



TORONTO WATERFRONT
REVITALIZATION CORPORATION

EAST BAYFRONT PRECINCT PLANNING

DRAFT SUMMARY OF PUBLIC FORUM #3



March 08, 2004

This report was prepared by Lura Consulting. It presents the key discussion points and outcomes from the March 08, 2004 workshop for the East Bayfront Precinct Planning process and is subject to review by meeting participants. If you have any questions or comments regarding the report, please contact either:

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EAST BAYFRONT PRECINCT PLANNING PUBLIC FORUM #3

MARCH 8TH, 2004, 7:00 - 9:30 P.M.

GREAT HALL, ST. LAWRENCE HALL, 157 KING STREET EAST

I. ABOUT PUBLIC FORUM #3

Public Forum #3 was the third of four public forums to be held by Toronto Waterfront Revitalization Corporation (TWRC) as part of the East Bayfront Precinct Planning process. This forum was designed to:

- Review and provide feedback on a draft design and concept for the East Bayfront Precinct
- Present and seek feedback on the 6 major themes:
 1. **Connections, Streets, and Lanes** - including street and block patterns, connections to adjacent communities, and public transit
 2. **Parks and Open Spaces** - focusing on the size, location, and nature (i.e. active/passive recreation, programmed/non-programmed uses) of parks
 3. **Water's Edge** – emphasis on hard versus soft/natural edges and opportunities to interact with the lake
 4. **Built Form** – including building height, mass, density, and weather modification
 5. **Heritage, Culture, and Community Facilities** – strategies for protecting heritage resources, creating cultural facilities, and providing day care, libraries, community centres, etc.
 6. **Sustainability and Affordable Housing**

Approximately 200 people participated in the meeting, of those, approximately 177 signed in (the list of participants who signed in is attached as Appendix A).

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



Participant looking at displays

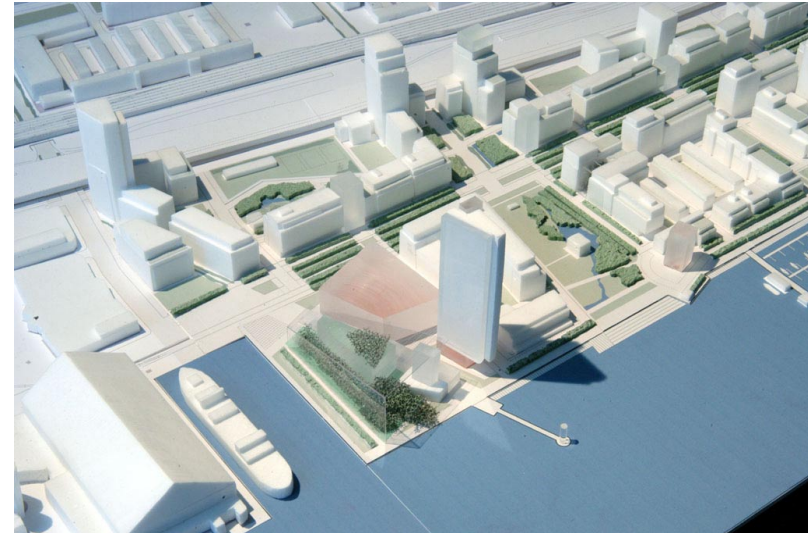
The East Bayfront precinct planning team:

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

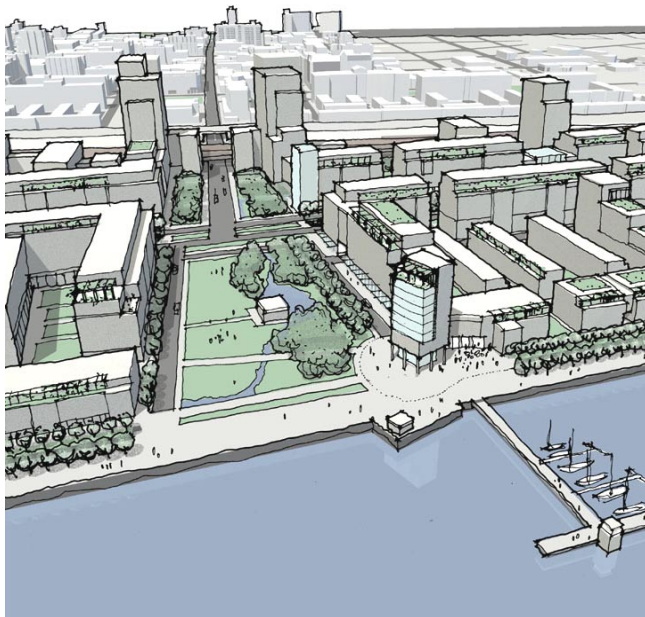
2. PRESENTATIONS

John Campbell, President and CEO of TWRC, introduced the team and welcomed participants. He noted how the Public Forums were an essential part of the planning process, and briefly described the plan and its progress.

Nicole Swerhun, of Lura Consulting and project facilitator, reviewed the agenda for the evening. She noted the purpose of the evening was to present the design team's refined draft plan and receive feedback from participants.



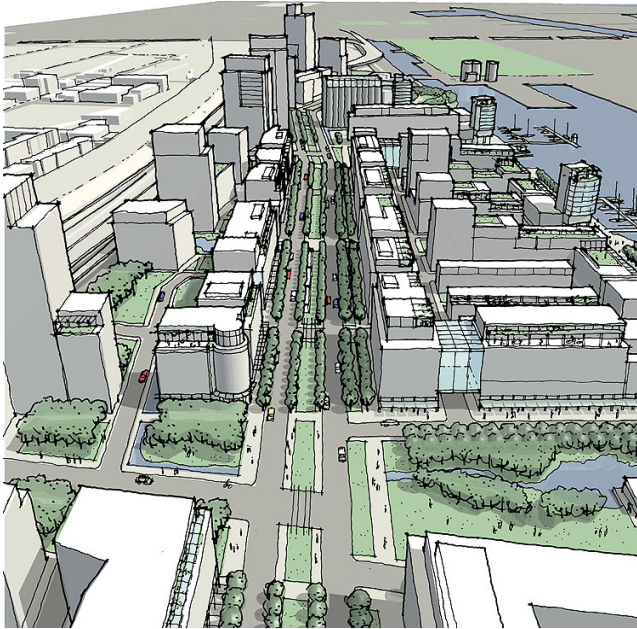
East Bayfront concept design – west end hotel and all weather garden



East Bayfront concept design – Sherbourne Park

Following the agenda review, Marc Hewitt gave an update and an overview of the East Bayfront Precinct Planning Process. He reviewed the Issues and Opportunities that the team heard from participants in October 2003, and highlighted the feedback received about the three options that were presented in December 2003. He then provided an update about TWRC's commitment to the progress of sustainable development.

Fred Koetter, of Koetter Kim & Associates, and Greg Smallemberg, of Phillips Farevaag Smallemberg presented the draft design and concept plan for East Bayfront.



East Bayfront concept design – Queens Quay

They highlighted specific details about the draft plan including details about the water's edge, streets, parks, overall scale, heritage, all weather activities, and sustainability.



East Bayfront concept design – view from above

They explained how all of the elements interconnect with each other and with external waterfront-wide activities (e.g. Gardiner Expressway, transit, and waterfront-wide sustainability strategy).

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

3. WORKING SESSION

After the presentation, participants were divided into four working groups. Each group was assigned a facilitator and a representative of the design team to answer the following focus questions:

1. What is your general reaction to the draft design and concept presented?
2. What do you like about the main elements of the draft design and concept? (See list of main elements above).
3. Where do you see potential issues or concerns regarding those same main elements? Why?



Participants working through questions



Small group discussion

Members of the working groups discussed the focus questions and reported their results to the full group. Following the reports, Nicole Swerhun asked participants if they would like to share any final comments or questions. A number of participants volunteered to either ask a question or make a comment.

The participants were also invited to complete a workbook with the same questions individually, and given until March 22nd to submit them to TWRC.

The feedback from the working group session, full group discussion and individual workbooks are presented in Appendix B.

4. FEEDBACK AND ADVICE: HIGHLIGHTS

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

In the table below, the general impressions and feelings that participants had about the proposed plan are organized into three categories, good things, mixed feelings and concerns and suggestions:

| | |
|------------------------------|---|
| <p><i>Good things</i></p> | <ul style="list-style-type: none"> ☺ Most of the participants were happy to see how far the design had come since December, and noted their appreciation for the process. ☺ Like the all weather places and spaces |
| <p><i>Mixed Feedback</i></p> | <ul style="list-style-type: none"> ☺ Some participants thought that the presentation was great, while others felt that it needed more detail in terms of content and design. ☺ The design for the water’s edge was appreciated, especially the naturalized east end and the promenade, however some felt that there wasn’t enough naturalization and that the promenade may be too hard of an edge. ☺ A number of issues were brought up in regard to the design and location of the LRT on Queens Quay. ☺ The overall scale and density of the precinct received mixed feedback, and some participants expressed concern about the hotel and possible condo barriers to the lake at the north of the precinct. ☺ The linked pedestrian walkways and open space were popular, however some participants felt that more space needed to be dedicated to pedestrians. ☺ The plans for parks and open spaces as well as the multi use space/school at the east end were well received, however it was noted that there may still be a need for more parks. ☺ Participants felt good knowing that heritage is being integrated into the plan, however further detail and explanation would be appreciated. |

| | |
|--|---|
| <p>Concerns & Suggestions</p> | <ul style="list-style-type: none"> ☹️ A place for families – some believe it is, others worry it will only attract the “Starbucks crowd” – examples of how similar neighbourhoods attracts families would be helpful to some people. ☹️ The ability to animate Queen’s Quay, there is worry that it will be a dead space like Queen’s Quay West – specific references on how this could happen (e.g. through experience in other areas) would be helpful. ☹️ A perception that the plan may be trying to be too much to too many people in the space available (i.e. a neighbourhood + a tourist attraction + public waterfront space) – need more explanation of which areas of East Bayfront will serve these functions, and how they are compatible. ☹️ Quality of connections to the north – need reassurance that connections to north will be of high quality (big priority for communities to the north). ☹️ Affordable living - more information about affordable housing is required. ☹️ Business element needs to be prominent in the plan, including plans for tourism and existing industry. ☹️ A timeline of phasing and events (up to six years ahead) would be nice to see. Including projects that are ahead of this one. |
|--|---|

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

A Summary of comments on elements of the design that participants generally SUPPORTED, had MIXED FEEDBACK about, and had CONCERNS with (but need more detail and information) are highlighted in the following tables.

| CONNECTIONS, STREETS, AND LANES | |
|---------------------------------------|---|
| Support | <ul style="list-style-type: none"> ☺ Like accessibility and linkages for pedestrians through out the precinct (bridges, parks, promenade, etc). ☺ Like the grid pattern (bicycle friendly) |
| Mixed Feedback | <ul style="list-style-type: none"> ☹ Designate Queens Quay as the main boulevard, concern that it may be too wide, straight, and characterless. ☹ Some participants felt that providing the LRT with a dedicated route along Queens Quay was a positive approach to public transit, while other expressed concern that it may act as an interference and barricade to the north and south. ☹ Extending the streets is great, more explanation and information on the proposed north and south connections is needed (Trinity street underpass, Gardiner, rail roads, grid extension, pedestrian links). |
| Concerns | <ul style="list-style-type: none"> ☹ Solutions and design for the volume of vehicles specifically parking, idling and tourism need to be clarified. ☹ East Bayfront connection to the rest of the city – East Bayfront needs to connect to the rest of the city – some participants feared that it was on the track to becoming a city into itself. ☹ Less priority should be given to cars at the water’s edge. ☹ Concern that retail along and south of Queens Quay will have a hard time, the existing businesses west of East Bayfront do not do well. |
| SUSTAINABILITY AND AFFORDABLE HOUSING | |
| Mixed Feedback | <ul style="list-style-type: none"> ☺ Good to see that sustainability has been addressed (wind turbines, potential for solar power, deep lake water cooling, green roofs, plans for stormwater). However, further detail is still required. |
| Concerns | <ul style="list-style-type: none"> ☹ Affordable Housing, how many units will be dedicated for affordable housing, when will it be built, and where will it be located? ☹ Concern that the precinct will house too many condominiums, and in turn would not match for family friendly needs. ☹ Concern that the proposed number of housing units are too many (7000-9000 units). |

PARKS AND OPEN SPACES

| | | |
|----------------|---|---|
| Support | 😊 | Like variety of greenspace (parks, mixed use, etc.) |
| Mixed Feedback | 😊 | Like the elementary school , some participants expressed concern about funding, accessibility from adjacent communities, time of phasing and development, and the lack of planning for a secondary school. |
| | 😊 | Greenspace , some participants felt that the right mix for parks and open space had been reached, and some participants felt that they need more clarification in regards to the plan for open space, location, programming, and size. |
| Concerns | 😞 | May be conflict between the school and other uses of the public space at the east end. |

WATER'S EDGE

| | | |
|----------------|---|--|
| Support | 😊 | Like Waterfront promenade , suggest it could be wider |
| | 😊 | Like how the water's edge softens towards the Don River at the east end and the possibilities for naturalization at the mouth of the Don. |
| | 😊 | Like the diversity of experiences along the waterfront. |
| | 😊 | Like the western hard edge , and the piers extending out into the water. |
| Mixed Feedback | 😊 | The road and drop off points at the water's edge |
| Concerns | 😞 | Fear that the greenspace at the eastern water's edge will not be family oriented . |

BUILT FORM

| | |
|----------------|--|
| Support | <ul style="list-style-type: none"> ☺ Like that the buildings are set back from major streets ☺ Like the protected and winterized walkways along Queens Quay and the Promenade ☺ Good balance between public and private space |
| Mixed Feedback | <ul style="list-style-type: none"> ☺ The need for the Hotel, some people didn't like the idea of a tall building at the foot of Jarvis, and others thought that the scale was perfect in comparison to the rest of the precinct. ☺ Most participants liked the building step-backs, and the tiered building height from the water's edge, however some participants feared that the building height at the north of the precinct may pose as a barricade and block the precinct from the rest of the city (an example given was Harbourfront). ☺ Some participants felt that the design showed the right balance of scale and density, while others expressed concerns that the buildings may be too high (blocking views), blocks and buildings too wide, designing thinner buildings (e.g. Trump Tower) would most likely be eliminate some of the barrier effect. |

HERITAGE, CULTURE, AND COMMUNITY FACILITIES

| | |
|----------------|--|
| Support | <ul style="list-style-type: none"> ☺ Love the all weather garden ☺ Like the floating venue ☺ Like the innovative reuse of heritage buildings (the Silos) ☺ Like the space for a significant attraction |
| Mixed Feedback | <ul style="list-style-type: none"> ☺ Keynote attraction at the foot of Jarvis is a great idea – participants wished to know what the attraction would be, how the preference would be decided, and emphasized the importance of a financially self-sustaining venue. |
| Concerns | <ul style="list-style-type: none"> ☹ Need better representation or detail about historic and cultural features ☹ The existing uses and industry within East Bayfront should be expanded, enhanced and enjoyed, and detail about the new commercial and industrial elements would be helpful. |

5. NEXT STEPS

John Campbell thanked participants for their advice, and indicated that feedback from the workshop will continue to help guide the consultants and TWRC in developing the East Bayfront Precinct Plan. Input from this and future workshops, as well as other ongoing stakeholder consultations and the consulting team's independent work, will be used in coming months to refine the precinct plan layout and select a preferred option for East Bayfront.

A final workshop will be held in May 2004 to present and receive feedback on the preferred option for East Bayfront. More information is available about this meeting on TWRC's Web site, www.towaterfront.ca.



The Silos

APPENDIX A:

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

Organization (if any), Participant

Architects Alliance, Carlos Moreno
BB Etcetera, B. Bowron
Best Choice/Revenue, Jasmine Basit
Boardwalk, Mike Hough
Bousfields, Tony Volpontesta
CB Richard Ellis, Erkki Pukonan
Central Waterfront Neighbourhood Association, Daniel Belanger
Central Waterfront Neighbourhood Association, Margaret Samuel
CFED, Dave Hanna
Citizens of the Old Town, Rollo Myers
City of Toronto, Carlo Bonanni
City of Toronto, Chris Ronson
City of Toronto, David O'Hara
City of Toronto, Gregg Lintern
City of Toronto, K. Black
City of Toronto, Mary Braun
City of Toronto, Michelle Buckley
City of Toronto, Nigel Tahair
City of Toronto, R. Freedman
City of Toronto, Steve Huang
City of Toronto, Ted Bowering
Consult Limited, Dick Gordon
Corktown Residents and Businesses Assoc., Alan Marsh
Crombie Park, L. Kingston
CTREL, David Drake
Diamond and Schmitt, Robert Graham
Don Council, Don Cross
duToit Allsop Hillier, John Hillier
Edelman, Nolan Reeds
Environmental Defence Canada, Elena Rodriguez
Globe and Mail, John B. Mays
Gooderham & Worts Neighbourhood Association, Alice Bartels
Gooderham & Worts Neighbourhood Association, Anne Hume
Gooderham & Worts Neighbourhood Association, Dennis Bartels

Organization (if any), Participant

Gooderham & Worts Neighbourhood Association, George Hume
Gooderham & Worts Neighbourhood Association, Julie Beddoes
Gooderham & Worts Neighbourhood Association, Lester Brown
Gooderham & Worts Neighbourhood Association, Nada Bastasic
Gooderham & Worts Neighbourhood Association, Seymour Iseman
Gooderham & Worts Neighbourhood Association, Stephen Seaborn
Gooderham & Worts Neighbourhood Association, Yvonne Parki
Harbourfront Community Association, Ane Christensen
IBI Group, M. Vanelsberg
IBI Group, T. McIntyre
Joe Lobko Architects, Joe Lobko
Little Trinity Church, Penelope Tyndale
MapArt, Craig White
Ministry of the Environment, Imshaun Je
MKI, Jeff Seider
Nuka Investments, Murray Blankstein
Office for Urbanism, Harold Madi
Ontario Power Generation, Gillian MacLear
Outer Harbour Sailing Federation, Allison Coulliffe
Partners in Planning, David Stevenson
Partners in Planning, Seamus Dawson
Planning Student, Office of Pam McConnell, Jennifer Guidley
Province of Ontario, Nancy Alcock
R&B Architects, A. Bigauskas
Royal Canadian Yacht Club, Robin Clarke
Ryerson University, Kelly Pardy
Ryerson University, LiAnne Marcos
Ryerson University, Michelle Endaya
S.A., R. Soskolne
SHAL Consulting, Tom Hluchan
South East Downtown Economic Revitalization Initiative, Frank Burns
St. Lawrence BIA, Georgie Milbrandt
St. Lawrence Neighbourhood Association, S. Kavanga
St. Lawrence Neighbourhood Association, Cam Miller

Organization (if any), Participant

St. Lawrence Neighbourhood Association, Joan Campbell
St. Lawrence Neighbourhood Association, Stig Harvor
Stochastic Research Enterprises, Patrick Mudry
Strategy Institute, Lillian Chieh
Student, Alexander Czoli
Studios of America, Paul Vaughan
Sustainable Edge, Bob Shute
Symtech, M. Hawrysz
T&Co, N. Houtteman
TEDCO, B. Athey
TEDCO, J. Steiner
TEDCO, Paul Mule
The Jefferey Group, Chris Holz
The Planning Partnership, Donna Hinde
The Voice, Aaron Kothringer
Toronto and Region Conservation Authority, Adele Freeman
Toronto and Region Conservation Authority, Ken Dion
Toronto and Region Conservation Authority, Steve Heuchert
Toronto Community Housing Corporation, Barry Gula
Toronto Community Housing Corporation, Mary Neumann
Toronto Island, Peter Dean
TTC, Wieslaw Chojnacki
UMA Engineering, Dave Amm
University of Toronto, Al Kably
University of Toronto, Raymond Yang
University of Toronto, Stephen Lalonde
Waterside Sports, B. Harrison
West Don Lands Committee, Cynthia Wilkey
Wheel Excitement, Kevin Currie
Wittington Properties, Bronwyn Kry
WZMH Architects, Hatice Yazar
York University, Hena Kabir
York University, Sangita Mandanhar
Young & Wright Architects, Neil Munroe
A. Romano
Adrienne Ludwin
Alexander Wong
Allan Parke
Andrew Jeansie
Andrew Simpson

Organization (if any), Participant

Arleen Farnum
B. Westgate
B.M. Lewis
Bill Brennan
Bob Naylor
Brian Webb
C. Gravlev
Charles Braive
Curtis Pokrant
Dalton C. Shipway
Daniel Rafique
Daniel Natale
Darwin O'Connor
David Dubois
David White
Dianne Forsyth
Duncan Harvie
Elisabeth Ecke
Elmar Howarth
Gene Desfor
Geoff Ritchie
Gerry Hagan
Grace Patterson
Ian Cooper
Ian Russell
Jack Brannigan
Jason Wu
Jonathan English
K. Rabinowicz
Kate Truong
Kia Mathison
Lene Badhwan
M. Hurn
Marc
Margaret Kittel Canale
Mary Holmes
Mary Vitale
Michael Shapcott
Michelle Dobson
Mike Schreimer

Organization (if any), Participant

Moira Calderwood
Monica Hu
P. McMurtry
Pat Moran
Paul Smith
Peter Pocock
R. Harrott
R. McGurran
Rawle Braithwaile
Rebekah McGowan
Richard Hu
Robert Holmes
Russell Sergiades
S. Gardiner

Toronto Waterfront Revitalization Corporation

John Campbell, Toronto Waterfront Revitalization Corporation
Lisa Doyle, Toronto Waterfront Revitalization Corporation
Kristin Jenkins, Toronto Waterfront Revitalization Corporation
Tanya Hardy, Toronto Waterfront Revitalization Corporation
Marc Hewitt, Toronto Waterfront Revitalization Corporation
John Ronson, Toronto Waterfront Revitalization Corporation
Joe Berridge, Urban Strategies Inc.
Pino Di Mascio, Urban Strategies Inc.
Michael Kirkland, Kirkland Partnership

East Bayfront Consultant Team

Fred Koetter, Koetter Kim & Associates
Giles Moore, Koetter Kim & Associates
Greg Smallemberg, Phillips Farevaag Smallemberg
John Gladki, GHK International
Alun Lloyd, BA Consulting
Robert McBride, BA Consulting

Organization (if any), Participant

Sandy Tan
Sanford Hersh
Sean Lough
Sheila Peart
Stan Hutchings
Stephen Brooks
Stephen Gillespie
Steven Talsky
Ted Genova
Vincent Pang
Waldemar Sygose
Z. Cicvaric

Facilitator's Office

David Dilks, Lura Consulting
Jonathan Gouveia, Lura Consulting
Liz McHardy, Lura Consulting
Nicole Swerhun, Lura Consulting
Jeff Evenson

APPENDIX B: DETAILED FEEDBACK AND ADVICE

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

The feedback is grouped under 7 headings, including:

1. **Connections, Streets, and Lanes** - including street and block patterns, connections to adjacent communities, and public transit
2. **Parks and Open Spaces** - focusing on the size, location, and nature (i.e. active/passive recreation, programmed/non-programmed uses) of parks
3. **Water's Edge** – emphasis on hard versus soft/natural edges and opportunities to interact with the lake
4. **Built Form** – including building height, mass, density, and weather modification
5. **Heritage, Culture, and Community Facilities** – strategies for protecting heritage resources, creating cultural facilities, and providing day care, libraries, community centres, etc.
6. **Sustainability and Affordable Housing**
7. **Other**

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



GENERAL IMPRESSIONS

Support

- | | | | |
|---|--|---|--|
| ☺ | More variety than last time (shape/form) | ☺ | Consistency |
| ☺ | Terrific | ☺ | Like tight urban edge |
| ☺ | Brilliant plan | ☺ | Like contained space |
| ☺ | Like the variety | ☺ | Controlled traffic at waters edge is good |
| ☺ | They're listening | ☺ | Scale is good (critical mass) |
| ☺ | Nice to see the details | ☺ | Overall good |
| ☺ | Well informed | ☺ | Like mix of edges |
| ☺ | Good green space | ☺ | Like big green space |
| ☺ | Has come a long way since December | ☺ | Like how it is more pedestrian accessible |
| ☺ | Good planning principles | ☺ | Like as proposed |
| ☺ | Good mix of local needs and regional attraction | ☺ | Like the green route |
| ☺ | Potentially incredible urban design | ☺ | Like the continuous access |
| ☺ | Like soft edge | ☺ | Good density |
| ☺ | Unique because has connected open space | ☺ | Good parkland |
| ☺ | Very well integrated | ☺ | Vast parks create safety concerns – this is just right |
| ☺ | Good balance between natural environment and urban uses | ☺ | Cherry Beach is a much better spot for large parks |
| ☺ | Great presentation a lot of change since December | ☺ | Good building height |
| ☺ | Good start. The devil will be in the details | ☺ | 90 storey building must be designed architecturally well |
| ☺ | Planners did a good job synthesizing feedback from the last session. I liked the variety of the buildings and the general layout and flow of the streets and walkways. | ☺ | International competition |
| | | ☺ | Good transit access |
| | | ☺ | Very important link through the precinct |
| | | ☺ | The new proposal looks great, it just feels right. The huge amount of work that has gone into the planning is obvious. |

Mixed Feedback

- | | | | |
|---|--|---|--|
| ☹ | 50% like 50% don't like - open space is good | ☹ | 50% like 50% don't like – building block in centre |
|---|--|---|--|

Concerns

- | | | | |
|---|-----------------------------------|---|---|
| ☹ | Great wall of cement extends east | ☹ | Nothing for kids to do, don't do anything for kids |
| ☹ | Queens quay east is all over | ☹ | Problem crossing lakeshore to go to school |
| ☹ | Too many square buildings | ☹ | North/south terminus at lake is generous: needs to be preserved |
| ☹ | Very planned...artificial | ☹ | Too much in too small of an area |

**Concerns
continued**

- ☹ Not a community, there is emphasis on N-S (not enough emphasis on neighbourhoods).
- ☹ Anti- pedestrian
- ☹ Not enough greenspace
- ☹ To the general public this will look like Harbourfront
- ☹ Concern public transit; prefer underground subway.
- ☹ 40+ storey height is a concern
- ☹ Too trendy – shouldn't only be a "starbucks" community.
- ☹ Concerned with Queens Quay = canyon
- ☹ Sedimentation into TO Bay from to Don
- ☹ Queens Quay concerns David
- ☹ Placement of schools: need high school, at this point there will be lots of kids bussed.
- ☹ This process needs to be GTA wide
- ☹ Want to see 2,4,6 year plans
- ☹ Start the phasing at parks- and get the people to parks faster
- ☹ 7000-9000 housing units are too many
- ☹ Need real affordable housing
- ☹ Don't even try to plan for families, there isn't enough family infrastructure
- ☹ Condo/tourism place
- ☹ Give up energy to make it in to something that wont work.
- ☹ Existing uses and industry within East Bayfront should be expanded, enhanced and enjoyed.
- ☹ Design looks like more of a sales pitch than reality.
- ☹ Reminder that East Bayfront is waterfront on the harbour not on the lake, that is beyond the islands.
- ☹ Where will the money for parks and public transportation come from?
- ☹ Still to many barriers to the lakefront
- ☹ Habitat/ecosystem need to be addressed
- ☹ What is the plan for the sediment?
- ☹ Fabric not gland standing
- ☹ Need more public space
- ☹ Don't like hotel
- ☹ Presentation too busy and too fast
- ☹ Not enough public uses
- ☹ Too many buildings
- ☹ Queens Quay too wide
- ☹ When will it happen? (Need \$ and get it done)
- ☹ Extremely disappointed. Cookie cutter plan. Looks like Queens Quay west – meant to be a neighbourhood.
- ☹ Seems very high end
- ☹ What about tourism?
- ☹ What businesses will locate there?
- ☹ What about small business?
- ☹ Small space with three huge things (commercial, residential, etc.)
- ☹ What about people?
- ☹ Residential doesn't work well with retail – think QQ west
- ☹ Very sceptical Queens Quay Boulevard (too big of an element).
- ☹ Street difficult to cross too wide
- ☹ Too difficult to illuminate
- ☹ Looks like Harbourfront 2! You are violating your first principle! It's better planned, but its Harbourfront again.
- ☹ Too many buildings are jammed into a small space
- ☹ Height of the buildings
- ☹ The lack of green space
- ☹ Not enough real green space and public space.
- ☹ I didn't like it. It is too big, too many highrise buildings (2-25 storeys is too tall)! We live in a northern climate with limited sunshine.

CONNECTIONS, STREETS, AND LANES

Support

- ☺ Attempt at accessibility
- ☺ Extending distillery and St. Lawrence market
- ☺ N-S phasing (strong precedent)
- ☺ Public transit access
- ☺ Pedestrian's streets
- ☺ Like the emphasis on bikes and pedestrians
- ☺ I like the idea of the streetcar avenue along Queens Quay.
- ☺ Queens Quay looks like a great street
- ☺ Need access for all
- ☺ Like the boulevard
- ☺ Public access at east end / passive recreation
- ☺ North/south connections are good
- ☺ Trinity under pass
- ☺ Bridges
- ☺ I like the concept of opening up the north/south connections
- ☺ Like the streets straight (not loops) and connected (bikes use streets too).
- ☺ The sliding glass doors along QQ and water's edge to provide protection in the winter and open air in the summer.
- ☺ Like the internal walkways within the blocks

Concerns

- ☹ PRT/ultra lite rail (new transportation system)
- ☹ EBF has become a city into its own – not connected with the rest of the City.
- ☹ Waterfront needs to be looked at as Toronto's waterfront, not a city into itself.
- ☹ Dedicated street car track in middle of road
- ☹ Would like to see better pedestrian linkages to the Distillery.
- ☹ Queens Quay too wide, too straight
- ☹ Trinity connection undefined
- ☹ Gardiner, RR still a barrier
- ☹ Connection between resident and waterfront
- ☹ Cars on Lakeshore
- ☹ Less priority given to cars and more given to transit and walking.
- ☹ Queens Quay may be walled off from the view of the lake.
- ☹ Locate the streetcar line adjacent to the rail line, public transportation will benefit.
- ☹ Do not like above ground streetcars
- ☹ Concern that Queens Quay will bring too much traffic because its too wide.
- ☹ Waterfront road in summer
- ☹ How to get pedestrians/residents north of rail south to the lake ameliorate the barriers.
- ☹ Not enough on north south connections
- ☹ Is the grid too predominant?
- ☹ Transportation
- ☹ Accommodate business parking and idling
- ☹ Double railroad along Queens Quay
- ☹ Urban canyon at Queens Quay
- ☹ Don't like the exclusive transit line. Streetcars in exclusive rights of way are anti-pedestrian and anti-cyclist. Transit should be hybrid buses (GM) integrated with other traffic.
- ☹ Dedicated transit line may be too slow, suggest subway below Queens Quay (cost benefits will be longer term).

PARKS AND OPEN SPACES

| | | | | |
|-----------------------|---|--|---|--|
| Support | ☺ | Variety of greenspace | ☺ | Like school |
| | ☺ | Amount of greenspace | ☺ | Like that there is mixed use play areas |
| | ☺ | Series of small parks | ☺ | Sherbourne park |
| Mixed Feedback | ☹ | School to be in later phase – why? | | |
| Concerns | ☹ | Not enough green space (not pocket parks) | ☹ | Need more parks with leash free, safe play and work areas for children and adults (rather than walking and looking spaces). |
| | ☹ | Parks fragmented (no central green space) | | |
| | ☹ | More pace for active recreation | ☹ | Concern that the plan for open/public space combined with private space (school) will backfire with the strict rules and regulations that the school board may enforce (chain link fences will be everywhere). |
| | ☹ | Too many buildings and not enough open space | | |

WATER'S EDGE

| | | | | |
|-----------------|---|--|---|--|
| Support | ☺ | Waterfront promenade | ☺ | Sensitivity to waters edge and naturalization possibilities |
| | ☺ | Waterfront avenue – but wider | ☺ | Different levels of the promenade |
| | ☺ | Like curve at east end and flowing into Don | ☺ | Treatment of waters edge |
| | ☺ | Diversity to experiences relating to water | ☺ | Waters edge is best with piers and projections to break up the uniformity |
| | ☺ | Likes how level waters edge could be hard | ☺ | Waters edge is interesting. Like the piers extending out into the water. I also like the all-year concept of places to walk and meet in the summer and winter. |
| | ☺ | Eastern soft edge | | |
| | ☺ | Likes water/need more of it | ☺ | Nice transition of the water's edge from hard at the west end to a soft and curving at it met with the new mouth of the Don. |
| | ☺ | Transition from Don mouth (softening is good) | | |
| | ☺ | Loops to waters edge to drop people off, pick up | | |
| Concerns | ☹ | No greenspace for families at waters edge (too “yuppie”) | ☹ | More interesting treatment of waters edge is necessary |
| | ☹ | Waters edge must be wide enough to accommodate pedestrians, bikes and skaters. Cars have no business near the waters edge. | ☹ | Waters edge plan is too tentative – check wind and wave action on other 60m boardwalk projections (Spadina Quay Marina shows reality). |

BUILT FORM

| | | | | |
|-----------------------|---|---|---|---|
| Support | ☺ | Tiered building massing | ☺ | Densities / mixed use |
| | ☺ | Queens quay buildings come up to street | ☺ | Jarvis St. slip at angle |
| | ☺ | Density seems right (its about design) | ☺ | Like phasing |
| | ☺ | Face of lake quays <u>not</u> flat | ☺ | Balance between public and private space (especially interior space along northern block). |
| | ☺ | Design detailing | ☺ | Right scale |
| | ☺ | Scale of the foot of Jarvis -> heroic in relation to the park space | ☺ | High density creates more car/traffic/parking problems |
| | ☺ | Like neighbourhood concept – huge public space = trouble. | ☺ | Favour taller buildings rather than smaller scale (one storey buildings can be concrete barriers). |
| | ☺ | N-S phasing (strong precedent) | ☺ | Seems to be a better mix of building types and shapes |
| | ☺ | Like winterized aspects solar/all season | | |
| Mixed Feedback | ☹ | Planning impressive and looks like 30-60 years to complete. | ☹ | Great potential for wonderful architecture/inspiring how can we do this? |
| Concerns | ☹ | Too much density | ☹ | A tall tower set at the water will block the sun. |
| | ☹ | Buildings too high (view blocking) | ☹ | Attaching a hotel to the signature building will encourage and convert the site be too commercial. |
| | ☹ | Concern about shadows in the evening on the Promenade. | ☹ | Massing- towers against Gardiner- that's what people don't like about Harbourfront. |
| | ☹ | Wall of concrete on north side | ☹ | Too many buildings this creates barriers for the north |
| | ☹ | These heights are going to shut off the views from the current developments north of the train tracks. | ☹ | Hate the high density 6000-10000 residential units are too many. |
| | ☹ | Too many tall buildings, too massive | ☹ | Buildings are too high – maximum height for the whole district should be 8-9 storeys max. |
| | ☹ | Instead of a wall of 20 storey buildings up against the Gardiner and even taller towers at major north/south streets, Taller and slimmer towers would protect the views of the harbour and the lake and of the many people already living in St. Lawrence and Old Town north of the site. | ☹ | Architectural excellence should be a priority so that we don't get another condo wall of ugly buildings like Harbourfront. |
| | ☹ | Tall buildings may present security issues. | ☹ | The weather protection that is proposed along the retail side may in fact pose as a barrier to shops. |
| | ☹ | The tall building at the foot of Jarvis destroys the scale of the entire precinct. | ☹ | Still concerned re: height of some of the buildings. Even a few highrise buildings will destroy the ambiance of the whole development. Cities like New York and most major European cities are attractive because of their human scale. |
| | ☹ | I have an aversion to bland ugly buildings. I would rather see smaller buildings, but I believe density will bring vitality. | ☹ | Ultimately, it will be individual private developers who will actually turn individual parcels of land into buildings, I want to know how the corporation can "enforce" great design. |
| | ☹ | Density – not enough green space to much building. | | |

HERITAGE, CULTURE, AND COMMUNITY FACILITIES

| | | | | |
|-----------------------|---|--|---|---|
| Support | ☺ | Like the reuse of the Silos | ☺ | Adaptive reuse of silos |
| | ☺ | Indoor garden | ☺ | Major attraction space |
| | ☺ | All seasons garden | ☺ | Like the re-use of the heritage buildings – silo etc. |
| | ☺ | Horticultural hall | ☺ | Good idea to include heritage possibilities |
| | ☺ | Floating buildings | ☺ | Retaining the grain elevators and redesigning adds a great anchor to the community. |
| Mixed Feedback | ☹ | Planning impressive and looks like 30-60 years to complete | ☹ | Great potential for wonderful architecture/inspiring how can we do this? |
| Concerns | ☹ | What will draw people to the area? The attractions? | ☹ | Concern about lack of keynote attractions |
| | ☹ | Children’s museum | ☹ | Need better representation of historic features. |
| | ☹ | Funding to build school | ☹ | Against aquarium or other big ticket items unless they will be financially self sufficient (no future financial burden. |
| | ☹ | Tivoli park or World Trade Centre at Cherry | | |

OTHER

| | | | | |
|-----------------|---|---|---|---|
| Comments | ☹ | Want to see plans re: garbage disposal- when will we see? | ☹ | Retail along Queens Quay has a hard time, there is nowhere to park and run in and out of to make purchases. |
| | ☹ | Concerned that there are no timelines - All or nothing - Should be some key actions in specific time period | ☹ | Who owns the land? |
| | ☹ | Need low maintenance low cost | ☹ | Is there a business plan? |
| | ☹ | Doesn’t take into account other projects ahead of this (front street, Rochester ferry). | ☹ | Will the city make money? |
| | ☹ | Light pollution from area affects St. Lawrence and Gooderham-Worts neighbourhood. | ☹ | More attention to car free Commercial space – need more |
| | ☹ | Retail south of Queens Quay may not generate enough business because of the lack of density and cars. | ☹ | Have commercial entities and retail been involved in the process |
| | ☹ | Concern re: the very high cost of underground parking will make it extremely difficult to be financially viable especially with only four storeys at the waters edge. | ☹ | No signs or adverts on roof tops |
| | | | ☹ | Who is the space designed for and who will use it? |
| | | | ☹ | Step back |
| | | | ☹ | What about tourism |
| | | ☹ | A quick analysis of the land value created by what is shown identifies a huge shortfall to fund this. Additional live will only price units out of market affordability let alone affordable housing affordability. | |
| | | ☹ | I believe that when this is opened to the public a very different reality might happen without extraordinary public funding and support. | |

