

# FUTURE OF THE GARDINER EAST

Gardiner EA and Integrated Urban Design Study



**Record of Consultation**  
Terms of Reference Stage

**September 2009**

This Record of Consultation has been prepared by Lura Consulting, the neutral facilitator and consultation specialist for the Future of the Gardiner East – EA and Integrated Urban Design Study. If you have any questions or comments regarding this report, please contact:

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# I Introduction

## I.1 Public Consultation Process Overview



Waterfront Toronto and the City of Toronto, as co-proponents, are proceeding with an Environmental Assessment (EA) and Integrated Urban Design (UD) Study to examine the potential reconfiguration of the Gardiner Expressway and Lake Shore Boulevard, from approximately Lower Jarvis Street to just east of the Don Valley Parkway (DVP) at Logan Avenue. The development of a Terms of Reference (ToR) for the EA has been initiated in accordance with the requirements of the Ontario Environmental Assessment Act (EA Act).

At the outset of the EA ToR's development, the co-proponents developed a Public Consultation Strategy, with the assistance of Lura Consulting, the neutral facilitator and consultation specialist for the project. The Public Consultation Strategy establishes a plan to engage and solicit public input and feedback on the Terms of Reference, and subsequent study stages. The Strategy's goal is to ensure that the public consultation process

engages the widest possible audience of participants and provides multiple opportunities for public engagement as part of an inclusive and transparent public consultation process.

This Record of Consultation summarizes the results of public consultation on development of the Terms of Reference, which took place from March 12 until May 15, 2009. More than 400 individuals have been involved in this stage of the study. This engagement has occurred through multiple avenues – both face-to-face and online – for participation, including: eight public meetings, two workshops, meetings with specific community organizations, consultation with agencies, First Nations outreach, and e-consultation through a stand-alone interactive consultation website. In addition to describing the consultation activities undertaken, this Record of Consultation provides highlights of feedback from a diverse range of consultation participants. Their differing views and opinions of the project have helped shape the EA ToR being developed by the co-proponents and their consultants.

A review of input received from March 12 until May 15, 2009 reveals common themes, concerns and viewpoints brought forward by the project's stakeholders and members of the public. The first round of consultation resulted in feedback around ideas, issues, and opportunities associated with the project, as well as the proposed study approach. The second round of consultation activities generated feedback on key components of the ToR, including project goals and principles, alternative concepts (now referred to as alternative solutions), the proposed evaluation process and criteria groups, as well as future consultation activities for the EA stage. The reader is referred to the draft Terms of Reference – prepared by the EA project team – to see how the issues and feedback raised by consultation participants are reflected in the draft ToR.

## 2 The Consultation Strategy

### 2.1 Strategy Development

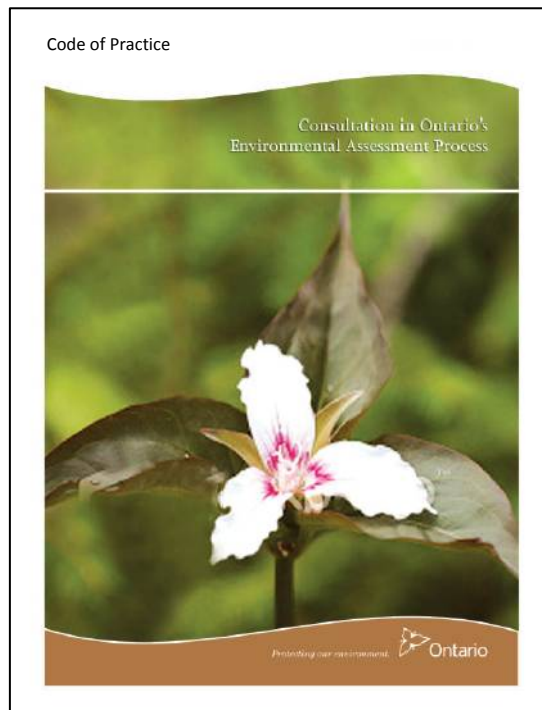
As stated in the Code of Practice in the Ontario Ministry of Environment's *Consultation in Ontario's Environmental Assessment Process*:

"Consultation is a legislated requirement. The Ministry (of the Environment) expects the summary of the consultation in the Terms of Reference (known as the **Record of Consultation**) and environmental assessment submissions to show how information provided by interested persons has been incorporated into the proposal and how the input received has influenced decision-making."<sup>1</sup>

At the outset of the project, Waterfront Toronto, the City of Toronto, representatives of the consulting team and the project's neutral third party facilitator developed a Public Consultation Strategy to provide a framework for consultations during the development of the ToR. The Consultation Strategy proposed the following main activities:

- Workshops with stakeholders to introduce the project and gather feedback around key elements of the EA ToR;
- Two rounds of public forums;
- Two rounds of web-based consultations to mirror the public forums;
- Meetings with specific stakeholder organizations;
- Consultations with government agencies;
- First Nations outreach; and
- Establishment of a Neutral Community Facilitator's Office to manage the consultation process and consultation-related communications (including a dedicated telephone hotline and project email).

Subsequent sections of this report provide more detail on each of the above communication and consultation activities, as well as the major issues and comments that were raised by consultation participants. Supporting materials, including notices, communications materials and meeting reports, are included in the appendices to this report.



<sup>1</sup> *Consultation in Ontario's Environmental Assessment Process*. Code of Practice. Legislative Authority: Environmental Assessment Act, RSO 1990, Chapter E.18. June 2007.

## 2.2 Consultation Principles and Objectives

Development and implementation of the Public Consultation Strategy for the ToR stage was guided by a set of principles and consultation objectives, as outlined below:

### Guiding Principles

- **Inclusiveness** - The consultation program will engage the widest possible audience by offering multiple consultation opportunities and mechanisms for participation.
- **Timeliness** - The program will offer early and ongoing opportunities for participation, well before decisions are made.
- **Transparency** - Opportunities for participation will be widely communicated through multiple communications channels.
- **Balance** - The program will provide opportunities for a diversity of perspectives and opinions to be raised and considered.
- **Flexibility** - The program will be adapted as required to meet the needs of consultation participants, Waterfront Toronto, the City of Toronto, and the Project Team.
- **Traceability** - The impact of the consultation program and participant input on decision-making will be clearly demonstrated.

### Consultation Objectives

1. To generate broad awareness of the project and opportunities for participation throughout the EA process.
2. To facilitate constructive input from consultation participants at key points in the EA process well before decisions are made.
3. To provide ongoing opportunities for feedback and input and for issues and concerns to be raised, discussed, and resolved to the extent possible.
4. To document input received through the consultation process and to demonstrate the impact of consultation on decision-making.





### 3 Consultation and Communication Activities during the ToR Stage

The following outlines the key consultation and communications activities that were conducted during the preparation of the Draft EA Terms of Reference:

#### ***Project Mailing List and Database***



Through its ongoing work on transforming Toronto's waterfront, Waterfront Toronto maintains a database of interested individuals, stakeholders, agencies, businesses and organizations that it uses for communication and consultation purposes. At the time the Gardiner EA and Integrated Urban Design Study started, the database contained approximately 8,700 contacts, including:

- Waterfront residents, businesses and community associations;
- City-wide groups with an interest in urban design, culture, heritage, recreation, environment, and transportation;
- Local media;
- First Nations;
- Municipal, provincial and federal politicians with constituencies in the project study area;
- Representatives of municipal, provincial and federal government agencies with a likely interest in the EA.

A notice that the project was beginning – the Notice of Commencement – was distributed by email to the project database, as were notices for each round of public forums.

#### ***Notice of Commencement (NOC)***

The Notice of Commencement was published in the Toronto Star and Metro newspapers on March 13 2009. It was also circulated to Waterfront Toronto's online database of 8700 contacts. The NOC announced the project start-up, described the dual focus of the study on urban design and infrastructure, and promoted Public Forum #1. The NOC also provided an overview of the consultation process for the ToR stage, and invited readers to contact the Neutral Facilitators Office for more

information on the project or consultation process. A copy of the Notice of Commencement is attached in Appendix A.

### **Meeting Notices**

In addition to the Notice of Commencement, meeting notices were published in the local media, distributed via email to the project mailing list, and provided through Waterfront Toronto's email newsletter. Meeting notices were published for:

- **Public Forum #1:** Public meeting notices ran in community newspapers (North York Mirror, Etobicoke Guardian, East York Mirror, Beach-Riverdale Mirror, Scarborough Mirror) on Friday March 27<sup>th</sup>, and the North York Mirror on April 1 and April 3. Meetings were also promoted on the Future of the Gardiner East website and in Waterfront Toronto's e-mail newsletter distributed to their online database of 8700 contacts on March 27<sup>th</sup>.
- **Public Forum #2:** Notices were published in the Toronto Star, North York Mirror, Etobicoke Guardian, and Scarborough Mirror on Wednesday April 22, 2008, as well as in the Beach-Riverdale Mirror and East York Mirror on Friday April 24, 2008. Meetings were also promoted on the Future of the Gardiner East website and in Waterfront Toronto's e-mail newsletter distributed to their online database of 8700 contacts on April 20<sup>th</sup>.

Copies of the meeting notices and email communications to the project's database are included in Appendix B.

### **Workshop #1: Stakeholder Orientation**



Workshop #1 was held on March 12, 2009 and introduced stakeholder representatives to the project, the rationale for undertaking it, the proposed process and timelines. The workshop enabled early stakeholder feedback on ideas, opportunities and issues, based on a presentation of case studies from similar projects elsewhere in the world. Thirty-two representatives from diverse stakeholder organizations attended the orientation workshop. A full report on Workshop #1 is included in Appendix C.



### **Public Forum #1**



The co-proponents hosted four public forums as part of Round #1 of consultations on the development of the ToR. Meetings were held in Etobicoke on March 28<sup>th</sup>, Scarborough on March 30<sup>th</sup>, downtown Toronto on April 2<sup>nd</sup>, and North York on April 4<sup>th</sup>. These forums introduced the project to the public (including the rationale, proposed EA process and study timelines) and obtained feedback on issues, opportunities and study approach. Each of the public forums followed a similar format, with an open house at the outset of the session, followed by a presentation by the project team, and then an interactive feedback session involving small table discussions. Workbooks were distributed to the participants so that they could record their thoughts and provide comments in writing. In addition, online consultation (see Web-based Consultations below) occurred in parallel to the public meetings and workshop, displaying the same information and seeking feedback on the same discussion questions. A complete summary of Public Forum #1 is attached in Appendix D.

### **Public Forum #2**



The co-proponents hosted a second round of public forums in Scarborough on April 23<sup>rd</sup>, North York on April 25<sup>th</sup>, downtown Toronto on April 27<sup>th</sup>, and Etobicoke on April 28<sup>th</sup>. These forums presented and invited feedback on key components of the EA ToR, including: Goals and Principles, Alternative Solutions, Evaluation Process and Criteria Groups, and approach for EA Consultation. Each meeting followed a similar format, with an open house at the beginning, followed by a presentation by the project team, and then an interactive feedback session involving small table discussions. Workbooks were distributed to the participants so that they could record their thoughts and provide comments in writing. In addition, online consultation occurred in parallel to the meetings and workshop, displaying the same information and seeking feedback on the same discussion questions. A complete summary of Public Forum #2 is attached in Appendix E.

### Workshop #2: Stakeholder Feedback on Key Elements of Draft ToR

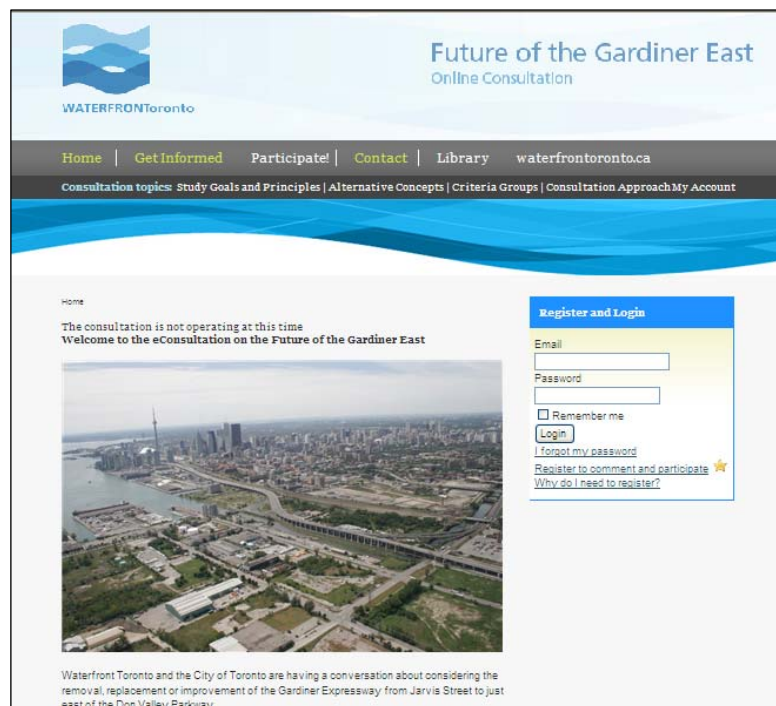


Workshop #2 was held on May 2, 2009 and engaged twenty-two interested stakeholder representatives in an in-depth discussion of key elements of the EA ToR. The workshop garnered stakeholder input regarding project goals and principles, alternative solutions, evaluation process and criteria groups, and consultation activities. It also provided an opportunity for discussion and input on the proposed evaluation process, as well as the formation of a Stakeholder Advisory Committee. A full summary of Workshop #2 is attached in Appendix F.

### Web-based Consultations

A web-based portal ([www.gardinerconsultation.ca](http://www.gardinerconsultation.ca)) was established to enable online consultation (eConsultation). Two rounds of eConsultation took place during the development of the Draft EA ToR, mirroring the face-to-face consultations in Public Forum #1 and #2. The interactive format of the website enabled participants to provide comments on specific discussion questions, as well as to provide feedback on others' comments. The web-based discussion was moderated by a member of the consultation team.

A summary of eConsultation Round #1 is attached in Appendix G, and a summary of eConsultation Round #2 is attached in Appendix H.



### ***Meetings with Specific Stakeholder Organizations***

The Project team attended meetings when invited by specific organizations, including the West Don Lands Committee.

### ***Government Agency Consultations***

A Technical Advisory Committee (TAC) has been established (see list in Appendix I) to provide input at key milestones during the EA process. It includes representatives from City of Toronto departments, TTC, GO Transit/Metrolinx, and TRCA. The first meeting was held on May 12, 2009 to review a Draft of the EA ToR.

A Government Review Team (GRT) has also been established (see list in Appendix I) to review EA documentation (draft and final). The GRT consists of federal, provincial and municipal agencies that may have an interest in the study. On March 16, 2009 the GRT was provided the NOC and an introductory letter notifying them of the study and requesting their involvement. The GRT was provided with a copy of the Draft EA ToR for comment.

### ***First Nations Outreach***

Waterfront Toronto and the City are committed to First Nations Consultation. With input from First Nations, consultation activities will be tailored to meet the particular needs of specific First Nations as these needs are communicated by the First Nations themselves. At a minimum, each of the identified First Nations that may have an interest in the project will be contacted at the outset of the EA Study to determine their interest in participating. Individual meetings will be offered to each First Nation (including the option to travel to First Nations for the meeting). Interested First Nations will be contacted and asked for feedback around each round of Public Forums.

The following First Nations were sent a letter notifying them of the study commencement, first and second rounds of public forums and an opportunity to discuss the project in more detail:

- Mississaugas of the New Credit First Nation
- The Mississaugas of Scugog Island
- Alderville First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Six Nations of the Grand River Territory
- Native Canadian Centre of Toronto
- Nishnawbe Homes Inc
- Métis Nation of Ontario
- Moore Deer Point First Nation
- Beausoleil First Nation
- Chippewas of Georgina Island
- Kawartha Nishnawbe First Nation
- Association of Iroquois and Allied Indians
- Chippewas of Mnjikaning (Rama)

Sample letters sent to First Nations, Indian and Northern Affairs Canada (INAC), and the Ministry of Aboriginal Affairs are attached in Appendix J.

### **Neutral Community Facilitator's Office**

At the outset of the study, the Neutral Community Facilitator's Office was established as a "one-window" point of contact for participants throughout the study. It includes a dedicated phone/fax/email and a link to the consultation web portal. The Neutral Community Facilitator's Office (NCFO), managed by Lura Consulting, is a customer service centre that provides basic information about the project and a focal point for receiving questions and comments and providing responses.

The NCFO documents all input received through all sources, and provides this input on an ongoing basis to the Project Team. The Office is responsible for ensuring that participants receive the information they require in order to effectively participate. During consultations on development of the ToR, a total of 84 comments/inquiries were received and documented by the NCFO. Comments submitted are summarized in this report and are included in Appendix K.

## **4 Highlights of Public Feedback**

### **4.1 Consultation Round #1**

The following summarizes highlights from the first round of consultation that took place from March 12 to April 22, 2009, including feedback heard at the Workshop #1, Public Forum #1 and during the online consultations. Feedback during Round #1 included input on case studies in other jurisdictions, key issues, opportunities and the study approach.



Future of the Gardiner East  
Online Consultation

#### **Participation**

- **Stakeholder Orientation Workshop #1** (March 12, 2009): 32 stakeholders attended (not including project staff).
- **Public Forum #1** (March 28<sup>th</sup>, 30<sup>th</sup>, April 2<sup>nd</sup> and 4<sup>th</sup>, 2009): 22 (Etobicoke), 36 (Scarborough), 96 (Central), 42 (North York). Attendance figures are based on the number who signed in at the meetings.
- **Website** (March 27 – April 15): unique visitors (2,033); Site visits (6,497); comments (161); comment readings (3,417).
- **Comments/Inquiries Received by the NCFO** (March 12 – April 22, 2009): 60 via email, phone and fax.



### Questions and Topics Considered

During the first round of consultations, the following questions were considered:

1. Which **ideas or elements** from the case studies could apply to Toronto?
2. What **opportunities** (e.g. urban design, streetscape features, etc.) could be realized as part of this study?
3. What **key issues and challenges** (e.g. land use, traffic, design, mobility, etc.) do you think will need to be addressed as part of this study?
4. What **solutions** (e.g. park space, bike lanes, pedestrian bridges, etc.) to these issues should we consider?
5. Do you have any comments on the **proposed study approach**?

### Feedback on Case Studies



Participants indicated that they liked many elements of the case studies. Of particular interest to workshop and public meeting participants were the following case studies:

- San Francisco (the success of the removal of the elevated freeway).
- Seoul (increased reliance on public transit, city beautification and improved air quality).
- France (re-use of infrastructure).
- The Netherlands (animation of the space below the expressway).

### Key Issues and Challenges

Key issues and challenges identified by consultation participants included:



- Barriers (e.g. wall of condos, rail corridor, possible future boulevard width and treatment).
- Access (linkages between the downtown and waterfront/surrounding communities).
- Potential for traffic and gridlock (impacts of a reconfiguration on traffic in surrounding neighbourhoods and the disconnection that could result within the larger transportation system).
- Social and environmental impacts from construction and possible changes to the infrastructure (e.g. air quality, noise, health).
- Integration of plans (transit and precinct plans need to be in place before change occurs).



## **Opportunities**



Participants identified a number of opportunities that could be realized through the project:

- Funding options (e.g. infrastructure funding, Public-Private-Partnerships, road tolls).
- Initiate a modal shift (emphasize transit and educate the public about alternative transportation modes).
- Create great urban design, including green and sustainable infrastructure, public spaces, and better boulevard standards to knit the city together.
- Generate stakeholder ownership over the project.
- Bury the railway tracks or “do something” with the rail corridor.
- Incur benefits from the surrounding developments (e.g. increased tax benefits, higher land values, liveable communities, parks, etc.).
- Link the project to other plans and initiatives already in place (e.g. transit and new waterfront precinct plans).
- Improve connectivity from downtown to the waterfront and surrounding communities (as a city building initiative).
- Link the waterfront initiatives (including the Gardiner) with the Pan Am games in 2015.
- Opportunity to develop/reclaim land under the Gardiner.

## **Feedback on the Study Approach**

- Suggested additions to the Study Plan: Prepare a cost-benefit analysis (maintaining vs. removing the Gardiner); include a communications strategy; conduct a feasibility study of all alternatives; show different traffic scenarios and include transportation study comparisons; use a four-season approach as a basis for urban design.
- Use Modeling and Visualization Tools, including: on-site visits and tours; and education about alternative modes of transportation, growth and development.
- Develop a vision for the project - think long-term.
- Participants questioned the length of the Study/EA process indicating that it seems too long.

## 4.2 Consultation Round #2

The following summarizes the results from the second round of consultations, that took place from April 22 to May 15, 2009, including feedback heard at Public Forum #2, Workshop #2 and during the eConsultation about the key components of the ToR, including: goals and principles, alternative solutions, evaluation process and criteria groups and EA consultation plan. It also includes the feedback from Workshop #2 around the creation of the Stakeholder Advisory Committee, including input on the committee's mandate, decision making approach, composition, recruitment options and membership.

### Participation



- **Public Forum #2** (April 23<sup>rd</sup>, 25<sup>th</sup>, 27<sup>th</sup> and 28<sup>th</sup>, 2009): 13 (Scarborough), 10 (North York), 46 (Central), 16 (Etobicoke). Attendance figures are based on the number who signed in at the meetings.
- **Workshop #2** (May 2, 2009): 22 stakeholders attended (not including project staff)
- **Website** (April 23 – 30): unique visitors (609); Site visits (828); comments (48); comment readings (1,026)
- **Comments/Inquiries Received by the NCFO** (April 22 – May 15, 2009): 26 via email, phone and fax.

### Questions and Topics Considered

During the second round of consultations the following questions were considered:

1. Looking at the **project goals and principles** proposed to guide the study, would you suggest any changes or additions?
2. To date, **4 broad alternative solutions** have been identified for further study (do nothing, improve, replace and remove). In your opinion, have any major alternatives been missed?
3. Ten **criteria groups** (or “decision factors”) have been proposed to help evaluate the alternatives and choose a preferred concept during the next phase of the study. Looking at the ten proposed criteria groups, is anything missing?
4. Thinking about what is important to you in comparing the alternatives, what considerations should be looked at for each criteria group?
5. What are your thoughts on the **proposed Evaluation Approach**? Any suggested additions or changes? (Workshop #2)
6. A series of **consultation activities** have been proposed for the next phase of the study. Would you suggest any changes or additions?
7. Would you suggest any changes or additions to the proposed approach for forming the **Stakeholder Advisory Committee**? (Workshop #2)

**Goals and Principles**



Feedback on the Goals and Principles presented was as follows:

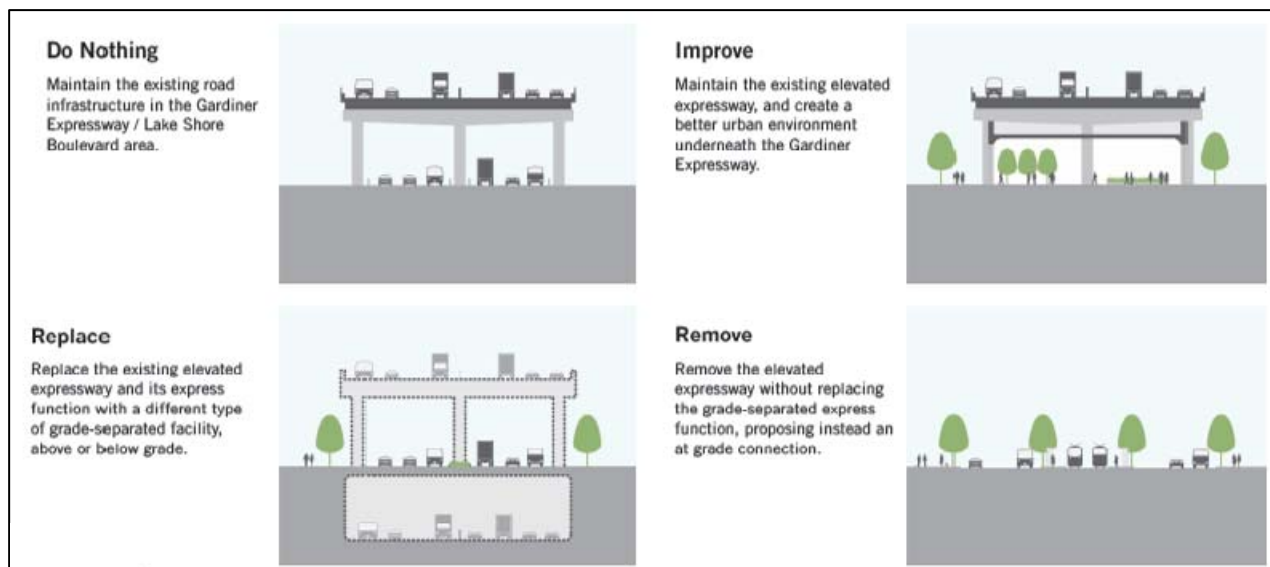
Goal	Feedback Received
<b>Goal 1:</b> Revive the waterfront.	<ul style="list-style-type: none"> <li>• Terms need to be specific and clear: “revive”, “reunite” and “waterfront” is unclear. Better to promote it through words such as “transform”, “reconnect” and “central waterfront”.</li> <li>• Could amalgamate goals 1, 2 and 4.</li> </ul>
<b>Goal 2:</b> Reunite the city with the lake.	<ul style="list-style-type: none"> <li>• Reconnect the City to the lake. Consider the liveability of existing and new or future neighbourhoods and their relationship to the lake.</li> </ul>
<b>Goal 3:</b> Redistribute traffic and rebalance modes of travel.	<ul style="list-style-type: none"> <li>• Improve accessibility by all modes. Link it to a modal shift (cars, etc.).</li> <li>• Address the tension between Goal 3 and other goals. Is it achievable? Represents a static sense of transportation. Needs to discuss evolution of transportation with reduction in car dependency.</li> </ul>
<b>Goal 4:</b> Restore the waterfront environment.	<ul style="list-style-type: none"> <li>• Think about restoring the wider environment beyond the corridor.</li> <li>• Define “what” the Gardiner is being restored to.</li> </ul>
<b>Goal 5:</b> Reconcile long term costs and benefits.	<ul style="list-style-type: none"> <li>• No specific comments received</li> </ul>

Other Feedback on Goals/Principles:

- Need a vision for the waterfront.
- Make it a regional destination (create a reason for people to visit and provide easy access).
- Consider mix of land use when defining goals.
- Include the role of the Gardiner as a regional transportation route and system.

### **Input on Alternative Solutions**

*The following were the four alternative solutions presented for consideration:*



Participants had the following comments on the four alternatives proposed by the project team:

- Could be a combination of some or all (for example Improve, replace, and remove could be one alternative).
- Run an extended ramp over the rail tracks between the Don Valley Parkway and Jarvis Street.
- Fill in the harbour all the way out to the islands and move the waterfront entirely to the other side of the islands.
- Explore the option to use an existing road in order to maintain an arterial road (e.g. “Gardiner Boulevard” or use Queens Quay as the boulevard).
- Convert the top of the Gardiner to another use instead of driving - replace the Gardiner with elevated parkland with bicycle/pedestrian paths and vegetation.
- Link an alternative to the rail (e.g. incorporate the two barriers: the Gardiner with the railway).
- Need to highlight cost, define how other areas are affected and clarify what each alternative means.
- Consider removing a shorter section or a different section of the Gardiner.

**Feedback on Evaluation Process and Criteria Groups**






STUDY LENS	CRITERIA GROUP	DESCRIPTION	STUDY LENS	CRITERIA GROUP	DESCRIPTION	
Urban Design	Urban Design	Examines the opportunity for improved urban form and connections between downtown and the waterfront.	Environment	Social, Health, Recreation and Businesses	Examines the potential to affect the existing and future residents, public health (air quality), businesses and recreation facility users in the area as a result of roadway construction and operation activities.	
	Public Realm	Examines the opportunity to improve and/or create new public space, including parks.		Natural	Considers the potential for effects on the existing environment and potential to create opportunities for environmental enhancement. Also considers the need to minimize impacts on other environmental enhancement efforts.	
	Land Use	Considers the potential for effects on existing and future land uses and extent to which the alternatives are consistent with various City plans.		Cultural Resources	Considers the potential for impact on archaeological resources, built heritage features and cultural landscapes.	
Transportation and Infrastructure	Transportation	Examines potential to affect local and through traffic flow through the area and the downtown. The requirements and opportunities for pedestrians, cycling, and transit will be considered.		Economics	Economic Development	Examines opportunity for land development and employment generation in the area and the potential for land value increase and land tax generation.
	Infrastructure	Considers new road construction issues and the potential for impacts on existing utilities and rail infrastructure. Construction related issues to be considered include for example: complexity, waste management, staging and public safety.			Cost	Considers capital and long term operating cost estimates for each of the alternatives. To be reflected as a lifecycle cost.






Participants provided the following comments on the criteria groups and evaluation process presented by the project team:

- Social, economic and environmental effects need to be identified early on in the process.
- Plans regarding the Lower Don Lands and mouth of the Don River need to be carefully considered.
- Urban design should be weighted first. Then determine how to weight other criteria.
- Need criteria specific to: rail corridor, green development/sustainability, connectivity, future technologies, length (timeline), sustainability and waste management.
- Criteria need to be simplified but comprehensive.
- Criteria need to consider regional issues and impacts.
- Group “Cost” and “Economic Development” together as one criteria group.



**Feedback on Considerations that Should be Looked at for Each Criteria Group**

Urban Design	Public Realm	Land Use	Transportation	Infrastructure
 <ul style="list-style-type: none"> <li>• Ensure that river crossings address the integrity of riverbanks.</li> <li>• Design needs to be consistent and excellent while providing place-making opportunities.</li> <li>• Connectivity, relationship to rail corridor and sustainability need to be addressed.</li> <li>• Determine impact on current precinct plans (e.g. West Don Lands)</li> </ul>	 <ul style="list-style-type: none"> <li>• Access to lake.</li> <li>• Pedestrian connections.</li> <li>• Ways of experiencing the view offered by the elevated road, not just in cars (e.g. in bikes, as pedestrians).</li> <li>• Ways of treating the street edge (e.g. cafes, housing, etc.).</li> </ul>	 <ul style="list-style-type: none"> <li>• Need to differentiate between the terms “corridor”, “place” and “connections”.</li> <li>• Need to address the redevelopment of adjacent lands, the mix of land use, and other uses of rail corridor and height restrictions of buildings.</li> <li>• The project needs to be framed by an overall vision.</li> </ul>	 <ul style="list-style-type: none"> <li>• Assess current state against future modes of transportation.</li> <li>• Focus on mix of modes (cars, transit, cycling, etc.)</li> <li>• Integration of mass transit with the rest of city.</li> <li>• Address regional vs. local needs.</li> <li>• Efficiency and ease for movement of people.</li> <li>• Use of future technologies.</li> <li>• Opportunities for transportation improvements.</li> <li>• Differentiate spaces for cars, public transit, bikes, etc.</li> </ul>	 <ul style="list-style-type: none"> <li>• Lessen the impact of the rail corridor and include railway line improvements.</li> <li>• Address stormwater management, sustainable infrastructure, construction materials and the management of crossings/intersections.</li> <li>• Look at the potential for other roads to be redesigned to accommodate traffic.</li> <li>• Maintain the connection to DVP and remaining portions of the Gardiner.</li> </ul>

<b>Social, Health, Recreation and Business</b>	<b>Nature</b>	<b>Cultural Resources</b>	<b>Economic Development</b>	<b>Cost</b>
 <ul style="list-style-type: none"> <li>• Quality of life issues need to be front and centre. Use a numeric evaluation for quality of life.</li> <li>• Facilitate community building and ensure diverse user groups and provisions for safety (pedestrian, cyclist).</li> <li>• Promote social engineering (get people out of cars).</li> <li>• Mitigate air quality, pollutants coming off highway and impact on health.</li> <li>• Maintain access to the waterfront and views while travelling through the area.</li> </ul>	 <ul style="list-style-type: none"> <li>• Reuse of materials.</li> <li>• Respect for the lake.</li> <li>• Minimize impact on the natural environment.</li> <li>• Minimize construction impacts on nature.</li> <li>• Opportunities and access to the water, not just waterfront.</li> <li>• Include public access to east side of the Don River.</li> <li>• Opportunity for enhancement of Don River naturalization.</li> </ul>	 <ul style="list-style-type: none"> <li>• Retain some of current infrastructure (e.g. a piece of the Gardiner as public art).</li> <li>• Examine opportunities for more cultural venues and special events.</li> </ul>	 <ul style="list-style-type: none"> <li>• Look at the potential to reduce cars travelling to/from the downtown area.</li> <li>• Maintain business related travel in the downtown core.</li> </ul>	 <ul style="list-style-type: none"> <li>• Provide information on alternative construction design costs.</li> <li>• Balance funding by public and private transportation.</li> <li>• The process should be low maintenance, ensure a thorough analysis is completed and should not always focus on the lowest cost.</li> <li>• Think about renaming this criterion “Life Cycle Analysis”.</li> <li>• Examine what the cost of doing nothing is as well as the loss of opportunity.</li> <li>• Look at how to fund alternatives (look at different options such as road tolls).</li> </ul>

### **Feedback on the Proposed EA Consultation Approach**

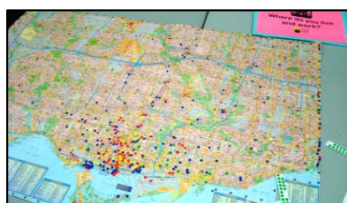
#### **Ideas for Future Communications and Consultation**

- Need longer notification of meetings. Suggest publicizing dates early in the process, could provide a calendar of events on the website, use media and creative ways (TTC advertising, signs on the Gardiner) to reach out to community. Use social networking media (Facebook, Twitter, etc.) to expand reach.
- Decrease the number of meetings.
- Shorten presentations to provide longer opportunity for input at meetings.
- Put information / video on website for people to get the bulk of the project's content.
- Have live video cast of consultations on website.
- Site visits, tours of waterfront, hold design contests.
- Host individual group meetings by subject/issue (e.g. Urban Design, Environment/Ecology, etc.).

#### **Feedback on the Stakeholder Advisory Committee (SAC)**

- Consider including stakeholders such as Filmport, CAA and First Nations communities.
- Ensure that appropriate government/agency resource people are available from outside the project team when needed (depending on topic discussed).
- Use consistent alternates for members when people can't make meetings.
- Representatives should be from "zones" at three scales (adjacent to Gardiner, larger – incorporating precincts, and regional level).
- TAC members could act as observers at SAC meetings and report results at the TAC meetings.
- Ensure that public interest groups are properly identified - consider how social justice groups fit in and how those groups are involved.

#### **Other Feedback and Comments**



- Need key facts and figures (e.g. number of vehicles using Gardiner, etc.).
- Would benefit from understanding where municipal and provincial interests and conflicts exist.
- Long term thinking must be included for the next 50 – 100 years.
- People want an iconic waterfront. Make it a destination.
- Provide opportunity for public ownership of the waterfront.
- Need for political will to move project forward.
- Include words such as "research" and "future" in ToR.
  - Examine "future" state of driving in general (with changes in oil supply/demand/prices).
  - Include more support documents (plans and drawings from precinct plans).
- Incorporate Pan Am bid.
- Visit east portion of Lake Shore Boulevard where the Gardiner East was dismantled and ask questions about the design. Do this by examining the successes and failures of that project's design.
- Need to educate the public and clear up misunderstandings (e.g. the public assumption that the City is considering tearing down the full Gardiner, west of Jarvis).

## 5 Summary of Main Issues Identified During the ToR Consultations

Throughout the two rounds of consultation, several issues emerged as key interest areas for consultation participants as part of the Gardiner EA and Integrated Urban Design Study. A more complete listing of issues/comments is provided in the Comments and Response Table in Appendix I to this report. In brief, the major issues identified to date include the following:

- **Connectivity of the broader transportation system** needs to be considered. The role of the Gardiner East as a key link in the overall GTA transportation system needs to be carefully examined, particularly in terms of ensuring continuity and connectivity for roadway users.
- Many consultation participants recognized the **significant “city-building” potential of the project** as part of overall efforts to revitalize the urban realm of Toronto’s eastern waterfront area.
- The public has noted that the **rail corridor is a significant physical barrier** between the city and the lake. In addition to characterizing the Gardiner as a barrier, the study needs to acknowledge and consider other barriers such as the rail corridor and “wall of condos” along the waterfront.
- There are **several ongoing studies in and around the study area that need to be considered** in this EA. In particular, the naturalization of the mouth of the Don and the various precinct plans that the Gardiner East dissects need to be carefully considered as part of any future plans for the Gardiner East.
- Some members of the public have expressed **concern regarding the impact that the project could have on increased traffic and travel times** through the area and in local neighbourhoods. Others have identified this as an **opportunity to rebalance the transportation modal split** in the downtown area.
- The study should **consider the needs of both future and existing local residents of the area as well as regional residents and commuters** who want to use and enjoy the waterfront. The needs of both these groups must be considered and balanced in the decision making process.
- **Health, quality of life and social impacts** need to be reviewed and considered as part of this study.
- Members of the public need to be **informed about meetings and events early in the process** in order to be able to participate effectively. Timely notification, alternative and additional methods to conduct consultations (such as site walks of the study area) and enhanced communications/outreach activities should be considered.
- **Further details on study elements such as cost, alternatives, and criteria** are needed in order to provide informed advice.
- There are several plans for **environmental restoration initiatives and economic opportunities** in the study area that need to be addressed by the project. These include the Don Mouth Naturalization, Port Lands Flood Protection Project and the Tommy Thompson Park Master Plan Implementation, among others.

