



**Lower Don Lands
Public Forum #1
DRAFT Summary Report**

**St. Lawrence Hall
July 23rd 2008**



This report was prepared by Lura Consulting the neutral facilitation and consultation specialists for the Lower Don Lands project. It presents the key discussion points and outcomes from the July 23rd 2008 public forum convened as part of the Lower Don Lands revitalization planning and Class Environmental Assessment Master Plan, and is not intended to provide a verbatim transcript. If you have any questions or comments regarding this report, please contact:

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1. About Public Forum #1

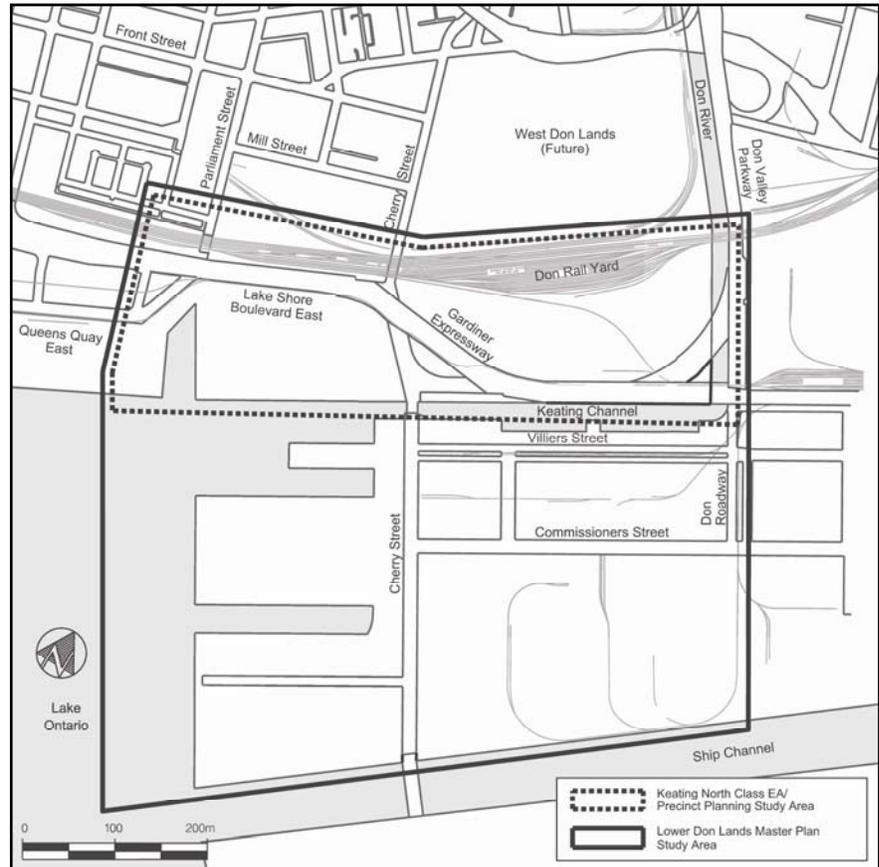
Waterfront Toronto (formerly Toronto Waterfront Revitalization Corporation), the City of Toronto and the Toronto Transit Commission, as tri-proponents, are undertaking a study that integrates the Municipal Class Environmental Assessment (Class EA) process with the Precinct Planning process in the Lower Don Lands area (see study area map below).

On July 23rd 2008 the tri-proponents hosted Public Forum #1 at St. Lawrence Hall, the first in a series of public consultation events. The event began with a one-hour open house designed to display and seek input on three key components of the Class EA process:

- The Draft Problem and Opportunity statement;
- The Infrastructure Planning Alternatives;
- The Draft Evaluation Criteria.

Following the open house, a two-hour forum was conducted that included a plenary presentation and small group discussions. There were two key goals for the forum:

- To introduce the Precinct Plan, Framework Plan, and Environmental Assessment Master Plan processes for the Lower Don Lands.
- To seek public feedback on the key foundational elements (Planning Principles; Problem and Opportunity Statement), and to identify community ideas and hopes for revitalizing the Lower Don Lands.



Study Area

An estimated 100 people participated in the event, of those, 77 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 review a series of display boards that focused on several aspects of the Lower Don Lands study including:

- The Municipal Class EA Process;
- Maps of the study area and site context;
- The Draft Problem/Opportunity Statement;
- Preliminary Alternative Infrastructure Planning Solutions;
- Proposed Criteria for Evaluation of Infrastructure Planning Solutions.



The Lower Don Lands Project Team was available during the open house to answer questions and respond to feedback. The Project Team includes:

- Waterfront Toronto;
- Toronto Transit Commission;
- City of Toronto;
- Michael Van Valkenburgh Associates;
- Greenberg Consultants;
- MMM Group;
- GHK International Consulting;
- LimnoTech Inc;
- Applied Ecological Services;
- Phillips Farevaag Smallemberg;
- Great Eastern Ecology;
- Transsolar;
- Behnisch Architects;
- Totten Sims Hubicki Associates;
- Arup;
- RFR Engineering;
- Carpenter Norris Consulting.



Open House participants discuss information panels.

In addition, the Toronto Transit Commission, Toronto Region Conservation Authority, and Toronto Water displayed panels and provided handouts for related projects in and around the study area.



3. Welcome and Introductions

To begin the plenary session of the public forum, Mr. Chris Glaisek, Vice President of Planning and Design at Waterfront Toronto, welcomed participants to the launch of the public involvement process for the Lower Don Lands study. He briefly explained the relationship of this study to the Don Mouth naturalization project and clarified that this study is a second environmental assessment (EA) process that is part of a larger master plan for the Lower Don Lands area. Mr. Glaisek explained how the results of the Lower Don Lands Competition will feed in to the Framework Plan, which includes the Don Mouth EA, Transit EAs, a Precinct Plan and a class EA Master Plan rolled into one.

Mr. Glaisek also acknowledged that the Project Team recognizes the proposed Gardiner Lake Shore Environmental Assessment is being initiated. He indicated that Waterfront Toronto plans to follow the Gardiner EA process closely, but that the Lower Don Lands Master Servicing EA and Transit EA's will not be delayed by awaiting a decision on the Gardiner.

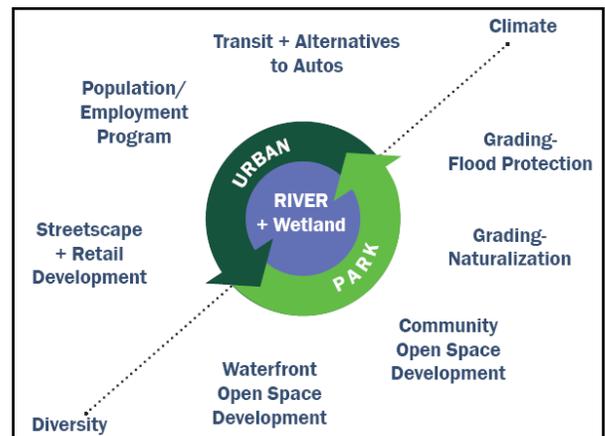
Susan Hall of Lura Consulting, welcomed participants, described her role as a neutral facilitator, and introduced the Project Team. Ms. Hall reviewed the workbook agenda and supporting materials (see Appendix B – Public Forum Agenda). She described the purpose of the forum as an opportunity for participants to learn about the project and to give feedback on key questions posed in the workbook.

4. Presentation

Liz Silver and Gullivar Shepard of Michael Van Valkenburgh Associates, and Ken Greenberg, of Greenberg Consultants, provided an overview of the project (presentation slides available for download at www.waterfrontoronto.ca/lowerdonlands).

The presentation included the project background, planning process, program development, site context, draft Problem and Opportunity Statement, Keating North Vision Statement, current work and next steps.

Throughout the presentation, presenters stressed the team's goal of achieving the right balance between river/wetland, urban and park objectives, as expressed in their icon (see opposite).



The presenters explained that the project aims to make the waterfront accessible to all and to connect nature and neighbourhoods to the surrounding area.

The plan envisions a community that will be vibrant and organic in its evolution. Presenters clarified the importance of economic and cultural diversity and the need for housing types to support such diversity.

The “urban estuary” was described as a large, central and unique park feature surrounded by mixed use buildings with schools, libraries, community centres, retail and more.

Transit network alternatives and innovative infrastructure opportunities were also presented.

The Project Team indicated that many of the water crossings and intersections would be challenging and that they appreciated learning from many other naturalization projects in Ontario.

The presentation concluded with detailed next steps including an invitation to the next public meeting in December 2008.

5. Questions and Answers

Following the presentation, Ms. Hall asked participants if they had any questions or comments directly related to the presentation. The following summarizes participants questions (identified with 'Q') and responses from the Project Team where provided (identified with 'A').

Q: The TTC focuses on moving many people, but they should focus on the quality of trips. What does "rationalized parking" mean?

A: We study parking patterns and where the demand is. We are looking at various smart strategies for parking from examples in other cities.

Q: You mentioned mixed-used and diverse housing. Does this include affordable housing?

A: There is a commitment to affordable housing by Waterfront Toronto and the City, with no exception. We will follow set guidelines for affordable housing. The plan will include diverse housing for families, aging in place, and different living arrangements. There is also an effort to provide opportunities for different types of employment such as with Filmport and George Brown College. The design will not include big office buildings, but rather be more similar to King St. and Spadina Ave.

Q: Is there a drawing of the land uses?

A: In future meetings we will have land use plans that include mixed use, residential, employment, retail, community amenity and support services for the area.

Q: We need more intensification around subway stations. Intensification is difficult in this area because of the flood plain. What is the ratio of green space to people?

A: This project is an opportunity for strategic sustainable growth in Toronto. Similar to Lake Ontario Park, this project will be looking at greening the area. We are not sure yet that we have the right balance between urban and park areas, but the design will continue to evolve.

Q: Christopher Hume says we should build "cultural villages" on the waterfront. How do you define diversity?

A: Defining diversity is a big question. One of our starting points is to look at the Toronto population. In the past our waterfront planning has been market driven, leading to mostly small units. We are looking to accommodate a full spectrum of Toronto demographics including various family sizes as well as address the needs of cultural communities. We are aware of the cultural villages model and will take it into consideration going forward.

Ms. Hall thanked the participants for their questions and initiated the round table discussions.

6. Roundtable Discussions

Following the presentation, participants worked in small groups to consider the following four focus questions:

1. *What are your ideas and hopes for:*
 - a. *...creating new neighbourhoods in the Lower Don Lands area?*
 - b. *...relating the new neighbourhoods to the river in the Lower Don Lands area?*
 - c. *...providing access and infrastructure in the Lower Don Lands area (e.g. water supply, stormwater management, sewers, roads, paths, cycling & public transit)?*
2. *Do you have any feedback on the Draft Precinct Planning Principles?*
3. *Are you satisfied that the infrastructure Problem and Opportunity Statement effectively describes the issues and opportunities associated with the infrastructure needs of the Lower Don Lands? If not, what changes would you suggest?*
4. *Any other comments or advice on any aspect of the Lower Don Lands revitalization planning or Class Environmental Assessment Master Plan (including the proposed evaluation criteria or infrastructure alternatives)?*

A representative was chosen at each table to record key comments and report highlights of the discussions to all participants.

The following provides a summary of the feedback received from participants at the roundtable discussions and ensuing plenary session. This summary also reflects individual feedback provided through workbooks and written comments submitted to Waterfront Toronto following the meeting. For a compilation of all comments received, please see Appendix C.



Participants discuss questions during roundtable discussions.

Question 1a: What are your ideas and hopes for creating new neighbourhoods in the Lower Don Lands area?

Participants noted a variety of points that reflect a desire for a sustainable and balanced community in the Lower Don Lands. Key comments included the following:

- Ensure there is a commitment to affordable housing, including plans for student housing.
- Design the area to include a good balance of residential and commercial. Retail uses can be incorporated into mixed-use buildings.
- Apply ecological building and street designs.
- Aim for a zero carbon footprint.
- Aim for a self-sustaining community where residents are not required to leave to get the goods and services they need, (i.e. each neighbourhood should have small businesses and institutions that can satisfy the needs of the residents, e.g. grocery stores, pharmacy, recreation centre, schools).
- Ensure many employment opportunities.
- Introduce parks and facilities geared towards different uses/ages/abilities/interests.
- Discourage “gated” community design.
- Provide opportunities for public gatherings.
- Ensure safety is a high priority.
- Include elements to attract visitors.
- Use a variety of developers and not a monolithic development entity.
- Feature a variety of housing styles, heights, and building materials.
- Use examples and models from other successful communities.
- Feature a wide variety of trees species in all neighbourhoods.
- Feature interesting designs for Keating Channel bridges that can be creatively lit up at night.

Question 1b: What are your ideas and hopes for relating the new neighbourhoods to the river in the Lower Don Lands area?

Participants identified preferences for protecting naturalized areas but also providing views and access to the waterfront. Representative comments included the following:

- Ensure public access to the waterfront and avoid private ownership of riverfront land that would restrict public access. Do not block off the waterfront with high-rises.
- Facilitate public water activities such as boating, kayaks, canoes, gondolas, fishing, water sports, wading, and skating. Docking facilities should work for small to large sizes of boats.
- Ensure a large portion the water’s edge is naturalized.
- Incorporate boats into the transit plan, (e.g. provide for a water taxi service).
- Offer views onto the river from walkways. Keep intensive activity away from naturalized river’s edge.
- Take advantage of Keating Channel for intensive activity since it already has concrete sides.
- Develop cafes alongside the water’s edge.
- Consider methods to provide water circulation in the Keating Channel to avoid stagnant areas with floating debris.

Question 1c: What are your ideas and hopes for providing access and infrastructure in the Lower Don Lands area (e.g. water supply, stormwater management, sewers, roads, paths, cycling & public transit)?

Participants discussed a number of approaches, most articulating the themes of water protection and low-carbon transportation. Key comments included the following:

- Reduce the use of cars by including some car-free streets in the design. Plan for students to live within walking distance of schools.
- Design the plans with narrow streets and restrict parking. Provide free shuttle buses to transport people from satellite parking lots and/or provide underground parking.
- Include many bike and inline skating paths for transportation and recreation, especially connecting north-south.
- Plan for intensive use of public transit, specifically streetcars/LRT.
- Consider the option of a new intermodal transit hub.
- Develop an integrated rain water conservation and management plan that address stormwater and river water. Avoid combined sewers. Use stormwater as much as possible, e.g. as features of children's playgrounds, a swimming pool or as ornamental fountains.
- Stormwater should be treated with ultraviolet light and then returned to the Don River or Keating Channel.
- Provide options for on-site waste and stormwater processing in some buildings.
- Use "Hurricane Hazel" criteria to plan for a hurricane situation.
- Consider sharing infrastructure with the West Don Lands.
- Integrate various heating and energy plants, (i.e. a district energy system).
- Use a lake based cooling system for buildings.

Question 2: Do you have any feedback on the Draft Precinct Planning Principles?

There were few comments specifically about the draft text itself. Participants were generally pleased with the wording and intent of the written principles. Representative feedback includes the following:

General

- Seems well thought out.
- Incorporate the "organic" model into every facet.
- Maximize the naturalization options.

Built Form

- Avoid the possibility of big box stores.
- LEED certification could be included.
- Add "To encourage lively streets and pedestrian traffic for local businesses, do not make individual buildings self-contained with their own parking, gyms, entertainment facilities etc., but provide these centrally for all to share."
- Add "Design and build to make the most of the waterside location and facilitate transportation by water."

Specific Wording

- Add “safe” to the description in the second bullet of “Community”.
- “Range of scales... contribute of the diversity” does not provide enough guidance on what this means. Please clarify.
- What does “Building upon the legacy and amenity...” mean? Please clarify.

Question 3: Are you satisfied that the infrastructure Problem and Opportunity Statement effectively describes the issues and opportunities associated with the infrastructure needs of the Lower Don Lands? If not, what changes would you suggest?

Only a handful of participants responded to this question as many tables did not have time to address it. While a few participants mentioned that it was a very generalized statement, they did not express any concerns. Specific comments included the following:

- We are satisfied, although it is a very general statement.
- Maximize the naturalization.
- Include diversity in every sense.
- Use sustainability and conservation language strengthened with more emphasis on reducing greenhouse gas emissions and recognition of the opportunity to achieve zero-net carbon emission on at least one site.

Question 4: Any other comments or advice on any aspect of the Lower Don Lands revitalization planning or Class Environmental Assessment Master Plan (including the proposed evaluation criteria or infrastructure alternatives)?

Many participants took the opportunity to express their opinions, ideas and questions about the project in general. Representative comments included the following:

Considerations in Developing Designs / Plans

- There must be an ecological link north-south from Don River Park south to Villiers St. and bays end.
- There is a need to close Don Roadway and give the Filmport its own exit off the south bound Don Valley Parkway.
- Convert the silos in to hotels with a restaurant facility and observation decks.
- Widen the north-south greenway to 300-400m.
- Decrease the number of units to be developed.
- Include a cultural tourism destination on the site.
- There must be an environmental net gain in the Keating Channel North Precinct.
- Add fish terraces along the sea wall continued from the public promenade / boardwalk to the west.
- Conduct sediment clean-up at the mouth of the Keating, north-east corner of the bay.

Concerns

- Some human intervention would be required to maintain the desired river flow path, which would compromise the “naturalness” of the site.

- The stigma attached to harbours might keep it from becoming a vibrant community.
- Large parks often provide a home for unsavoury characters, thus there are concerns about this combination of parks and ports.
- The proposed path of the Don River and its two proposed spillways will create fractured neighbourhoods within the Lower Don Lands, rather than a single unified community.
- People are less likely to cross a bridge, especially at night.

Comments on Approach

- Add the property south of the shipping channel to the study area.
- Initiate another international design competition to create a zero-net carbon precinct or block.
- Prior to the next public meeting, make available to individuals the alternate proposals so that those attending the meeting will have a chance to prepare their responses in advance.

External Influence

- It is difficult to know how Keating North will be designed until the decision on the Gardiner tear-down is made.
- The Master Plan would be more reassuring if the Ontario Municipal Board were abolished.

Questions

- What consideration is being given to the “heritage” aspects of the existing landscape?
- Has any thought been put into establishing a self-contained community where there are jobs for all residents? How would you plan for it?
- Sounds like “anything goes”. What is in the scope?

7. Next Steps

Susan Hall reminded participants to hand in their workbooks or return them by the August 6th 2008 deadline. Ms. Hall informed participants that the presentation would be available on the Waterfront Toronto website (www.waterfronttoronto.ca/lowerdonlands) and that a report on tonight’s meeting would be prepared and shared with those who attended.

Ms. Brenda Webster, Project Manager at Waterfront Toronto, assured participants that the input gathered will be fed directly into the study process. She thanked participants for coming and encouraged them to send additional comments to Andrea Kelemen at Waterfront Toronto. Ms. Webster reminded participants that the next Public Forum will be held in December once the alternative designs are prepared.

Ms. Webster concluded by thanking the Project Team for their hard work in preparing for the public forum.

Appendix A – Participant List

First Name	Last Name	Organization
Denis	Agar	
Douglas	Barrett	PS Productions
Dorcas	Beaton	
Julie	Beddoes	West Don Lands
Georgina	Bencsik	Toronto Waterfront Magazine; Climate Project Canada
Chris	Blythe	Resident
Desirée	Bowes	Stantec
Jack	Brannigan	
Fredelle	Brief	
Harold	Brief	
Lester	Brown	Gooderham & Worts Neighbourhood Association
Karen	Buck	Citizens for a Safe Environment
Andrea	Calver	
Peter	Carello	
Joe	Cimer	FILMPORT
David	Crawford	
Allan	Currie	
Mark	Cutforth	
Jim	Dalziel	
Trevor	David	Africana Village
Gene	Desfor	York University
Deb	Devgan	Board, Gooderham & Worts Neighbourhood Association
Shan	Dhingra	Don Watershed Regeneration Council
David	Dingwall	
Rob	Dolan	Aird & Berlis
Janice	Durst	
David	Fisher	Rocket Riders
Adele	Freeman	Toronto and Region Conservation
Sarah	Gillbert	Bennett Jones
John	Goddard	
Zenon	Godzyk	
Michael	Homsi	
Sharon	Howarth	Next Generation
M.	Howe	
Lois	James	Rouge Valley Foundation
Doug	Jure	Chrysler Canada
Mansoor	Kazerovni	Page + Steele; IBI Group Architects
Geoff	Kettel	
Jennefer	Laidley	
Kerry	Le Breton	Puzer Canada
Allan	Leibel	Goodmans
Michael	Loberto	R.E. Millward & Associates
Travis	Macbeth	R.E. Millward & Associates
Harold	McColm	R.V. Anderson Associates Ltd.

Clay	McFayden	Cycling Advocate
Liz	McGroarty	Toronto Island Sailing Club
Margaret	McRae	Don Watershed Regeneration Council; Toronto Field Naturalists
Karim	Mirshahi	Waterfront Magazine
Scott	Mitchell	Toronto Transportation Services
Gayle	Mount	South Riverdale Community Health Centre
Anil	Paul	University of Frankfurt (Germany)
Sylvia	Pellman	St. Lawrence Neighbourhood Association
Elsie	Petch	
Anna	Prodanou	Toronto Island Community Association
Jesse	Quarter	Board, Gooderham & Worts Neighbourhood Association
Victor	Razgaitis	Gooderham & Worts Neighbourhood Association
Michael	Rosenberg	Environment and Economy Coalition
Jeff	Ross	FILMPORT
David	Ruggiero	
Robert	Sherrin	St. Lawrence Neighbourhood Association
Dalton	Shipway	Friends of the Lower Donlands
Benjamin	Sulky	
Monica	Tang	
Eldon	Theodore	MHBC Planning
Martin	Trainor	The Cubes
Maria	Tzombanakis	Unit Park
Mary	Vitale	
Scott	Walker	N. Barry Lyon Consultants
David	White	Waterfront Action
Michael	White	Don Council
Chris	Williams	Aird & Berlis
Bruce Gavin	Word	Architecture & Humanity T.O.
Ronny	Yaron	St. Lawrence Neighbourhood Association

Waterfront Toronto

First Name	Last Name	Organization
Chris	Glaisek	Waterfront Toronto
Brenda	Webster	Waterfront Toronto
Raffi	Bedrosyan	Waterfront Toronto
Andrea	Kelemen	Waterfront Toronto

City Staff

First Name	Last Name	Organization
Chris	Ronson	City of Toronto - Waterfront Secretariat

Project Team

First Name	Last Name	Organization
Gullivar	Shepard	MVVA
Liz	Silver	MVVA
Angela	Wu	MVVA
Sarah	Siegel	MVVA
Richard	Delvecchio	TSH
Mike	Hubicki	TSH
Corinne	Latimer	TSH
Peter	Middaugh	TSH
Marko	Prgin	TSH
Michael	Thompson	TSH
Elena	Patarini	Arup
David	Pratt	Arup
Ken	Greenberg	Greenberg Consultants
Stephen	Willis	MMM Group

Open House Related Projects Presenters

First Name	Last Name	Organization
William	Snodgrass	Toronto Water
Mike	Ronson	TTC
Ken	Dion	Toronto and Region Conservation

Facilitators

First Name	Last Name	Organization
Jason	Diceman	LURA Consulting
Susan	Hall	LURA Consulting

Appendix B – Public Forum Agenda

Meeting Purpose:

- To introduce the Precinct Plan, Framework Plan, and Environmental Assessment Master Plan processes for the Lower Don Lands.
- To seek public feedback on the key foundational elements (Planning Principles; Problem and Opportunity Statement), and ideas and hopes for revitalizing the Lower Don Lands.

6:00 pm Open House

7:00 pm Welcome and Opening Remarks

Christopher Glaisek, Vice President of Planning & Design, Waterfront Toronto
Sue Hall, Facilitator, Lura Consulting

7:10 pm Project Team Presentation

Liz Silver, Michael Van Valkenburgh Associates
Gullivar Shepard, Michael Van Valkenburgh Associates
Ken Greenberg, Greenberg Consultants

7:40 pm Roundtable Discussions

8:20 pm Roundtable Highlights and Plenary Discussion

8:55 pm Next Steps & Closing Remarks

Christopher Glaisek, Waterfront Toronto

9:00 pm Adjourn

Appendix C – Written Feedback

This section presents detailed feedback to the focus questions received from participants at the workshop. The comments came from table discussions (as captured in the workbooks and the table reports), individual workbooks and post-event feedback received by Waterfront Toronto by the August 6th 2008 forum comment deadline.

Question 1a: What are your ideas and hopes for creating new neighbourhoods in the Lower Don Lands area?

Workbooks and post-event submissions

- Commercial/Retail.
- Need for employment opportunities – George Brown College / Film industry.
- We need good balance of housing / commercial.
- Environmental design of buildings & infrastructure.
- Add property south of ship channel to study area.
- Housing should feature a variety of styles, heights, building materials.
- Each neighbourhood should have small businesses that can satisfy the needs of the residents (ie grocery stores, pharmacy, recreation centre, schools etc).
- Neighbourhoods should be designed so that they are not totally depended on automobile (be well serviced by public transit, bike paths. Businesses should be located in such a manner that local residents do not have to drive to the stores.
- Keating North precinct should be planned with alternate proposals (one based on the assumption that the Gardiner Expressway in the area will be removed, the other based on the assumption that it will remain in place).

Table Form #2

- Architectural control.
- Canyon focus [sic].
- Setbacks as you get up higher.

Table Form #7

- Must be mixed and affordable.
- No big box stores.
- Diversity size/form.
- Intermodal hub.

Table Form #8

- Two islands have potential for communities.
- Neighbourhood -> balance, employment opportunities.
- Affordable housing.
- No cars – avoids the problem of parking.
- Relating new neighbourhoods to river.
- Environmental perspective – totally environmental design.

- Add property to the south of the ship channel to study area.
- No retail.
- Concerned about safety of population in a normal situation and a flood situation.
- Wider north south greenway (300-400m)
- Number of units developed should be decreased.

Table Form #9

- Sky is limit
- Self contained neighbourhoods or draw people from other areas.
- Great visuals on waterfront – confined to those who live there?
- Include elements to attract outside people.
- Fine line between preserving quietness of hood & attracting people to come down.
- Convert silos to hotels.

Table Form #11

- Amenities and housing for the students at the potential George Brown campus on the waterfront.
- Provision for affordable non-government administered housing or co-operative housing, such as Habitat for Humanity.
- **Publicly** accessible riverside park land; that is to say, no private ownership of riverfront land that would restrict.
- Construction of the building in the neighbourhood by a variety of developers and not a monolithic development entity.

Table Form #12

- Hope that the City approvals are more forthcoming and consistent with their policies.
- Neighbourhood character:
 - narrow streets (i.e. sustainability plan)
 - fine grain street network
 - some car-free streets but could include transit.
- Zero carbon areas.
- Large portion of naturalized water's edge, river & lake = accessible into the water.
- Integrate a water taxi into the Lower Don Lands.

Table Form #13

- Replicate successful neighbourhoods with mixed uses – full organic integration
- I agree with vision
- Sustainable, not oil or gas dependent
- Keep natural, only one Don River

Table Form #14

- Transit

Table Form #15

- We hope that residents (make-up) will be the number one question.
- Housing development now is geared toward very rich or very poor.
- Certain Non Governmental Organizations (NGO's) and/or political striped individuals are already being served by this project without consultation.
- We need unity.

Table Form #17

- Analogue to Manhattan development – how small
- Can you measure the neighbourhood and see how to develop neighbourhood in Lower Don Lands, for example Port Credit.

Question 1b: What are your ideas and hopes for relating the new neighbourhoods to the river in the Lower Don Lands area?

Workbooks and post-event submissions

- Housing goals – density.
- Commitment to affordable housing / -> families, aging in place.
- North- South greenways need to be widened – don't transfer density.
- Don't block off the waterfront with high-rises.
- The banks of the Keating Channel should be readily accessible to the public. It should feature a promenade along the edges, cafes, restaurants, launching sites for boat rentals etc.
- The natural mouth of the Don River should not be readily accessible to public. By that I mean that the walkways and bike paths should be restricted to the edges of the naturalized area so that pedestrians and bike riders can view the whole natural area without disturbing the wild life living adjacent to the river.

Table Form #2

- Rollerblading.
- Venice gondolas.
- Kayaking.
- Water taxi.
- Cultural tourism destination.

Table Form #7

- Easy access from neighbourhoods.
- Zoning for wildlife.
- Separate from commercial.

Table Form #8

- Water sports.

Table Form #9

- Views onto the river but not treading too heavily into the river – intensive uses more away from river.
- Walkways around wetlands to look into them. Heavy pedestrian traffic.

- Above looking down into area.
- More intensive use along Keating Channel with concrete sides.
- Rent canoes or kayaks on channel – cafes alongside.

Table Form #11

- As noted above, ensuring public accessibility to the entirety of the water's edge.

Table Form #12

- Make the river edges very accessible including boating, fishing, wading, skating.
- Creative ways to re-use storm water: swimming, splash pads.

Table Form #13

- Maintain public access.

Table Form #14

- Organic.
- Weaving.
- Integration.
- Waterways.
- Employment/housing.

Table Form #15

- Car-free environment; no room for that.

Table Form #17

- Develop an integrated rain water conservation & management plan (include site stormwater & river water).

Question 1c: What are your ideas and hopes for providing access and infrastructure in the Lower Don Lands area (e.g. water supply, stormwater management, sewers, roads, paths, cycling & public transit)?

Workbooks and post-event submissions

- An opportunity for a separate bike path for commuters & recreational use should have north/south links. – no need to share with vehicles / pedestrians if well planned & designed.
- Stormwater management should be similar to the one planned for the West Don Lands or connected to the one planned for the West Don Lands area or one similar to the one planned for Sherbourne Park (i.e. water run-off treated with ultra violet light and then returned to the Don River or Keating Channel).
- Primary transportation mode to area should be public transit featuring streetcars.
- People need to be able to move freely and safely for health & wellness.
- What influence will the Smart Centre have on the Corridor Park [sic].
- 2 islands – make into neighbourhoods with housing -> amenities.
- No combined sewers.

Table Form #2

- 60% transit (minimum).

Table Form #7

- Use 'Hazel' criteria (provide for hurricane situation).

Table Form #8

- What influence will the Smart Centre have on the integration?
- Provide infrastructure for people on the remaining lands (non-Don Mouth area).
- No combined sewers.

Table Form #9

- Use stormwater as much as possible – i.e. to flush Keating Channel.
- Allow some buildings/hoods to develop own sewage systems.
- Possibly share in West Donlands infrastructure.
- Integrate various heating & energy plants (district energy).
- Lake water cooling system.

Table Form #11

- Public transport friendly.
- Less car uses.
- Bicycle friendly e.g. designated bicycle lanes.

Table Form #12

- Water taxi.
- Replace all CSO's.
- Purify river water & outflows.
- Free shuttle buses to transport people from satellite parking lots.
- Restrict parking.
- Reduce vehicles throughout.

Table Form #13

- Push Lakeshore/Gardiner north beside the rail yards.
- Transit.

Table Form #14

- [None]

Table Form #15

- Keep roads minimum.
- Be creative!
- Ask us www.ClimateProjectCanada.org

Table Form #17

- [None]

Question 2: Do you have any feedback on the Draft Precinct Planning Principles?

Workbooks and post-event submissions

- Positive.

- Encourage residents to use the public realm.
- Discourage “gated” community syndrome.
- All retail be incorporated into mixed-use buildings.
- Urban planning should not be driven by works department / EMS vehicles... but by good design.
- Stress connection/accessibility to the water.
- What does “Building upon the legacy and amenity...” mean?
- Add “safe” to the description of neighbourhoods.
- Add “To encourage lively streets and pedestrian traffic for local businesses, do not make individual buildings self-contained with their own parking, gyms, entertainment facilities etc., but provide these centrally for all to share.”

Table Form #2

- [None]

Table Form #7

- The Master Plan & Secondary would be reassuring when in place if the OMB were abolished!

Table Form #8

- Range of scales, range of diversity does not provide guidance on what this is.
- Add “safe” in the description in the second bullet of “community”
- LEED to be included.

Table Form #9

- Difficult to know how Keating North will be designed until decision on Gardiner tear-down is made.

Table Form #11

- [None]

Table Form #12

- No big box stores.

Table Form #13

- This area is part of the river and there is insufficient naturalization.

Table Form #14

- [None]

Table Form #15

- Hard to understand displayed technical ideas. 45 minutes on methodology for regular citizen doesn't cut it for these discussions unless you do only want to cater to self serving when [sic].
- Do not repeat what happened on the Toronto Islands.

Table Form #17

- Diversity in every sense -> organize nature over 20-30 years of development.
- Keep up the challenge = incorporate “organic” in every facet!

Question 3: Are you satisfied that the infrastructure Problem and Opportunity Statement effectively describes the issues and opportunities associated with the

infrastructure needs of the Lower Don Lands? If not, what changes would you suggest?

Workbooks and post-event submissions

- Very general.
- My table wanted to see sustainability and conservation language strengthened with more emphasis on reducing GHG emissions and recognition of the opportunity to achieve zero-net carbon emission on at least one site.

Table Form #2

- No problems.
- Project future needs.
- 60% transit (minimum).

Table Form #7

- [None]

Table Form #8

- Too general.

Table Form #9

- [None]

Table Form #11

- [None]

Table Form #12

- [None]

Table Form #13

- Needs more naturalization.

Table Form #14

- [None]

Table Form #15

- Yes, although it seems to feel good and should not forget for the input from organizations Climate Project Canada (professional in industry & research). (sic)

Table Form #17

- [None]

Question 4: Any other comments or advice on any aspect of the Lower Don Lands revitalization planning or Class Environmental Assessment Master Plan (including the proposed evaluation criteria or infrastructure alternatives)?

Workbooks and post-event submissions

- Prior to the next public meeting, make available to individuals the alternate proposals so that those attending the meeting will have a chance to prepare their responses in advance.

Table Form #2

- TTC think outside box.

- Transportation - reduction of roads.

Table Form #7

- Is consideration being given to any "heritage" aspects of the existing landscape?

Table Form #8

- What would make Lois move from the headwaters of the Rouge to the waterfront?

Table Form #9

- [None]

Table Form #11

- [None]

Table Form #12

- Introduce parks & facilities geared towards different uses/ages/abilities/interests.

Table Form #13

- Naturalized mouth & Keating precinct.

Table Form #14

- [None]

Table Form #15

- Yes should also ask for input from those that will/have lived here 10 years + ->middle/regular Torontonians.

Table Form #17

- Has any thought of establishing a self-contained community where number of jobs for all residents? How do you plan for it? Could a GO stop or bicycle city highway provide more staff for employment in Lower Don Lands / Portland.
- Can small boats provide for Marine Service? If so, where would they be located?