



TORONTO WATERFRONT
REVITALIZATION CORPORATION

EAST BAYFRONT PRECINCT PLANNING DRAFT SUMMARY OF PUBLIC FORUM #4



February 3, 2005

This report was prepared by Lura Consulting. It presents the key discussion points and outcomes from the February 3rd, 2005 East Bayfront Precinct Planning Public Forum #4 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 #4

FEBRUARY 3RD, 2005, 6:00 - 9:30 P.M.

CHAMPAGNE BALLROOM @ NOVOTEL HOTEL, 45 THE ESPLANADE, TORONTO

1. ABOUT PUBLIC FORUM #4

Public Forum #4 was the final public meeting held by Toronto Waterfront Revitalization Corporation (TWRC) as part of the East Bayfront Precinct Planning process. This final forum was designed to:

- Provide an update on the TWRC Precinct Planning activities for the East Bayfront;
- Present the final draft East Bayfront Precinct Plan; and
- Discuss and acquire feedback on two major questions:
 1. What are the most important features of the East Bayfront Precinct Plan?
 2. What are the concerns regarding the implementation of the East Bayfront Precinct Plan and how can these be addressed?

The format of the Public Forum consisted of an open house from 6:00 – 7:00 p.m., followed by a presentation and facilitated discussion from 7:00 -9:30 p.m. (The meeting agenda is attached as Appendix A).

It is estimated that over 250 people attended Public Forum #4. The list of participants who signed in includes 215 names and is attached as Appendix B.



Venue option for East Bayfront Precinct

2. PRESENTATIONS

Welcome & Agenda Review

Robert Fung, Chairman, TWRC welcomed participants to the meeting and thanked them for participating in the process. Mr. Fung indicated that he was pleased to see such a great response from community members and interested stakeholders and that these consultations have provided valuable input into the process to develop the East Bayfront Precinct Plan.

Elaine Baxter-Trahair, Project Director, Waterfront Secretariat, City of Toronto also thanked participants for their involvement in developing the precinct plan. She noted that City staff have been actively engaged in refining the draft plan, and that she looked forward to hearing feedback from the community.

David Dilks of Lura Consulting, the Public Forum facilitator, reviewed the agenda for the evening. He noted the purpose of the evening was to present the design team's refined draft plan and receive feedback from participants prior to the plan going forward for consideration by Toronto City Council.



Participants listen to a presentation about the draft final East Bayfront Precinct Plan

Precinct Plan

Following the opening remarks, Pino Di Mascio, Director of Planning, TWRC provided an update on the East Bayfront Precinct Planning process.

Fred Koetter, Koetter Kim & Associates then presented the final draft East Bayfront Precinct Plan.

Key Issues Addressed Since July, 2004

Input and feedback received from the previous three public forums helped to guide the consultants and the TWRC in developing the final draft East Bayfront Precinct Plan, and since July, efforts focused on addressing three key issues:

Queens Quay Boulevard

Feedback indicated that from a design perspective the street was too wide and had too many competing functions (e.g., cars, LRT, railway lines, bicycle access, and sidewalks). Stakeholders suggested that there is a need to emphasize sustainability objectives and compromise to be able to develop an acceptable East Bayfront Precinct Plan.

Water's Edge Promenade

The key issues identified for the water's edge promenade emphasized that the design must: (1) ensure public access, (2) should not include private residential uses on the ground floor, (3) support both summer and winter uses; (4) fulfill the role as a destination; and (5) be flexible in order to accommodate a variety of functions.

Foot of Jarvis Street

Feedback on the foot of Jarvis Street stressed that it is an important gateway to East Bayfront and therefore will be an early development site. As such, there is a need to better articulate how the site is to fulfill a public role and how it will animate the water's edge.

Activities Since July

In an effort to address these key issues, the design team conducted technical analyses and held meetings with City staff, stakeholders and landowners. Conclusions of the analyses and consultations were presented to the TWRC Board and used to refine the Precinct Plan for presentation at this forum.

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

3. WORKING SESSION

General Questions, Comments and Concerns:

After the presentations, participants convened in roundtables to discuss the positive features of the proposed Precinct Plan and concerns regarding implementation. Specifically, the participants addressed the following focus questions:

1. From your perspective, what are the 3-5 most important features of the East Bayfront Precinct Plan? Why?
2. Do you have any concerns as the East Bayfront Precinct Plan moves forward? If so, what are they? How could your concern(s) be addressed?

Participants discussed the focus questions in their working groups and reported the highlights of their discussions to plenary following the working session. Participants also indicated the 3 to 5 most important features on the large maps of the East Bayfront Precinct Plan provided using green stickers. In addition, participants were invited to complete their individual workbooks and submit them to TWRC by February 17, 2005.

The detailed feedback from the working group session, full group discussion and individual workbooks is presented in Appendix C.

4. FEEDBACK AND ADVICE: HIGHLIGHTS

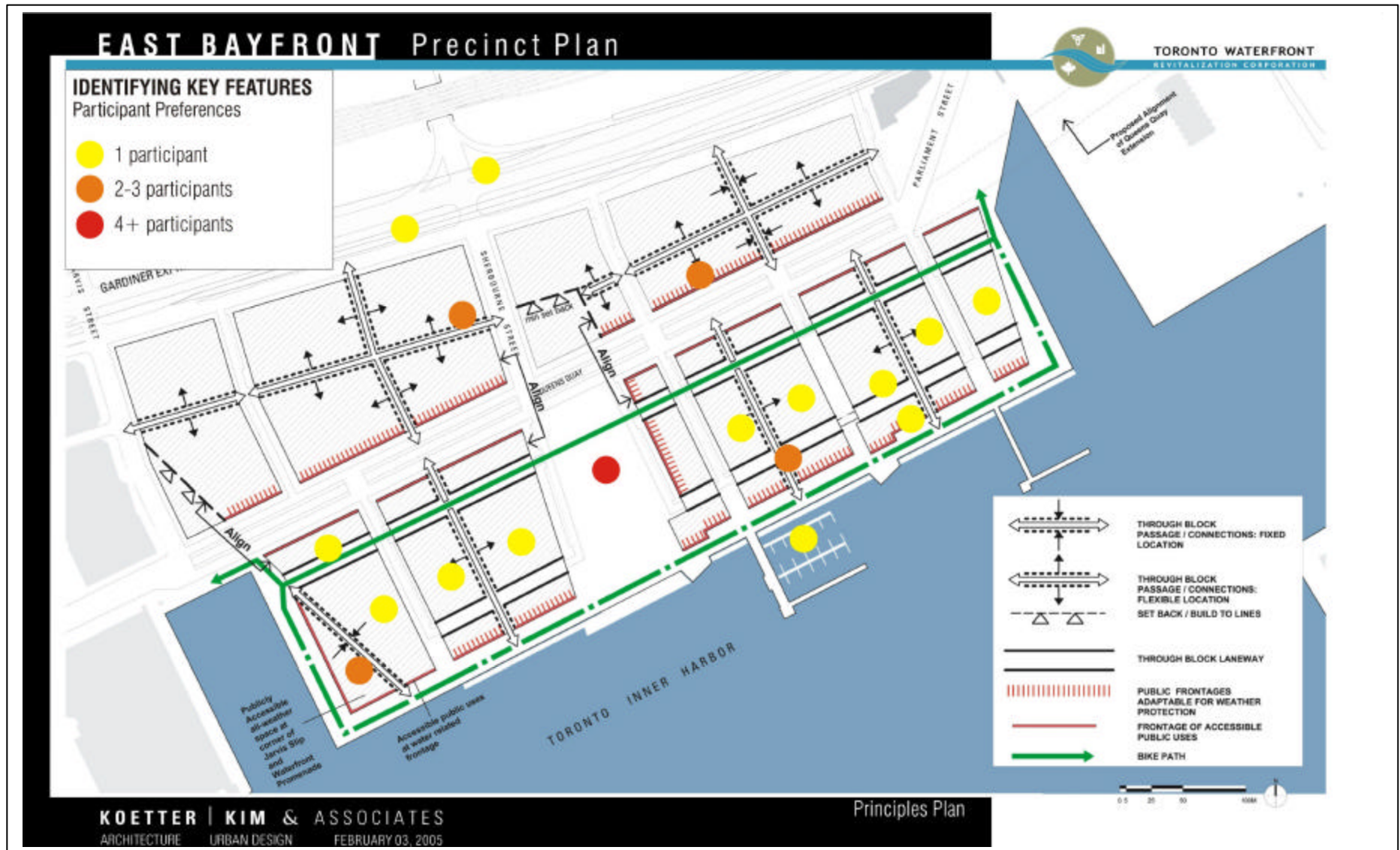
This section presents an overview of feedback received from participants at the workshop—from the facilitated discussions, individual feedback, and the workbooks submitted to the TWRC.

QUESTION 1: From your perspective, what are the 3-5 most important features of the East Bayfront Precinct Plan? Why?

Participants identified a variety of features of importance including, **Sherbourne Park, green spaces, year-round water access, retention of the silo, and two-tiered promenade** as the some of the most important features. Other commonly identified important features were **Queen's Quay landscaping options, prominence of family and public spaces, and balance of density and use.**

The groups also identified these important features graphically on the table maps provided. The maps on pages 5 and 6 are an amalgamation of table maps, and indicate all features identified by participants. Map 1 presents the information on the East Bayfront Precinct principle plan, while Map 2 presents the feedback on the vision rendering for the East Bayfront Precinct. Each dot represents a feature the participants felt was the most important and the colours indicate the number of tables or individuals that felt this was the most important feature. A summary list of features commonly identified is included in Table 1 on page 7. The detailed feedback from Question1 is presented in Appendix C.


MAP 1: East Bayfront Precinct Plan – Principles Plan with participant feedback from Public Forum #4 on the features of greatest importance.



MAP 2: East Bayfront Precinct Plan – Vision Rendering with participant feedback from Public Forum #4 on the features of greatest importance.



Table 1: Summary list of features most commonly identified by participants at the Public Forum #4

<p>Most Commonly Identified “Important Features”</p>	<ul style="list-style-type: none"> • Sherbourne Park • Green spaces • Foot of Jarvis Street as destination, cultural facility or public building • Pedestrian accessibility • Integration of bikes, cars and pedestrians as appropriate • Transit and LRT access • Year-round waterfront access • Two tiered elevated promenade • Retention of silo • All weather pedestrian frontages 	<ul style="list-style-type: none"> • Balance of density and use • Multi-use design of Queen’s Quay and landscaping • Allowances for options for Gardiner (dismantling) • Sustainable living showpiece • Community spaces • Affordable housing • Plans for inclusion of large attraction • Car free water’s edge • Boat slips, marina, recreational use • Ground floor non-residential
<p>Also Identified</p>	<ul style="list-style-type: none"> • Greening of streets and buildings • Courtyard effects of structures • Underground parking • Boardwalk • Soft water edge and its height • Connectivity between the city and waterfront • Sustainable energy option – off the grid • Cultural facilities • Development between Lakeshore and railway 	 <p>Roundtable discussions about the proposed precinct plan</p>

Question 2: Do you have any concerns as the East Bayfront Precinct Plan moves forward? If so, what are they? How could your concern(s) be addressed?

Participant identified a variety of concerns about the plan and suggestions on how these concerns can be addressed. The group consistently identified two main concerns: (1) **there are not enough green spaces, and (2) buildings are too high**. Other commonly identified concerns were: **issues regarding the amount of sun and shade, transit, densities are too high, not enough community spaces and political issues surrounding the TWRC and funding**. A summary list of concerns and suggested solutions are included in the table below.

Concern(s)	Suggested Measures to Address Concerns
Not enough green spaces	More and larger green spaces
Building heights (20 m) and density are too high	Buildings should be at lower heights and densities
Sun/shade issues generated by buildings	Possible to rethink building envelopes, lower at street front
Water access for both small and larger boat docking	Include boat launch, more marinas, canoe access, small ferry services
Need to articulate sustainable living component	Include creative storm water practices, energy use, community gardens
Concern about frontage at Gardiner – phasing?	
Too much emphasis on car access and not enough on transit	Consider striped lanes vs. dedicated lanes for bikes and reduce car facilities
Not enough community space	Incorporate more public spaces
Funding to move forward, viability of TWRC and ability to deliver given funding, and lack of government support	Funding from three levels of government and political concessions are needed
Loss of Martin Goodman Trail	Move Martin Goodman Trail to the water’s edge, put a bike/pedestrian bridge over Parliament Street
Width of Queen’s Quay	Limit or eliminate parking, or include lane in each direction
No connection along water’s edge as well as west and north and downtown	
No playgrounds mentioned	
Gardiner and Lakeshore barriers are too high	

Concern(s)	Suggested Measures to Address Concerns
Promenade walking space is too small	Widen the promenade
Visitor parking	Parking under the Gardiner
Noise and air quality concerns	Need for buffer between residential and commercial/retail to mitigate noise
Sherbourne Park is not big enough	Sherbourne Park should be larger and more rural in design
Buildings are too close to the water's edge	Building could be moved back from water's edge
Plan is too boxy and there are too many straight edges in layout/design which create a canyon effect, especially at Queen's Quay	Plans need to depict meandering paths, streets and include more open green spaces
The role of TEDCO	
Lack of cultural art, ethnic considerations, and scenic views	Need cultural facilities to attract visitors

The detailed feedback from Question 2 is presented in Appendix C.

At the end of the roundtable session, participants were asked if they had additional questions or comments they would like to raise. These comments are presented in Appendix C



Roundtable discussions about the proposed precinct plan

5. NEXT STEPS

John Campbell, TWRC President and CEO, thanked participants for their involvement, and indicated that feedback from the meeting will be included in the final report for the East Bayfront. He added that the East Bayfront Precinct Plan will be submitted to the City for review and comment. The Plan then goes through city process and Council consideration before implementation.

Pam McConnell, City of Toronto Ward 28 Councillor, thanked participants for their continued dedication to improving the East Bayfront Precinct Plan and noted that thanks to participants, the plan has become one that reflects the needs and wants of the local community and waterfront. She also congratulated the TWRC and the consulting team on the extent of their public consultation efforts.

David Dilks thanked all participants for their efforts throughout the public consultation process and encourages people to submit written comments if they wish.



East Bayfront concept design – Sherbourne Park

APPENDIX A: AGENDA

East Bayfront Precinct Planning – Public Forum #4

February 3, 2005, 6:00 p.m. – 9:30 p.m.

Novotel Hotel – Champagne Ballroom

45 The Esplanade, Toronto

Meeting Purpose:

- To present and seek public feedback on the draft East Bayfront Precinct Plan.

7:00 p.m.

WELCOME & AGENDA REVIEW

Robert Fung, Chairman, TWRC

Elaine Baxter-Trahair, Project Director, Waterfront Secretariat, City of Toronto

David Dilks, Facilitator, Lura Consulting

7:10 p.m.

PRESENTATIONS

TWRC Precinct Planning Update

Pino Di Mascio, Director of Planning, TWRC

Proposed Final Plan

Fred Koetter, Koetter Kim & Associates, East Bayfront Urban Design Consultants

8:00 p.m.

ROUNDTABLE DISCUSSION

8:50 p.m.

ROUNDTABLE HIGHLIGHTS & PLENARY DISCUSSION

9:25 p.m.

CLOSING REMARKS

John Campbell, CEO and President, TWRC

9:30 p.m.

ADJOURN

APPENDIX B: PARTICIPANTS

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

Organization (if any), Participant

ABM Marketing & Trevipark Inc., Burt Rairame
AED Systems, Mike Soar
Architects Alliance, Martin Baron
Arxis Design, Christine Beligan
Bathurst Quay Residents Association, Brian MacLean
Bayside, Cheryl Adoranti
Bayside Rowing Club, Dominic Kahn
Better Transportation Coalition, Joan Doiron
Bosley Real Estate, Adam Saunders
Bousfields, Tony Volpentesta
Brook McIlroy, Shawna Ginsberg
Canadian Carolina Inc., Steve Baran
Canurb, Brent Gilmour
Castlepoint, Alfredo Romano
Cathie MacDonald Associates Inc., Cathie MacDonald
CB Richard Ellis, Erkki Pukonen
CBC, Michelle Cheung
CFGD, Dave Hanna
Cinespace Studios, Steve Mirkopoulos
Citizens for the Old Town, Rollo Myers
City Formation, Patricia Goodwin
City Formation, Tony Coombes

Organization (if any), Participant

City of Toronto, Carlo Bonanni
City of Toronto, Cheryl MacDonald
City of Toronto, Children's Services, Ann Pagnin
City of Toronto, Children's Services, Gail O'Donnell
City of Toronto, EDCT, Sean Harvey
City of Toronto, Let's Build, Lorne Cappe
City of Vaughan, Mark Liddy
Club Management Services, Peter Van Buskirk
Community Air, John Stephenson
Concert Properties, Brian McCauley
Consulate of Sweden, Lars Henrikson
Council of Commodores, Brian Knoll
CSE, Karen Buck
Diamond Schmitt Architects, David Dow
Diamond Schmitt Architects, Rob Graham
Don Council, Don Cross
Du Toit Allsopp Hillier, Catarina Galbraith
Du Toit Allsopp Hillier, John Hillier
EarthTech, Meggen Janes
EarthTech, Werner Wichman
Elcan Academy, Stephen Vassilev
Enoch Turner Schoolhouse, Catherine Raven
Enoch Turner Schoolhouse, Lynne Kurylo
Enoch Turner Schoolhouse, Shirley Hartt

Organization (if any), Participant

Feet on the Street, Helen Riley
Friends of the Lower Don, Dalton C. Shipway
Friends of the Lower Don, Ewa Jarmicka
Front & Centre, David White
Globe and Mail, John Bentley Mays
Gooderham & Worts Neighbourhood Association,
George Hume
Gooderham & Worts Neighbourhood Association,
Lester Brown
Gowlings, Denise Baker
GWNA, Julie Beddoes
Harbourfront Community Association, Ane
Christensen
Henson Consulting, Michael Skelly
Home Depot, Robert Frodyma
Humphries Planning, Todd Coles
Hutchison & Co, Bill Hutchison
IBI Group, Don Loucks
IBI Group, Trevor McIntryre
Internal Real Estate Consulting Inc., Christine
Weidner
Interras, R. Weidner
Investors Digest, Michael Popovich
King's College London, Scott Rogers
Krane Consulting, Ken Rovinelli
LAD, Chenzi Li
Lord Cultural Resources, Darren Newton

Organization (if any), Participant

Marina, Colleen Greer
Market Square, Mel Shipman
Market Square, Stan Hutchings
Ministry of Culture, Irene Petrovich
Ministry of Public Infrastructure Renewal, Derek
Lett
Minto, Kevin Majchrzak
Monarch Construction, Marc Hewitt
N. Barry Lyons Consultants, Adrian Kozak
NOW, Sheila Goslick
Nuko Investments, Murray Blankstein
Ontario Sailing Club, Al Will
OPG, Gillian McLeod
Osbourne Group, Harry Renaud
Pioneer Cruises, Ronald Huz
R.E. Millward & Associates, Rob Millward
RC Consulting, Rupert Crighton
Rocket Riders, Roger Brook
RV Anderson Association, Sam Beckett
Sea Horse Partners, M. Romano
SEDERI, Edward Nixon
Senecca College, Jose R. Gutierrez
SLNA, Stig Harvor
SLNA, Suzanne Kavanagh
SLNRA, Elisabeth Ecker
SRE, Patrick Mudry
St. Lawrence Rate Payers Association, Paul Smith

Organization (if any), Participant

Sterling Finlayson Architects, Mark Sterling
Stikeman Elliott, Nancy Adler
Student - McGill , Robert Racco
Student - University of Guelph, Julian Wong
Student - University of Guelph, Walter Kehm
Student - University of Toronto, J Basit
Student - University of Toronto, Mike Mirkopoulos
Student - University of Toronto, Sharry Sue
Student - University of Waterloo, Fadi Masond
Student - University of Waterloo, Tamas Mertel
Suntower Developments, Stephen Kauffman
Sustainable Edge, Cara Sloat
Sustainable Edge, Greg Allen
Sustainable Edge, Jitka Jarolimek
Talbot Consultants, Jinny Talbot
Talbot Consultants, Richard Talbot
Tate & Lyle, Andrew Judge
TDSB, Mario Silva
TEDCO, Jeff Steiner
TFBBD, Byran Bertic
The Voice Newspaper, Aaron Kothiringer
Toronto Bay Initiative, Melanie Milanich
Toronto Bay Initiative, Sharon Howarth
Toronto Brigantine Inc., Kendall Townend
Toronto Historical Association, Ron Fletcher
Toronto Island Committee Association, Pam Mazza
Toronto Islands, Tony Fuchelle

Organization (if any), Participant

Toronto Police, Gary Gisson
Toronto Port Authority, Ken Lundy
Toronto Port Authority, Michael Riehl
Toronto Public Library, Mary Ann Gingras
TRCA, Larry Field
TRCA, Steve Heuchert
Trillim Ridge, Jerry Gain
Urban Projects, Judy Matthews
Urban Strategies Inc., Oliver Jerschow
Urbana Architects Corporation, Ken Brooks
Waterfront Action, Dennis Findlay
WDLC, Cynthia Wilkey
Westwood Sailing Club, Allison Conliffe
Wheel Excitement Inc., Kevin Currie
WND Planners, Bryan Bowen
Yankee Lady, John Greeley
York University, Michelle Osborne
Zeidler Partnership Architects, Vaidila Banelis
A. Morson
Adrian Ludwin
Alan Lan
Allan Parke
Andrew Big
Andrew Jeanric
Andrew Rennie
Anthony Firs
Arleen Farnum

Organization (if any), Participant

B. Monrod
Bill Dawson
Boris Mather
Brian J.E. VanDommele
Bronwyn Krog
Bruce La Zerte
Carey Gark
Chad Thomas
Charles Braive
Chris Weir
Claudio Gorizzan
David Crawford
David Koechlin
Dennis Andrews
Dennis Doherty
Dennis Glasgow
Douglas Worts
E. Jones
Georgetta Harris
Greg Spence
Ian Cooper
Ian MacEachern
J. D. Hannah
J. Robt Naylor
Jack Brannigan
Jim Dalziel
Jim Greely

Organization (if any), Participant

Jim Mirkos
Joan York
Joanne Hart
Joe Burns
Joe Febbo
John Fischer
John MacMillan
John McClusky
Josh Hilburt
Karen Nasmith
L Stutto
Lena Ross
Leslie Thurston
M. Dunker
Mac Makarchuk
Marg Fortin
Margaret Howard
Margrit Kaul
Mary Vitale
Matei Stanco
Mike McLean
Pam Doherty
Paul Smith
R. Dinoi
Rejean Febbo
Rita Brooks
Robin Whitelaw

Organization (if any), Participant

Rochelle Gai Rodney

Ross Lashbrook

Sandra Ripley

Shan Dhingra

Taras Primak

Ted Wickson

Toronto Waterfront Revitalization Corporation

John Campbell, Toronto Waterfront Revitalization Corporation

Kristine Jenkins, Toronto Waterfront Revitalization Corporation

Tanya Hardy, Toronto Waterfront Revitalization Corporation

Pino Di Marsio, Toronto Waterfront Revitalization Corporation

Joe Berridge, Urban Strategies Inc.

Michael Kirkland, Kirkland Partnership

Organization (if any), Participant

Udo Kaul

Victor Razgaitis

Victorio Stanco

Vladimir Konopko

Yuk-Woo Lee

Facilitator's Office

David Dilks, Lura Consulting

Susan Hall, Lura Consulting

East Bayfront Consultant Team

Fred Koetter, Koetter Kim & Associates

Giles Moore, Koetter Kim & Associates

Robert McBride, BA Consulting

APPENDIX C: 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.



QUESTION 1: From your perspective, what are the 3-5 most important features of the East Bayfront Precinct Plan? Why?

Most important features	GENERAL	
	<ul style="list-style-type: none"> • Mixed use of area is important • Mixed use of the area, such that there is residential, industrial and business presence • Sustainable living/energy • Puts underutilized land to productive use 	<ul style="list-style-type: none"> • Places a large residential community in close proximity to the large downtown employment area thereby containing public and private transportation costs. • Maintaining the heritage buildings and silos
	PARKS AND GREEN SPACES	
	<ul style="list-style-type: none"> • Sherbourne Park • More green spaces • Incorporation of green space 	<ul style="list-style-type: none"> • Greening of Queen’s Quay and other streets – landscaping increases enjoyment of place and reduced parking
	TRANSIT AND PEDESTRIAN ACCESS	
	<ul style="list-style-type: none"> • Public pathways through private buildings • Bicycle/pedestrian/transit orientation • Transit connections • Skate/bike access • Public transit is incorporated into the precinct plan 	<ul style="list-style-type: none"> • Pedestrian precinct connected to downtown and east/west along water with supportive development, with a significant enough anchor to draw people to the Bayfront and beyond to Cheery Beach • Provides sufficient residential density to support a high level of public transit use
	WATERFRONT AND WATER’S EDGE	
	<ul style="list-style-type: none"> • Waterfront access • Two levels and promenade depth at the waters edge 	<ul style="list-style-type: none"> • Makes water’s edge accessible to the public • Makes waterfront a national model for sustainability
COMMUNITY AND PUBLIC SPACES		
<ul style="list-style-type: none"> • Community spaces • Public venues – needed to attract visitors/tourists 	<ul style="list-style-type: none"> • Sheltered public areas – frontages • Public function ground level 	

Most important features cont'd.	BUILDING DESIGN CONSIDERATIONS	
	<ul style="list-style-type: none"> • Terraced higher levels on buildings, and weatherproof terraces on south frontage • Tall buildings at northern gateways • Building scale and placements • View corridors 	<ul style="list-style-type: none"> • Low height of the buildings nearer the water's edge and increasing height along the front of the promenade • Weather screens on the buildings • Light orientation and courtyards in middle of block
	TRANSPORTATION, PLANNING AND INFRASTRUCTURE	
	<ul style="list-style-type: none"> • The north-south access to the district • Planning possible for Gardiner removal 	<ul style="list-style-type: none"> • North - South connecting streets on the interior of the precinct plan
	RECREATIONAL USES	
<ul style="list-style-type: none"> • Continuation of the Martin Goodman Trail • The boating piers - Opens up the lake to activities 	<ul style="list-style-type: none"> • Large Attractions 	

Most important features including some suggestions for improvement	<ul style="list-style-type: none"> • Sherbourne green space is good but could be bigger • Terraced pathway at waterfront but should not have vehicle access • No residential on ground floor, but keep community centre-school • Since Redpath is staying, suggest a focal point in the park to allow for comfortable viewing of the sugar loading process • The waterfront promenade in 2 tiers; but it should be wider • The reduction in width of Queen's Quay; less of a wind tunnel; more intimate neighbourhood • A major public or institutional use would go a long way towards creating sustainability. How about encouraging the Ryerson School of Journalism to relocate on the waterfront? Could be a natural fit, especially if the National Post/Global building gets going, to complement the Star, CBC, CFMT
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Question 2: Do you have any concerns as the East Bayfront Precinct Plan moves forward? If so, what are they? How could your concern(s) be addressed?

Concern	Suggestion
GENERAL	
Light Pollution	Softer, lower lighting
Stage noise pollution	Acoustic/low level sound stage.
Sustainability	“Poop balloons”; rain roads (Denmark); solar panels; windmills; make it a pilot project to set a precedent for all of the waterfront area – off grid.
Development style	Need for complementary architectural designs.
Protection of other precincts for development	Put into effect zoning or title held by TWRC to prohibit infringement on overall master plan.
PARKS AND GREEN SPACES	
Green spaces – need more	Make less concrete
Presenter worried about LRT and trees	Use of shrubs to raised flower beds (University Area)
Lack of green space along the water	Make it bigger (see “the Green” in Fredericton which is a wonderful, scenic, linear park).
Green spaces	Need more
The parks are too small – at foot of Jarvis and Sherbourne Park for the numbers of residents let alone all the visitors that will be drawn there.	Foot of Jarvis – “no” to the film studio – enlarge the park/public space instead. More green space – grass for picnicking, playing, etc.
TRANSIT AND PEDESTRIAN ACCESS	
No bike lanes on Queen’s Quay – too auto dominated roadway	Consider striped lanes vs. dedicated lanes for bikes
North south public transit needs thought	Link with N/S transit routes

Concern	Suggestion
Transit access and traffic	Build Queen's Quay East LRT and lower parking requirements like CBD
Public Lakefront – keep any significant historical building	Double trail one for bike, one for pedestrian
Not enough walking space in the promenade. 9 metres is an improvement but not enough.	Have the upper terrace for walking only – move the cycling and roller-blading out – they can go along Queen's Quay.
Transit	Resolve streetscape design ASAP to allow “upfront” installation of LRT system (lead time for new light rail vehicles is between 3-5 years).
Pedestrian access	More signalized places to cross Queen's Quay are as important but not enough. Perhaps a pedestrian bridge or walkway could be added
Too much space is given to vehicles – moving and parked. This is contrary to the principles outlined by TWRC.	Queen's Quay can be narrowed some more taking out 2 lanes of vehicles.
	Consider reducing car facilities and maximizing walking/transit/cycling – 4 lanes for cars within buildings are not needed – consider a board walk by Lake as in Kew Beach – Gardiner should be treated as it was in last – should be green space, remove and link with City – green boulevard
WATERFRONT AND WATER'S EDGE	
Water's Edge: as pictured – a “hard” surface with buildings close (relatively) to the pedestrian paths; problem – much concrete – in July and August – becomes baking hot	A band of grass (with trees), border the walking paths (grass, trees, are “cooling”); one of the photos shown in the presentation
	Limiting width of Queen's Quay strip
COMMUNITY AND PUBLIC SPACES	
More public space i.e. not enough now	Wider public space along waterfront
Large enough spaces to attract people and events	More public spaces
The school needs a decent sized playground	Keep the community centre and school
Can West building, how will it affect use of public space?	Public forum space/theatre, something.

Concern	Suggestion
BUILDING DESIGN CONSIDERATIONS	
Need to ensure terraced higher levels on tall buildings	Developer should be required to incorporate this design treatment
Cornerstone buildings are too high	Graduate levels moving south too – roof top space
Buildings on north edge should also be stepped back from human scale	King Square model eliminates closed in feeling.
Building parcels too close to water's edge.	Move further away from water's edge.
New streets and building parcels look straight, unimaginative city blocks. Boring, will have canyon effect.	We need meandering paths and secondary streets with attractive streetscape features. We need odd-shaped development parcels allowing for varying building footprints.
The CanWest Global at Jarvis, should not go on south side of Queen's Quay. Wind tunnel problem a real possibility.	Move building elsewhere – at least to the north side.
Density	More unorthodox building pads and transit/traffic pads Density is much too high. 5500-6000 residential units are almost twice what we want. There are 5200 residential units in Queen's Quay West between Yonge and Bathurst. This area is much smaller. Proposed plan is over-developed
Retail/Commercial	Need viable retail/commercial stores. Need cultural facilities to attract visitors. This feels like a commercial disaster like Queen's Quay West.
TRANSPORTATION, PLANNING AND INFRASTRUCTURE	
Signalized intersections on Queen's Quay	Consider roundabouts with integrate transit crossings
Concerns re: Gardiner existence	
The barrier of the Gardiner Expressway and Lakeshore Blvd.	Advocate for alternatives to these barriers
Gardiner/Lakeshore existence	Create connecting streets, and turn Gardiner into normal street with traffic lights and crossings
	Very good to plan for contingency of removing the Gardiner and

Concern	Suggestion
	pointing out how valuable that land would be
All movement along the water's edge is parallel to the water (E-W). There is no provision for North-South movement from the City into the water, and vice-versa. There is nothing nautical happening at the water's edge (the slips you show will end up storing "sleepy boats", with no shore/sea activity.	To "establish a relationship with the Lake" and to "get some animation at the water's edge", consider a NAUTICAL CENTRE at the foot of Jarvis (south-east corner of Jarvis slip) for launches to yacht clubs and marinas and for dry-sail boats and crane launching. Add "winter club" for sailors, maritime museum, etc. Include disabled sailing, kayaking, etc., etc.
Jarvis opening	Keep sight lines as open as possible Transportation is crucial – street cars, etc
Maintaining the Gardiner - It's an essential transportation route	
RECREATIONAL USES	
Loss of the (excellent) Martin Goodman path on the east side of the precinct.	Locate the Martin Goodman bike path along the water's edge. Erect a bridge for pedestrians and cyclists over the Parliament slip. Put a curb between the bike lands on Queen's Quay and car lanes.
GOVERNANCE and SUSTAINABILITY	
Governance – is all this going to happen? Authority of the TWRC?	Three levels of government have to get their act together
Like the plan and the alternatives as presented, but we are not sure why the corporation requires billions of public dollars to achieve it. Will the private sector not? But the concern is the connections to the area.	
TWRC mandate, empowerment	Resolve conflicts ASAP (TPA, TEDCO should cede jurisdiction of contentions areas to TWRC)

Question 3: Additional Comments

<p>Encourage the TWRC to soldier on and not give up. We realize that this must often be an exercise in frustration. We acknowledge the effort of the TWRC and thank them for it.</p>
<p>Leave the Gardiner with traffic passing overhead; move Global to the Studio district; animate the frontage along Redpath Plant with a narrow strip of retail.</p>
<p>Mention has been made of an aquarium somewhere on the waterfront; if well done, a good addition (aquarium, Monterey California); Another suggestion – similar to the one in Golden Gate Park in San Francisco – a Japanese Tea Garden on our waterfront – tranquil, cool, soothing, green, cool; occupies a relatively small area; evergreens – suitable to Toronto climate; function – coffee/tea café.</p>
<p>There could easily be with 7000 or so residential units – 10% RG1 access – there is an exclusive rental plan in action, creating a barrier to people with lower incomes.</p>
<p>Boat slips – how would boaters' access/park cars? – small number of slips, high economic cost so high slip fees; “Entrances” should be from the west to avoid Don River debris outflows.</p>
<p>More public consultation please. Half an hour is not enough. Move north-south public transit please. More parkettes, gardens, courtyards, etc., as suggested should be mandated for the development of the blocks. The architects are probably doing their best, but have been too much constrained to provide an inspiring vision of what could be if Toronto really wanted a truly public waterfront. The north/south should be planned like St. George and College Streets to be very pedestrian friendly. Please no more waterfront hotels – not at foot of Jarvis certainly.</p>

<p>If Gardiner comes down - view corridor. Should start at Sherbourne and Lakeshore – remove building. Re: Promenade – 10 meters height too high, given year round sun patterns; from March 21 to September 21, the sun rises in the north and sets in north of Queens Quay Boulevard. The promenade will be in shadow by 10 a.m. and after 2 p.m. (March-September).</p>
<p>Scratch Manhattan-style development pattern, eliminate win tunnels, density, and height. Look for European cities for inspiring layout along waterfront. Make one masterplan for whole waterfront and eliminate this piece-by-piece approach.</p>
<p>This is the final meeting. We hope there are other opportunities for public input.</p>
<p>Hotel is focal point. Would be better serving its cause, if it were further in to the east rather than at Jarvis – may be north of Sherbourne Park. What is the density? Ratio?</p>
<p>Offer more perspectives with larger green space, or larger commercial perspective. Why isn't green space designed in proportion to population of Toronto? Where is larger cultural perspective from before? Buffer larger open spaces with commercial/retail areas from residential areas. Toronto has 60 kms of waterfront, but we have built along most of it. We need more public space along water's edge.</p>
<p>Do not cater to the car – it ha destroyed so much of Toronto – minimize it as your Sustainability Report says.</p>
<p>Could a mock or real travelling crane be built and use for some purpose at the water's edge (educational, lookout tower, historic, focal point.</p>
<p>Could a summer TTC route be water based? The initial route could go from Cherry Street to Ontario Place with stops at East Bayfront, ferry docks, etc. etc. Perhaps a play on the old "TTC = take the car" joke, and make it Take the Canoe.</p>
<p>How about building floating instead of fixed docks in some areas.</p>
<p>How will public uses be ensured, and has it been supported in budget allocations?</p>
<p>Is any public land being turned over to private interests?</p>
<p>Please build accommodation for seniors including clinic at site; no cars where people have to walk, parks for people to sit or play card games. The building for seniors should be for SENIORS, as teens seem to bring scrub, dirt on walls with bikes, etc. I like the neighbourhood feel. <u>Walkways, sitting, cycling</u>, etc.</p>