



Villiers Island Precinct Plan

Community Consultation Meeting #1 Summary Report

Prepared by Lura Consulting for:
Waterfront Toronto

June 2014



Villiers Island Precinct Plan Community Consultation Meeting #1 Report

This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Villiers Island Precinct Plan. If you have any questions or comments regarding the report, please contact:

Amanda Santo
Waterfront Toronto
20 Bay Street, Suite 1310
Toronto, Ontario M5J 2N8
416-214-1344 ext. 292
asanto@waterfronttoronto.ca

Liz Nield
Lura Consulting
505 Consumers Road, Suite 1005
Toronto, Ontario M2J 4Z2
416-536-6174
lnield@lura.ca



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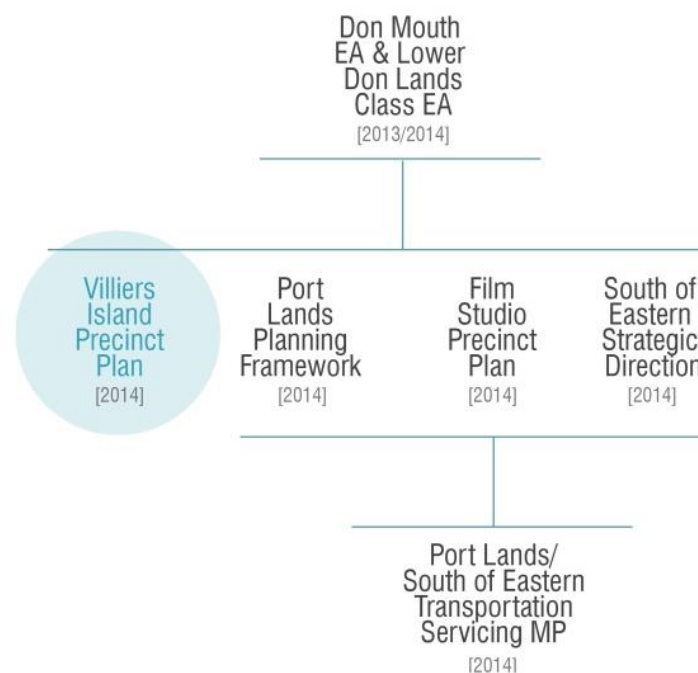
1.0 Introduction

1.1 Project Background

Waterfront Toronto, in collaboration with the City of Toronto and the Toronto and Region Conservation Authority (TRCA), is developing a precinct plan for the Villiers Island (Cousins Quay) Precinct. The precinct plan will establish design and development objectives, local street patterns, block structure, linkages between local parks and open spaces, and built form controls. The plan will also identify other mechanisms needed to ensure revitalization and high-quality development in the Villiers Island (Cousins Quay) Precinct. This planning exercise is one of four initiatives currently underway in Toronto’s Port Lands.

The Villiers Island (Cousins Quay) Precinct Plan will complement and be coordinated with the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment (“DMNP EA”), the Lower Don Lands Master Plan Environmental Assessment Study (“LDL EA”), and the Port Lands Planning Framework currently underway.

The Villiers Island Precinct is one of the premier redevelopment sites on the waterfront, providing exceptional views of the City’s skyline. The Precinct has an area of approximately 54.28 acres (21.96 hectares) and is bounded by the Keating Channel to the north, Toronto Harbour to the West, Polson Slip to the south and Don Roadway to the east, as shown in the map below. West of Cherry Street, the precinct includes both Essroc and Cousins Quays. Essroc and Cousins Quays are landfilled piers that are entirely publicly owned, but are currently utilized by Essroc, Toronto Port Authority, and GFL Environmental. The lands east of Cherry Street have a mix of public and private ownership with ongoing industrial uses, restaurant uses and sound studios.



1.2 Precinct Planning Process

The precinct planning process was initiated in November, 2013 and is expected to conclude by late 2014, as illustrated in the timeline below.



1.3 About Community Consultation Meeting #1

Community Consultation Meeting #1 was the first public meeting hosted by Waterfront Toronto – in collaboration with the City of Toronto and TRCA - as part of the Villiers Island (Cousins Quay) Precinct planning process.

The purpose of Community Consultation Meeting #1 was to:

- Review the context for the precinct plan;
- Present and obtain feedback on the draft vision, guiding principles and three land use options for the precinct; and
- Outline the next steps to identify a preferred precinct plan option.

An estimated 60 people attended and participated in the meeting.

The format of the meeting consisted of an open house from 6:00-6:30 pm, followed by a presentation by the Project Team, question and answer period, roundtable workshop discussions, and a final facilitated reporting and plenary session. The meeting adjourned at 9:00 pm.



2.0 Open House

During the open house, participants were able to view a series of display boards that focused on several key aspects of the Villiers Island Precinct Plan, including:

- The Precinct Plan Process;
- Study Area Context;
- Project Assumptions and Phasing;
- Vision and Guiding Principles;
- Precinct Plan Ingredients and Themes;
- Precinct Plan Development Options;
- Proposed Criteria for Evaluating the Precinct Plan Development Options; and
- Next Steps.

The Villiers Island Precinct Plan Project Team was available during the open house to answer questions and receive feedback. The Project Team includes:

- Waterfront Toronto;
- City of Toronto;
- TRCA;
- Urban Strategies;
- Arup;
- W. Architecture;
- Taylor Hazell Architects; and
- RWDI.



3.0 Welcome and Opening Remarks

David Dilks, Lura Consulting, welcomed participants, outlined the meeting purpose and described his role as the neutral facilitator. Mr. Dilks introduced Toronto City Councillor Paula Fletcher to provide opening remarks.

Toronto City Councillor Paula Fletcher, Ward 30 Toronto-Danforth, welcomed and thanked participants for attending the meeting. In her opening remarks, Councillor Fletcher noted that it is an exciting time as many changes are occurring in the waterfront in general and Port Lands in particular, and that community and public feedback is a big part of this process of change and revitalization.

Mr. Dilks reviewed the agenda and handouts for the meeting, which included a set of key diagrams and images prepared by the Project Team, as well as a Discussion Guide containing several discussion questions for participant feedback. Mr. Dilks noted that the draft vision, guiding principles and three precinct plan development options for Villiers Island were being presented for discussion purposes at this meeting. He indicated that following the overview presentation, participants would have the opportunity to provide feedback and review the three options in detail through facilitated workshop discussions. Mr. Dilks noted that feedback from tonight's meeting as well as written feedback submitted before May 29th, 2014 would be incorporated into a report prepared by Lura of the proceedings. He added that an online version of the Discussion Guide could be completed on the project website – www.portlandsconsultation.ca – up until May 29th. He then invited Chris Glaisek, Waterfront Toronto, to provide an overview of Port Lands Initiatives.

4.0 Presentation

4.1 Presentation Overview

Chris Glaisek, Waterfront Toronto, began the presentation with a brief overview of the Port Lands Initiatives and Planning Context, outlining the progression of planning in the Port Lands to-date and a summary of the results of the Port Lands Acceleration Initiative.

Mr. Michel Torcmé, Urban Strategies, presented the draft vision, guiding principles and three precinct plan land use options for Villiers Island. Mr. Torcmé started by reviewing the context of the study area, which included describing the evolution of the Villiers Island Precinct and reviewing the areas existing features. He then explained the purpose of the precinct plan, outlining various components that will be addressed in the plan:

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- Streets and block structure
- Height and massing of buildings
- Provision of parking
- Strategies to balance residential and employment-based development
- Affordable housing targets
- Financial mechanisms
- Location of local and regional parks and community facilities
- Sustainable development measures
- Provision to retain heritage building
- Public art and urban design guidelines
- Active, vehicular and transit routes

Mr. Torcmé then presented the proposed vision and guiding principles for the Villiers Island Precinct Plan.

Vision

Surrounded by the new Mouth of the Don River, this industrial quay and district will be transformed into a remarkable new Villiers Island community. With a pivotal location as the gateway to the Port Lands, Villiers Island will become significant as a regional destination and distinct as a sustainable community, surrounded by four unique waterside edges.

Guiding Principles

- Animate and activate the water's edges
- Plan for a diversity of great open spaces and waterside parks
- Provide for a catalytic opportunity which reinforces the island as a regional destination
- Reinforce the island as a gateway to the Waterfront, Lower Don Lands and Port Lands
- Celebrate the area's industrial heritage, character and legacy
- Prioritize transit, pedestrian and cycling infrastructure to, from and on the island
- Plan for a diverse, mixed use and inclusive community
- Provide a variety of building forms to create an inviting public realm, and establish a distinct skyline
- Develop an innovative model for a sustainable urban community and demonstrate excellence in community design
- Ensure that the precinct plan is viable and implementable from an economic and City wide perspective.



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He also presented three precinct plan streets and blocks options. He started by outlining the fixed components that remain the same in all options, followed by a detailed explanation of the unique features and long term plan for each of the options.

Option 1 – Keating Gateway



Option 2 – Cultural Core



Option 3 – Central Spine



Finally, Mr. Torcmé outlined the draft evaluation criteria for selecting a preferred direction, and the next steps, which will include:

- Evaluating the options;
- Selecting a preferred direction; and
- Preparing the draft Precinct Plan.

He noted that a second community consultation meeting will be held during the next phase of the project to enable community members to review and provide feedback on the preferred direction for the Villiers Island Precinct Plan.

To view the complete presentation, please visit the project website at www.portlandsconstulation.ca.

4.2 Questions of Clarification

Below is a summary of the questions of clarification posed by participants following the overview presentation. Participants' questions are identified with a 'Q', comments with a 'C', and responses from the Project Team in *italics* are identified with an 'A'.

Q1. Can someone show me where the heritage marine terminal building is?

A1. Here it is (pointing to map).

Q2. Nothing has been mentioned about traffic in this presentation. The plans illustrate that New Cherry Street and Commissioners Street continue to run all the way to Eastern Avenue and Leslie Street. This looks like an ideal scenario for a lot of traffic – traffic that has no business on this Island but will use the routes to get to their destination. This will have a negative impact on the people that live there, on the kids, and on the use of public spaces. I would like to see some consideration for traffic. For example, we can lose the bridge eastbound on Commissioners. If there is an LRT that is going to travel along the bridge, build an LRT-only bridge in order to keep the rest of the traffic separated.

A2. What you are raising is something that is a question not just for Villiers Island, but for the overall Port Lands. A transportation and servicing Master Plan is looking at these sorts of issues.

Q3. It was mentioned that heritage buildings have to be raised 1 ½ meters to deal with the floodplain issue. Does this also apply to the silos?

A3. No, the silos will not be raised. There are a number of different ways we can deal with those. Since they will not be considered usable space, there won't be a problem with insurance and meeting the same standards for flood proofing.

Q4. To what extent will there be access for small boats to use any of the water's edge around the island? I am anticipating that larger ships will run through the channel, but I don't know exactly what kind of smaller boats will have access to the channel, if any.

A4. This is something that we will be coming back to you with during the next meeting with more information. It is going to be part of the public realm design. There are clearly many opportunities for small pleasure craft, such as kayaks and canoes. We are conscious of the fact that we can't, for example in the areas that flood, build a permanent structure. We will highlight some opportunities for providing small craft access at the next meeting.

Q5. Is the realigning of the Don River 100% going to happen and have you spoken to the current landowners to receive their input on this?

A5. Yes it is. The planning instruments are still being written, but yes it is 100%. Yes, the current landowners are on our stakeholder committee, and we have heard from them.

Q6. What consideration has been given to the flow of the Don River and the reality that the dock wall is a federal facility?

A6. There is a whole Lower Don Lands EA which is dealing with those issues and is beyond the scope of tonight, but that facility has been accommodated in the new plan for the naturalization. The Keating Channel will not really be a channel for the river anymore, but it will be used for overflow during storm events.

Q7. Will the dredging continue?

A7. There will be a whole new system for collecting the sediment and this will remove the need for existing form of dredging. There is new technology to get the sediment offsite more easily.

C1. Great work on the planning. Excellent job!

Q8. Is it in fact necessary to raise the grade over the whole island given the complexity with the heritage buildings and fill that will be required? Can we raise the grade along the outside instead, and deal with the dish-like scenario to lessen the amount of fill required?

A8. Everyone in the room who knows more about this than I do is shaking their heads no. We can talk more about it, but it has been looked at. There have been a number of different options considered. The grading will not be uniform across the whole island – some areas will be raised, while others will not.

Q9. A lot of the design options are anchored by a catalytic opportunity. Depending on what it is, it might be a place where people stay a short time, or long time. We also do not know what the retail features will be. Will there be an opportunity to firm up the catalytic use before a land use option is are fixed?

A9. One of the notions behind the catalytic use is that it would hopefully be something that changes the sense of the area. Waterfront Toronto is open to talking to people who have ideas for catalytic uses. There will be an ongoing search for that, and if someone has the right resources, and is the right fit, then it can go forward in an earlier phase.

Q10. This is a question about the overall vision for this portion of the Port Lands regarding aspects such as transportation and the public realm. From your own perspective, can you make a comparison to other precedents in other parts of the City or world, or if you have any other precedents that you used during the design process? Maybe you can give us some national or international precedents that you referenced while you were working on the land use options? Can you make a comparison to Ontario Place as a local example that is undergoing consideration for redevelopment and has similar issues to be taken into consideration, such as accessibility in terms of traffic? In terms of something that has already been implemented, everyone is looking at Canary Wharf in London. How would you make a comparison between what you are trying to implement here and what has already been done in the case of Canary Wharf?

A10. This is a very difficult question to answer. Canary Wharf is a much different place than what this will be. Canary Wharf has a population of half a million people working there so it's very different. Ontario Place is also quite different. Although the two sites share a water's edge location, Ontario Place has suffered from a number of things related to transportation. One is that Lake Shore Boulevard has become somewhat of a wall that separates Ontario Place from the north. On top of that, north of Ontario Place you

have Exhibition Place. The two together are not necessarily creating great opportunities for connectivity. This precinct is really different. I think one of the reasons this is so special is because I can't think of any examples from around the world that are exactly like what Villiers Island will be. I am hoping this will be unique in the world and not something that is like anything else. There are many smaller examples in other cities that could share the same DNA as Villiers Island.

Q11. Thinking of international comparisons, I know some cities that have the main street as pedestrian-only. Why can't we make the main street pedestrian-only? Did the design team ever think about that?

A11. We will revisit that.

5.0 Summary of Participant Feedback

Following the presentation, participants worked in small workshop groups at their tables to consider the four discussion questions listed below:

1. Looking at the draft vision and guiding principles...
 - a. Do these generally reflect your aspirations for the precinct?
 - b. What changes or additions would you suggest?
2. Thinking about each of the options presented tonight – What do you like, and why? What would you change, and why?
 - a. Option 1 - Keating Gateway
 - b. Option 2 - Cultural Core
 - c. Option 3 - Central Spine
3. Which option do you prefer? How can your preferred option be improved?
4. Do you have any additional comments or feedback?

A facilitator was present at each table to initiate and record the workshop discussions. In total, eight facilitated groups of participants addressed the above discussion questions.

A summary of the feedback collected during and after Community Consultation Meeting #1 is provided below and organized according to the questions above. Participants at the public meeting provided their feedback by participating in a facilitated roundtable workshop and/or by completing and submitting a form in the Discussion Guide, while online participants submitted

comments using the online participation tool on the project website. In addition to the input provided by the eight discussion groups, 28 hardcopy and online feedback forms were completed and submitted by individuals. Additional written comments sent to Waterfront Toronto following the meeting are also included in the summary. For a full compilation of all written comments received, please see Appendix C.

Vision and Guiding Principles

QUESTION #1: Looking at the draft vision and guiding principles...

#1a: Do these generally reflect your aspirations for the precinct?

Based on the roundtable reports and individual comments, most participants indicated that the draft vision and guiding principles reflect their aspirations for the precinct. The table below outlines the aspects that participants like, and the areas where the vision and guiding principles could be improved.

Do these generally reflect your aspirations for the precinct?	
<p>Yes</p> <ul style="list-style-type: none"> • Focus on sustainability • Enhancement and preservation of green space • Pedestrian-friendly • Mixed uses • Planning for the long-term 	<p>Could be Improved</p> <ul style="list-style-type: none"> • Principles are too modest • Make the island unique and special • Vision and principles should be more specific • Aim for the highest level of sustainability • Vision and principles are missing measureable targets to ensure commitments are reached

#1b: What changes or additions would you suggest?

Participants discussed their vision for the precinct, identifying a number of changes and additions they would like to see incorporated into the vision and guiding principles. The recurring changes and additions identified by participants are summarized in the table on the next page.

<i>What changes or additions would you suggest?</i>	
➤ Plan for multiple transportation modes with an emphasis on public transportation, cycling and walking	➤ Preserve wildlife and wildlife habitat
➤ Incorporate a pedestrian-only street	➤ Preserve river functions
➤ Build mixed use communities (live, work, and play)	➤ Include First Nations culture
➤ Offer public access to the water's edge for recreational boating activities	➤ Include more urban space
➤ Add traffic calming measures	➤ Connect green spaces
➤ Amend the guiding principles to describe Villiers as a transit/bike/pedestrian gateway	➤ Create views of the City
	➤ Emphasize local aspects (i.e. preserve heritage)
	➤ Integrate design and art into the plan

Feedback on the Three Options

QUESTION #2: Thinking about each of the options presented tonight – What do you like, and why? What would you change, and why?

Based on the roundtable reports and individual comments, most participants indicated an overall preference for the Central Spine option (Option 3) or Cultural Core option (Option 2). There was considerably less support for the Keating Gateway option (Option 1). Many participants indicated that it is difficult to choose their preferred option and decide on the best location for the catalytic use until that use is determined.

The following sections provide a summary of participant feedback on each of the three options.

Option 1 – Keating Gateway

Participants noted that a number of elements presented in Option 1 that would work well in the precinct, as listed in the table below. Overall, participants were happy with the number of parks and courtyards, the pedestrian design of the central spine, the active Keating Channel edge, the north-south orientation and the gateway feature. Although participants generally thought it was a good idea to have a strong entrance that creates a draw to the area, it was suggested that it does not need to be the main attraction. A few participants noted that there is nothing to like about Option 1.

What do you like? Why?	
<ul style="list-style-type: none"> ➤ Pocket parks and courtyards located throughout the precinct ➤ Central spine is a shared street ➤ Strong entrance to the neighbourhood creates a draw to the area 	<ul style="list-style-type: none"> ➤ Active Keating Channel edge ➤ Catalyst site at entrance would reduce internal traffic ➤ Catalyst site <i>near</i> park but not <i>within</i> park ➤ Idea of the gateway ➤ North-south emphasis allows for more hours of sunlight and better sightlines through the community

Participants discussed a number of elements that they would like to improve or change for Option 1; a summary of ideas can be found in the table below. Overall, participants felt that the location of the catalytic use at the entrance would not draw people to enter the rest of the island and that distributed retail would not succeed.

'What would you change? Why?	
<ul style="list-style-type: none"> ➤ Location of the catalytic use at the entrance will not promote entry to the rest of the island ➤ Larger internal park is not useful because it is not connected to other green spaces ➤ Make walking paths continuous ➤ Integrate the tourist attractions within the community ➤ Block configurations are too large ➤ Concerns about congestion 	<ul style="list-style-type: none"> ➤ Not a good idea to have retail on north-south streets – focus retail on central spine ➤ Straighten the central spine ➤ Focus retail on Cherry Street and leave the other two north-south streets residential ➤ Distributed retail will not succeed ➤ Allow for continuous retail over several blocks ➤ Locate more commercial activity on internal laneways

Option 2 – Cultural Core

Participants noted a number of features they liked about Option 2, as listed in the table below. Overall, participants were happy with the focus on preserving heritage buildings and creating a cultural hub, the location of the catalytic use next to the silos, the connectivity of green space throughout the island and the Keating Channel promenade.

What do you like? Why?	
<ul style="list-style-type: none"> ➤ Cultural hub concept ➤ Focus on heritage buildings ➤ Keating Channel promenade and linear park ➤ Connectivity of green spaces ➤ Silos and catalytic use are located together ➤ Location of catalytic use is central 	<ul style="list-style-type: none"> ➤ Liveliness of Commissioners Street ➤ Strong east-west orientation ➤ Interesting block configurations ➤ Multiple streets that have the potential to distribute automobile traffic

Participants discussed a couple of elements that they would like to improve or change for Option 2, as outlined in the table below. Overall, participants noted that commercial activity should be located on both sides of the street, with some participants suggesting that they like the commercial activity on Commissioners Streets, while others felt that Centre Street should be the commercial spine. Participants also recommended adding more north-south streets to make the blocks smaller, animating the Keating Channel edge, providing more public transit, separating ‘quiet’ and ‘busy’ areas, and providing adequate access to the rest of the city.

What would you change? Why?	
<ul style="list-style-type: none"> ➤ Commercial activity should be present on both sides of the street ➤ Focus commercial activity on Centre Street instead of Commissioners ➤ Too much retail on Commissioners Street ➤ Add more public transit with more stops ➤ Plan for the flow of traffic and access to the rest of the City ➤ Cultural core could act as a barrier between East and West parts of the community 	<ul style="list-style-type: none"> ➤ Animate the Keating Channel edge more ➤ Design the green space in the core to relate to the surrounding land uses ➤ Spread streets out more ➤ Blocks are too large ➤ Put more north-south streets ➤ Keep distinct and separate ‘quiet’ and ‘busy’ areas ➤ Define what makes this plan a ‘cultural hub’

Option 3 – Central Spine

Participants identified a number of positive aspects of Option 3, as listed in the table below. Overall, many participants considered Option 3 to be the preferred precinct plan for Villiers Island. Participants were happy with the location of the catalytic use because it is integrated within Promontory Park and allows for views across the Inner Harbour. Other positive attributes of the Central Spine option include: the connectivity and amount of green space, the pedestrian-friendly focus, the central commercial spine, the Keating Channel promenade and the integration of heritage buildings.

What do you like? Why?	
➤ Connection of catalytic use to Promontory Park	➤ Size of Villiers Park
➤ Catalytic use faces the harbour	➤ Continuous access of parkland along perimeter of the island
➤ Keating Channel promenade and linear park	➤ Offers the most park space
➤ Centre street is the commercial spine of the island	➤ Street setback from Keating Channel
➤ Retail is focused on one continuous street	➤ Smaller blocks
➤ Laneways for pedestrians	➤ Integration of heritage buildings
➤ Pedestrian-friendly northern edge	

Participants identified aspects of Option 3 that they would like to improve or change, as summarized in the table below. Overall, participants suggest extending the green space around the silos to connect to River Park, integrating a cultural core beside the silos, locating restaurants to overlook the harbour, adding transit down Centre Street and providing underground parking. Participants are concerned that there is too much emphasis on retail, that the central spine could act as a barrier between the north and south, and that the location of the catalytic use within Promontory Park might limit the types of park uses by residents.

What would you change? Why?	
<ul style="list-style-type: none"> ➤ Green space around silos should not end so abruptly – extend green space south along Old Cherry Street to River Park ➤ Integrate a cultural core beside the silos ➤ Locating the catalytic use in Promontory Park may make the park less amenable to daily uses (i.e. family barbecue) ➤ Central spine could create a barrier to parkland north to south 	<ul style="list-style-type: none"> ➤ Locate restaurants on the north-south street overlooking the harbour ➤ Make Centre Street a pedestrian-only mall ➤ Locate transit down Centre Street ➤ Break up long linear streets with an interesting intersection or central piazza ➤ Too much emphasis on retail ➤ Provide underground parking ➤ Make Villiers a pedestrian retail promenade

QUESTION #3: Which option do you prefer? How can your preferred option be improved?

Based on the roundtable reports and individual comments, most participants indicated an overall preference for the Central Spine option (Option 3) and Cultural Core option (Option 2). Four roundtable reports indicated that there was a preferred option: two tables preferred Option 2 and two tables preferred Option 3. The other four roundtable reports did not specify which option they preferred.

Of the twenty-eight (28) individual comments received, fourteen (14) participants specified their preferred option: nine (9) indicated a preference for Option 3, four (4) preferred Option 2 and one (1) individual supported Option 1. The table outlines participants preferred options and their suggestions for improvements.

Which option do you prefer? How can your preferred option be improved?

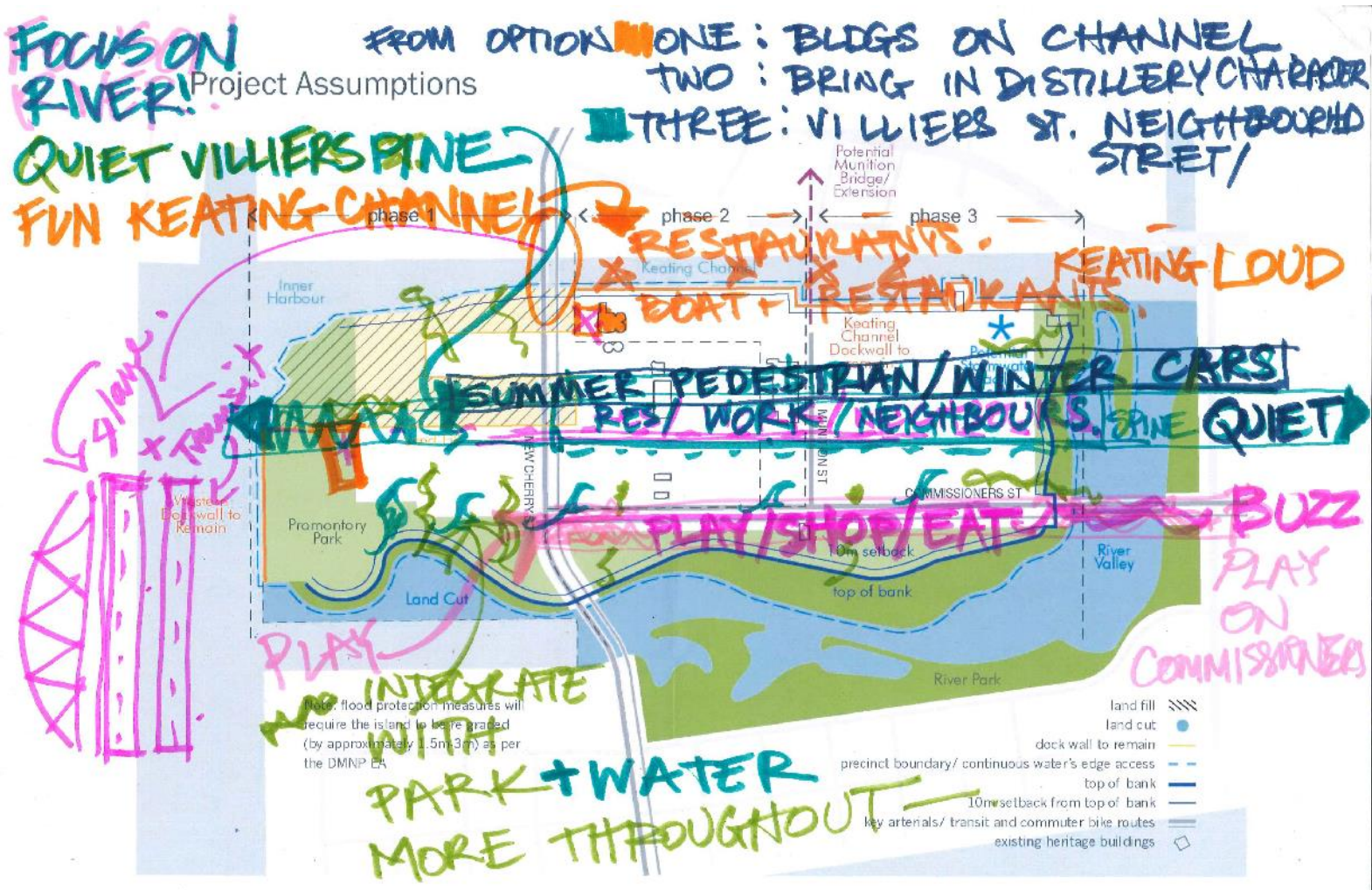
- Option 1 (0 roundtables; 1 individual)
 - Locate catalytic use within Promontory Park (Option 3 site location)
- Option 2 (2 roundtables; 4 individuals)
 - Orientation should be less linear
 - Retail should be on main street/ along Commissioners Street
 - Consider locating catalytic use on the west side of New Cherry Street
 - Move retail to centre street
 - Link to Island Ferry transportation system
 - Connect walking and cycling paths along the full circumference of the island
- Option 3 (2 roundtables; 9 individuals)
 - Consider locating catalytic use near silos
 - Integrate a cultural core beside the silos
 - Make Villiers Street a pedestrian retail promenade
 - Ensure a mixed use community where people will want to live, work and play
 - Use the best principles of sustainability
 - Build an architecturally unique catalyst building
 - Locate restaurants facing Promontory Park
 - Create more pedestrian and multi-use bridges across the various waterways
 - Break up long linear street grid with interesting intersections

QUESTION #4: Do you have any additional comments or feedback?

Participants provided a wide range of additional feedback, as summarized in the table below. Overall, many participants felt that it was difficult to choose a preferred option until the catalytic use is defined.

Do you have any additional comments or feedback?	
➤ Difficult to distinguish between the three options	➤ Incorporate a public marina
➤ Difficult to choose a preferred option until the catalytic use is decided	➤ Be creative with re-purposing the silos
➤ Integrate the catalytic use with the rest of the plan	➤ Do not want to see high-rise development
➤ Create a lively, safe, pedestrian-friendly community	➤ Parking under Centre Street
➤ Emphasize sustainability	➤ Plan for the future
➤ Design for maximum enjoyment of naturalized river mouth park and views of the harbour	➤ Orient buildings north-south
➤ Make all laneways water permeable	➤ Central heating and cooling
➤ Promote the precinct as a working community - consider this as being an area for work, as well as live and play	➤ Retain all or part of the Marine Terminal to provide sheltered space for park uses (i.e. skating, swimming, indoor games)
➤ Transit at entry and exit points will be important to achieve the goal of having people work and live here	➤ Retain the existing bridge across the Keating Channel as a pedestrian/cycling bridge
➤ Add more bridges to facilitate connections	

During the roundtable discussions, participants were provided with large maps as another means to provide feedback on the precinct development options. The map below illustrates the feedback received from one table.






6.0 Next Steps

Facilitator David Dilks reminded participants to hand in their completed Discussion Guide forms or return them by the May 29th, 2014 deadline. Mr. Dilks reminded participants that the meeting presentation would be made available on the project website (www.portlandsconsultation.ca) and that feedback provided by participants will be used by the Project Team to select a preferred direction and prepare the draft Precinct Plan. A second Community Consultation Meeting will be convened in late 2014 to obtain community feedback on the preferred direction and draft Precinct Plan.




APPENDIX A: PUBLIC NOTICE



Help us plan the future of the Port Lands: Cousins Quay Precinct Plan

Public Meeting

Waterfront Toronto, in collaboration with the City of Toronto and the Toronto and Region Conservation Authority, is developing a precinct plan for the Cousins Quay Precinct. We invite you to attend a public meeting to provide feedback on the development of this precinct plan. At this first public meeting we will present guiding principles and several different options for how the precinct could be developed. Your participation and ideas are important and will help shape the future of the Cousins Quay Precinct and the Port Lands.

Date: Thursday, May 15, 2014
Time: Drop-in and View Displays – 6:00 to 6:30 p.m.
Presentation and Facilitated Discussion – 6:30 to 9:00 p.m.
Location: Morse Street Junior Public School - 180 Carlaw Avenue
(West side of Carlaw Avenue, just south of Queen Street East) 

The precinct plan will establish design and development objectives, local street patterns, block structure, linkages between local parks and open spaces, and built form controls. The plan will also identify other mechanisms needed to ensure revitalization and high-quality development in the Cousins Quay Precinct. This planning exercise is one of four initiatives currently underway in Toronto's Port Lands.

The Cousins Quay Precinct Plan will complement and be coordinated with the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment ("DMNP EA"), the Lower Don Lands Master Plan Environmental Assessment Study ("LDL EA"), and the Port Lands Planning Framework currently underway.



For more information:
<http://www.portlandsconsultation.ca>


If you wish to receive further information on the Cousins Quay Precinct Plan or be added to our mailing list or if you require any special accessibility requirements, please contact:


Amanda Santo, Development Manager
Waterfront Toronto
20 Bay Street, Suite 1310
Toronto, ON M5J 2N8
Tel: 416-214-1344 ex. 292 Fax: 416-214-4591
asanto@waterfronttoronto.ca or info@waterfronttoronto.ca

During the planning process for the above studies, the City of Toronto and Waterfront Toronto will be collecting comments and information from the public under the authority of the City of Toronto Act, 2006, s. 136(8) and the Planning Act, 2008. Personal information collected will be maintained in accordance with the Municipal Freedom of Information and Privacy Protection Act and may be used to provide updates on this file. Questions about the collection of this information can be directed to the City Planning Division, City of Toronto.

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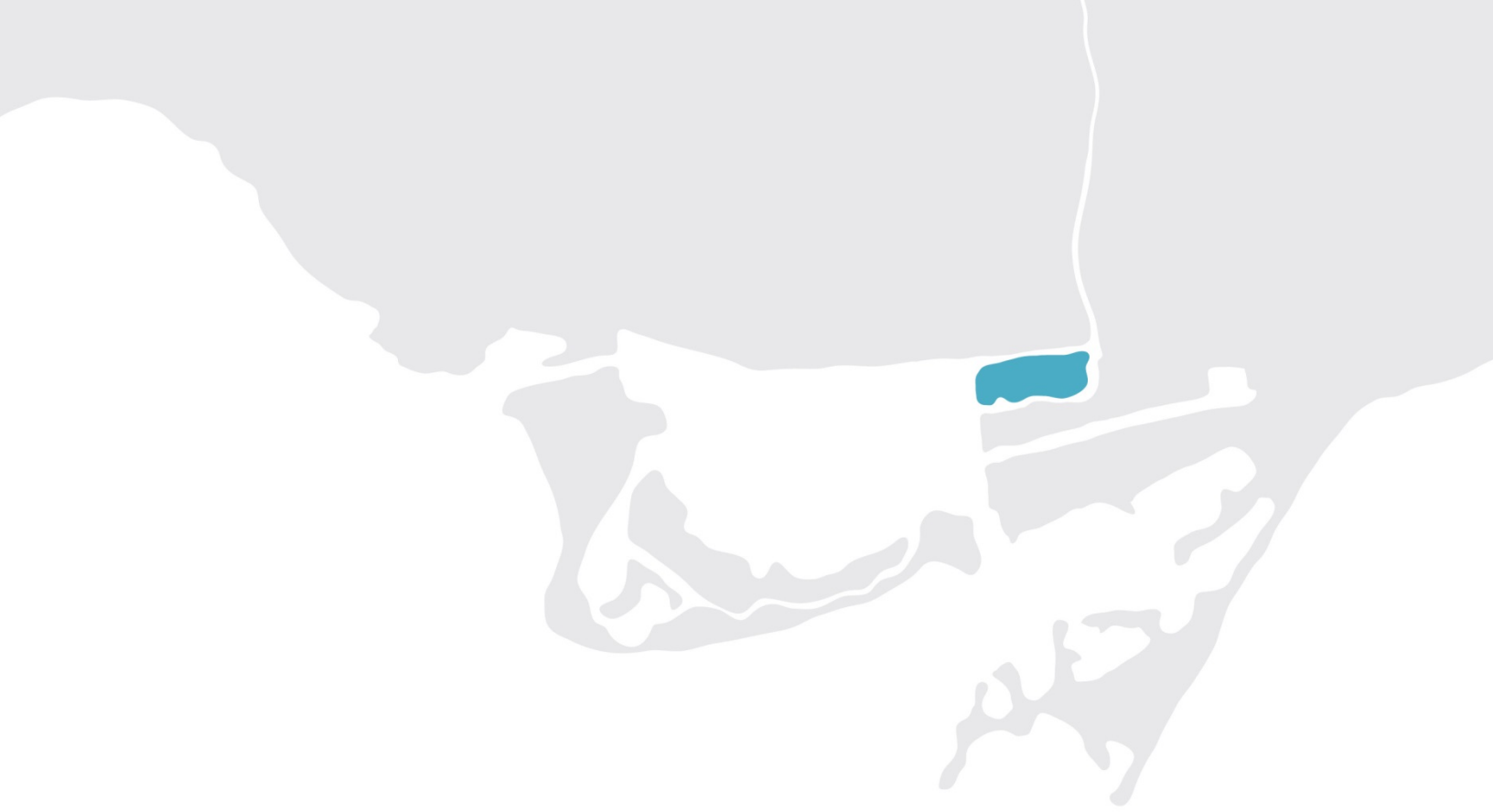


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**building our
new blue edge**

APPENDIX B: DISCUSSION GUIDE



Discussion Guide

Villiers Island (Cousins Quay) Precinct Plan

May 15, 2014 Community Consultation Meeting #1
Morse Street Junior Public School, 180 Carlaw Avenue



portlandsconsultation.ca



#portlandsconsult



info@waterfrontoronto.ca

VILLIERS ISLAND (COUSINS QUAY) PRECINCT PLAN COMMUNITY CONSULTATION MEETING #1

Agenda

- 6:00 pm Open House
- 6:30 pm Welcome and Introductory Remarks
- 6:40 pm Presentation
- Overview of Port Lands Initiatives
 - Precinct Plan Context, Vision and Options
- 7:25 pm Questions of Clarification
- 7:40 pm Workshop
- 8:30 pm Reporting and Plenary Discussion
- 8:55 pm Wrap Up and Next Steps
- 9:00 pm Adjourn

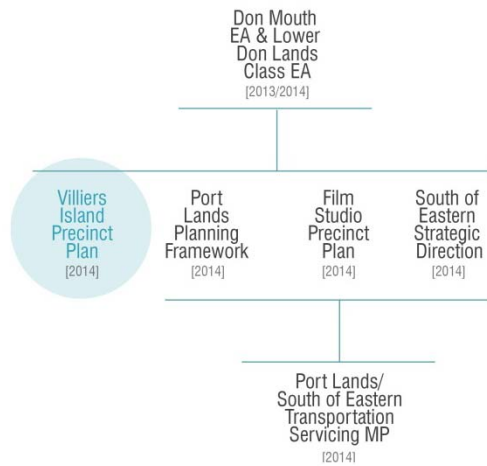


VILLIERS ISLAND (COUSINS QUAY) PRECINCT PLAN

What is this about?

Waterfront Toronto, in collaboration with the City of Toronto and the Toronto and Region Conservation Authority, is developing a precinct plan for the Cousins Quay, now Villiers Island, Precinct. The precinct plan will establish design and development objectives, local street patterns, block structure, linkages

between local parks and open spaces, and built form controls. The plan will also identify other mechanisms needed to ensure revitalization and high-quality development in the Villiers Island (Cousins Quay) Precinct. This planning exercise is one of four initiatives currently underway in Toronto's Port Lands.



The Villiers Island (Cousins Quay) Precinct Plan will complement and be coordinated with the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment ("DMNP EA"), the Lower Don Lands Master Plan Environmental Assessment Study ("LDL EA"), and the Port Lands Planning Framework currently underway.

Precinct Planning Process



Villiers Island (Cousins Quay) Precinct Today

The Villiers Island (Cousins Quay) Precinct is one of the premier redevelopment sites on the waterfront, providing exceptional views of the City's skyline. The Precinct has an area of approximately 54.28 acres (21.96 hectares) and is bounded by the Keating Channel to the north, Toronto Harbour to the West, Polson Slip to the south and Don Roadway to the east. West of Cherry Street, the precinct includes both Essroc and Cousins Quays. Essroc and Cousins Quays are landfilled piers that are entirely publicly owned, but are currently utilized by Essroc, Toronto Port Authority, and GFL Environmental. The lands east of Cherry Street have a mix of public and private ownership with ongoing industrial uses, restaurant uses and sound studios.





Help Us Shape the Villiers Island (Cousins Quay) Precinct Plan

Draft Vision

Surrounded by the new Mouth of the Don River, this industrial quay and district will be transformed into a remarkable new Villiers Island (Cousins Quay) community. With a pivotal location as the gateway to the Port Lands, Villiers Island (Cousins Quay) will become significant as a regional destination and distinct as a sustainable community, surrounded by four unique waterside edges.

The Island will evolve over the longer term, but in initial phases, the Island will become a complete place with a diversity of public places, activities, neighbourhoods, transportation choices and building forms. For people living, working, shopping, exploring and recreating, Villiers Island (Cousins Quay) will offer a new and distinct experience that celebrates the industrial heritage and provides a contemporary model for sustainable city building.

Draft Guiding Principles

- 1. Animate and activate the water's edges** to provide a variety of memorable experiences along the river, harbor and channel edges
- 2. Plan for a diversity of great open spaces and waterside parks** to serve the local precinct community, city and region

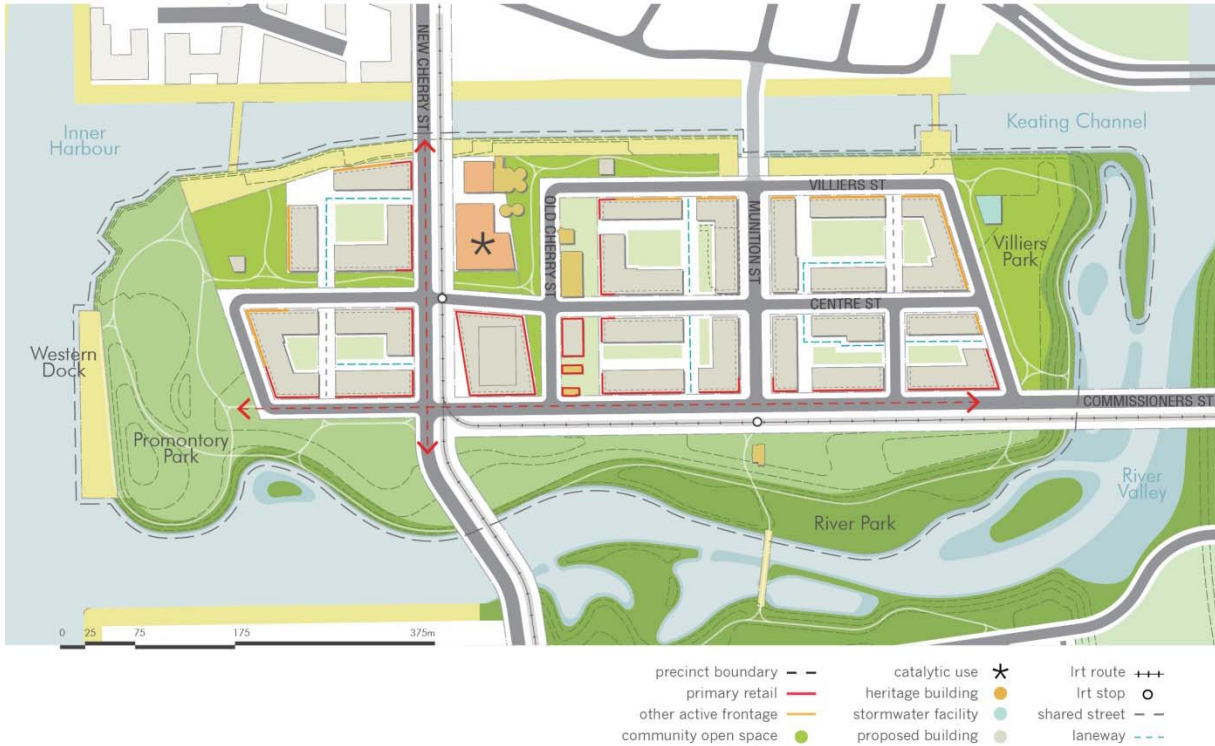
3. **Provide for a catalytic opportunity** – a facility, experience, use or activity – which reinforces the Island as a regional and transformative destination
4. **Reinforce the Island as a key gateway** and access point to the main Waterfront, Lower Don Lands and Port Lands districts
5. **Celebrate the area’s industrial heritage** character and legacy through appropriate conservation
6. **Prioritize transportation choices to, from and on the Island**, by providing connected pedestrian and cycling networks and optimizing planned transit infrastructure
7. **Plan for a diverse, mixed use and inclusive community**
8. **Provide a variety of building forms** to create a comfortable and inviting public realm, and establish a distinct skyline
9. **Develop an innovative model for a sustainable urban community** and demonstrate excellence in community design
10. **Ensure that the precinct plan is viable and implementable** and maximizes place-making opportunities in the initial phases of redevelopment

Precinct Plan Options

Option 1 Keating Gateway – Long Term Plan – The Catalytic Use, Essroc Silos Square and Keating Channel Crossing and esplanade will create a special public place at the gateway into the Precinct. Three distinct north-south animated streets will maximize sunlight on the streets and maximize view corridors between the Keating Channel and the River Valley.



Option 2 Cultural Core – Long Term Plan – The Cultural Core will connect Old Cherry Street with the Catalytic Use and a wide esplanade along the Keating Channel, while highlighting heritage features. Commissioners Street will be lined with active retail uses facing onto the River Valley edge.



Option 3 Central Spine – Long Term Plan – The Island will feature three distinct east-west spines, including the urban-scaled Keating Channel esplanade and a central retail main street running through the heart of the Island. The Catalytic Use will be integrated with Promontory Park at one end of the main street, showcasing views across the Inner Harbour.



DISCUSSION QUESTIONS

Join the discussion! The questions below are designed to get your feedback on the draft vision, guiding principles and three options for the Villiers Island (Cousins Quay) Precinct Plan.

Please provide your answers in the space below. You can tear off this page and return it at the end of the community consultation meeting or mail it to:

Amanda Santo, Development Manager
Waterfront Toronto
20 Bay Street, Suite 1310
Toronto, ON M5J 2N8

An online version of the Discussion Questions can also be completed until **May 29, 2014** at: portlandsconsultation.ca

How Will My Feedback Be Used?

Feedback received during the consultation process will be used to help refine the proposed vision, guiding principles and options. All feedback received by **May 29, 2014** will be included in the Consultation Summary Report for the project which will be publicly available on the project website (portlandsconsultation.ca) once complete.

1. Looking at the draft vision and guiding principles...

- Do these generally reflect your aspirations for the precinct?

- What changes or additions would you suggest?

2. Thinking about each of the options presented tonight....

Option	What do you like? Why?	What would you change? Why?
<p>1. Keating Gateway</p> 		
<p>2. Cultural Core</p> 		
<p>3. Central Spine</p> 		

- Which option do you prefer? How can your preferred option be improved?

Any other comments or feedback?

CONTACT INFORMATION (OPTIONAL)

Please provide your contact information to be notified about future meetings and other project correspondence.

Name:

Telephone Number:

Email Address:

APPENDIX C: Detailed Participant Feedback

Feedback from Facilitated Roundtable Discussions

Looking at the draft vision and guiding principles...

#1a: Do these generally reflect your aspirations for the precinct?

Principles are too modest. They need to aim high, creating something unique and extraordinary (e.g. pedestrian alleyway, carbon neutral, sustainability showcase).

Port Lands are not yet connected. Not 'reinforcing' an existing gateway, but establishing one.

Very pedestrian-friendly.

Like the vision.

Focus on sustainability is positive (planning for the long-term).

Like the idea of phasing.

Successful park development.

Good considerations.

Still early to determine the best option.

Very positive.

Mixed uses with sustainable communities are great.

Creation of an island with four watersides is exciting.

The vision is pleasant and desirable.

Green skirt and preserving public space is desirable.

Looking at it from an organized planning perspective (big picture).

Happy the plan is not to build condominiums.

Want a visionary space.

Want transportation but makes it more difficult and expensive to ensure walkable roads (i.e. Kensington).

Agree with shared streets, but do not want rapid traffic.

Create multi-use streets.

Vision/principles are not specific enough.

#1b: What changes or additions would you suggest?

Build for the way people will live in the future.

Ensure there are transportation choices to get there.

Need more than one attraction to draw people into the area.

Emphasize local aspects.

Think about road widths.

Think about building spacing. Create an environment that people want to visit.

Keep options for catalytic use until you know what it is.

Build the green space into the legal structure of the plan to prevent anyone from reducing the amount of green space.

Minimize the number of parking spaces.

Consider the needs of dogs.

Ensure pathways are connected.

Combination of residential/ employment with emphasis on public transportation.

Want this island to be a jewel with significant tourist draw (but without the litter).

Create views of the City.

The river should be the focus.

Options presented are high level and create unknown variables difficult to take into account.

The 'idea' for the public realm is not clear.

What is the higher order of the public realm?

Clearly define major and minor axis in plan.

Aspiration: the Vancouver Waterfront.

Recognize that this is new build.

Try to define materiality of place.

Very little emphasis on 'going about your business'.

Need to ensure this is not a bedroom community.

Illustrate where the business zone(s) are in the same way that retail and catalytic uses are outlined on the plans.

Bike-friendly atmosphere throughout the island (a lot of bike lanes).

Ensure big box retail is not part of the plan - define the type of retail.

Concern about low income accessibility.

Why can't Keating Channel be raised?

Get buildings off the grid - European style.
 Want it to be a visionary space.
 River Walk in Texas and Amsterdam are examples of how to attract boats and people to the boardwalk.
 Should the retail be more concentrated on the boardwalk?
 Offer opportunities to dock boats from out of town.
 Attracting people to the area is very important.
 Promote tourism.
 Amount of parking is a concern.
 Opportunity for a beach area?
 Make the area as unique as possible.
 Mixed use (work/live/play)

What is going to make the area special?
 Capitalize on the unique geography.
 Catalytic use should encompass education, technology, culture, architecture.
 Off the grid streets (i.e. Amsterdam)
 Make the island sustainable, experimental, a leader in energy, iconic and a tourist attraction.

Thinking about each of the options presented tonight...

Option 1. Keating Gateway

<i>What do you like? Why?</i>	<i>What would you change? Why</i>
Like the idea of having pocket parks and courtyards everywhere.	Concern that people will stop at the gateway and will not be drawn into the rest of the precinct. Larger "random" internal park is not useful as it is not connected to other green spaces.
Spine is shared street.	Blocks are too large (x2). Ensure walking paths are continuous.
	Too many buildings, too square. Issue of having catalytic use as gateway – may not draw people into the rest of the island. Having retail on north-south streets is not a good idea.

The parks.	Concerns about congestion.
Strong entrance to the neighbourhood creates a real draw to the area.	What is the catalytic use? What is going to make people want to cross the bridge? Need to make it visible from other areas of the City.
Catalytic use <i>near</i> park but not <i>within</i> the park – provides greater privacy. Villiers Road. Educational use brings young people. Great feasibility: view, location from downtown.	
Didn't enjoy much – doesn't logically make sense.	Blocks are too large.
Option 2. Cultural Core	
What do you like? Why?	What would you change? Why
'Heritage wall' along Old Cherry Street (take full advantage of heritage asset). Keating Channel promenade and linear park.	
Liveliness of Commissioners Street. Streetcar helps animate the space.	Too much retail on Commissioners Street.
Key places are spread out. Draws attention to the silos. Retail on Commissioners. Idea of Promenade. More imaginative spacing in terms of streets/blocks.	Add more public transit with more stops.
Park planning.	Traffic and access to the rest of the city.
Focus on heritage buildings.	The drawings need to be more intentional to tell the story and to define the 'industrial' heritage.
Cultural hub concept: urban centre while also offering park space.	Busy areas – keep distinct 'quiet' and 'busy' areas

Grouping of heritage areas (i.e. Old Cherry Street). Preference for 'quiet areas' and parks. Catalytic use idea: heritage museum (Clark family?). LRT use and catalytic access is very useful. Business situated along the 2 LRT routes.	
Silos and catalytic use together.	Streets aren't spread out enough.
Option 3. Central Spine	
What do you like? Why?	What would you change? Why
Views out to the harbour. Makes best use of the space (best layout). Connection of catalytic use to surrounding parkland. Keating Channel promenade and linear park.	Green space around silos should not end so abruptly. They need better connection south along Old Cherry or over to Promontory Park.
Central spine (would like it to be pedestrian-only). North edge is pedestrian-friendly.	
Retail on both sides of the central spine. Catalytic use located within park. Commercial on both sides of the street. Central street is a complete street. Laneways for pedestrians.	Retail along main street. Too much emphasis on retail.
Continuous access of parkland along perimeter of island. Catalytic use connected to parkland.	Central spine road would create barriers to parkland north to south. What is the retail element?
A place that could be an animated strip conducive to walking, window shopping, etc.	Too closed off.
Green skirt is beautiful. Heritage buildings integrated. Great views for catalytic use. Largest Villiers Park.	Catalytic use takes away from the park.
Commercial on both sides of the street. Central street is a complete street.	Put cultural core where it is in Option 2. Streets should be more unique.

Laneways for pedestrians.
Good for weather.
South Street – place higher up with restaurants/coffee shops overlooking the harbour.

Locate restaurants on north-south streets overlooking the harbour where the catalytic use is.

Which option do you prefer? How can your preferred option be improved?

Option 2

- Orientation should be less linear
- Retail should be on main street/ along Commissioners
- Pedestrian-friendly

Option 3

- Not knowing catalytic use greatly changes use and needs of precinct regardless of its location.

Option 2 (desirable aspects from each option, but preference is for Option 2)

- Cultural Core makes sense here.
- Preserving heritage is very important for the history of Toronto.
- Park space is very important – should be easily accessible for families.

Option 3

- Consider using catalyst position from Option 2 (beside the silo).

Any other comments or feedback?

Make this a pedestrian-friendly zone.
Sustainability
Future-focused

Park should be the main focus/ draw.

It is difficult to distinguish between the 3 options at this point in time.

Consider integrating the catalytic use with the rest of the plan – not so singular, modular, localized and segregated from the rest of the island.

Consider as an alternative project like Parc de la Villiers.

Catalytic use should be close to the harbor.
Make middle road retail/pedestrian oriented.

Boardwalk should have cafés and restaurants.

Concerned about high-rise development.

Incorporate a public marina that people can use.

Be creative with re-purposing silos.

Implement traffic reducing strategies such as street curvatures.

Want a lively, safe, pedestrian-friendly place.

Idea for catalytic use: native/ aboriginal initiative.

How is building massing thought to be a separate issue from street layouts? These should be thought of in tandem.

How active are the railroad tracks?

How about “Wonscotonach Island”? As long as Villiers street remains as a name, using the original name of the Don River for the new island at the new mouth of the Don seems like a positive, forward-thinking direction for that new neighbourhood.

This is the mouth of many kilometres of land and watershed – how can this be planned to help Lake Ontario in the short and long future?

All buildings to be environmentally sound – Tier 3 green standard.

Make all laneways water permeable and available for street cafés.

Deep water cooling.

Green ‘P’ parking under Centre Street.

Feedback from Individual Discussion Guides

Looking at the draft vision and guiding principles...

#1a: Do these generally reflect your aspirations for the precinct?

Yes, it's as expected.

Dockside Green – sustainability first (gardens, zero waste, etc.).

Highest level of sustainability – one planet system (neighbourhood scale of sustainability for community-wide).

Very good place to start for the whole area with the north bank of the Don Mouth as a key element.

Principals #6 and #9 are the most important.

Vision and guiding principles are all motherhood -- but lack any commitment to making something worthy of this extraordinary site.

Yes.

Given that much new housing is being built in the region (Regent Park, Eastern Bayfront, West Don Lands) a waterside "regional destination" would be valuable, especially with four diverse and publicly accessible waterfront edges. With public transit and cycle access this could provide a much needed recreational area for families without the luxury of weekend trips to cottage country.

WE need to aim to make this Island a unique and special place in terms of sustainable and off the grid (power, water, waste). Central Heating and cooling facility that uses the waste to generate energy needed in this community. This is an opportunity to plan for the future in all ways.

Use the ONE Planet 10 principles. <http://www.oneplanetcommunities.org/about-2/approach/the-10-principles/> The wording in Principle #9, needs to be stronger!

Yes

Yes.

I am not sure about the "providing a variety of building forms" since the most beautiful cities I have ever been to, and I have been to many, have had a consistent look in their buildings such as Paris. Easier on the eyes. I hate the jumble of building styles and design that have been crammed together that are going up in some parts of this city. It looks junky. It will have to be done very carefully. Green space is essential in this city especially with the high density going into it.

Looks good, but I would hate to see any mega tower condos here. It should be as natural as possible, peaceful and charming. More

like Nantucket or Martha's vineyard than Manhattan.

Very much so.

I just tried to read, understand, and digest everything on this page and my head hurts.

Keep it mixed use, no big glass condos, plan for wide sidewalks, bike lanes, creative streetscaping with lots of green infrastructure.

Keep some jobs here. We can't keep creating empty vessels like the Distillery District.

Mostly. I like all the park grounds definitely.

Yes, particularly Option 1.

Generally, yes.

I like the retail frontage on Commissioners Street a la Queens Quay rather than the centre street retail strip proposed.

I like the site permeability in all plans.

Yes.

Looks okay.

#1b: What changes or additions would you suggest?

As with other Waterfront Toronto projects, some naming changes would be appreciated. I loathe the naming contests, but suggest that you'll need to have more First Nations naming seeing as that was not chosen for previous WTO naming changes.

Protect the River functions – floods, low water, fish and animal uses, wetland areas.

Human use – unique residential close to modern industrial

The first principle should be a commitment to building something that could only exist here, not a nice subdivision that could go anywhere where there are a few acres to spare.

The sustainability commitment should not be merely to do "the best we can" but set a target and find the ways to reach it.

I understand the Don river mouth flood remediation work will involve naturalization of the riparian areas. I hope both for the enjoyment of Torontonians and for the preservation of wildlife that wildlife habitat creation will be part of this plan.

Use terminology like "Complete Streets" for description of the streets on this Island. Use terminology that indicates that the existing heritage buildings and industrial uses will be embraced, celebrated and integrated into the new vision for this Island.

Recognition and inclusion of the First Nations people and their voices is missing. The Catalytic Opportunity could ideally feature and highlight our First Nations people, as their history has a clear and long standing tradition of respecting all the aspect of the earth,

(One Planet Principles). Work with this community and this Centre could be a place where their values are honored and integrated into the principals which are expressed in the vision for this new development.

Fewer parks, more urban space.

One street being strictly pedestrian would be interesting. It could be a minor street.

My primary wish is that park land is maximized and I'm glad to see that it has been.

My fear is that anything that would be for living... we have enough high-rise glass monstrosities.

Should be fully sustainable: use of solar power, innovative ways to get rid of waste, ability for residents to grow their own vegetables, etc.

The island should have an overriding theme or focus that guides the layout of the development (e.g. is the goal a global leader on sustainable architecture? Is it an entertainment zone? Is it Toronto's best park space like Millennium Park in Chicago?).

Mixed-use is fine, but it shouldn't be a mishmash of ideas with no unification.

The goal should be to create a land use that is specific to the location and unique (i.e. something that could not go in suburban lands). Develop the lands into something that is truly special (not just bland condos with commercial spaces).

Emphasis should be placed on exceptional design and art (including architecture, block configurations etc.)

A hybrid of Option 1 and 2, maintaining the street grid.

Add: Waterways include many convenient opportunities for crossing to maximize pedestrian permeability to and from the island. The entire water's edge is public and free of any exclusive use by boat clubs, marinas, tour boats etc. The dock wall and river edge will be free of excessive mooring of private yachts.

Amend: Open space network includes a variety of scales and types of spaces "including indoor spaces" etc.

Precinct design celebrates and responds to the Island's heritage assets including the Marine Terminal.

Street grid is too regular and linear.

E-W roads are far too long and straight. Would have much more intimate and inclusive sense if roads curved and intersected at irregular angles.

Break up block sizes. Make it harder to drive 80 km/h.

Amend the guiding principles to describe Villiers as a transit/bike/pedestrian gateway, only.

Thinking about each of the options presented tonight...

Option 1. Keating Gateway

What do you like? Why?

What would you change? Why

Retail tight to the pedestrian walk on the north-end of the site.

Lack of parking.

More active Keating Channel edge.
Catalyst has good outward position (for highlight architecture).
More direct animation of Keating Channel edge.

3 north-south commercial strips is wishful. Better to focus on Cherry and leave the rest residential.

Central pedestrian spine.

Move the green block on SE to a more connected and accessible place.

Retail needs to be more concentrated down the central spine.
Straighten the central spine.
Use Option 3 catalytic site.

North-south emphasis is good for buildings as it gives hours of sunshine to both sides.
Catalyst site at entrance would reduce internal traffic.

No apparent way to make most of view to west across the harbour.
No strong central focus to tie it together as a community with an identity.

The emphasis on internal laneways is of interest if they are pedestrian laneways.

Internal laneways need more commercial activity in order to draw pedestrians.
This plan separates the tourist attractions from the community.
The community would be more vibrant with these more integrated.

The fine grain of the north south streets allow for more light and air, and sight lines through this community.

Concerned the linear park on the north east side of Villiers St may become too decorative and not a functional green space. It appears to have some of the green space taken from Villiers Park, which makes it less functional as a green space.

Consideration of sunshine. This is especially important as the precinct sits on the lake with the wind, ice and grey

Upgrade the east-west laneway to a complete street to allow continuous retail over a distance of several blocks. Another

surroundings, which can be quite bleak in the winter.	option is to focus the retail on Villiers Street. This is the pattern of most of Toronto's successful outdoor shopping areas and to try some other model is risky in a new neighbourhood. It is hard to think of any post-war Toronto neighbourhood that has included a successful walkable outdoor retail area along with other uses.
The idea of a gateway is good (though it doesn't need to be the main attraction).	Don't put the main attraction at the extremity of the area because it will not promote entry to the rest of the island. Block configurations are boring (looks like bland condos/offices that could go in any location).
I don't like anything here as compared to the other two options.	Distributed retail will never succeed.
Option 2. Cultural Core	
What do you like? Why?	What would you change? Why
How active are the railway tracks? Do these intend to be part of the public transit system? What is the impact of the tracks on the street value?	More direct animation of Keating Channel edge.
Merging Essroc with the catalyst is great, but it does lessen the impressiveness of the catalyst as a water's edge prime architectural piece.	
Better green connection for wild life and humans.	Cultural Core could be a barrier between East and West parts of the community.
Nothing.	
Stronger east-west orientation.	Development blocks are too large - no sense of identity. Retail along Commissioners is a bad idea, wasting the opportunity to make the most of a site next to parkland and river mouth.
Cultural core concept - integrating the cultural attractions with commercial activity.	During winter the commercial venues on Commissioners may

Commercial activity on Commissioners fronting the waterfront.	need to communicate by internal arcades or a PATH system.
Like this location of the Catalytic Use best (depending on use). It is more central, and it is more of an element of a gateway/welcome to the Island than the other locations proposed. More green space threading its way into the core of the community. Pedestrian element along the Keating Channel on the north side of the Island.	Design the green space in the core to relate to the buildings and surrounding land uses to ensure they are functional. The concept that there would be a commercial concentration along the south side of this development will not function. Commercial needs to be present on both sides of the street (as on Centre Street). Blocks are larger in an E/W direction, which I feel prevents air, light and sightlines. This Option is my least favorite option.
Esplanade down Keating Channel.	Ambivalent about retail on Commissioners Road, but like the idea of restaurants along the street facing the Lake. Catalyst too close to gateway (what is incentive to head west?). Commissioners Street doesn't seem like a place people will want to go.
Park space around silos and corridor on old cherry street. Continuous park pathway around island. More interesting block configurations.	One sided retail notoriously difficult to work with.
This is better than Option 1 because there are more streets that have the potential to distribute auto traffic instead of concentrating it on one likely fast-moving street that would be hostile to pedestrians.	Put more north-south actual streets to carry their share of auto traffic. Focus the retail on Centre Street which can be a double-sided commercial street. While Roncesvalles Ave succeeds as a single-sided street there are few other such successes in Toronto.
Option 3. Central Spine	
What do you like? Why?	What would you change? Why
The use of centre street as the main spine. How attractive will the buildings/spaces be on the most northerly portion facing Keating Channel?	Keep Villiers and its' connection to Old Cherry, but think about that section as a hybrid of the waterfront and roadways.

<p>Central spine has good retail potential, but likely that Cherry Street will still be more successful.</p>	<p>Catalyst won't help the island as much being separated out from the main streets/edge of the park.</p>
<p>Main streets. Most park lands.</p>	<p>Put in cultural core beside the silos</p>
<p>Street moved back from Keating Channel.</p>	<p>Abrupt end to green area on south end. Central street as pedestrian mall. Extend green area south making park/heritage walk connected to south river park.</p>
<p>Catalyst faces the harbour and can be a landmark/beacon for Villiers Island.</p>	
<p>Smaller blocks. Pedestrian-friendly northern edge. Central spine with east-west orientation. Making the main street Villiers reinforces identity as Villiers Island.</p>	<p>Commit to making frontage along Commissioners respond to adjacent naturalised river mouth. Measures must be taken to prevent it from becoming a through route to anywhere else. Besides the LRT, it should have minimum traffic capacity and have the MGT and a good pedestrian promenade along the south side. As well as, lots of seating and trees for shade and wind breaks.</p> <p>Make Villiers a pedestrian retail promenade (see Cours Mirabeau in Aix-en-Provence). It could be anchored by the catalytic use at the eastern end and at the west, open into plaza with trees, fountains and lots of seating, capitalizing on the harbour view.</p> <p>Do not put big building where it would block the view west.</p>
<p>Centre Street is the commercial spine of the island. Center street is narrow enough for people to pass back and forth across the street and I think this is the most supportive design for successful business growth. There is a LONG length of street and thus a good variety of uses could be included.</p> <p>Like the fine grain of the north south streets for purposes of light, air and sightlines to penetrate into the community.</p>	<p>Relocate the Catalytic use to the location of Option 2 (next to the Silos).</p> <p>I think it would be possible for some restaurants to find a successful location at the tops of buildings that face south, over Commissioners St, with views over the new Don River as well as the southern parts of the Port Lands. Having restaurants at the top of buildings also deals with the issue of odors that might</p>

<p>Pedestrian walk along the north edge. It can become a destination walking area, with vistas of the Keating North community. Even in the winter, the pedestrian walk will be protected from winds that are from the north or the south, however there may be a bit of a wind tunnel from an E/W direction that needs to be considered.</p> <p>Villiers Park and the Promontory park are large enough that they can function as parks rather than just green spaces, which means that they are more likely to get used. In both cases, care must be taken to ensure that they don't become winter wastelands without elements which give protection from cold winds in that season.</p>	<p>otherwise impact people who live above restaurants.</p>
<p>Catalyst use building visible from central waterfront (makes the whole project more visible as well). Central street has the potential to be very lively and attractive.</p>	<p>Central spine would need a focus or purpose to draw people to it. If it was something similar to other downtown streets, there wouldn't be a major incentive to go there for shopping. Making it a pedestrian friendly space like the Distillery District would help. Blocks are boring.</p>
<p>Esplanade down Keating Channel Shops along the central part as a main street. Location of the Catalytic use at Promontory Park.</p>	<p>Put the transit down Centre Street where the customers are. Extend Centre Street east across the river to carry all modes of transit over to the neighbourhood on the other side and provide another connection between the two neighbourhoods.</p>
<p>Catalyst could act as interesting focal point on the skyline from downtown. Catalyst near large park space.</p>	<p>Having the catalytic use venue front the park may make the park less sympathetic to some users (i.e. a family barbecue may feel out of place in front of an opera house or a war memorial). The shopping street down the middle would be like any other shopping street and lack the character that #2 has where commercial use incorporates the attractions of the island.</p>
<p>This is the best option because it focuses retail on one continuous strip of several blocks. This is a tried and true model for Toronto and there is no reason to undertake a large-scale</p>	<p>Like having restaurants facing the lake. This is lacking in this city despite the fact that we sit on a lake. My preference would be to have lots of sunshine, restaurants overlooking the lake, a small</p>

experiment with something else.	pedestrian area with shops and restaurants (think European) and a promenade along the water with attractive bridges and beautiful green spaces.
Central retail corridor. Best configuration for success.	Break up long linear street with an interesting intersection or central piazza. Provide underground parking.
Continuous retail along Centre Street provides an animated street. Many street connections and eyes on the park. Streets end in public space which allows future connections as well as access to parks and paths.	
<i>Which option do you prefer? How can your preferred option be improved?</i>	
Option 2, but would prefer if the catalyst could be on the west side of New Cherry.	
Cultural core (option 2) with central spine (option 3).	
Option 3 - More freedom at the individual scale	
Option 3 with cultural core beside silos	
Option 1 with Option 3 catalytic site.	
Option 3 - Make Villiers a pedestrian retail promenade (see Cours Mirabeau in Aix-en-Provence). - Villiers could be anchored by the catalytic use at the eastern end and at the west, open into a plaza with trees, fountains and lots of seating.	
Option 2 - Perhaps this island could be linked to the Island ferry system as an alternative way to bring people in.	
Elements of all three options that can be improved, depending on how the streets are handled, especially if there is more emphasis on "complete streets".	

The location of the Catalytic Use is dependent on what it will be. It could be an educational use, or part of an educational campus. This space could also incorporate museum and or cultural uses.

Option 3 has the greatest potential for success with a good bit of tweaking and careful attention to making the overall community a place where people will want to live, work and play.

This community could become an example to the world of how city building and planning is done using all the best principles of sustainability, highest environmental standards and integration of a vibrant community surrounded by water on all sides.

Option 3 (Central Spine)

- World-class architecture for the catalyst building would put this on the world map.

All three options have positive elements and I would be happy with any of them. Option 3 is the most preferred if restaurants are located facing onto Promontory Park, with a small pedestrian shopping area.

Like having an esplanade along Keating's Channel.

Option 2

- Design would depend on the focus for the entire island.
- Connect path for biking/walking around full circumference of island.

Option 3

- Create more pedestrian and multi-use bridges across the various waterways. This approach will help integrate Villiers Island with the surrounding neighbourhoods and connect it with the wider city. More waterway crossings will make transportation by foot more convenient given that pedestrians move slowly and are therefore sensitive to distances. Doubling back to find a crossing instead of proceeding directly to a destination via a convenient bridge is a hardship especially when walking for utilitarian reasons or in bad weather. In this regard the pedestrian pathways as shown on the three plans that lead to pedestrian bridges should go in a straight line instead of meandering indirectly. These pathways should also connect in multiple convenient locations with the streets and sidewalks. There should also be more bridges that carry autos across the waterway in order to distribute rather than concentrate auto travel on hostile auto-dominated streets. Munitions Street should extend south across the river and Centre Street should extend east across the river.

Prefer Option 3 but only marginally

- Need to break up long linear street grid, create interesting intersections and piazzas/squares.
- Restaurants/cafes need open space to look out on, not just an upfront view of cars whizzing by.

- Two sides retail is the only option that has a chance of being successful.

Option 3

Any other comments or feedback?

Combination of Options 1 and 3 might work best.

Put a central pedestrian/retail spine east/west through the island.

Use the Option 3 catalyst location to landmark the area from around the harbour.

Line the Keating Channel with public mooring and with space for houseboats. Treat this as an intimate urban waterway in comparison to the new 'natural' Don.

We should be evaluating and promoting this precinct as a working community. There is a great deal of concern for streetscapes, parks and retail, but inadequate consideration of work spaces and zones. We should consider this as being an area for work, as well as live and play (i.e. Spadina at Queen, Adelaide, etc. Not like Yorkville).

The location of the Catalytic use is hard to determine until we know what it is going to be and how it is going to be used. Locating it on any site is premature. It might be better located near a heritage element (the silos) if that heritage component can be effectively integrated into the use, OR if it enhances the use.

Aim higher.

Design for maximum enjoyment of naturalised river mouth park and views of harbour.

People won't be driving much in 30 years 'time so minimise private vehicle infrastructure and build street grid to discourage anything other than through traffic.

Pedestrianize everywhere possible, especially along central core. Make other streets pedestrians/bikes/transit only.

Put a bus route down Munition St. from mainland north. Paris has many bus-bike-taxi only lanes. This would be a good place to have one.

Have a fine-grained street grid with as many buildings as possible oriented north-south. In east-west buildings people on the north side live in perpetual shade and gobble up energy for heat in winter while those on the south use extravagant amounts of air-conditioning from April to November.

Want to see buildings that are mostly low rise.

The vision needs to be looking very future forward. Who knows what types of transportation we will be using. The number of younger people who are actually getting their driving licenses is decreasing with the passage of each year, so I don't think we should be planning for a huge vehicle presence, and in fact we should be thinking of the opposite. There will always be the need for the

delivery of goods and products and service, but the planning around this must be that even these vehicles respect the nature of this community. Many parts of the world can show us how pedestrian streets allow for emergency vehicles, delivery and pick up vehicles and service vehicles which match the size of the streets rather than the other way around. Private vehicle ownership may be seen totally differently in the future, so let's NOT build for the past but the future.

The present "parking" standards need to change in this area. Instead of trying to fit vehicles of ever increasing size (fire trucks) into this community, let's start demanding vehicles that fit this community. Let's not allow the old standards and mindsets determine what is needed in our future community. Challenge the "norms"! Question the present ways of doing things. Keep our minds open and growing. We should be looking at elimination of our traditional garbage collection and the possibility of vacuum garbage disposal where the sorting of the garbage is the responsibility of the residents, such that we increase ownership of that task by everyone.

Central heating and cooling are integral to this community.

Some of these suggestions may be expensive, but if we don't start to explore and try new ways of living in a dense community, then we will never achieve our goals of planning for the future. There is so much more work that needs to be done, but I appreciate the level of community input that is being encouraged. By engaging with the people in the planning, we all feel a sense of ownership. It is going to be 10 - 20 - 30 years before much of this becomes streets and parks that I may never walk or cycle around in but I do want the future generations to look back at us and feel a sense of gratitude for the fact that we demanded the best, required new lenses on all aspect of the planning and building and had dreams of a community where they really wanted to live.

I have been involved for brief periods with Waterfront Toronto dating back to the early days. I have to commend you on the wonderful job you are doing. Keep up the good work! Too bad you couldn't have done the whole city. In my opinion you are doing it right and I can't say that for much of what is going up here. Some is good but a lot isn't.

The design will really depend on the use of the area. If the plan isn't bold, might as well just make the island Toronto's best piece of park land (like Chicago waterfront).

Transit at entry and exit points will be important if the goal is for people to live and work here.

The existing bridge across the Keating Channel should be retained as a pedestrian/cycling bridge and even possibly as an auto connection to Old Cherry Street. The old bridge, if retained, will help give context to the other historic structures that front onto what will become Old Cherry Street.

All, or a large part, of the Marine Terminal should be retained to give sheltered space for park uses such as skating, swimming, indoor games, etc. Its roof, possibly with some reinforcement, could serve as a viewing platform to the downtown core and as an

outdoor restaurant terrace and roof garden. One of the images shown at the meeting is of Pier 15 in New York which has a viewing platform on the flat roof of a building adjacent to a dock wall. The NY building presumably contains program space of one kind or another. In Toronto we could have all that with the added bonus of a large ship moored to the dock wall much of the time adjacent to a repurposed heritage warehouse giving interest and context to both the ship and the building. Hopefully we will not squander this opportunity without further thought.

The Marine Terminal could be the Catalytic Use that terminates the view west along Commissioners and or Centre Street.

Check out just about any development by Federal Realty based in Bethesda MD. Bring them up on a consulting basis.

Roads such as Commissioners Street, Cherry Street, Centre St, and the Don Roadway should not be wider than comparable urban streets like King, Queen, Dundas, Bloor etc.

Animated streets with on street pay parking in the curb lane calms four lane streets and separates pedestrians from traffic. On-street parking is particularly important where retail is expected to address the sidewalk and street.

Current central Toronto streets are less likely to have extra right and left turn lanes, which make streets faster and increases the barrier effect. We should avoid anti-pedestrian features such as sidewalks on one side of the street, pedestrian crossings on only one side of the street, turning signals and long waiting times to cross streets.

The proposed LRT travels its own right-of-way and will be relatively short. An extra stop (every 2 blocks) along Commissioners would be helpful considering the high density and lack of alternative services. We should make sure not to treat this line as an added barrier which limits crossing.

The Portlands and Villiers in particular are laced with numerous barriers (rivers, canals) that affect pedestrian and to a lesser extent cyclist mobility. More road bridges to facilitate connections would be ideal but pedestrian and cyclist connections would be better than nothing.

Many people will not walk through a park on a trail, particularly at night. Pedestrian and cyclist bridges in Toronto are usually targeted towards recreational users and evaluated on their architectural merit, rather than usefulness. The windy pedestrian bridge south of Commissioners which unlike the Cherry bridge appears to descend to the river is currently shown ending in a recreational trail.

If Centre Street is to be the area's pedestrian oriented main street, then a bridge needs to take it east to expand the number of customers within walking distance. While retail may be provided on both sides of the river, each commercial area would be strengthened if their pedestrian catchment area were increased by direct access. For example, one retail street might feature a Kitchen Table grocery while the other might have a cheaper store or one with a larger selection.

The three east west streets are important pedestrian links. Villiers Street should connect through to Cherry Street and have a traffic signal or pedestrian crossing to easily cross Cherry Street at this first crossing.

Cherry Street currently provides the only access south. It is a long crossing at the mouth at an angle which adds to the length of this pedestrian barrier. Most people on Villiers live east of Cherry St and would attempt to avoid doubling back by angling across the (descending) park lands and street car tracks. Any path connection that facilitates this would shorten journeys.

The low pedestrian crossing of the Keating Channel north of Villiers Park appears to be connected from the south, but lacks details at the northern approach. A direct connection is preferred.

Villiers Island is being created out of an industrial wasteland. It is to be built from scratch including very substantial earth works to create the new river mouth. As such it provides enormous opportunity to 'do it differently', to not duplicate the undesirable facets of so many existing communities. Villiers Island could incorporate all manner of new ideas that address the problems existing in abundance elsewhere.

In particular, the dominance of the automobile, with its ever present danger and attendant pedestrian death toll, and its unhealthy emissions, could be addressed. Villiers Island could be a new safer community where kids can walk to school, or it could be a community buster, dominated by traffic. This project provides a huge opportunity to address that traffic dominance, and develop ways to minimize or eliminate it.

The proposed road network for the island is little changed from what is there now, in particular a grid pattern of streets that allows the all-important automobile or truck a wide choice of routes within and entering/exiting the Portlands. Major roads on the Island include Commissioners and Cherry, both very busy and dangerous now given substantial industrial truck movements, and certain to remain that way for the new Island. We all know that reduced speeds, lane reductions, lights, while slowing traffic slightly, does little to substantially address the problem.

If Villiers Island is to be residential/recreational use with pedestrian activity promoted, and not a route for truck traffic which neither originates nor terminates on Villiers Island, why then should it host such traffic at all, especially when alternative routes such as Don Roadway, Carlaw and Leslie, exist?

The 'Guiding Principles' drawn up for the project foresee Villiers Island as a 'Gateway' to the Portlands, a designation which implies heavy traffic, as drivers go across the island to gain access to destinations beyond, or as shortcuts to avoid congestion on Lakeshore Boulevard or elsewhere, or to drive around for the sake of it as many do. No amount of 'traffic calming' makes it safe, just a bit safer, maybe! I suggest the Guiding Principles be amended to describe Villiers as a Transit/bike/pedestrian Gateway, only.

There is then a critical choice to be made for Villiers Island: continue with the old 'vehicle is king' approach emanating from the 1950's, with its huge toll on pedestrian/bike rider lives; or take the new path of adopting the alternative 'people are king' approach and restricting the auto from quite unnecessary interaction with people. Is Villiers Island to be pedestrian friendly, or not? And let's be crystal clear, it cannot be both car/truck and people friendly. Are the kids to be safe, or not? Can the kids walk to school, or not? There is a huge opportunity here to create a 'new community', combining the best of ideas from far and wide, and free of domination by the auto. I suggest the Villiers Island study adopt the principal of 'People are King'. I suggest Villiers Island host an

absolute minimum of through routes for autos and trucks.

If then the 'overhead' (no business in Villiers Island) auto and truck traffic were diverted away, then the role of both Cherry Street and Commissioners Street could change. Cherry Street could serve the Island only, with East Port and Cherry Beach traffic routed via Don Roadway. In all cases vehicle traffic on the Island is very substantially reduced. Cherry Street then becomes something of a cul-de-sac carrying only the auto traffic related to its limited destination(s). Then the role of Commissioners Street would need review. Its connection east and the proposed new bridge appear unnecessary for cars and trucks, such that a transit/bike/walk bridge is all that is required. Yes it means drivers must return to Lakeshore Boulevard to access points east in the Port Lands!

The elimination of all but local traffic on Villiers Island could be accomplished by extending Don Roadway, or Carlaw, south to specifically serve the industrial areas, the film studios and Cherry Beach, with one of them bridging the ship