronto by the May 25<sup>th</sup> 2009 comment deadline.

### ***Lower Don Lands: Keating Channel Municipal Class EA and Precinct Plan***

#### ***Questions #1: Are you comfortable with the draft plans presented? Why or why not?***

Brilliant – this plan will be for Toronto what the cathedrals were for Medieval Europe!

Yes. It's very comprehensive. Would like more information on energy reduction and clarification on the images shown in the presentation. How many windmills and where will they be situated? Excellent component – "Aging in Place"

Very impressive.

Generally yes.

I am extremely pleased with the concept plans presented by Waterfront Toronto at the May 9/2009 meeting. For me, I get almost as much pleasure from the process of working towards a goal as from the "goal" itself. I've enjoyed taking part in the process by attending most of the public meetings and having my say. Based on the May 9<sup>th</sup> presentation, I think all parties who were involved in the process can be proud of the draft plans presented at the meeting.

No - not enough width of flow channel south to ship channel.

Not enough info of impacts over Bay and Leslie St.

Need a panel Board for this.

South of ship channel – there needs to be connection terrestrial and aquatic through Lake Ontario Park.

Get rid of the 3 high rise buildings – they do not belong.

Worry about wet weather flow from upper Don.

Not enough discussion or data.

Do not like the combined over outflow storage tanks.

We have no plans to correct CSOs.

Transportation seems well thought out.

Mixed-use zoning is excellent.

Please work to keep T&T in new development.

Detailed timelines from time of project approval to project completion would be nice.

Yes, besides Parliament St., a balanced and comprehensive approach seems in place.

Yes – also, we are struck by the similarities to the Puerto Madero development in Buenos Aires.

Very detailed, comprehensive and diverse. However: it may still be a challenge to stave off undue reliance on the car (for those coming from afar) and looking for parking spaces! Proposed high quality, interconnected transit routes imperative and must be a priority.

Yes. The level of detailed thought on a wide variety of modalities (e.g. sunlight, wind, storm water, etc.) and the creativity of the design teams are

brehtaking.

Appreciate the attention to sun and wind and water use and enjoyment in the plans.

The integration of working drawings is excellent and the whole presentation is an enormous optimistic boost.

Yes! The range of competing requirements all seem to have been taken into account. Cutting edge planning.

Yes! The plans are well thought out considering all the difficulties of renewing the area. I like the transit plans, pedestrian and cycling plans.

Yes, very exciting!

The Zoning Amendment Application filed with the City of Toronto for the Silo Site is to bring the current zoning by-law into conformity with the New City of Toronto Official Plan and the Central Waterfront Secondary Plan to permit mixed use residential and commercial uses up to a density of 112,000 square metres (1,205,597 square feet) of combined gross floor area in buildings of a variety of heights.

The design concept prepared by the Kirkland Partnership contemplates two options. One with the existing Victory Soya Silo structure retained and the other with the Silos removed. The option retaining the silo contemplates a new mixed use building with a substantial tower positioned at the corner of the harbour and the mouth of the Don River. The second tower is positioned along the Trinity Street extension/corridor. Under the application the proposed extension of Queens Quay East breaks into a divided highway around the Silo structure and the planned right of way width incorporates transit routes. In addition a new flatiron building to the immediate east of the silo structure is proposed. The second option considers the demolition of the silo structure which would be traversed by the Queens Quay extension. In the second option the maximum building height is consolidated in a substantial sentinel tower north of the future extension of Queens Quay. Secondary Buildings south of the future extension of Queens Quay East are featured on the south side of the Queens Quay extension.

The preferred alternative of the Municipal Class EA realigns the extension of Queens Quay north of the existing Silo structure.

Our client's consultants remain concerned with your preferred alternative for the extension of Queens Quay north of the existing Silo Structure because in their opinion it does not leave sufficient depth and proportion for a below grade parking structure on the northern development block. More detailed design plans are required to assess this alternative further. Although the split right of way concept of the Zoning By-law Amendment Application was included in the alternatives considered under the Class EA our consultants have been provided with the detailed reasons as to why this option was dismissed. The consultants also remain concerned with the conceptual placement of one major tower adjacent to the eastern side of the Silo Structure and do not consider this the most appropriate location within our client's 5.2 acre site.

Our clients appreciate that effort which has gone into the background work for the Keating North Precinct Plan but until they are actually provided with a draft precinct plan and draft zoning by-law they reserve comment on this ancillary undertaking.

### ***Question #2: What opportunities for refinements, if any, would you suggest?***

Remove the horrible DVP to Gardiner ramps.

How will feet and wheels be managed on foot/cycle paths?

Less urban development and increase natural areas.

Urban planning, like politics, is the art of the possible. With planning well underway, it may be time to insert a component in those meetings on the political/financial trajectory of the project. I appreciate the sensitivities of this, but this element must be managed or we only be left with pretty pictures and consultant fees. Again. Public consultation and advocacy is essential for a plan of this scale to move forward. To marshal this, two things are necessary: acknowledgement of the political/financial path as equally important and practical as soil studies and agency coordination. And informing the public/supporters of the status and strategy of Waterfront Toronto and TRCA in this regard.

Is it possible the historic silos could be reused as giant compost facilities? Given the fact they were originally designed to warehouse grain the reality of

converting them into compost facilities should be very feasible. Secondly every time the obnoxious gas odour discussion comes up is it possible that the escaping gas could be captured and turned into a heat source for burning and heating something like a community walk snow melt application, or maybe there is enough gas to operate some outdoor overhead burners. It might be worth putting it out as a contest to a university challenge to explore this further. This should be a good project for winning over the future generation. The silo can offer good potential for some kind of immediate use and revenue stream if adequately thought through. This should be part of the engineering challenge.

I might suggest the committee look at this aspect soon as a practical solution to the green garbage problem the city already has. I cannot see leaving them in their present condition for ever. The functionality of this asset could definitely be realized to the community. There is no shortage of green garbage that could be diverted into these silos. They also need to be refurbished on the exterior too. They have no charm and no appeal. Historical designated industrial sites of that size should have something desirable going for them.

I have two suggestions for possible improvements to the draft plans.

a) Victory Soya Mills Site:

The Soya Mills are a fine reminder of our former waterfront industrial heritage. The retention of these silos as part of an enhanced cultural site would benefit the City and serve as a magnet for drawing the public to the waterfront throughout the year. The current draft plans for the site could be improved by improving the visibility of the site from the harbour by moving the building at the corner of the Parliament Slip and Keating Channel to another location or transferring its density to another building further east. Opening up this corner would allow visitors to the silos to have a clear view of the harbour (particularly if an observation deck were placed on top of the silos) as well as allowing sailors on boats in the harbour to have a good view of the silo site. Just think of the visual impact from the harbour if the silos were illuminated with LED lighting.

b) Gardiner Expressway in the vicinity of the promenade along the north side of the Keating Channel just east of the Munitions Street bridge:

As an additional reminder of our past history, I would suggest retaining one section of the elevated Gardiner at this location. The concrete pillars and roof of this one section could be incorporated into a site for a cafe and restaurant. I envision cafes on the ground level adjacent to the promenade, a restaurant on a 2<sup>nd</sup> floor built halfway up the concrete expressway supports and a rooftop cafe that has a view of the whole lower Don Lands site. The rooftop cafe and 2<sup>nd</sup> story restaurant could be serviced by an aesthetically pleasing elevator(s).

I love suggestion on urban agriculture and produce available to public.

Transportation for seniors and handicapped – i.e. wheel transportation entry to various areas.

More information on fish habitat and the River function.

Wildlife migration corridor.

I have concerns the lack of retail along the Keating Channel will make it a “dead” space, particularly in the winter.

Seeing more details about changes if the Gardiner is moved would be nice.

Would be nice to see if GO station is built, where it would go.

Parliament St. rail underpass should be designed similar to the plan for Scarlett Rd. at the C.P. underpass between St. Clair Ave. W. & Dundas St. W., which is including space for future streetcars even though no streetcar service is planned to go under the C.P. line on Scarlett. Likewise, Parliament isn't planned to have service, but tracks exist north of King and could become a future route, so space should be included in the new underpass.

The light standards (i.e. posts) are really far below the cool elegance of the overall design concept.

Definitely pursue urban farming/local work opportunities.

Encourage ongoing interpretive walks re: port/ “industrial” history and natural ecology features of area through Heritage Toronto, Toronto Field

Naturalists, as plans progress and publicize some to general public to familiarize them from precinct(s).

I am interested in seeing more detailed modeling of the way people circulate through the open spaces and how this interacts with ecological planning for resident and migratory wildlife (including in the aquatic realm). I am interested in seeing the uses that are anticipated for the bridge over the south end of the Greenway along the north side of the Ship Channel. This would be a good opportunity for a light touch – a boardwalk-type bridge for pedestrian and bike traffic, but not cars, transit, etc.

Would like to see an artist's rendering of a winter scene; skating areas, etc.

"Aging in place" is valued, but a sense of "cost of living" would be appreciated range.

Water taxes, small-craft passageways – where do they fit in?

Urban agriculture - farming.

Sustainability: food (local); nature preservation

Job creation in farming – using local waste; selling local produce; hot house: using extra energy production.

While this cannot be mandated there is some need to incorporate the necessary potential infrastructure in the basic plan so as to allow others to bring and grow their plans.

Time enough for refinements, though I hope there will be provision for a health clinic in the area for residents and workers.

Ensure zoning to allow for proper density (8+ floors).

Ensure family sized units in residencies, schools, daycares and retirement homes to have an age diverse area. The commercial areas along Cherry and Villiers looks good.

There is a need for the draft precinct plan and the draft zoning by-law to be coordinated and presented with the City of Toronto who is co-proponent in these undertakings. Until this is done the proposals remain relatively conceptual.

Our clients would appreciate a better understanding of the location details of the Queens Quay east extension and the proposed funding and costing for this Municipal Class EA particularly with respect to the potential extension of Queens Quay East through their lands.

## ***Don Mouth Naturalization and Port Lands Floor Protection***

### ***Questions #1: Are you comfortable with the draft plans presented? Why or why not?***

Extraordinary.

Yes – the flood control plan sounds very challenging!

The images on the role of nature and clarification are very good.

The flood control animation images are amazing and make the project easy to visualize.

Generally yes.

The science and statistical calculations I have no doubt been well researched by accounts based on the information available today. Having made this statement it would be good to see some of the reports generated to show the flows and the maintenance.

I might suggest an added feature to deal with a huge 200 year downfall or an ice jam blockage.

Why not install 3 – 8' diameter pipes under the bottom channel armour liner system. The pipes could be outfitted with a booster chamber with massive super charged force main pumps.

In the event they are ever required they could increase the flow of the river substantially.

The approximate increased discharge could be in the order of \_\_\_\_\_ m3.

If a suitable screening device can be installed and reasonably maintained.

The pumps would be switched on 4 times a year for ongoing maintenance reliability.

Tokyo has a somewhat similar problem and has done this to avoid flooding. This might overcome a problem raised in the comments section under Item 1.

I combined Page 3 and 4 issues.

Fairly comfortable, as I don't know much about the technical requirements.

Yes.

Still need confirmation of commitments to these significant interdependent initiatives.

Looking forward to Fall '09 Presentation.

Yes. Again the creativity and detailed consideration of the many critical issues is commendable. I am very interested in aquatic and terrestrial habitat features that take advantage of the varying water levels when river or lake changes create microclimatic make opportunities. Your team seems to be looking at all these opportunities – working toward net gain scenarios in all climatic conditions.

Good work.

Absolutely yes. This makes a lot of sense and I have a feeling this will be a beautiful part of the city.

Yes.

Our clients support the ambitious undertakings for the removal of the flood plain within the Central Waterfront.

Our recommendation is that to ensure public confidence in the undertaking that there be a clearly communicated business plan presented as to the manner in which the funding of these capital works will proceed.

### ***Question #2: What opportunities for refinements, if any, would you suggest?***

A number of other studies are currently underway in regards to this redevelopment as shown on the presentation. Until those studies are fully completed it is difficult to comment at this time. I suggest as the studies become available they be uploaded for further review and the refinements may come then.

Cut CSOs.

Nothing in particular.

Very clearly – entire watershed must be addressed (as noted) re: water quality, flood mitigation.

Planning for interpretation and educational opportunities – especially given the groundbreaking nature of the work being done – should start as early as possible.

Don Narrows – big challenge! (continued problems) You seem to be aware and take the possible measures.

Dredging River south of Riverdale Park Bridge so could be used for canoes, kayaks, etc.

At present, our clients will continue to monitor the process.

## ***Any other comments?***

First class presentations, kudos to ALL INVOLVED for simplifying the complex technologies involved!

Congratulations to Waterfront Toronto, TRCA and MVVA and all their partners for superb presentations of wonderful plans. This could be the best thing to happen to Toronto in all its history. It's probably cheaper than rescuing the auto industry. Give Adele Freeman the Order of Canada.

Talk to Greater Toronto Airport Authority. They have several innovative programs that encourage factories and utilities in Airport region to share energy resources. For example one factory may produce waste heat. A neighbour enterprise may need heat. The Airport Authority facilitates the mating of these two enterprises for mutual benefit and not energy savings to community. I can supply name of project.

The preceding and following comments are driven from a business perspective of observations.

As a concept a vision given the broad diversity of overlapping dynamics that are challenging but this is what makes it exciting. Think of the following comments as business plan strengths and weaknesses.

1. The committee would be well served to have an expert property insurance specialist sitting in on some of the discussions. In light of recent biblical tragedies in the US and elsewhere globally I suspect having an insurance expert input from the outset would be advisable. It may force a close rethink of the options available. Vegetative green roofs while recently trendy do pose a fire hazard element if not maintained. – THIS IS VITAL
2. There are a number of timeline issues that would appear to be in need of some more input. I might suggest that 2 – 20 years to build out most of the infrastructure would be required. If it can be further broken down into 2 year phases with budget dollars set aside accordingly it might be more practical in terms of saleability to other stakeholders and investors.

Ideally I would start with the Don River Re-development with some sort of budget perspective / timeline would be involved on that aspect of the project first.

3. What synergies or challenges does the adjacent Toronto Island airport offer or present. Airborne noise might be a factor in window design and/or HVAC duct systems conversely creating a ferry link to the area may yield some desirable financial attractiveness. In any case I would be curious to see the noise impact diagram showing the noise level db line configuration.
4. What sort of business group working committees can be set up to explore niche business opportunities? Maybe this is well underway.
5. While the use of asphalt roads will be with us for some decades to come – the reality is they deteriorate and dissolve into the drinking water supply. Most motorists never stop for a moment to think about the consequences of laying down a road. It likely won't gain much traction as an idea but if pavers could be used throughout the Toronto Waterfront committee might win some awards in the future on this score alone.
6. Some sort of bicycle storage lockers might be desirable that the public can get access to. A number of users would like to use the area recreationally if they could leave their bicycles in some convenient lockup area that is protected from the elements. This could be introduced early in the process to create a revenue stream. A full blown public storage facility is not necessary to meet this demand. Just a dedicated facility for bicycles.

Interesting to hear it actually said out loud that water levels in the Great Lakes are lowering. A scary long-term prospect! (We are witnessing water levels lowering in Georgian Bay.) Congratulations on the whole effort!

Why a streetcar and not a bus up Cherry St.? Solar/thermal? Health Clinic?

Our clients will continue to participate in the stakeholder process and review the Environmental Study Reports when they are released.