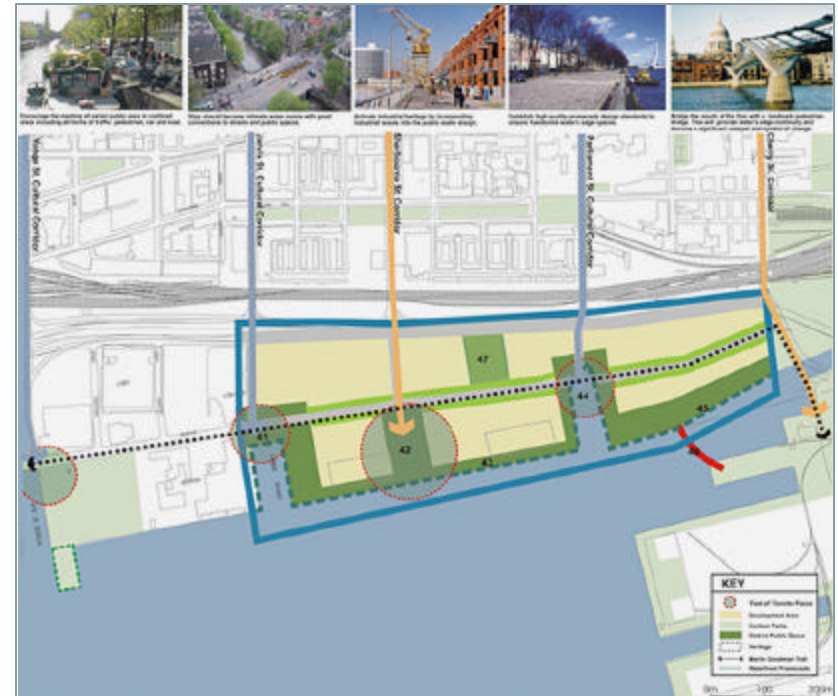




**TORONTO WATERFRONT  
REVITALIZATION CORPORATION**

# East Bayfront Precinct Planning Summary of Public Forum #1

October 2003



This report was prepared by Lura Consulting. It presents the key discussion points and outcomes from the October 7<sup>th</sup>, 2003 workshop for the East Bayfront Precinct Planning process and is not intended to provide a verbatim transcript. A draft version of this report was distributed to participants for review, and additional comments received have been incorporated. If you have any questions regarding the report, please contact either:

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# East Bayfront Precinct Planning Public Forum #1

October 7, 2003, 7:00 - 9:30 p.m.  
The Distillery District, Fermenting Room  
55 Mill Street, Toronto

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## 1.0 INTRODUCTION

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

- Introduce the East Bayfront precinct planning process and the urban design team;
- Set the context for the East Bayfront precinct plan and the linkages with other processes, plans and agencies; and
- Invite participants to share ideas on opportunities and issues, as well as their local knowledge of the study area, for the future of the East Bayfront.

The East Bayfront urban design team includes:

- Koetter Kim & Associates (Urban Design Services)
- Phillips Farevaap Smallenberg (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)



Fermenting Room entrance, Distillery District

Invitations to the public forum were distributed to over 1,700 individuals and organizations in the TWRC's database. These individuals have attended waterfront meetings in the past, contacted the TWRC directly, and/or been identified as having an interest in waterfront revitalization. The meeting was also advertised in three community newspapers:

- Beach/Riverdale Mirror (September 26<sup>th</sup> and October 3<sup>rd</sup>);
- ETC News (September 26<sup>th</sup>); and
- St Lawrence Community Bulletin (October 1<sup>st</sup>).

Approximately 250 people participated in the workshop; 160 of those signed in (the list of participants who signed in is attached as Appendix A).



Participants looking at displays

#### Public Forum: East Bayfront Precinct Plan

### *Toronto's waterfront*

The Toronto Waterfront Revitalization Corporation (TWRC) is engaged in the process of developing the first precinct plan for the waterfront in East Bayfront – the area that runs south of the rail corridor between Jarvis and Cherry Streets. We are working closely with the City of Toronto in this planning process, particularly in view of the City's regulatory role for land use.

The involvement of Torontonians will be important in shaping the East Bayfront precinct and the planning for the new community that will be developed on this important piece of revitalized Toronto waterfront.

We want to hear your ideas and perspectives throughout the East Bayfront planning process.

Please come and join the TWRC, City of Toronto, Koetter Kim & Associates (the internationally renowned urban design team leading the development of the East Bayfront precinct plan) and our public consultation team, led by Lura Consulting, at a public forum:

**Tuesday, October 7th, 2003**

7-9:30 p.m.  
Distillery District  
Fermenting Room  
55 Mill Street, Building 6  
Toronto

For more information, please contact Erin Walker at 416-214-1344 or [ewalker@twaterfront.ca](mailto:ewalker@twaterfront.ca) or visit [www.twaterfront.ca](http://www.twaterfront.ca)



Public Forum Advertisement

The TWRC and the lead design consultants had information about the East Bayfront and other important waterfront projects from around the world on display for participants to view prior to the start of the workshop.

## 2.0 PRESENTATIONS

John Campbell, President and CEO of the TWRC, welcomed participants to the workshop. He thanked Councillor Pam McConnell and the City of Toronto's Waterfront Secretariat for their participation in this workshop and overall support of the process. He noted that revitalizing the waterfront will help achieve a number of important objectives, including creating a high quality of life for the City of Toronto that makes us competitive on the international stage.



Following a brief agenda review by Nicole Swerhun, facilitator, an introduction to precinct planning was delivered by Joe Berridge, East Bayfront Project Manager and founding partner of Urban Strategies Inc. Joe reported that precinct planning is beginning in the East Bayfront. Planning of other adjacent precincts will follow shortly, including precinct planning in the West Donlands, as well as planning Commissioners Park and conducting environmental assessments to ensure flood protection in the West Donlands and renaturalization of the mouth of the Don River. Precinct planning, he explained, is about developing a sense of place, a vision and image of the public realm and what private development should look like in an area, how the area will be used, how the buildings will be arranged and how transit, housing and community facilities, to name only a few elements, will be provided.

Following his presentation, Joe introduced Fred Koetter of Koetter Kim & Associates, the East Bayfront Urban Design Consultant, and Greg Smallenberg of Phillips Farevaag Smallenberg, the East Bayfront Parks and Public Space Design Consultants.

Fred Koetter highlighted exciting waterfront revitalization projects from around the world. He discussed the success factors and lessons learned in those projects that might apply in Toronto. He also reflected on some of the distinct and unique features of the East Bayfront site that could be capitalized on through the precinct planning process.



Greg Smallenberg, principal of Phillips Farevaag Smallenberg, highlighted some of the considerations that would form part of the public spaces design, using examples from around the world and particularly from his firm's work in Vancouver.

Copies of these presentations will be available on the TWRC website shortly at [www.towaterfront.ca](http://www.towaterfront.ca).

Some participants also shared their own materials with the project team, including a newsletter from the Town of York Historical Society, a brochure about Toronto's First Post Office, and a nature, culture and urban adventures map of Toronto:

**TORONTO'S  
FIRST POST  
OFFICE MUSEUM**



260 Adelaide St. E  
Toronto, ON M5A 1N1  
416-865-1833  
tfpo@total.net  
www.townofyork.com

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MAP OF  
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Adventure**



www.greentourism.ca

# NEWSLETTER

## The Town of York Historical Society

September 2003

Vol. XIV No. 1

### TORONTO'S FIRST POST OFFICE MUSEUM CELEBRATES 20 YEARS

Two decades have passed since the post office built by James Scott Howard in 1833 reopened its doors as a National Historic Site, a community museum and, once again, a bustling centre at which mail is sent and received. If at one time it was the communications hub for a city of 9,000 inhabitants, its contemporary box holders and customers perpetuate this heritage by counting among their number many for whom communicating, in all its current forms, is at the heart of their enterprise.

Communication is also the theme of the anniversary celebration to be held by the Town of York Historical Society at magnificent St. Lawrence Hall on the evening of September 30. Be there starting at 6pm. Ian Bell, accompanied by Geoff Somers, will provide period atmosphere with his characteristic music, allowing the fine food catered by Biagio Ristorante to avoid culinary anachronism. A cash bar will help to warm guests up for the live auction, which begins at 7:30, of a number of unique "old town" adventures and experiences. (Imagine being able to visit the captain in the wheelhouse during a Mariposa dinner cruise for two, or taking a behind-the-scenes tour of Union Station.) Local historian Mike Filey will be on hand to liven up the proceedings, and we welcome anyone with the means or inclination to attend in 19<sup>th</sup> century finery.



**Tickets for this event are \$25** and are available seven days a week at the post office and from Monday to Friday at the storefront office of Citizens for the Old Town (159 King Street East). Funds raised by the auction will be used towards the enhancement of public programs at the museum. Acknowledgements at this time are due to all auction donors, ERA Architects, the *St. Lawrence and Downtown Toronto Community Bulletin*, St. Lawrence Hall, and not least to Andrew Croft who designed and printed the tickets and programs.

Following the presentations, participants began by working individually in workbooks and then in small groups to consider three focus questions:

- Thinking about the East Bayfront area, what would you say are the 3-5 most pressing issues that need to be addressed through the precinct planning process?
- For each of the issues you've identified, what opportunities do you see to address the issue in the East Bayfront Precinct Plan? What other opportunities are there for the precinct?
- What local information or data do you have that the East Bayfront precinct planning team should consider?



As a group, participants at each table identified their priority issues and opportunities on coloured cards. Facilitators grouped the cards by common topic areas, and then reported back to plenary with an overview of what the participants had identified as the key issues and opportunities.





### 3.0 FEEDBACK AND ADVICE: HIGHLIGHTS

This section presents an overview of feedback received from participants at the workshop—from table discussions (as captured on the pink and blue cue cards), individual feedback, and the approximately 30 workbooks submitted to the project team.

The feedback is grouped under 10 headings, including:

- i) Design and Infrastructure
- ii) Accessibility and Transportation
- iii) Environment
- iv) Parks and Public Spaces
- v) Planning and Consultation
- vi) Heritage and Culture
- vii) Business
- viii) Housing
- ix) Community Services
- x) Recreation

In the table below, issues identified by participants are listed on the left, along with the opportunities that were suggested to address the issue (listed on the right). For a complete list of comments, please see Appendix B.

<b>I. DESIGN</b>	
<b>Issues raised</b>	<b>Ideas and opportunities suggested to address the issues</b>
Bland buildings that don't work together.	<ul style="list-style-type: none"> <li>• Set a strong design vision</li> <li>• Create a continuous/complementary design theme</li> <li>• Allow for variety and diversity</li> <li>• Structures need to work together</li> </ul>
Avoid high rises like Harbourfront.	Low rises for different uses, i.e. families, retail, work places, commercial space.
Separation of public and private spaces.	Encourage entrances and open spaces that create transitions between public and private space
Need views.	High points should be public vantage points

## I. DESIGN *continued*

### Issues raised

### Ideas and opportunities suggested to address the issues

Develop destinations.	→	Ferry dock, amphitheatre, triple "A" baseball park, beach. Low spaces at water's edge (slips and sea wall) - public sheltered spaces.
Mesh the city with the water.	→	Create an integrated relationship between the water, the water's edge, and the surrounding uses. Blend the straight lines of urban spaces with the curves of nature.
Sustainable built form - lead by example.	→	Enhance public green space with energy-efficient, creative, environmentally conscious buildings: green roofs, deep lake cooling, stormwater reuse, energy conservation in building design, gardens, markets, wind turbines. Restrict the number of parking spots in residential buildings.
Building materials.	→	Use familiar/traditional building materials for public acceptance. Banish plain concrete, tubular steel and glass walls. Use mortar/brick and wood.

## II. ACCESSIBILITY AND TRANSPORTATION

Continuous public access to the waterfront.	→	Boardwalks with parkland. Places to canoe or swim.
Identify and reinforce defining views.	→	Build on distinct views and vistas that are identified with the Toronto experience and build on them: to the island, oblique views to Portlands, back to city from high and low places, variety of scales of existing landscape and buildings. Places to view and appreciate the lake, such as the floating building or piers extending into the lake.
Access to the Portlands.	→	Develop new roads, pedestrian and cycling paths, parks.
Connections to the north, east and west of the city.	→	Connect with north/south neighbourhoods (e.g. St. Lawrence, Old Town, Corktown, East Bayfront). Integrate with city: tunnels, gallerias, public park routes. Make pedestrians a priority at intersections.
Barrier effect of rail and expressway corridors.	→	Explore alternative to better integrate these passageways. Build an overhead canopy over the rail line and expressway. Bury the railway.

## II. ACCESSIBILITY AND TRANSPORTATION *continued*

### Issues raised

### Ideas and opportunities suggested to address the issues

Need for progressive comprehensive transportation network for precinct and beyond.



- Look for easy solutions such as better bus connections.
- Emphasize cycling and walking. Incorporate Bike Plan.
- Improve intersections across Lakeshore Blvd, make stronger and easier access to East Bayfront for pedestrians.
- Improve linkages to waterfront, Jarvis to Cherry Street, Distillery District, West Donlands and downtown.
- Car-less community: reduce dependency on personal vehicles.
- Extend N/S bus routes and Queen's Quay streetcar.
- Use Lake.

Connections to the downtown work area.



Bus/mini rail to Union Station. Also to main streets served by our streetcars and subways.

Tension between importance of north - south connections at a macro scale, and communities that develop at micro scale.



Consider both.

## III. ENVIRONMENT

Re-naturalization of the Don River mouth.



Continue the work of the Task Force to Bring Back the Don, increase naturalization, increase wild life. Wetland with board walks. Better water quality and sustainability. Water's edge should be soft, develop nature and public walkways first - then buildings.

Brownfields clean up.



Healing, planning, and future use. Learn from other examples. Become an example of environmental cleanup and urban renewal.

Effective movement of people and goods in an environmentally friendly way.



GO train stops, solar powered light rail/street cars, restricted car access.

Unnecessary air traffic.



Stop the airport expansion, support alternatives (bus link, rail).

#### IV. PARKS AND PUBLIC SPACES

##### Issues raised

##### Ideas and opportunities suggested to address the issues

Quality of public spaces.	→	Design public spaces to be people friendly and usable most of the year: parks, lighting, places to sit, walking paths that cover the area and that connect to other paths in the city. Link the public spaces, take advantage of microclimate, views into small private spaces, some closure.
Consider the climate when designing public spaces.	→	<ul style="list-style-type: none"><li>• Create indoor spaces adjacent to waterfront, create outdoor protected areas.</li><li>• Link warm areas together along waterfront.</li><li>• Opportunity for flexible structures/ spaces that function equally well in winter.</li><li>• Moveable roof structures that protect from harsh weather (including sun).</li><li>• Summer outdoor areas become winter outdoor areas: gardens, ice rinks -&gt; roller skating rinks.</li></ul>
Public lands remaining in public hands.	→	Use long-term leases, where development is needed on public lands, rather than selling public land.
Need more green space - especially that which is not overly programmed.	→	Naturalize. Less turf. More creativity. Plant native Ontario species.

#### V. PLANNING AND CONSULTATION

Fractured ownership and the inability of a precinct plan to control what owners do.	→	Encourage landowners to create destinations. Use the precinct to enforce restrictions. Create a very specific plan in terms of use.
Timing.	→	Move ahead with the process quickly to maintain enthusiasm and support and to avoid inappropriate new developments/development proposals.
The precinct is too large to accurately view the micro and macro aspects.	→	Exploit the "found potential" at the human scale.
Public participation.	→	<ul style="list-style-type: none"><li>• Keep the public involved before plans are finalized.</li><li>• Find ways to engage the disenfranchised that live in our neighbourhoods, but don't/can't go to meetings.</li><li>• Find ways to engage more than just "educated white people."</li></ul>
East Bayfront as a place for all Toronto.	→	Involve the whole city or the province and feds won't put money into it.

## VI HERITAGE AND CULTURE

### Issues raised

### Ideas and opportunities suggested to address the issues

- |  |   |   |
|--|---|---|
| Local heritage buildings.                        | → | Save and preserve local historical sites - develop appropriate public art.                                      |
| History.   | → | Celebrate First Nations Mississauga village and the first wave of Euro-Canadian settlement along East Bayfront. |
| Need for a year-round major attraction facility. | → | Design a new spectacular all-season entertainment complex. Something new and different.                         |

## VII. BUSINESS

- |  |   |  |
|--|---|--|
| Make retail space desirable and attractive.  | → | Cluster retail space in retail "villages." |
| Clean industry and employment opportunities.                                       | → | Encourage small "green" businesses.        |
| Existing industrial users have a right to stay and take advantage of water access. | → | Integrate local residents into workforce.  |

## VIII. HOUSING

- |                                    |   |  |
|------------------------------------|---|--|
| Need for affordable mixed housing. | → | <ul style="list-style-type: none"><li>• Stipulate a minimum percentage of social and low-income housing, rent-geared-to-income, co-operatives.</li><li>• Build space that the users can adapt, i.e. buyer will tell how much space they want to have built inside the building.</li><li>• Housing for couples, families, seniors, physically challenged.</li><li>• Make the goals for affordable housing unambiguous (use concrete language)</li></ul> |
|------------------------------------|---|--|

## IX. COMMUNITY SERVICES

### Issues raised

Create a people-friendly community with adequate social infrastructure.



### Ideas and opportunities suggested to address the issues

Good lighting, lots of trees, bike paths, waterfront walkways, grocery stores, medical offices, pharmacies, library, schools, pools, affordable child care, shopping, cultural centre, broad streets, frequent public spaces and fairly dense housing. Avoid risk of homogenized neighbourhoods if designed and built by small number of firms.

## X. RECREATION

Downtown needs more recreational space.



Year round recreation facilities (skating rinks, ice/summer fishing, skateboard park, playgrounds, labyrinth).

Boating.



Have areas where canoes can be launched and where people can learn to sail.

## 4.0 LOCAL INFORMATION

In addition to providing feedback on issues and opportunities, participants also made suggestions on additional resources and information that could be helpful to the East Bayfront planning process, including:

- "Built Heritage of East Bayfront" Technical Study for the Crombie Waterfront Commission 1991. Michael Moir and Jeff Stinson.
- The Toronto Cycling Committee can be a resource to advise on issues related to bike routes through the area.
- Ontario Ministry of Environment - files on soil contamination.
- The Gooderham and Worts Neighbourhood Association has details and data on the 1,000+ residents of the former (1830-1890) and current "East Bayfront."

They also shared their specific knowledge of local conditions of the East Bayfront site and related matters, such as:

- Made in Canada solution! Places for our children as well for the adults. All those condos built downtown have lots of young adults - they will start having babies soon and will choose between staying in the city or moving to the suburbs. If we want less traffic we need communities that are connected and with transportation to work locations.
- Somewhere on the waterfront there was a fun park that was closed in the 1800s. Not sure if it was in this area.
- Reflect Toronto's Orange Protestant roots.
- Gooderham and Worts windmill dominated this area skyline in 19th century. Think about wind turbines at the Victory site.

## 5.0 NEXT STEPS

John Campbell thanked participants for their advice, and indicated that feedback from this workshop will 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. A second workshop will be held on December 1<sup>st</sup> or 2<sup>nd</sup>, 2003, to discuss and give feedback on those concepts. There will also be a general meeting on November 25, 2003 to update interested members of the public on the TWRC's overall waterfront activities. More information is available on both these meetings on the TWRC's webpage, [www.towaterfront.ca](http://www.towaterfront.ca).

## APPENDIX A: LIST OF PARTICIPANTS

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

### Organization, Participant

Baywood Homes, Ralph Canon  
Beach Triangle Residents Association, David Windrim  
Borealis, Troy Tenney  
Canada Lands, Bob Howald  
Castlepoint Group, Alfredo Romano  
CB Richard Ellis, Erkki Pukonen  
Chebona Architects, Keri Brooks  
Cinespace Film Studios, Jim Mirkopoulos  
Citizen, Jack Brannigan  
Citizen, Russell Sergidols  
Citizen, John York  
City Councillor, Pam McConnell  
City of Toronto, Angus Cranston  
City of Toronto, Denise Gendron  
City of Toronto, Cheryl MacDonald  
City of Toronto, John Richard  
City of Toronto, Gary Short  
City of Toronto, Culture Division, Karen Black  
City of Toronto, Culture Division, Lori Martin  
City of Toronto, Heritage Preservation Services, B. Gallagher  
City of Toronto, Parks Division, David O'Hara  
City of Toronto, Urban Development Services, Tim Laspa  
City of Toronto, Works & Emergency Services, Ted Bowering  
City of Toronto, Works & Emergency Services, Tim Dennis  
City Planning, urban design, Rob Freedman  
Cornell University, Danna Kinsey  
Cornell University, Dept. of Landscape Architecture, Paula Horrigan  
Councillor McConnell's office, Blake Webb  
Councillor McConnell's office, planning student, resident, Jennifer Laidley  
Diamond & Schmitt, Architects, Zvonimir Cicvaric  
Diamond & Schmitt, Architects, Charles Gagnon  
Diamond & Schmitt, Architects, Robert Graham  
Diamond & Schmitt, Architects, Dwayne Higgins  
Diamond & Schmitt, Architects, Suzette Lam  
Diamond & Schmitt, Architects, Derek Newby  
Dillon Consulting, Joe Puopolo  
Don Watershed Regeneration Council, Don Cross

### Organization, Participant

du Toit Allsopp Hillier, Roger du Toit  
ERA Architects, Michael McClelland  
Feet on the Street, Helen Peter  
Gooderham & Worts Neighbourhood Association, Alice Bartels  
Gooderham & Worts Neighbourhood Association, Julie Beddoes  
Gooderham & Worts Neighbourhood Association, Lester Brown  
Gooderham & Worts Neighbourhood Association, George Hume  
Gooderham & Worts Neighbourhood Association, Seymour Iseman  
Gooderham & Worts Neighbourhood Association, Sheila Iseman  
Gooderham & Worts Neighbourhood Association, Rosario Martinez  
Gooderham & Worts Neighbourhood Association, Yvonne Parti  
Gooderham & Worts Neighbourhood Association, Stephen Seaborn  
Gooderham & Worts Neighbourhood Association and Little Trinity Church, Penelope Tyndale  
Harbourside Condominium Owner's and Residents Association, Judy Stewart  
Heritage Toronto, Ernest Buchner  
Heritage Toronto, Peter Carruthers  
IBI Group, Rob Dolan  
Jenny Green Co-op, Dalton Sharp  
K.A. Architecture, Diana Hamilton  
Lafarge, Wayne Huska  
Lafarge, P. Kraft  
LCBO, Kackie Bomi  
LCBO, Andrew McNee  
Marketview Co-op, G. Lowe  
Mayor's Youth Advisory Committee (Mississauga), Louroz Mercader  
Ministry of Environment, Rob Lyon  
Ministry of Environment, John Mackenzie  
Neighbour, Milla Ferguson  
Nuko Investments, M. Blankstein  
OSIA, Jeff Stinson  
Osmington Inc., Glenn Shyba  
Place St. Laurent, Suzanne Johnson Harris  
Portlands Partnership, Michael Rosenberg  
Redpath Sugars, Andrew Judge



## Organization (if any), Participant

Resident, Suzanne McCormick  
Rice Brydone Ltd., Eleanor Brydone  
Riviera Condo, Lawrence Tam  
Royal Canadian Yacht Club, Robin Clarke  
Royal Canadian Yacht Club, Nicki Clarke  
Royal LePage, Robert Jakab  
Ryerson University, Rob Shaw  
SAAI, D. Scott  
South Riverdale Community Health Centre, Paul Young  
St. Lawrence Neighbourhood Association, Stiz Harvor  
St. Lawrence Neighbourhood Association, Woodsworth Housing Co-op,  
Ronny Yaron  
Strategy Institute, Lillian Chieh  
Task Force to Bring Back the Don, John Wilson  
Taylor/Hazell Architects, Jill Taylor  
Toronto and Region Conservation Authority, Ken Dion  
Toronto Bay Initiative, M. Chyla  
Toronto Bicycling Network, Martin Koob  
Toronto Community Housing Corporation, Bill Bosworth  
Toronto Economic Development Corporation, Jeff Steiner  
Toronto Island, Peter Dean  
Toronto Port Authority, Axel Noriega  
Toronto Public Library, Mary Ann, Rooney  
Toronto's First Post Office, Green Tourism Association, Joan Miles  
Urban designer, Janaka Wijesundarg  
West Donlands Committee, Cynthia Wilkey  
Wittington Properties, Bronwyn Krog  
York University, Sue Bunce  
Buck Adamson  
Scott Armstrong  
Connie Barinper  
G. Bonser  
Charles Braive  
G. Chan  
Wayne Chodikoff  
Vince Conte  
Delane Cooper  
John Cooper  
John Corso  
Kady Cowan

## Organization (if any), Participant

Marie Cusinao  
Scott Dickson  
Alfred Dilkes  
Brad Elliott  
Arleen Farnum  
Nicola Farnworth  
John Fischer  
D. Godley  
Dave Hanna  
B. Hardiman  
Scott Harris  
M. Helmuth  
Stan Hutchings  
Hisao Ishizuka  
Andrew Jeansie  
Mike Jones  
Matthew Kernahan  
Pierre Klein  
Gregory Lang  
Carol Lazace  
Jady Lowe  
Adrian Ludwin  
Jim McDonald  
Robert Millward  
Mary Neumann  
Lynn Novak  
Allan Parke  
Catherine Raven  
Gardiner Lake Shore Task Force, Marilyn Roy  
Dalton Shipway  
Paul Soin  
Lisa Statton  
Layton Stewart  
Tak Tu  
Annette Van Leeuwen  
Allan Vatcher  
Mary Vitale  
M. Williams  
John Winney  
Koko Yamamoto

## **Toronto Waterfront Revitalization Corporation**

John Campbell, Toronto Waterfront Revitalization Corporation  
Edward Dato, Toronto Waterfront Revitalization Corporation  
Gabiella Skubincan, Toronto Waterfront Revitalization Corporation  
Erin Walker, Toronto Waterfront Revitalization Corporation  
Bruce Bodden, Marshall Macklin Monaghan  
Joe Berridge, Urban Strategies Inc.  
Pino Di Mascio, Urban Strategies Inc.  
Steven Fong, Kirkland Partnership  
Michael Kirkland, Kirkland Partnership  
Tony Coombs, City Formation International

## **East Bayfront Consultant Team**

Fred Koetter, Koetter Kim & Associates  
Susie Kim, Koetter Kim & Associates  
Giles Moore, Koetter Kim & Associates  
Greg Smallemberg, Phillips Farevaag Smallemberg  
John Gladki, GHK International  
Greg Allen, Sustainable EDGE  
Rob McBride, BA Consulting  
Joe Johnson, LEA Consulting

## **Facilitator's Office**

Eric Advokaat, Lura Consulting  
Dave Dilks, Lura Consulting  
Jesse Goetz-Gadon, 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 (as captured on the pink and blue cue cards), individual feedback, and the approximately 30 workbooks completed.

The feedback is grouped under 10 headings, including:

- xi) Design and Infrastructure
- xii) Accessibility and Transportation
- xiii) Environment
- xiv) Parks and Public Spaces
- xv) Planning and Consultation
- xvi) Heritage and Culture
- xvii) Business
- xviii) Housing
- xix) Community Services
- xx) Recreation.

As reflected in the table on the following pages, issues are listed on the left, along with the opportunities that were suggested to address the issue (listed on the right).

## Issues and Opportunities

I. DESIGN AND INFRASTRUCTURE	
Issues raised	Ideas and opportunities suggested to address the issues
Need for diversity including economics, residential, cultural	→ Develop range of business and leisure opportunities. Small affordable plots for start-up businesses.
Sustainable built form - lead by example	→ Enhance public green space with energy-efficient, creative, environmentally conscious buildings. Green roofs reduce the effect of the built form on nature.
Build the East Bayfront to suit the people who live and work in Toronto. Shopping, clinics, doctors, dentist, school	→ Do not separate East Bayfront; must be an extension to our present neighbourhood.
Usefulness of the shoreline throughout the entire year (i.e. during our long, gloomy winters)	→ Covered areas that do not obstruct the view of the water, i.e. perhaps in glass.
City interests as resource for whole city	→ Public access, public uses, attractions to come to, historical integration opportunities.
Ability to enjoy a walk down to East Bayfront (past rail tracks and Lakeshore Road)	→ Ensure there are buildings right up to the barriers, uses in median at main roads e.g. Parliament, Sherbourne Streets.
Scale is much too large	→ Break it down into a mix of scales; ensure that there is a small intimate scale.
Achieving continuity of concept with the entire waterfront	→ Need to work together in a co-coordinated fashion and get the buy in of privately owned land.
Mutual benefit to a community of an integrated residential, business, retail and recreational activities	→ Well-planned and balanced approach.
Developing a focus for each part of the East Bayfront. Not just waters edge, create value inland	→ Create the consistent broad public edge - love the stepped approach for two-level edge (also good for parking above grade). Distribute open space in each "pod" to internalize amenity at lower levels.
Don't build another Ontario Place	→ Create neighbourhood such as the Beaches, excellent example. Why can't we have more?
No high rises like Harbourfront	→ Low-rises for different uses, i.e. families, retail, work places, commercial space.
Availability of land. Cost of acquiring land.	→ Encourage all property owners - private or public - to buy into overall design.
Pressure for tall buildings	→ Create human scale communities. Toronto is successful due to neighbourhoods with mostly 3-storey buildings.
Guarantee that the lake is visible from the north side of the East Bayfront - we don't want a wall of buildings blocking the lake	→ Limit building heights; make the top floor of every building accessible by foot. Ban elevators!















## I. DESIGN AND INFRASTRUCTURE *continued*

### Issues raised

### Ideas and opportunities suggested to address the issues

Private Ownership. Home Depot, that is the issue	→	Strong zoning to prevent developers from ignoring rules.
Major attraction - year round	→	Wonderful choices - loved the glass-covered gardens.
Meshing the city with the water. Blending the straight lines of urban spaces with the curves of nature	→	We could design the edge where concrete meets water to undulate - Curving water's edge in stone.
Making the new waterfront area extremely vibrant and relevant for all Torontonians	→	Integrate residential and commercial space. Create areas of small interesting shops. Do not create another area where condominiums are taking up the largest space and the shops are only in one building as with Queens Quay. Also, create areas that are destinations...love the indoor park inside a greenhouse structure.
Approval of massive retail facility on Cherry Street recently i.e. Jerry Sprachman	→	Restrain this proposal - is this to be the norm or the exception in the East Bayfront?
Don't want to dominate waterfront with residential/private space. Need to keep it public	→	Self-supporting community development through the assistance of a centre.
Avoid high-rise development	→	Maintain zoning restrictions. Use Hong Kong-type towers.
Linear nature of the site - Gardiner Expressway a problem	→	Need to counter the linear nature of the site by open space/building design.
Use of the water	→	Place to launch canoes to paddle to the island and to the mouth of the Don.
Keep building heights low (Max 10 stories, 4-6 stories best)	→	Opportunity to illustrate that 20 to 30-storey buildings are not necessary to provide a great skyline in a livable city.
People move to Waterfront for the view of the water - don't build streets	→	Build high-rise towers like Vancouver - tall and skinny.
Gardiner and railway are barriers	→	Put Gardiner under water in the bay.
Have public design forums, have alternative designs, avoid sensationalism, use familiar traditional building materials	→	Design and build a neighbourhood with charm and character. Should be beautiful to the public. Create scenic views/streets.
Limit building heights - don't build another Queens Quay condo wall. Make the top floor of every building accessible by foot - no elevators	→	This will ensure that the lake is visible from the northern boundary of the site.
Make neighbourhoods for people, make streets for people	→	Build normal straight flat streets; don't put transit in an enclosed/elevated right of way. They are anti-pedestrian.
Too much concrete	→	Examples from Canary Wharf etc. are overwhelmed by concrete and hard services. Need lots of green space for community/recreational use, use High Park and Stanley Parks as examples of well-used large green spaces.

I. DESIGN AND INFRASTRUCTURE <i>continued</i>	
Issues raised	Ideas and opportunities suggested to address the issues
Adequate social infrastructure to support proposed community development	→ Innovative sustainable development. Generate a self-sustaining community. Deep lake cooling, irrigation community, gardens, markets. Green roof market. Energy - wind turbines.
Overcome the expressway and the railway as barriers	→ Remember the ambiguous spaces. Create a place where ambiguity becomes positive, contributive, compelling, inviting, stimulating urban-ness of place.
Shadowing - maintain sunlight on public spaces	→ Do not duplicate another west end. Build north of Queens Quay and step back of buildings of design.
Incorporating of environmental and sustainable design to buildings	→ Integrate environmental sustainable living. I.e.: green roofs, solar panels.
Barriers (Gardiner and Railway)	→ Remove some of the barrier. Or utilize in a creative manner (shopping mall underneath).
Without a strong design vision - there is risk of identifying with a "theme" or "fashion" that is based in a surrogate culture or historicism. Recalling a supposed or imagined past, unnecessary	→ Favour innovation in type and model instead of clinging to overly prescriptive typologies. To allow variation and individuality in form. Favour designing the micro as opposed to the macro. "Loose fit, long life" makes for bland, weak buildings that fill to adequately reflect the city.
Scale of new built, - what determines it? Scale of thought process - human scale	→ Build with human scale in mind. Mix used space.
Human scale development. Distribution of density	→ Goal should not be to maximize density.
High and low points (areas)	→ Low spaces at water's edge (slips and sea wall) - public sheltered spaces. High points should be public vantage points.
Blocking the water	→ Create critical mass of residential with commercial But not by blocking view of water.
Routes need to be reduced in scale	→ Fewer Autos, more green spaces, separate the pedestrians from the traffic.
Focal Points	→ Ferry dock. Amphitheatre - summer outdoor. Triple "A" baseball park. Beach.
Scale - don't go too high	→ Step back from the water. Go dense - but go low. Street level connections with residential buildings (more front doors, fewer lobbies).
High rise development	→ Avoid it.
Climate	→ Enclosure.

I. DESIGN AND INFRASTRUCTURE <i>continued</i>	
Issues raised	Ideas and opportunities suggested to address the issues
Winter	 Opportunity for flexible structures spaces that functions equally well in winter.
Weather/Wind 8 months of the year. Sun Protection (1 in 6 will get cancer from the sun)	 Moveable roof structures, which protect from harsh weather & provide community space and access to waterfront year-round.
Deal with our climate - its not easy, its not Vancouver - it's harsh, cold, and confronting	 Create lots of public activity outside - don't hide all the public uses - expose them - make visible with lots of flows to and from places.
Weather	 Arcades, microclimate sinks, decent restaurant where you can see the water.
Edge of water	 Keep in public hands. Connect to rest of waterfront. Keep bike paths clear in winter. Connect bike paths north to the Don Valley.
Bleak nature of waterfront	 Create waterfront canals (skating etc.), Create a way of linking with island.
Year-round use for the public space (winter)	 Cross country ski trails/hiking/rinks/pools. Shade and shelter - sun is hot - shaded seats needed. Boat and cross-country ski trails.
Don't make the mistake of Harbourfront place again - we can't afford it	 Learn from our successes on the waterfront. Create inlets and microclimates prospect and refuge. Relaxed edges.
Toronto is a community of communities that don't really interact with each other	 Develop a seeding model. For each area in waterfront establish the residential community heart and let them develop the rest.
Use familiar/traditional building materials for public acceptance	 Banish plain concrete, tubular steel and glass walls. Use mortar/brick and wood! Respect heritage materials.
Consideration should be given to entering the private realm from a public space	 Community development through the integration of private entrances and public space, and creative endeavors to integrate the two.
Identify and reinforce defining views	 Build on distinct views and vistas that are identified with the Toronto experience and build on them: to the island, oblique views to Portlands, back to city from high and low places, variety of scales of existing landscape and buildings.
Avoid big and dumb	 Pursue small and smart.
Amenities to support needs of communities north of the transportation corridor (e.g. Parks, recreation, entertainment etc.)	 Mixed community residential opportunities.

## I. DESIGN AND INFRASTRUCTURE *continued*

### Issues raised

QEW Expressway close to water



### Ideas and opportunities suggested to address the issues

Develop a tunnel system.

Accept or reject the existing city psyche about the waterfront - barely exists - we look in from there



Accept - design accentuated tunneling through private access for "Ta Da!".

Acquiring funds for basic infrastructure including roads, promenades, sewers, etc.



Approach federal/provincial government for funds (including special allocations), allocate funds in City budget, use Superbuild, use lottery revenues, set up a lottery, ask for a portion of the GST or PST, additional auto licensing fee for the GTA.

Climate -make the area appealing year-round



Develop the area as a historic site, include a year-round historical museum showcasing the City's history and architecture, feature reconditioned street cars used over the City's history, some access by car - parking garages but with offices, apartments on the front.

Creating an identity/sense of place



Create a mixture of scale, density and form, establish clear connections with the land around the lake, and create view corridors, linkages and complimentary landscaping. Use mixed-use zoning and live-work units.

Build a model village to attract tourists

Think Winter!

Height of buildings, space/width between buildings for access to waterfront

Please no ugly artwork e.g. the "twisted egg beater" at the foot of Yonge Street. Who thought that was art?

Views of the water

A restriction of height limits of the buildings at the front coast of the lake. Enlarge the road, especially Queen's Quay East

Condos cutting off vision of waterfront

## II. ACCESSIBILITY AND TRANSPORTATION

Focus on non-car transportation



Give pedestrians and cycling priority in all aspects of planning from traffic lights to street designs  
Put a GO Station at Cherry or Parliament sts.  
Provide very limited parking and no surface parking.  
Roads should be just large enough to accommodate emergency vehicles



## II. ACCESSIBILITY AND TRANSPORTATION *continued*

Issues raised	Ideas and opportunities suggested to address the issues
Access to and visibility of the waterfront to the public all along the shoreline	Boardwalk, with parkland. At least 50% soft edge. Provide shade trees. Keep water's edge walking paths continuous and unobstructed.
Continuous public access to waterfront	To explore a variety of waterfront public amenities that gradually change the character of the precinct in lyrical movements.
Public access to and use of the waterfront and lake/harbour	Places to view and appreciate the prospect of the lake as well as opportunities to canoe or swim. Learn to boat, sail, row etc.
Public access to the East Bayfront	Buy needed lands.
Access to the site. How will people get there?	Need to draw people to the area as they pass through from the Central Business District to Distillery District to mouth of the Don and beyond.
Access to Portlands. The connection is constricted and the mouth of the Don covers the connection	Extraordinary treatment of heritage buildings and bridges old and new at this point. Victory and silos, Cherry Street Bridge, new footbridge.
Views of the city that are easy to access	The floating building would allow for this. Piers extending into the lake that have either benches or natural boulders to sit on. Even a Ferris wheel would be fine!
Uncertainty on the future of the Gardiner Expressway	Need to resolve this issue before detailed plans are made for the East Bayfront.
Guarantee the public unimpeded access to every meter of the lakeshore	Exploit opportunities for boating - use the lake.
QE cuts the waterfront off from the city	Integrate with city: tunnels, gallerias, public park routes.
Connection to the north, east and west of the city	Develop seamless integration of the new with the existing remove the barrier. Eliminate the Gardner Expressway by replacing it or burying it. Bury the railway tracks, extend Queens Quay to the east, extend North/South roads to Queens Quay/promenade where there would be public plazas, connect with the Distillery District, and the 1 <sup>st</sup> Parliament Site, surface transit connections to the rest of the City. Connect with the revised mouth of the Don.
Connectivity to Portlands via roads and pedestrian walkways	Develop new roads and parks.













## II. ACCESSIBILITY AND TRANSPORTATION *continued*

Issues raised	Ideas and opportunities suggested to address the issues
Barrier effect of rail and expressway corridors	Explore alternatives to better integrate these passageways. Build an overhead canopy over the rail and expressway.
Access	Public transit. Cycling - connect to Toronto bike plan (bike parking). Getting through the track and Gardiner barriers graciously.
Waterfront access	Provide infrastructure to facilitate rapid transit for pedestrians and locals who live near neighbourhood.
How to get to the site from the city	Promoting and implementation of public transport. Extend or improve transportation to the area and over the new development.
Horizontal (East/West), Vertical (North/South)	Make underneath the Gardiner more appealing - make it a major avenue. Don't recreate Queen's Quay - space between buildings that allow easy access to water. E.g.: don't want to walk a whole city block before a North/South street to water.
Neighbourhood and local water access	Push north/south streets across.
Access from the north	Take down Gardiner. Pedestrian priority at intersections. Make railway a feature. Keep working harbour.
North/south connections - need more for the public	Wider, green, cover, protect, enliven particularly at the railway/lakeshore/Gardiner. Make everywhere more accessible, not for traffic, but for public experience.
Continuous public access along shoreline	Variety of flexible uses, low-rise - architectural styles that revoke "old town". Connect with North/South neighbourhoods (St. Lawrence, Old Town, Corktown, East Bayfront).
Separation from connectivity to the north	Borrow design principles from adjacent neighbourhoods to continue the "feel of the city. Be creative with uses along the Gardiner. Make CN/GO/Via clean up their land.
Transportation/connecting to the work area downtown	Linkage system.
Pedestrian use	Buy waterfront right away. Use boardwalk.
Easy and pleasant access to East Bayfront from the city	Bury or demolish Gardiner. Make an interesting feature of the railway land. Plan for public transit.
Feels like its all road	Bus/mini rail to Union Station. Also to main streets served by our streetcars and subways.

## II. ACCESSIBILITY AND TRANSPORTATION *continued*

Issues raised	Ideas and opportunities suggested to address the issues
North - South connections critical at a macro scale, ie. Grid streets - Parliament and Sherbourne, but community is developed at micro scale	→ Use different standards for community secrets. Get rid of Queen's Quay as a through road - feed it back into Lakeshore.
Deal with separation of heavy truck traffic from all arterials - not every larger street should have transport and waste recycling traffic	→ Community identity is defined by arterials broadly; while small streets define character on foot. Big buildings define arterials; smaller scaled and mid rise in communities.
Integration: north/south, Gardiner expressway to Don Lands	→ Maybe consider new type of transportation, ie. Skytrain, or bus/streetcar under Gardiner or on Lakeshore.
Bus service and other transit	→ To improve linkages to waterfront Jarvis to Cherry Street, with distillery area - west Donlands and downtown - use imagination.
Build around public transit	→ To reduce dependency on cars and reduce congestion and make it easily accessible to all.
Traffic	→ Planning process.
Bring transit to the area	→ The Martin Goodman Trail should allow for transit to and through East Bayfront. Cycling to waterfront should be emphasized. Bike plan should be incorporated.
Lack of continuous public walkways and cycle lanes	→ Bike plan has to form part of documents that guide planning.
Connecting to Portlands with roads and pedestrian access	→ Improve Sherbourne Street, Jarvis and Parliament.
Railway and expressway	→ New roads and paths.
Public transit	→ First choice is to take expressway down or cover with canopy - parkland, walkways.
Transportation to area is limited	→ Rapid rail extension along Queen's Quay East.
Need for progressive comprehensive transportation network for precinct and beyond	→ Look for easy solutions such as better bus connections.
Throughout and connection across rail - expressway corridor	→ Public transit access. Try to keep cars out.
Improve the intersections across Lakeshore Blvd., make stronger and easier access to East Bayfront for pedestrians. More connections across the water to the Portlands	→ Good design opportunity for creative approaches to spaces like under passes, and public all-season connections over the water.

## II. ACCESSIBILITY AND TRANSPORTATION *continued*









Issues raised	Ideas and opportunities suggested to address the issues
Moving people to, from and through	 Transportation linkage system connecting all parts of city: water taxi, light rapid transit, streetcars.
Public transit requirements	 Develop new routes.
Congestion due to population of Portlands	 Increase the use of ferries.
Difficulty with transportation (In and Out)	 System that links. Blue paths. Streetcar lines in the area.
Connections and barriers	 Transit - waters edge. People mover system and consolidated parking for visitors. Maybe "heritage streetcars".
Building public transportation links with Harbourfront as well as north/south connections that are very weak right now	 Expand the live/work concept - increase "eyes on the street" that kept this area from becoming a "black hole" at night and in inclement weather and provides demand for transportation.
Transit and water transit	 Carless community and peripheral parking. Extend north/south bus routes. Extend Harbourfront LRT. Use Lake.
Public transportation	 A continuous transit route right across the waterfront - no breaks in service. Queen's quay line extended east at least to Parliament and a loop up Parliament. NO SHORT TURNS.
Transit and water transit	 Accessible transportation that is environmentally friendly, and user friendly.
Continuous promenade	 Should run along the waterfront and ideally encircle the entire harbour (bridge the quays). Promenade should not zigzag back and forth around structures/barriers. Use the roof of the ferry docks as a "promenade bridge" and incorporate a patio restaurant, put fountains (floating or mounted to the quays sidewalls) and have nightly choreographed fountain shows). Use one of the quays for a large public pool, which could be used for skating. Make the promenade wide enough for strollers, joggers etc.
Connections to the Toronto Islands-takes too long/too difficult to get there	 Connect islands to the mainland with a pedestrian bridge (perhaps with a toll) or use a tram/gondola such as on Roosevelt Island in New York.
Loss of boating space due to bridging the quays	 Create a huge semi-sheltered harbour north-east of the island airport.

## II. ACCESSIBILITY AND TRANSPORTATION *continued*

Issues raised	Ideas and opportunities suggested to address the issues
<p>Creating pedestrian linkages</p> <p>Innovative and direct to the business center</p> <p>Connectivity to east, west and to north with network of bike trails</p> <p>Do whatever possible to stop expansion of Toronto Island Airport will spoil everything else you do otherwise</p> <p>Connecting to the north and to the city</p> <p>Pedestrian access must be improved</p> <p>Reduce the impact of cars on the area. How will people get there?</p>	<p>Use Jarvis, Sherbourne and Parliament as the primary transport routes with wide walkways, landscaping, light, ensure new development creates a "gateway" along these routes.</p>

## III. ENVIRONMENT

Issues raised	Ideas and opportunities suggested to address the issues
<p>Shade from sun; people will get cancer from the sun.</p> <p>Important to have shelter</p>	<p>Sun to shade/Move towards solar panel system.</p>
<p>Protect our neighbourhood from unnecessary air traffic</p>	<p>Stop the airport expansions, support alterations (bus link, rail). No successful urban environment includes an international, jet-traffic airport.</p>
<p>How to effectively move people and goods in and out in an environmentally friendly way</p>	<p>More GO train stops in area and perhaps solar powered light rail/street cars - with restricted car access.</p>
<p>Reconfiguring the Don and Keating Channel</p>	<p>To continue much of the work done by the Bring Back the Don group, increase naturalization, increase wild life.</p>
<p>Portlands Energy Centre and all its pollution</p>	<p>Develop sustainable integrated energy strategy.</p>
<p>Environmentally sustainable community</p>	<p>Mandate green roofs. Stormwater reuse, energy conservation in building design etc. Restrict the number of parking spots in residential buildings.</p>
<p>Integration of nature and river versus hard edges. Human centric ideas on urbanity</p>	<p>Use "Canadian sensibility" to recognize benefits of nature weaving through city.</p>
<p>Restoration of the Don River mouth</p>	<p>Wetland with board walks. Better water quality and sustainability.</p>
<p>Transition at the edges. East - Don River Mouth. West - Central waterfront North - City. South - Bay</p>	<p>To infuse the natural edges (river and lake) through the area toward the urban edges (north and west).</p>

III. ENVIRONMENT <i>continued</i>	
Issues raised	Ideas and opportunities suggested to address the issues
Climate is too awful for too many months. East Bayfront is not land, its garbage. What happens to it when you excavate?	 Build in the water and create new waterways along the waterfront to protect in bad weather.
Revitalization of the Don River	 Develop wetlands with boardwalks, improve water quality, waters edge should be soft, develop nature& public walkways first - then buildings.
Environmental consideration to be included in building & servicing of residential & commercial building	 Build self-sustaining buildings e.g.: electricity from windmill on roof. E.g.: windmill park provides electricity to local buildings. Organic waste/recyclables some how integrated with art.
Environment	 Wind & Solar, Natural water's edge, Green industry.
Cleanup of polluted sites - its challenging, expensive, spooks developers, and has to be done)	 Brownfields Cleanup: Healing, planning, and future use of troubled area. Learn from other examples. Become an example of environmental cleanup and urban renewal.
High cost of brownfield clean-up	 Approach federal/provincial government for funds (including special allocations), allocate funds in City budget, use Superbuild, use lottery revenues, set up a lottery, ask for a portion of the GST or PST, additional auto licensing fee for the GTA.
Too much litter	 More bins.
Aquatic habitat restoration	 Don't focus only on the terrestrial habitat; address the aquatic restoration opportunity created by East Bayfront Precinct Planning. See Toronto Waterfront Aquatic Habitat Restoration Strategy.
The garbage that makes up the core of East Bayfront has to be removed. Protecting river and ecology Limited clean, visible beaches Sediment in harbour - we need water	

#### IV. PARKS AND PUBLIC SPACES

Publicly accessible green space	→	Example from High Park/West Toronto waterfront (let's avoid another Queen's Quay).
Walking paths, seating in green spaces	→	Cover the entire area with walkways that can be connected in the future with further East developments.
Very cold in the winter, spring and fall	→	Create indoor spaces to get warm in adjacent to waterfront, create outdoor protected areas, outdoor fire pit. Link warm areas together along waterfront
More green especially around and under the Gardiner (all season greenery)	→	Move farmers market and create gardeners area, where people can learn about nature and be encouraged to grow plants.
Quality of public spaces, walkways, parks, lighting	→	People friendly - make it usable for a great part of the year.
Public space along the water	→	Do not allow condo or industrial development.
Design it with charm and character. Plant lots of large trees	→	Have public design forums on the building forms. Have alternatives. Avoid sensational modernism.
Open Space - there is not enough green space. More green space is important	→	Preserve open space along waters edge. Views are important keep development.
Integrate green spaces - not well done at Queen's Quay	→	Would be interesting to plant with natural Ontario flora
Green Space	→	Continuous and lots of it (wide). Interest along the way.
Year-round use for the public space (winter)	→	Winter use facility. Outdoor/Indoor uses. Enclosed/Open streets.
Lack of recreation space and sports facilities	→	Need a pool, soccer fields, rollerblade/x-country ski trails, skateboard park, skating rink.
Incorporate a public square	→	Use a square as the focal point/anchor instead of ostentatious structures. Surround it with public art, taller buildings, fountains, seating, tree-shade, community centre etc. Make it an "outdoor room" like the Esplanade.
Creation of public realm	→	First requires a financial model.
Public Space - lack there of	→	High quality, access to lake and appropriate transportation.
Public spaces in Toronto (think Rome not Vancouver)	→	Link the public spaces, see the island as the climate of public space, take advantage of microclimate, views into small private spaces, some closure.
How do we define them? People downtown need more green space - especially that which is not overly programmed	→	Naturalize. Less Turf. More creativity.
Noise, dirt and negative public perceptions need to be addressed	→	Create a community place - pedestrian friendly with microclimates.

## V. PLANNING AND CONSULTATION

Reflection on diversity within East Bayfront



A place that reflects ALL of our Toronto downtown residents.

Sustainability requires an incremental planning and infill process. Different plans for structure and use



Slow down, set a big picture, establish green spaces designates.

Fractured ownership and the inability of a precinct plan to control what owners do



Encourage landowners to make destinations. Ensure that owners do what the plan says - use the precinct to enforce restrictions. Really specific plan in terms of use.

Site is very unstructured. How do you first of all vitalize the site? Be more site specific (sustainability etc.)



Natural ecology. Integration of green open space built into environment.

The scene, the precinct is too great a size to accurately view the micro and macro aspects



Exploit the found potential at the human scale.

Enlarge the map



To see importance of pre-existing spaces.

Process



Keep the public involved before plans are made - get it done.

Timing



Move ahead with the process quickly to maintain enthusiasm and support and to avoid inappropriate new developments/development proposals.

Public participation



Find ways to engage the disenfranchised that live in our neighbourhoods but don't/can't go to the meetings. Fill out questionnaires; plug into the regular methodologies, "there's an awful lot of well educated white people in this room".  
Involve the people who will use the services when planning recreation/open spaces.

East Bayfront is a place for Toronto - not just the local community we have to keep that perspective or province and feds wont put their money into it



Involve the whole city.

Uncertainty on the future of the Gardiner Expressway and the foot of Yonge Street



Proceed with broad-brush scenarios illustrating large-scale options. Develop plans for piecemeal/incremental development that does not close off future options. Start at the water's edge.

Not including the existing community in the process

Consider the existing stakeholders in the area



<b>VI. HERITAGE AND CULTURE</b>	
<b>Issues raised</b>	<b>Ideas and opportunities suggested to address the issues</b>
Historical respect: don't simply strip the old building and leave the facades	→ You cannot easily build character. Distillery district was respected by its developers and saved us from a series of empty facades. "Old" buildings have character, save them.
Natural heritage is more important than industrial heritage	→ Industrial heritage is great, but natural heritage and its restoration is key.
Accentuate Toronto's heritage and lakeshore/marine culture	→ Exploit opportunities for boating.
Interaction with peripheral landmarks already existing destinations - build relationships with this new place	→ Recognize and develop the industrial heritage opportunities presented by Redpath Sugar ships
We must acknowledge the richness that is already in the site	→ Silos - use them to generate the "fabric"; don't pull them down.
Keeping local heritage buildings	→ Preserve local historic sites - develop appropriate public art.
History	→ Celebrate Mississauga village. Celebrate the first wave of euro-Canadian settlement along East Bayfront.
Need for a year round major attraction facility	→ Design a new spectacular all season entertainment complex. Something new and different.
Celebrate village and first wave of European settlers of East Bayfront	→ Privileges pedestrians and all.
Loss of industrial heritage	→ Protect the industrial heritage of the area, allow new uses of industrial heritage, use industrial heritage to distinguish Toronto's waterfront, research and learn the industrial history of the area, design using everything that is already there and knowing what was there before.
<b>VII. BUSINESS</b>	
Retail focus, i.e. more stretches of street retail less desirable than clusters of retail - village style.	→ Proud for urban (vs suburban). Larger floor plate retailers, but make them urban and street worthy for pedestrians.
Existing businesses	→ Accommodate them in the plan.
Clean industry and employment opportunities	→ Encourage small "green" businesses.
Industrial rail Availability & port access	→ A diverse plan that incorporates the needs of industry and residents.
Existing industrial users have a right to stay & take advantage of water access	→ Integrate local residences into workforce.
Impact on film industry that has its "home" in the area	
Retention of jobs	

<b>VIII. HOUSING</b>	
<b>Issues raised</b>	<b>Ideas and opportunities suggested to address the issues</b>
Seniors opportunities within East Bayfront, living conditions for seniors - 45 and up	→ Affordability in both rent and sale. Low rise accommodations for seniors.
Affordable - (I don't mean subsidized) housing for families	→ Build space that the users can adapt, i.e. buyer will tell how much space they want to build the inside according to their own design.
Housing for mixed income owners/tenants including social housing	→ Stipulate a minimum % of social and low-income housing.
Mixed housing	→ Lots of couples, emphasis affordable, minimum percentage (50%) low cost including family size units.
Housing for more categories of people: Seniors, Family, disabled, accessible. Affordable, appropriate. Not all high-rise.	→ Multi-type dwellings. Not all small high rises. Cheaper housing types - for seniors.
Don't put the Affordable housing in the worst spots	→ Appropriate mix of people. Engage adjacent RGI or co-ops in design and location.
Affordable housing integrated and given profile.	→ Welcome to...
Use new technologies/materials for sustainable housing units	→ Incorporate waste and water management, mandatory solar panels, window location, use of awnings etc.
Less residential density	
Lack of affordable, low-cost housing	
Toronto looks after too many homeless people - there is only so much that Toronto can afford	
<b>IX. COMMUNITY SERVICES</b>	
Need to create a people friendly community	→ Good lighting, lots of trees, bike paths, waterfront walkways, grocery stores, medical offices, pharmacies, library, schools and pools.
Adequate social infrastructure	→ School/child care/affordable housing/cultural centre/New Media - Film advertising.
Emphasis on liveability. The area between Jarvis and the Don is residential all the way up to Bloor. This should be a very vital urban residential precinct	→ Broad streets, frequent public spaces and fairly dense housing.
Risk of homogenized neighbourhood if designed and built by small number of firms	→ Recognize organic evolutionary nature of cities.

<b>X. RECREATION</b>	
<b>Issues raised</b>	<b>Ideas and opportunities suggested to address the issues</b>
City balance of functional recreational space. Are we serving the whole city? We are 19th in green space and this counts ravines as green space	→ Be who we are! Build the space for the existing audience, not some non-existent entity.
Downtown needs more	→ Year round recreation facilities (skating rinks, ice/summer fishing, skateboard park, playgrounds, labyrinth).
Winterize public spaces	→ Summer outdoor areas become winter outdoor areas. ie: gardens, ice rinks -> roller skating rinks.
All entertainment zone of variety	
<b>XI. FINANCING/FUNDING</b>	
Funding strategy	→ Additional taxes.
Existing industrial users and significant capital investment	→ Integration.
How to attract people and money. How to make this a profit and not a tax drain	→ Business opportunities. Cultural Venues. Sustainable Innovative Development. Global research and learning centre.
Not enough funding	→ Build a new Rosedale on the Island Airport to pay for the waterfront.
Need to compel investments by creating a lot of incentives for us to go there - capture cultural identity and diversity	→ Overcome the skepticism that comes with government funding - create new relationship private ownership, development and public mandated funded "master plans".
<b>XII. GOVERNMENT INVOLVEMENT</b>	
Create the big picture. Make the 4 watershed decisions: Buy the Don, reclaim the Don Valley, close the island airport (build new international) and create expressway tunnel grid for north access	→ Foresight - get out of detail. Return the role of government to scope.
Government gridlock - different agencies are deadlocked in conflict over what needs to be done and how to do it Process created uncertainty within the existing community and includes a long term capital investment by all levels of government	→ Better communication and operation- reach & response; develop with character & history of area in mind.

## LOCAL INFORMATION

- The noise of the water at night can seem very loud. The dock wall is dangerous for small boats. Regent park redevelopment has sustainability issues.
- "Built Heritage of East Bayfront" Technical Study for the Crombie Waterfront Commission 1991. Michael Moir and Jeff Stinson.
- Made in Canada solution! Places for our children as well for the adults, if they are the future help them love Toronto. All those condos built downtown have lots of young adults - they will start having babies soon, do you/we want them to move to suburbs or stay in the city. If we want less traffic we need communities that are connected and within transportation to work places.
- The Toronto Cycling Committee can be a resource to advise on issues related to bike lanes, bike paths, bike routes through the area. The Toronto Cycling Committee is an advisory committee to Toronto City Council. Also, Toronto City Council passed the Toronto Bike Plan; it should be one of the guiding documents.
- I live here - actively involved in arts organizations and historical associations and local church - if helpful?!
- Consider what/who in this space previously and see if it is possible to create a thread that runs from two centuries ago into the future. Somewhere on the waterfront there was a fun park that was ceased in the 1800s. Not sure if it was in this area.
- Material - historical, architectural and current use re: reclaimed block of heritage buildings and the significance to neighbourhoods and relationships to local economy and waterfront life needs to be understood before substantial development occurs.
- Ontario Ministry of Environment - Files on Soil Contamination.
- Gooderham and Worts windmill dominated this area skyline in 19th century. Think about wind turbines at the victory site. The site from the mouth of the Don will be a major feature of the lower Don EA. A pier at about Parliament slip may make sense in terms of silt management in the harbour. These public meetings bring out people who want a platform. This reflects Toronto's Orange Protestants roots.
- The Gooderham and Worts Neighbourhood Association has details and data on the 1000+ residents of the former (1830-1890) and current "East Bayfront". Our organization looks forward to continued collaboration with the waterfront precinct planners.
- Consider addition of the Port Authority. Let's go back to the Harbour Commission, under the control of the city.

## Questions

- What is the plan to deal with private ownership of land and their integration into plan? What will be done to secure the Yonge street slip and surrounding area to the east, i.e. 25 Queen's Quay East?
- There is talk (and newspaper items) about a ferry to Rochester (NY) from "Cherry Street Terminal". Will that be in East Bayfront or the Portlands? The ferry will hold 200 people and 200 cars (it is being built in Australia now). Where will the traffic go?