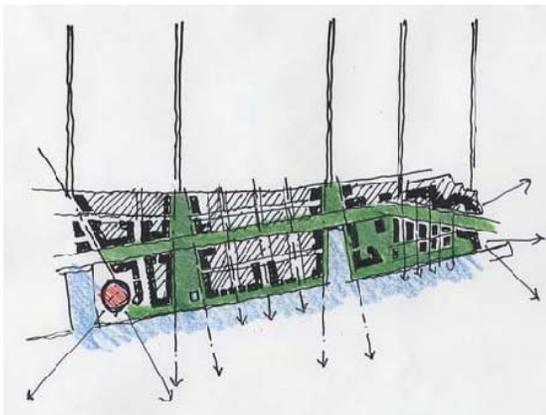




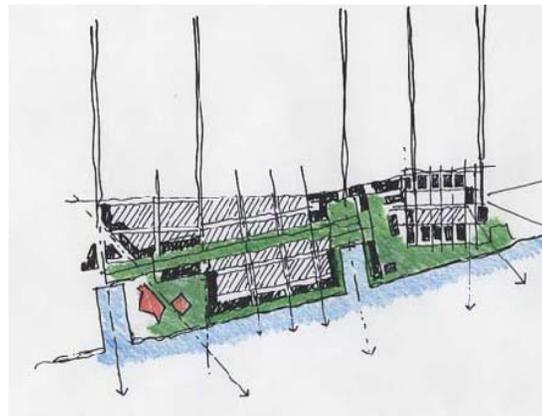
**TORONTO WATERFRONT
REVITALIZATION CORPORATION**

East Bayfront Precinct Planning Draft Summary of Public Forum #2

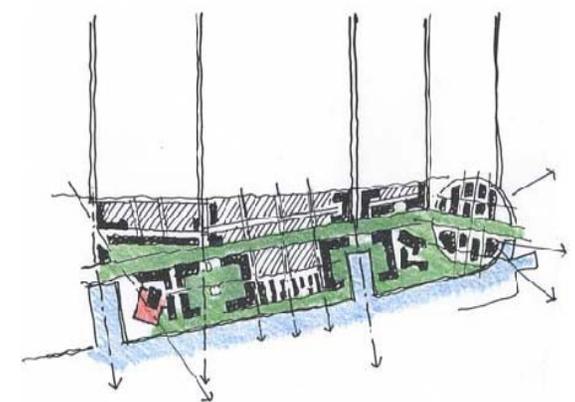
December 01, 2003



Option A



Option B



Option C

This report was prepared by Lura Consulting. It presents the key discussion points and outcomes from the December 01, 2003 workshop for the East Bayfront Precinct Planning process and is subject to review by meeting participants. If you have any questions or comments regarding the report, please contact either:

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OR

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Lura Consulting
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Toronto, Ontario M5C 2G5
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nswerhun@lura.ca

East Bayfront Precinct Planning Public Forum #2

December 1st, 2003, 5:00 - 9:30 p.m.
Bambu by the Lake, 245 Queens Quay W., Toronto

1.0 ABOUT PUBLIC FORUM #2

This workshop was the second of three public forums to be held by the Toronto Waterfront Revitalization Corporation (TWRC) as part of the East Bayfront Precinct Planning process. This forum was designed to:

- Build on the discussion at East Bayfront Precinct Planning Public Forum #1, with a focus on presenting and getting feedback on key components of the Precinct Plan
- Introduce the environmental assessment process
- Explore the “big picture” design concepts and Precinct Plan layouts that are being developed by the East Bayfront Precinct Planning team

Approximately 200 people participated in the meeting, of those, approximately 160 signed in (the list of participants who signed in is attached as Appendix A).

The format of the public forum consisted of an Open House from 5:00-7:00 p.m., and a presentation and facilitated discussion from 7:00-9:30 p.m.



The East Bayfront precinct planning team:

Koetter Kim & Associates (Urban Design Services)
Phillips Farevaag Smallemberg (Parks and Public Space Design Services)
Sustainable Edge (Sustainable Design Services)
GHK International (Urban Planning and Revitalization Services)
BA Consulting Group (Transportation Planning Services)
LEA Consulting (Municipal Services Engineering Services)

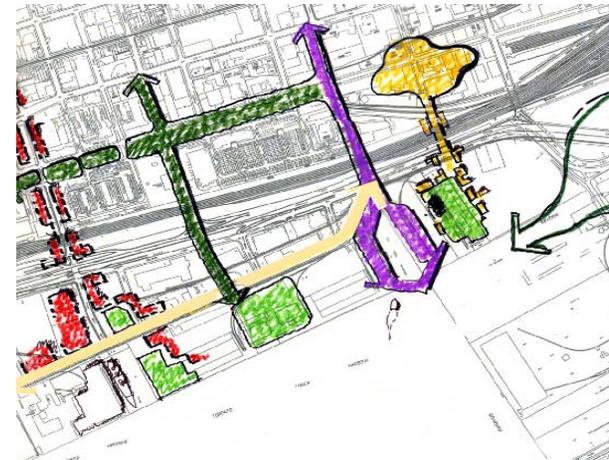
2.0 OPEN HOUSE

During the OPEN HOUSE, the participants reviewed a series of displays that focused on several components of the East Bayfront Precinct Plan, including:

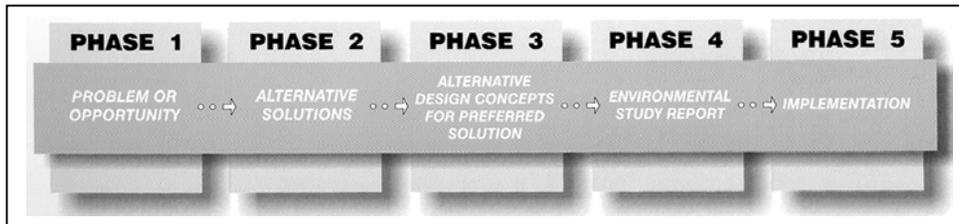
- Design and Public Realm
- Parks and Open Space
- Affordable Housing and Community Facilities
- Transportation
- Sustainability
- Infrastructure, including the first phase of consultation on the three areas in which Municipal Class Environmental Assessment approvals are being sought: (1) water and wastewater; (2) stormwater; and (3) roads

The East Bayfront Consultant Team was available at the Open House to answer questions and get feedback.

At the OPEN HOUSE, participants were invited to comment on the displays and answer the following four focus questions:



"Streets" – Part of the Parks and Open Space Display Board

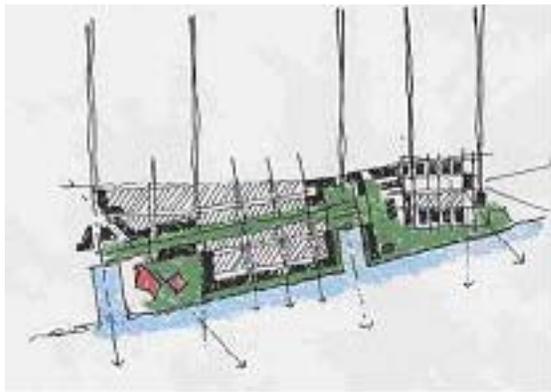


The Class EA Process – introduced at the Open House

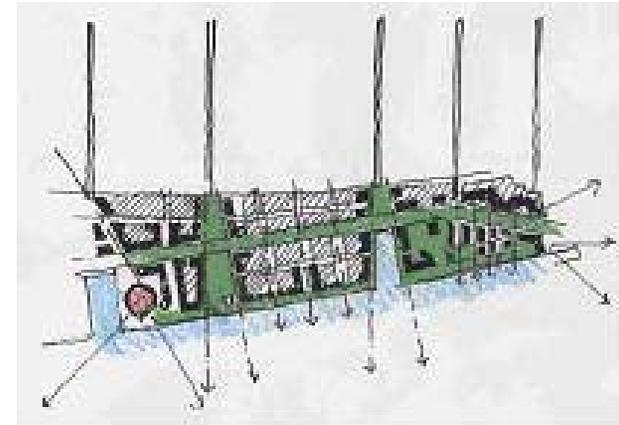
1. Have the key issues and opportunities been identified? What changes would you suggest, if any?
2. Do you have any thoughts or feedback on the strategy and/or alternatives presented? What changes would you suggest, if any?
3. For the Environmental Assessment: Are the evaluation criteria sufficient to select a preferred solution? What changes would you suggest, if any?
4. Are there any additional comments and/or advice you would like to share?

3.0 PRESENTATIONS

John Campbell, President and CEO of the TWRC, welcomed participants to the workshop. He introduced and thanked the City of Toronto's Waterfront Secretariat for their participation in this workshop and overall support of the process. He noted that along with the other activities planned for the evening, the Environmental Assessment (EA) Process would be introduced.



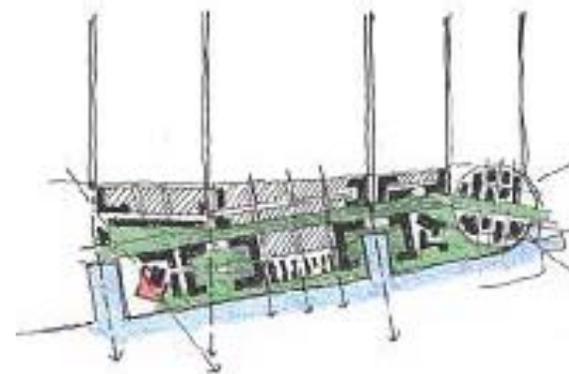
Option B



Option A

Nicole Swerhun, of Lura Consulting and project facilitator, reviewed the agenda for the forum. She noted that the focus of the discussion was to review and provide feedback on the three design concepts developed by the consultants.

Following the agenda review, Joe Berridge, East Bayfront Project Manager and founding partner of Urban Strategies Inc., gave an update of the overall waterfront planning process and overview of the Precinct Plan. Joe explained the links between East Bayfront, West Don Lands and Commissioners Park precinct plans. He noted that the overlap in consultant team members ensures continuity between all 3 precincts. Joe briefly highlighted the many pieces of work underway, including: transportation, housing, community facilities, sustainability, and culture. Finally, Joe explained how all elements will be fed into/inform the precinct concept and layout options.



Option C

After his presentation, Joe introduced John Gladki of GHK Consultants. The East Bayfront urban plan consultant gave insight into the team's thoughts on the community-building elements of the East Bayfront Precinct Plan. John briefly described how the option for affordable housing and community facilities affected the urban design concepts.



Waterfront concept plan west of East Bayfront

COMMON THEMES

New city mixed use neighbourhood for people of all income levels
 Generous water's edge esplanade
 Strong north- south street connections
 Neighbourhood park, school and community centre
 Iconic destination building at Jarvis Street slip
 Scale of built form from water's edge to north
 Diversity of scale, size and types of buildings and open spaces

VARIATIONS

Location and scale of open spaces
 Alignment of Queens Quay
 Alignment of LRT route
 Massing and arrangement of buildings
 Character of district east of Parliament Street

Following John's presentation, Fred Koetter of Koetter Kim & Associates, along with Greg Smallemberg of Phillips Farevaag Smallemberg, reviewed and presented three different options for the East Bayfront design concept and layout. They described and explained the common themes and variations in each option, while linking the responses and feedback received from Public Forum #1. The links to other components of work (e.g. sustainability, culture, housing, transportation, etc.) were also highlighted. In the discussion of next steps, the design team described the process that will be used to evaluate and identify the preferred option.

Copies of these presentations are available on the TWRC website at www.towaterfront.ca.

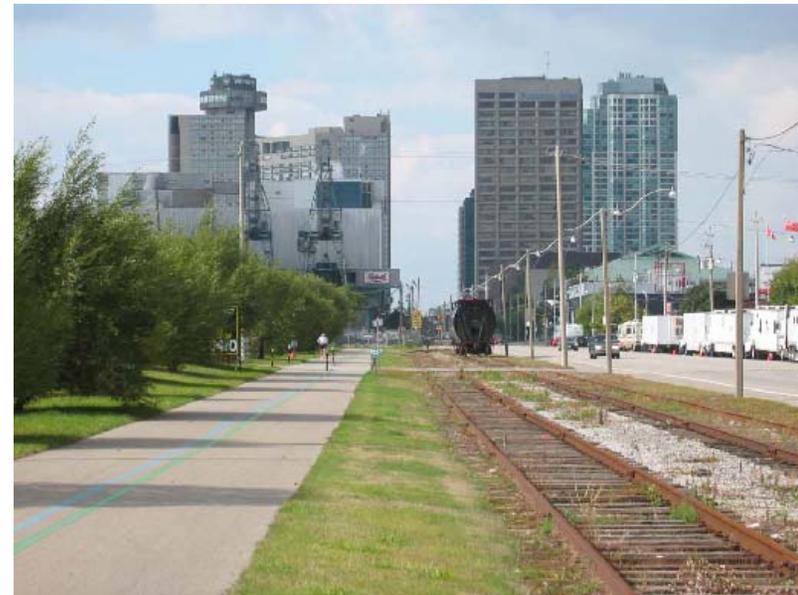
4.0 WORKING SESSION

Following a brief discussion period, participants began by working together in groups to discuss the following questions:

1. What elements of the option(s) DO you like? Identify the most appealing 3-5 elements (your “must haves”), and explain why you would like to see them in the East Bayfront Precinct Plan.
2. What elements of the option(s) would you like the team to consider changing? Identify the 3-5 elements you suggest be changed, and the rationale behind your suggestion.
3. Are there any other elements you would like to see added to the plans?
4. Is there anything else you would like to see done differently? If so, what do you suggest and why?



**Image from the presentation on design concepts -
Participants provided their thoughts on
the 3 design options**



**Queens Quay – a key topic of discussion
during the working session**

Participants discussed the focus questions and reported their results to the full group. Following the group discussions, Nicole Swerhun facilitated a discussion period between the participants and the Consultant Team.

5.0 FEEDBACK AND ADVICE: HIGHLIGHTS

This section presents an overview of feedback received from participants at the workshop—from table discussions, individual feedback, and the workbooks submitted to the project team.

The consultant team presented three overall design concepts for the East Bayfront. Participants identified the elements of the concepts that they liked and elements that they would like to see changed.

In table below, broad elements of the design concepts are organized to provide an idea of which elements participants seemed generally comfortable with, which elements received mixed feedback and which elements many participants generally felt could be improved.

Elements of the concepts that participants generally seemed COMFORTABLE with (but need more detail and information)

- Destination features
- Views
- Transit
- Connections
- Parks and open spaces
- Housing mix
- Mix of uses

Elements of the concepts that received MIXED feedback

- Promenade
- Building height
- Sustainability

Elements of the concepts that many participants generally felt could be IMPROVED

- Water's edge

The tables that follow contain a summary of participant thoughts on the key elements of the design concepts, followed by specific comments on each. Detailed feedback and advice are included in Appendix B.

Summary of comments on elements of the concepts that participants generally seemed COMFORTABLE with (but need more detail and information)

**Detailed comments are included in Appendix B

Destination features	<ul style="list-style-type: none"> ✓ Indoor atrium is fantastic. Like distinctive icon destination at Jarvis. Like concept of destination features. ☞ Would like maritime museum re-built as Jarvis St. destination. Need more than one iconic destination. ☞ Where are the water use destinations?
Views	<ul style="list-style-type: none"> ✓ Like transition from urban to green as you move east. Keep the view open ☞ Views from the islands and the water are very important ☞ More view corridors are possible. Keep views from Queen’s Quay open.
Transit	<ul style="list-style-type: none"> ✓ Like transit through center of neighbourhood. Build in transit from Day 1. Like dedicated lane. Transit should be at-grade, raised right-of-way isn’t pedestrian friendly. ☞ Would like LRT branch north at Parliament to Castle Frank (in addition to continuing east) ☞ Need clear idea of where the light rail lines will connect to the rest of the TTC and other neighbourhoods. Consider an ultra light rail system
Connections	<ul style="list-style-type: none"> ✓ Like north-south connections, could use more. Make the connection to Trinity Street. Make Trinity pedestrian connection to waterfront greener and softer south of Lake Shore. Concern that Trinity connection to the south may reduce connection from Distillery district to Corktown in the north. Like integration of new neighbourhood into existing city fabric. ☞ Consider a mid-block east-west connection between the waterfront promenade and Queen’s Quay as a more “local” mobility option. ☞ Consider creating corridors that showcase local heritage, the native experience
Parks and open spaces	<ul style="list-style-type: none"> ✓ Like pocket parks (reduced wind), community playgrounds. ☞ Would like to see potential landscaping alternatives. Like winter garden idea. All public spaces should be useable in the winter.
Housing mix	<ul style="list-style-type: none"> ✓ Diverse housing mix, that would accommodate families as well as singles ☞ Want family-focused housing around schools and community amenities. Want diverse housing mix, accommodate families + singles. ☞ Should go back to housing coops. Experience in Gooderham & Worts shows that even if the original price is affordable, the units get flipped for much higher prices.
Mix of uses	<ul style="list-style-type: none"> ✓ Like mixed use (residential, jobs, recreation) ☞ Employment must be interspersed and encouraged throughout the area

Summary of comments on elements of the design options that received MIXED feedback

**Detailed comments are included in Appendix B

General feedback	<ul style="list-style-type: none"> ✓ Like that there are 3 design concepts to choose from. ✓ Nice model and board presentation. ☞ Why would I go there? Need more inspiration, more vision. Could do more to capture people's imaginations. ☞ Difficult to visualize what neighbourhood will look like. Need more visualization of precincts - pull urban grounds and densities from Toronto to help illustrate ideas.
Promenade	<ul style="list-style-type: none"> ✓ Like multifunctional promenade. Do something similar to H2O promenade (enough space to accommodate cruise boats, ramps, cyclists, pedestrians). ☞ Continuous public access to the water's edge is great, but want less concrete and more green. ☞ Promenade could be wider. Could test this by building it with adjacent strip of green space that could later be replaced by buildings if not used.
Building height	<ul style="list-style-type: none"> ✓ Like density at waters edge. ✓ Like mix of buildings along promenade. Like large buildings providing definition at street edge along northern boundary. Like smaller to higher buildings from water to expressway. Use of towers important in city-building. Keep buildings along Queen's Quay small scale (4-5 stories). Tall buildings are wonderful! We are North American not European! ☞ Model seems dense and cluttered. Would like comparisons with other existing neighbourhoods (i.e. bulk and density so easier to understand). Need better balance of density and diversity of use. Want fewer buildings. Too much residential. Too many buildings adjacent to the Gardiner, concerns re: noise, pollution. ☞ Don't want towers. Be more creative than just identifying number of floors. Tall buildings create inhumane character at ground level and tunnel effects. Reduce the 20-25 story heights. Keep heights consistent with neighbourhoods to the north (no higher than 8-10 stories). Lower height limit to 8 stories - walk-up buildings only. Don't like mid-high rise too close to Don mouth. Development should back off this ecological zone. ☞ Block-long buildings should be broken down into smaller units to allow people to pass through. Need laneways to encourage pedestrian access. ☞ Need to make neighbourhoods look different. ☞ Need shadow study
Sustainability	<ul style="list-style-type: none"> ✓ Good start at integrating natural elements into the design. Like Sherbourne as a green street. Like sustainability principles and strategies. ☞ Need more specific sustainable elements. The public buildings at the foot of major streets should relate to this goal (i.e. water treatment plants as living machines, wind turbine, green building, etc.). ☞ Need more green edge. More emphasis on aquatic habitat restoration along entire length of East Bayfront. Want to see roof gardens, stormwater ponds, demonstration of latest technologies.

Summary of comments on elements of the concepts that many participants generally felt could be IMPROVED

**Detailed comments are included in Appendix B

Water's edge

- ☛ The area is by the lake. The design should speak to lake living and using.
- ☛ **Allow for more boating** activities. Need a variety of dock wall heights, including no dock wall east of Parliament (to allow canoe, kayak, etc. access). Soft green edge from Parliament to mouth of Don, aquatic habitat options exist with both soft and hard edge areas.
- ☛ Want swimming area, boat launch.
- ☛ **"Change the line" of the waterfront by curving it or breaking it up** by adding wharfs, docks, marinas, cultural, commercial or religious use buildings. Consider fishing piers at water's edge.
- ☛ Cruise boats may work better in commercial areas farther west (around Jarvis and Bay)
- ☛ Plans should show existing water-related uses

Summary of specific comments each of the three design options

**Detailed comments are included in Appendix B

Like	Would Prefer to Change
Option A	
<ul style="list-style-type: none"> ✓ Like the widening of corridors ✓ Very strong north-south connections ✓ Like green space connection between Sherbourne and Parliament ✓ Like green space at east end of East Bayfront, good transition to mouth of Don (with Trinity extension this serves as good green pace that can serve residential community to the north) 	<ul style="list-style-type: none"> ✗ Don't like cars at water's edge ✗ Lack of variation of conditions at the water's edge ✗ Keep the strong north-south connections at the major streets but avoid tunnel/cone effect in option A
Option B	
	<ul style="list-style-type: none"> ✗ Don't like park land configuration ✗ Don't like green space transition at Don River ✗ Lack of variation of conditions at the water's edge
Option C	
<ul style="list-style-type: none"> ✓ Like urban relationship to Don ✓ Like elevated view of the west from the park at the east side of the site ✓ Like the split-level waterfront ✓ Like green space at foot of Sherbourne, has potential to become local "common" but needs more design work 	<ul style="list-style-type: none"> ✗ Don't like green space transition at the Don River ✗ Like two u-shaped buildings at the water's edge ✗ Lack of variation of conditions at the water's edge ✗ Make the edges of these street vistas more interesting as per Option C by having indentations or small alcoves along the edges. This would mitigate the "wind tunnel" effect by providing some sheltered areas (for cafes etc) for the public

6.0 NEXT STEPS

John Campbell thanked participants for their advice, and indicated that feedback from this second workshop will continue to help guide the consultants and TWRC in the further development of the East Bayfront Precinct Plan. Input and advice from this and future workshops, as well as other ongoing stakeholder consultations and the consulting team's independent work, will be used in the coming months to refine the concepts for the East Bayfront and select a preferred option. The third and final workshop will be held on February 16th, 2004 to discuss and give feedback on the preferred option for East Bayfront. More information is available on this meeting on the TWRC's Web site, www.towaterfront.ca.



Silos

APPENDIX A: LIST OF PARTICIPANTS

The following is a list of participants who signed in at the workshop:

Organization, Participant

BBRA, Joanne Taylor
 Bell Canada, Raymond Wu
 Canada Lands, Bob Howald
 Canamac, Mac Makarchuk
 Castlepoint, Alfredo Romano
 CB Richard Ellis, Erkki Pukonen
 CBC, Jeff Warren
 Cimco Refrigeration, Kevin Hubert
 Citizen, Paul Smith
 Citizens for the old Town, Rollo Myers
 City of Toronto, Wayne Green
 City of Toronto, Helen Noehammer
 City of Toronto, Al Rezosky
 City of Toronto, Chris Ronson
 City of Toronto, W Snodgen
 City of Toronto, Cario Bonanni
 City of Toronto, Culture Division, Lori Martin
 City of Toronto, Let's Build, Lorne Cappe
 City of Toronto, Parks Division, David O'Hara
 City of Toronto, Parks Division, Gary Short
 City of Toronto, Transportation Division, Ann Larkin Tsinoglou
 City of Toronto Works & Emergency Services, Ted Bowering
 City Planning, Eric Pedersen
 City Planning, John Richard
 City Planning, Urban Design, Robert Freedman
 City Planning, Urban Design, Jaxes Parkakn
 Concord Adex Dev Corp, Prinsh Jain
 Consultant, John Hillier
 Corktown Residents Association Alan Marsh
 Council of Sweden, Lars Hendrickson
 Diamond and Schmitt, Robert Graham
 Dillon Consulting, Joe Puopolo
 Don Council, Don Cross
 Don Watershed Regeneration Council, Margaret Duchinger
 Don Watershed Regeneration Council, Moyra Haney
 du Toit Allsopp Hillier, Catarine Gomes
 du Toit Allsopp Hillier, Robert Allsopp
 Earth Tech, Ian Dobrindt
 Earth Tech, Werner Wickman
 Environmental and Economy Coalition, Michael Rosenberg

Organization, Participant

Envision Hough, David Lainster
 GHK, Ed Cornies
 Globe and Mail, JB Mays
 Green Tourism Association, Justin Lafontaine
 Gooderham & Worts Neighbourhood Association, Alice Bartels
 Gooderham & Worts Neighbourhood Association, Natasha Bartels
 Gooderham & Worts Neighbourhood Association, Julie Beddoes
 Gooderham & Worts Neighbourhood Association and Little Trinity Church, Penelope Tyndale
 Harbourfrint Canoe and Kayak Centre, Dave Corrigan
 Harbourfront Canoe and Kayak Centre, McKinley
 Harbourfront Resident, Carol Macanese
 Home Depot, Stephen Kauffman
 IBI Group, Deanne Mighten
 Intra West Group, Rob Spanier
 la Societe l'Historic Toronto, Corime Baranger
 Lake Ontario Waterkeeper, Krystyn Tully
 LEA Consulting, Angela Gibson
 LEA Consulting, Dave Saunders
 Line Architects, Loghman Azar
 Little Trinity Church, Scott Armstrong
 Little Trinity Church, Brian Johnson
 Marshal Macklin Monaghan, Gri Tozony-Smith
 N. Barry Lyon Consultants, Adrian Koyak
 Ontario Association of Architects, Ruth Mora
 Office of Councillor McConnell Jennifer Laidley
 Office of Councillor McConnell Blake Webb
 Radisson Hotel Kevin Monaghan
 Royal Canadian Yacht Club, Robin Clarke
 Royal Canadian Yacht Club, Nicki Clarke
 Redpath Sugars Andrew Judge
 Resident, P&R MacCulloch
 Resident, Bill Sutton
 Royal Bank, Emma Fletcher
 Saskane Association, R Soskolne
 SLNA and Windsahre, Cam Miller
 SPRA, Bonnie Briggs
 SRE, Patrick Mudry
 Sutton Group Associates, Terry Huska

Organization (if any), Participant

Task Force to Bring Back the Don, John Wilson
Taylor/Hazel Architect, Jim Taylor
TEDCO, Brain Athey
TEDCO, Hon Lu
TEDCO, Paul Mule
TEDCO, J Steiner
TLNAS Ltd, Casey Gail
Toronto and Region Conservation Authority, Steve Heuchert
Toronto Artscape, PJ Taylor
Toronto Bay Initiative, Marie Chyla
Toronto Bay Initiative, Ewa Jarmicka
Toronto Bicycling Network, Martin Koob
Toronto Board of Trade, Mike Chopowick
Toronto Island, Leida Eneclar
Toronto Public Library, Mary Ann Ronney
University of Toronto, Raymond
UDA, Andrew Drescher
UDA, Michelle Gamargo
UDA, Ray Gindroz
UDA, Tiffany Haile
UDA, Paul Ostergaard
Urban Projects, Judy Mathews
Urban Architects, Ken Brooks
Urban Designer, Gaston Soucy
Urban Strategies, Oliver Jerschon
URS Canada Inc, Dave Legant
URS Canada Inc, Murray Thompson
UWO, Mathew Kernahan
Various Hiking Club, Darren Viereck
Waterfront Regeneration Trust, Nikki Rendle
WDLA, Cynthia Wilkey
West Donlands/QUEBRA, Suzanne Mill
Wheel Excitement Inc, Kevin Currie
York University, Hena Kabir
Adrien Adler
Kristine Anderson
Lene Badhwar
Bryan Bertie
Carolyn Binnis
Charles Bravie
Magdalene Cheung
Brad Elliott

Organization (if any), Participant

Peter Farquharson
Dianne Farsyth
John Fischer
D. Goodley
Dave Hanna
Stig Harvor
Anne Hume
George Hume
Walter Huska
Elizabeth Jassem
Glenn Kauth
Margret Kitter Canale
Jady Lo
Doug Lowmy
Ellen Lundquist
Barry Lyon
Cathie MacDonald
Gillian McLeod
JR Naylor
Liz Oliver
Gabe Oliver
Dave Owin
Allan Parke
Catherine Raven
Bruce Reba
Connie Robson
David Scott
Steve Shallhorn
Alice Shaw
Vicky Simon
Andrew Simpson
Margaret Stephenson
Larry Torkin
Allan Vatcher
Jim Ward
Janaka Wijesundara
Chris William
Brandy Yandyle

Toronto Waterfront Revitalization Corporation

John Campbell, Toronto Waterfront Revitalization Corporation
Robert Fung, Toronto Waterfront Revitalization Corporation
John Ronson, Toronto Waterfront Revitalization Corporation
Gabriella Skubincan, Toronto Waterfront Revitalization Corporation
Peter Smith, Toronto Waterfront Revitalization Corporation
Erin Walker, Toronto Waterfront Revitalization Corporation
Mark Wilson, Toronto Waterfront Revitalization Corporation
Joe Berridge, Urban Strategies Inc.
Pino Di Mascio, Urban Strategies Inc.
Steven Fong, Kirkland Partnership
Michael Kirkland, Kirkland Partnership
Tony Coombes, City Formation International
Bruce Bodden, Marshall Macklin Monaghan
Lisa Prime, Marshal Macklin Monaghan
Rob Wanless, Marshal Macklin Monaghan
Bob Webb, Marshal Macklin Monaghan
Steve Willis, Marshal Macklin Monaghan

East Bayfront Consultant Team

Fred Koetter, Koetter Kim & Associates
Giles Moore, Koetter Kim & Associates
Greg Smallenberg, Phillips Farevaag Smallenberg
John Gladki, GHK International
Greg Allen, Sustainable EDGE
Jitka Jarolimek, Sustainable EDGE
Alun Lloyd, BA Consulting
Robert McBride, BA Consulting
Joe Johnson, LEA Consulting

Facilitator's Office

Dave Dilks, Lura Consulting
Jesse Goetz-Gadon, Lura Consulting
Liz McHardy, Lura Consulting
Nicole Swerhun, Lura Consulting
Jeff Evenson

APPENDIX B: DETAILED FEEDBACK AND ADVICE

This section presents an overview of feedback received from participants at the workshop—from table discussions, individual feedback, and the workbooks.

The feedback is grouped under 16 headings, including:

1. General Feedback
2. Destination features
3. Building height
4. Promenade
5. Views
6. Water's edge
7. Connections
8. Transit
9. Housing
10. Parks and open spaces
11. Sustainability
12. Mixed use
13. Other
14. Option A
15. Option B
16. Option C

The tables on the following pages list the positive feedback, suggestions for moving forward, concerns, new ideas and other comments.



East Bayfront from the Air

DESTINATION FEATURES	
Positive Feedback	<ul style="list-style-type: none"> ✓ Indoor atrium building was fantastic - a real destination ✓ Distinctive icon destination at Jarvis ✓ Like concept of destination features ✓ Eco-industrial Park. Art Partnership. Structural innovation. International trade centre show exhibition space. ✓ Education invocation. (Food Share connection, School lunch experiment, science projects, juicing, salad bar, sprouting, wheat grass, addiction elimination program with or the supplementation) ✓ Destination site at Jarvis terminal (pedestrian walkway south from Distillery along Trinity street could serve as another eastern anchor for circulation - in addition to Don Park areas) ✓ Destination Space - ICON ✓ Liked the spectacular theme building at the Jarvis/lakefront location (to give the area a sense of 'theatre' to draw citizens from the rest of Toronto to this area of the lake front)
Suggestions, Concerns, New Ideas, Other Comments	<ul style="list-style-type: none"> ☞ For Jarvis St. we'd like to see our maritime museum re-built or something oriented to the lake ☞ Icon- destination point but more than one is required ☞ Where is the marina? Water use destinations? ☞ Community church but free standing creates a community identity ☞ Giant communal hot tub - mineral bath ☞ Extended pier entertainment centre, on water pier services ☞ Alternatives health centre of excellence. Describe location for permanent pavilion dedicated to holistic solutions ☞ Ecology house show centre ☞ Independent power produces of Ontario ☞ Society of professional engineers of Ontario show centre of innovative solutions ☞ Ontario native centre "meeting place" pavilion. Native centre for business development community development ☞ More emphasis on creative arts - theatre, art galleries, studio opportunities, etc ☞ Lack of theatre ☞ Since the area needs more sense of "theatre" to attract others from the rest of Toronto, have another theme building at the east end of the area in the Parliament street area to compliment the major theme building planned for the Jarvis St location ☞ Add another "theme" building at the Parliament/lake location to compliment the "theme" building planned for the Jarvis/lake location. These two theme buildings could be featured as "working" centres of innovation i.e. since the waterfront is to be an example of avant-garde development to the world and is to be based on the latest technologies for energy conservation, recycling, waste reduction etc. these centres of innovation could serve a practical purpose of creating energy and recycling materials for the site and a developmental purpose in experimenting with new techniques for energy generation and conservation ,recycling etc. The public could be taken on tours of these "theme" buildings to observe the practical and experimental operations taking place ☞ Mill street is the shortform of Windmill Street, would it not be great if there was a windmill there again?
BUILDING HEIGHT	
Positive Feedback	<ul style="list-style-type: none"> ✓ Tall buildings are wonderful! We are North American and not European. Our goal here is not to look like Cleveland in drag! ✓ Large buildings providing definition at street edge along north boundary ✓ Liked high rise buildings and condos ✓ Love Queens Quay it's a great street. Keep its scale small: buildings that are 4-5 stories max ✓ Mix of building heights and housing types

BUILDING HEIGHT *continued*

Suggestions, Concerns, New Ideas, Other Comments

- ☞ Model seems very dense and cluttered. Would like some comparisons to other existing neighborhoods i.e. bulk and density so can understand model better.
- ☞ Better balance density and diversity of use, too much residential
- ☞ Towers? No Towers. Be more creative than just floors
- ☞ Small height along promenades of buildings (sunshine)
- ☞ Less buildings
- ☞ Reduce the 20-25 storey heights too much of a wall to the north - keep heights consistent with neighborhoods to the north
- ☞ Tall buildings create inhumane character at the ground level wind tunnel effects
- ☞ So many buildings adjacent to the Gardiner is a problem
- ☞ Turn the buildings to be perpendicular to the water to open up views and spaces to the water create meaningful green space
- ☞ Tall buildings create inhumane character at ground level
- ☞ So much building adjacent to Gardiner a problem i.e. air pollution, exhaust unhealthy for high density
- ☞ Turn buildings to be perpendicular to water reinforce N-S streets don't restate the freeway rail barrier
- ☞ One person had strong concern that low density near waterfront is not economic 40 stories necessary to meet market needs. Not like Etobicoke motel strip which is too crowded and has poor water views
- ☞ Diversity of neighborhoods make neighborhoods look different - at north end no higher than 8-10 stories
- ☞ Lower height limit to 8 stories i.e. walkup buildings only
- ☞ Block long buildings should be broken down into smaller units to allow pass through, laneways to encourage pedestrian access
- ☞ Shadow study for the entire site
- ☞ Architecture of buildings explained
- ☞ Haven't seen the variety of scale (4-6 storey only). Use the land and existing neighbourhoods as a guide, the new streets should be 2/3 storey buildings.
- ☞ In Toronto 25 storeys doesn't mean 25 it means 40!!
- ☞ In every meeting everybody always says that they don't want high-rise buildings, and they are always in the plan. Why do the planners always insist on high-rise buildings, when we don't want them there?
- ☞ It seems like what is happening here is that you are trying to build a high-rise suburb. Is there going to be a change?
- ☞ Housing i.e. tall multi storey along close to freeway is questionable vis-à-vis air pollution along R.O.W.
- ☞ 4 stories at most of Queens Quay, only 2 stories adjacent promenade
- ☞ Height of buildings! At north end no higher than 8 story's e.g. St. Lawrence area no high rises
- ☞ Reduce heights along northern edge - (20-25 stories) is antithetical to the notion of compatibility and contiguity with adjacent northern neighborhoods
- ☞ 3-4 storeys in most of area- mixed commercial and residential some 10-15 storey avoid 6-8 story buildings
- ☞ Less density - density will create problems e.g. parking
- ☞ Variation in scale a mat scheme of this scale would be relentless but I don't see the landmark structures as galvanizing the sub-areas or neighborhoods - and livable scale (3-15) could create the variety that is necessary with a few high focal points.
- ☞ Hard to answer since there were no options present for different scales paths at waterfront
- ☞ Make school and community buildings the architectural high spots. Why should banks be more beautiful than schools?

PROMENADE	
Positive Feedback	<ul style="list-style-type: none"> ✓ Waterfront promenade- enough space to accommodate cruise boats, ramps, people walking and cyclists ✓ Mixture of buildings along promenade. Smaller -> higher (not to high) from water to expressway ✓ Promenade- multifunctional ✓ Waterfront promenade- continuation and wide enough to accommodate activities ✓ Continuous waterfront promenade ✓ 3 separate promenade zones (but integrated) ✓ Continuous trees along the promenade with 2 or 3 parallel walkways ✓ Continuation promenade along waterfront - wide enough for activities ✓ Liked the concept of the different promenade zones along the water's edge (one for strollers, one for bikers and roller bladders) because it provides an area for each activity without one interfering with the other
Suggestions, Concerns, New Ideas, Other Comments	<ul style="list-style-type: none"> ☞ Wider promenade - on nice days it is jam packed ☞ Promenade along shore inadequate larger green space needs to be added alongside. You can test this out (some) during the process of construction by building green spaces - that could be later replaced by buildings or perhaps not ☞ Bike paths, roller bladders, pathways well designed because there are many building uses along promenade (Cafes, Fruit Markets, More ecological H2O areas) ☞ Multi-use promenade that allows different types of boating ☞ Is it sitable? Will it accommodate socializing? ☞ Wider promenade allowing more people walking space and cafe tables ☞ Create a language of arcades and landmarks that are integral to the lake promenade experience. This identifiable architecture should make this precinct distinct from all other lakefront experience for the citizens, visitors, workers and residents ☞ For cyclists to come and use the facilities, there needs to be secure bike parking facilities. Bike lockers or a staffed bike station would allow people to feel comfortable leaving there bikes for a couple of hours and strolling on the waterfront. Look at the Rigwel Bike station in Holland. They have parking bike rentals and repairs in one shop ☞ The separations between the promenade zones should be made as interesting as possible (i.e. make wide as possible with landscaping, benches, fountains etc so that strollers would have an opportunity for resting and watching the other strollers and cyclists etc (most of us like to "people watch") ☞ The promenade zones as presented tonight appeared to be conducive to summertime activities only. They need to be made flexible enough so that people would want to be there in winter as well. (Would it be possible to convert the promenade walkways into skating rinks much like the Rideau Canal in Ottawa. One walkway could be used by skaters to skate east and the other could be used by skaters to skate west). The landscaped separation between the two promenades could feature refreshment kiosks to serve cool drinks in the summer and hot drinks in the winter ☞ Make the promenade/lake interface interesting by having steps down to the water's edge at various locations. These locations could be used for launching canoes or small (4 or 5 passenger) ferries which could take the passengers on a tour of the naturalized mouth of the Don
WATER'S EDGE	
Positive Feedback	<ul style="list-style-type: none"> ✓ More density to waters edge ✓ Continuous public access to all the waters edge. Great, but work it green- not concrete ✓ Green soft edge with east to Parliament St. from mouth of Don. Aquatic habitat options with soft and hard edge areas ✓ Like edge of water, maintain good trail

WATER'S EDGE *continued*

Suggestions, Concerns, New Ideas, Other Comments

- ☞ Natural elements at intermittent spots along waterfront
- ☞ The area is by the lake, the design should speak to lake living and using
- ☞ Allow for boating activities
- ☞ The true nature of the waterfront- aquatic and terrestrial life
- ☞ North Sherbourne change i.e. more than 1 meter between waters edge and urban edge
- ☞ Need swimming area and boat launch
- ☞ Cruise boats may work better in commercial areas farther west (around Jarvis and Bay St.)
- ☞ Consider small observation towers build fishing piers at waters edge
- ☞ The line of water docks edge is straight for the whole distance. Why no consider changing the line of the waterfront. Could it be curved or broken up by addition of wharfs, docks, marinas, cultural commercial or religious use buildings
- ☞ Where can I launch my boat or walk down steps to enter into the water
- ☞ Lack of variation in conditions on the waters edge - would like a variation in width and levels as one moves along waters edge - All options currently too uniform
- ☞ Cruise ships along the waterfront need to think about noise exhaust blocked views
- ☞ Opportunities for aquatic habitat along the length of the site - transition to Don
- ☞ I want to go fishing with my 5 year old son. Can I do it here? Visit bridge between North and South Istanbul, Turkey. Can I rent a canoe or rowboat here?
- ☞ Haven't talked relating to boats/ships etc. Concerned that this will be ignored completely
- ☞ There is already a whole set of existing water uses in this areas, why don't the designs show them?
- ☞ Need canoe and boat launch
- ☞ Cruise boats in harbour re: noise i.e. issues at Quebec city and noise from the Docks recreation/entertainment areas (Toronto)
- ☞ More green / soft edges
- ☞ Increase emphasis on water uses and aquatic habitat - this development could be built anywhere what makes it unique re: Toronto and re: Waterfront
- ☞ No cruise ship docking
- ☞ Make a fundamental commitment to use of water related activities support of recreational water related activities
- ☞ More green space just along waterfront
- ☞ Small craft and access site (kayak and canoe)
- ☞ This is the mouth of the Don River so marsh area / ecological ideas should be addressed at the east (could be a great paddling area)
- ☞ There needs to be opportunities for recreation by the lakefront. Obviously paths for cycling, walking, and jogging as year round activities. Also there needs to be facilities for seasonal activities. Artificial rinks, canoe docks, and boat docks
- ☞ More green space continues by the water
- ☞ Cooper Street was near Cooper's Wharf where the first of the large schooners and the first steamers to visit York moored to load and unload passengers and freight. If you are going to have a dock for cruise ships - Cooper Station would be a great name.
- ☞ I was in Etobicoke this morning and drove into the East Humber Bay Park to "kill" some time as the shop I was going to was not open. I went for a stroll and it was great to hear the waves come into the shore along the beach, would not it be wonderful if you could hear the waves come into the shore at East Bayfront? I also note many of the users were owners of dogs. For the east bay walkway, it is great to plan for strolling, but just note many of the regular users will be dog owners.

CONNECTIONS	
Positive Feedback	<ul style="list-style-type: none"> ✓ North-south streets and connections (want more) ✓ Like integration of revitalized area with existing City fabric ✓ Strong north and south connections for pedestrians bicycles and regular transit with strong green belt (each side of street) ✓ Connection to east and west of waterfront ✓ North and South major connections that have park and institutional destinations ✓ Greened north and south connections opening views, vistas, and access to the water ✓ Sherbourne as a "great street" ✓ Liked the strong north-south connections at Jarvis, Sherbourne and Parliament with the point highrises at the intersections of these streets with Lakeshore Blvd(because we need these strong connectors to overcome the barriers of the current Gardiner, rail lines and lakeshore blvd)
Suggestions, Concerns, New Ideas, Other Comments	<ul style="list-style-type: none"> ☞ Make the connection to Trinity St. or make the connection to Gooderham and Worts anyway (If Trinity extension impossible) along Parliament and Cherry. Build diverse spaces in this view "Distillery District South" e.g. a Kasbah to attract a variety of innovative arts community uses. Variety of dock wall heights - including no dock wall east of Parliament for canoe, kayak, etc. A variety of boating options. ☞ By reinforcing connection to Trinity Street, you may correspondingly reduce the connection of the Distillery to Corktown. ☞ Struggling with the tension that gets created between filling people from Distillery south versus building connection with in Corktown and old town Toronto. ☞ Need Corridor that offers a historical and native experience ☞ Consider a mid-block connection east/west between waterfront promenade and Queens Quay as a more "local" mobility option ☞ Urban to soft open green edge - made wider to accommodate different activities ☞ Would like to see connections to other parts of Harbourfront, Portlands and Lower Don Lands ☞ Lake access to this community - a marina for boat arrivals ☞ Identify sights outside the area that you are trying to connect to ☞ Gardiner/rail lands - how are you going to deal with that? North-South connections how to make the waters edge a destination ☞ Have to watch for the replication of the very strong existing urban grid, although I am very happy with keeping the street extensions, what about and where are the connections in between (laneways etc)? ☞ Recommend heavy planting along go rail and freeway ☞ Trinity Lane Connection - HOW? ☞ Increase number of north / south, mid range size / small size streets and pathways ☞ Recognize the community integration of St. Lawrence neighborhood just like the Distillery District

TRANSIT	
Positive Feedback	<ul style="list-style-type: none"> ✓ Having some sort of useable transit (frequent) not too hard to cross road ✓ Location of public transit through centre of neighborhood, easy walking distance. Need to consider design. Not like Queens Quay without landscaping- need wide pedestrian spaces ✓ Green transit system with delegated lane through the precinct ✓ Build in transit from Day 1 ✓ Love L.R.T ROW - keep it seriously green ✓ Better transit - right now access isn't drawing people (one suggestion was that transit on one side) ✓ Transit and bike ways because its good for the environment and the people ✓ Commitment to public transit and burying parking ✓ Liked the concept of Queen's Quay being a strong transit connection to the west and east (provides good transit access to the area and serves as a strong connector to the west and east and tends to provide a break in the continuity of the planned residential/commercial areas)
Suggestions, Concerns, New Ideas, Other Comments	<ul style="list-style-type: none"> ☞ Queens Quay - Transit should be at grade- don't put it in a raised right of way. These are not friendly or pedestrian friendly ☞ No light rail - like what happened on Spadina ☞ Streetcar connection north along Parliament to Castle Frank ☞ Consider ultra light rail system ☞ LRT branch north at Parliament to Castle Frank (in addition to continuing east) ☞ Need a clear idea of where the light rail lines will connect to the rest of the TTC and other neighborhoods ☞ Reduce the focus of cars ☞ Does light rail mean streetcars? (Don't want to be another Scarborough) ☞ We need urban fabric for Toronto, low density is the wrong way to go. In suburbia there are curvy streets and terrible public transit because of that - we need access to efficient and easy public transit. I applaud the effort ☞ Re-design access i.e. Jarvis to Parliament St. should be under the railway for travel between St. Lawrence community and waterfront ☞ The Queen's Quay Street transit corridor must not be like Queen's Quay at Harbourfront (i.e. one wide street that is barren and wind swept) ☞ Break the street up into lanes with single lane along edges for cars, separated by landscaped blvd on either side of transit corridor in centre. The outside edge of the street would have trees as would the landscaped boulevards between the transit corridor in centre and car lanes on outside

HOUSING	
Positive Feedback	<ul style="list-style-type: none"> ✓ Family housing focused around schools and community amenities. Bathurst Quay didn't succeed until it was retrofitted with community services ✓ Diverse housing mix, that would accommodate families as well as singles ✓ Fully mixed income and household diversity so citizenship isn't prorated on earnings ✓ Liked the desire to have a wide variety of housing options (families, singles, seniors, low income and high income) because the variety will make the area more interesting and lively (variety is the spice of life)
Suggestions, Concerns, New Ideas, Other Comments	<ul style="list-style-type: none"> ☞ Still think that the idea of affordability is a dream, we need to know how many people will be coming to the area and we need a variety of affordable housing - not just bachelors ☞ I want to emphasize on the affordable housing issue, affordable means affordable for five minutes. We have to go back to housing co-ops that way the housing can stay affordable ☞ I don't see the new waterfront being open and or appealing or welcoming to poor and homeless people. There are a lot of homeless people in the East Bayfront Precinct area what's going to happen to them? Also how do you define affordable? Whenever I hear or read about it usually applies to those in the high end of income places that homeless people can never hope to live in ☞ Housing must be for families. Consider the Vancouver planning initiatives in this regard to convey support year round, continuous and varies use and age groups there is too much age uniformity in the surrounding condos does not support diversity or sustainability ☞ "Lets build" option appears feasible. When units up-reach in value, this empowers original owners to buy other housing or career investment ☞ Ensure that there are facilities which blend seamlessly for women's shelters halfway homes, children's shelters etc. Ensure they are small (8-10 people) operations which integrate into the community ☞ Definition of affordability unrealistic small family housing must be really cheap ☞ Build in flexibility so that if more public funds are available to finance affordable housing more units can be built i.e. were in a period of flux ☞ Low end should mean lowest 20% of population not exceeding 50% of income ☞ Affordable housing doesn't have to be cheap! Too poorly designed and detailed affordable housing units ☞ We must keep in mind how political influence affects affordable housing ☞ Housing for sale is only affordable briefly. Co-ops remain affordable

PARKS AND OPEN SPACES

<p>Positive Feedback</p>	<ul style="list-style-type: none"> ✓ Pocket parks (reduced wind, community) playgrounds ✓ Increase public space, public access ✓ Winter garden ✓ Indoor atrium ✓ Community space. Community centre opens to public. Public park open to public interaction and organization, exercise, entertainment ✓ Green space ✓ Building public spaces first
<p>Suggestions, Concerns, New Ideas, Other Comments</p>	<ul style="list-style-type: none"> ☞ Design all public spaces to be useable and comfortable in the winter ☞ More attention to winter uses (e.g. winter garden) ☞ Need more green space - definitely no more density ☞ Create meaningful green space so trees can reach maturity ☞ Hearty, beefy, landscape edge along the water essential i.e. clear separation of bike and pedestrian lines and trees in ample planting zones not coming out of pavement so trees can mature as health specimens ☞ Geometric spaces do not shelter during winter or cooling shade during summer. More concentrated stands of trees that will mature ☞ Lots of shade is good - put in trees ☞ Create identifiable neighborhoods with distinct architecture landscape and water relationship - every neighborhood needs a park and an institution ☞ Green spaces in diagram are misleading - i.e. light rail looks green is it green (i.e. trees in boxes) or green infrastructure. Scale would help ☞ Don't restrict yourself to one school surely you don't expect kids to only go to one school. Your model shows a lot of buildings and not a lot of open green space ☞ More emphasis on the mouth of the Don as destination - aquatic environment ☞ Provisions for public school provided. What about a high school. Daycare facilities identified and should be linked to green spaces - parkland

SUSTAINABILITY

Positive Feedback

- ✓ I was very pleased to see that sustainable development is one of the top issues and hasn't really been apart of the design of Toronto before - this is a great opportunity. Although, we have to go the full extent, it doesn't cost less if we do it properly and not only in bits
- ✓ Good start at integrating natural elements into the design
- ✓ Sustainability principles and strategies
- ✓ Sherbourne = green street
- ✓ Green spaces - would like to see potential landscaping alternative
- ✓ Roof Top Garden. Structural standards. Opportunity to build with incentive. Pollution elimination air enhancement
- ✓ Commitment to sustainability but we didn't hear or see enough about it
- ✓ Eastward transition from urban to more natural (however all edges should be more green/soft)
- ✓ Commitment to aquatic ecosystems but need to see much more

Suggestions, Concerns, New Ideas, Other Comments

- ☞ Pedestrian extension to waterfront needs some green softening south of Lakeshore Rd. (Trinity Street)
- ☞ Need greater emphasis on aquatic habitat restoration along the entire East Bayfront. Like ideas of incorporating the east end into Don mouth re-naturalization project, but also need to identify opportunities for habitat along hard sea wall in west to encourage fish habitat
- ☞ Ecological design build roof gardens, stormwater ponds, demonstration of latest technologies
- ☞ Need more green edge
- ☞ More specific "sustainable elements - the public element buildings at the foot of major streets should relate directly to this goal (i.e. water treatment plant as living machine, wind turbine, green building etc.)
- ☞ How to really implement sustainable development - go hole hog need strong leadership, great savings and does not cost more
- ☞ Soil contamination
- ☞ No urban edge - softer edge entering a more natural zone
- ☞ Green construction.
- ☞ Solar and wind development
- ☞ Make it harder to use a car - easier walking and other forms oriented to the lake
- ☞ Reduce cars serious attempts at wind and solar generation
- ☞ Clarity about sustainability and green urban edge
- ☞ More emphasis on sustainable building / construction design (green buildings and green rooftops etc)

MIXED USE	
Positive Feedback	<ul style="list-style-type: none"> ✓ Mixed uses, residential, jobs, recreation ✓ Liked mixed uses for mixed income levels
Suggestions, Concerns, New Ideas, Other Comments	<ul style="list-style-type: none"> ☞ Employment must be interspersed and encouraged throughout the area ☞ Differentiation of edges defining public spaces. ☞ Where do you work? Work places, shopping places etc. ☞ The business element is missing, seasonal and permanent business interests needs to be integrated. Waterfront is also for tourism. Re: Public process - aside from general meetings there need to be a meeting involving a combination of all areas. I think that all should have a common economic approach (ferry, harbourfront centre, etc.) there should be a session specifically addressing economic and other elements of a combined approach ☞ There has been no mention so far of existing industrial activity. How are you going to incorporate that into the plan? Will these businesses have to relocate? ☞ Ensure community services are integrated in the design and the plans from the beginning (e.g. schools, libraries etc.) ☞ Not enough emphasis on winter use ☞ Focus on schools, community services, to create real neighborhoods ☞ Focus on culture arts and heritage ☞ Emphasize great sustainable retail that adds variety and diversity ☞ Less emphasis on residential units, even if it takes times, lets really hear scope of plans because we need to know and more emphasis on environmental, ecological plans (this would make the plan world class ☞ More winter uses ☞ Try to change the population mix so that there are a larger number of young parents with children in the area. I seem to recall that the demographic charts on display at the meeting showed the largest age group 10 years out to be in the 40 to 49 year age group and children under the age of 10 to form a relatively small percentage of the total. Since only one school is planned for the area, this suggests that you are resigned to having an older population living in the area. This seems to contradict John Campbell's statement that the challenge for the waterfront corporation is to attract the young families that currently settle in the suburbs so that the waterfront is a centre of innovation ☞ Often times we cater to existing companies and uses, but if you look through history companies grow, contract, move, everything does not have to be written in stone

OTHER		
Positive Feedback	✓	Raised plaza with parking utilities services below. Least cost way to accommodate multiuse and separate cars from people
	✓	Bio-digestion Model- Eliminate odor, allow children to swim in lake at appropriate locations. Made in Ontario solution to sanitation. Inspiration show piece to the world
Suggestions, Concerns, New Ideas, Other Comments	☞	The word "urban edge" doesn't seem to be very user friendly. And user friendly is what we want for the waterfront. What does "urban edge" mean?
	☞	Gardiner - where is it in the plan?
	☞	Need to explain the process of how the secondary plan moves into transition and implementation. Original open space designation was to be for commercial (e.g. cruise ships, boating, and docklands) see now large scale residential was not original intention in secondary plan
	☞	Session on availability of financing
	☞	Matter of Toronto Island historical integration and exploitation i.e. for recreation
	☞	There must be parking regime underway. How does it work?
	☞	Concern that since there will be a higher traffic demand in an already busy area with the idea of a major attraction and residential - where will all the parking be?
	☞	Consider the impact of this neighborhood i.e. large public uses on surrounding neighborhoods i.e. traffic, large groups
	☞	Gardiner needs flexibility in north edge design
	☞	Preserve silos as their inherent value may be realized by a future civilization after 2030
	☞	Stop putting text into your presentations or at least don't read it
	☞	Presentation: larger screen, larger drawings, hard to read to small
	☞	Avoid walls or grade change
	☞	Develop pedestrian bicycle roads for service vehicles only - build on Toronto Island model. Reasons: better community, health, air quality, safety, and more
	☞	Less jargon in presentation makes it difficult to visualize what neighborhood will look like
	☞	Support the film industry in their efforts to support a studio system
	☞	More conceptual integration in these workshops because the notion of design concepts and the 3 options how do they mesh? Do they? What do we do with this?
	☞	Look at New Westminster BC - the residential area south of the new west quay along the Fraser river similarities differences?
	☞	A really strong unifying concept that reflects the unique nature of the city country and a vision of environment a city that integrates the native.
	☞	I believe we need a committee to safeguard what is build is appropriate for the waterfront especially from an aesthetic perspective there needs to be strong controls in place in order that our vision becomes a reality
☞	Reconstruction of first parliament building as old historical destination cultural Muddy York restoration	
☞	Make connections between the industrial heritage of the silos to other industrial sites in the rest of the Portland's linkages	
☞	Integration cultural history component that describes in an entertaining and educational way the history of people architecture industry and pre - history. This is an extremely important a beginning of the development to demonstrate a civic commitment to the history of the waters edge and the people who made it. Incorporated past present and future to illustrate commitment to continuity and progress	
☞	Bike path /rollerblading along Queens Quay	
☞	Talk to City Scape about this notion of public pedestrian walkway through their private distillery site	
☞	Make sure that there are no overhead wires anywhere on the site-hydro poles and wires are so ugly	
☞	Make sure that the north limit next to the Lakeshore Blvd and Gardiner Expressway is designed in such a manner that it will be a desirable location if the Gardiner is retained and will be compatible with a re-designed Lakeshore Blvd if the Gardiner Expressway is removed	
☞	Make sure that every feature of the site (buildings, benches, light standards, railings) are well designed and are made from quality materials i.e. don't skimp on the details to save money	

OPTION A	
Positive Feedback	<ul style="list-style-type: none"> ✓ Widening perspective ✓ Green space connections to Sherbourne and Parliament very strong North-South connection and drawing from the North (are buildings along this edge to severe? or then make a good division between public neighborhood spaces) ✓ Green space at east end of Eastbayfront, i.e. transition towards the mouth of the Don good - plus with Trinity extension that green space will also serve residential community to north ✓ Best in reinforcing North-South connections as major urban design structure
Suggestions, Concerns, New Ideas, Other Comments	<ul style="list-style-type: none"> ✘ The mid-to high rise building near mouth of Don in Option A - development should back off this ecological zone more like Option B ✘ Don't like the idea of cars on the water's edge ✘ Keep the strong north-south connections at the major streets but avoid tunnel/cone effect in option A
OPTION B	
Positive Feedback	<ul style="list-style-type: none"> ✓ No comments
Suggestions, Concerns, New Ideas, Other Comments	<ul style="list-style-type: none"> ✘ Don't like park land configuration ✘ Don't like green space transition at Don River's end
OPTION C	
Positive Feedback	<ul style="list-style-type: none"> ✓ North-South streets and connection (want more) ✓ Like integration of revitalized area with existing city fabric ✓ Strong north and south connections for pedestrians bicycles and regular transit with strong green belt each side of street ✓ Connection to east and west of waterfront ✓ North and south major connections that have park and institutional destinations ✓ Greened north and south connections opening views vistas and access to the water ✓ Sherbourne as a "great street"
Suggestions, Concerns, New Ideas, Other Comments	<ul style="list-style-type: none"> ✘ Don't like green space transition at Don River's end ✘ Make the edges of these street vistas more interesting as per Option C by having indentations or small alcoves along the edges. This would mitigate the "wind tunnel" effect by providing some sheltered areas (for cafes etc) for the public

APPENDIX C: DETAILED FEEDBACK OF THE ENVIRONMENTAL ASSESSMENT COMMENTS

This section presents all the feedback from the comments received from the participants during the Open House.

TRANSPORTATION

- | 1. Have the Key Issues been Identified? | 2. Feedback on Strategy & Suggestions | 3. Additional Comments |
|--|--|--|
| <ul style="list-style-type: none"> ▪ Provide continuity of streetcar / LRT with Parliament. (Lots of density on Parliament that can carry passengers north) ▪ This transportation plan has to be coordinated with the Toronto Bike Plan. Paths and bike lanes in the area should conform to standards such as path width, stripping, signage, separation of pedestrian and cycling paths and surface treatment. There needs to be a differentiation among cycling paths from recreational walking paths ▪ One branch of CRT should go up Parliament to Castle Frank subway station ▪ Much better TTC service needed streetcar up Parliament and or Cherry St. eventually right to Beaches area to cut off congestion on King/Queen | <ul style="list-style-type: none"> ▪ The dedicated streetcar corridor should be well landscaped and level with street. Can provide pedestrian refuge from busy street ▪ The lakefront promenade needs to have a buffer north of it. Between the lakefront and the buildings, all plans show 25 to 30m set back. This should be wider, double it, 60m ▪ Congratulations. There are some very interesting and innovative plans in the works! ▪ Focus on public transit and make it inexpensive enough and frequent enough to attract customers | <ul style="list-style-type: none"> ▪ Create bike paths and really walkable streets - not corridors ▪ Transportation Plans should be presented to the Toronto Cycling Committee for comment. More coordination between the TWRC and the citizen advisory committees will help to endure a more consistent approach to planning for cycling and pedestrian infrastructure. The Toronto Bike Plan should be referred to the planners as they design Roads and Paths ▪ Separate cycle paths. The paths alongside roads are dangerous ▪ Better use of water for transport. Why not a ferry from Beaches to East Bayfront to Spadina and to Ontario Place. Regular water service and cheap fares ▪ Need for east / west subway at Queen or King |
| <h3>3. Additional Transportation Comments Continued...</h3> | | |
| <ul style="list-style-type: none"> ▪ Being a representative from the Waterfront Trail it is great to see a focus on improving and expanding existing bicycle trails! From our point of view it would be very important for Waterfront Trail signage to be displayed along the length of the Trail in Toronto identifying it as a distinctive Trail that follows the shoreline of Lake Ontario for 750km. Our research has shown that many people use Toronto as a gateway to access the Trail in surrounding communities. ▪ Please hold East Bayfront meetings in the East End especially at the Distillery District, St. Lawrence Hall, St. Lawrence Centre or N. Market Building. This is hard to get to! | | |

SUSTAINABILITY

1. Have the Key Issues been Identified?

- Do not use the term sustainable development
- Attention to cycling is good, but needs to ensure that final design of spaces, transportation is practical. The paths should be safe and useable
- Solar energy is great, but can we afford the high cost?

2. Feedback on Strategy & Suggestions

- Avoid photovoltaic - generate heat not electricity
- I think the narrow promenade with trees in rows of planters will not be sustainable there needs to be some wider areas with strands of trees. There needs to be a transition from urban in the west (Yonge) to naturalized in the east end
- Another sustainable transportation option is electric car

3. Additional Comments

- Would like a continuous transit route all the way along lakeshore
- The buildings are too close to the lake. The green space that is scattered among the buildings will be dead figuratively and literally. A wider swath of actual green space will be more sustainable

STORMWATER

1. Have the Key Issues been Identified?

- Storm water management must coordinate with Don River flood proofing not worsen the problem

2. Feedback on Strategy & Suggestions

3. Additional Comments