

PUBLIC MEETING SUMMARY

6:00 – 9:00 p.m., Wednesday, July 24th, 2013

EMS Training Centre (Toronto Fire Academy), 895 Eastern Avenue

Work is underway to revise the Don Mouth Naturalization and Port Lands Flood Protection Environmental Assessment (DMNP EA) and the Lower Don Lands Infrastructure Class Environmental Assessment (LDL EA). These changes are based on the Realigned 4WS Option that was endorsed by Council following the Port Lands Acceleration Initiative (PLAI) in 2012.

A public meeting was held on July 24th, 2013 to provide an update on the proposed changes to the DMNP and LDL EAs and to seek feedback on the updated plans (for further details, see Attachment 1: Agenda). The meeting was attended by 125 participants.

The summary below provides highlights of overall feedback, followed by participants' questions of clarification and answers provided by project team members at the meeting. This summary was subject to participant review prior to being finalized.

OVERALL FEEDBACK

Participants generally supported the proposed changes to the DMNP and LDL EAs. There were a few participants who identified concerns with and offered suggested refinements to the proposed changes in their comments during the facilitated discussion at the meeting, and through written comments that were submitted after the meeting, up to August 8th (see Attachment 2: Worksheet Feedback and Attachment 3: Additional Submissions). These concerns and suggestions are as follows:

- In written comments, a few participants expressed concern about the configuration of development blocks, including: that it will lead to denser development; that it negatively affects the configuration of green space (i.e. that green space is separated from city blocks by a road rather than immediately next to these blocks); and that it looks duller than what was last proposed in 2010.
- One participant during the plenary discussion and a few additional participants through written comments expressed concern about the placement of the dedicated streetcar right-of-way (ROW) on one side rather than in the middle of the road on Commissioners Street and Cherry Street. It was felt that this would create conflicts with other forms of transportation and would make it more difficult to provide for future transit connections.
- Suggested refinements included:
 - Adding a pedestrian bridge across the river between the Commissioner Street and Basin Street Bridges to help increase connectivity between districts on either side of the Greenway.
 - Consider iconic and/or commemorative designs for the new bridges.
 - Provide measures (e.g. certain types of vegetation) to help protect wildlife that is being encouraged to come into the area from vehicular traffic on the roads that will now run adjacent to habitat areas in the Greenway and river mouth.
 - Rather than trying to design an iconic bridge or civic building begin, by consider the Greenway and or the River Mouth as icons themselves.
 - Consider negotiating a land swap in the future between the City and Lafarge to help the relocate their existing plant.
 - Promote stunning architecture in the Port Lands through design competitions. This could produce the same level of creativity in built form as has been done with the landscape
 - Consider higher development charges to reduce the total amount of development required to help fund infrastructure and flood protection.

QUESTIONS OF CLARIFICATION

The following are the questions of clarification that were asked during the public meeting. They have been grouped into ten categories: Upstream Flooding, Flood Modelling, Greenway, Bridges and Roads, Soil Remediation, Funding/Financing, Gardiner EA, Existing Uses, Catalyst Uses, and Precinct Planning. Responses that were provided to these questions of clarification at the meeting are noted in *italics*.

UPSTREAM FLOODING

There is a bike path in the Don Valley that people use to commute to school and work and this path occasionally floods. Is anything being done to prevent flooding in the Don Valley upstream as far as Taylor Creek?

The Toronto and Region Conservation Authority (TRCA) has looked at what could be done and because of the way the river reacts to rainfall and the position of the pathways, there's very little that can be done to reduce flooding there, short of raising the pathways significantly. Flooding where the pathways are will not be made worse as a result of DMNP EA flood protection measures.

Will flood protection measures around the mouth of the Don River prevent the flooding of the Don Valley Parkway (DVP)?

The DVP was built within the flood plain of the Don River with the knowledge that part of it would flood occasionally. It is a challenge to remove it from the flood plain as it would require raising the ground level of the DVP (which would require raising the height of bridges that cross the DVP to maintain clearance) or building a dike. Building a dike would require closing portions of the DVP for 6 – 8 months, and this has been viewed as having a significantly greater impact than the limited number of days that the DVP is closed due to flooding.

Some people have suggested that the West Don Lands Flood Protection Landform (FPL) caused more flooding on the DVP than would otherwise have been the case. Did the FPL cause excessive flooding of the DVP during the July 8th, 2013 storm?

No. The river's water level has to be much higher than what happened on July 8th to even get to the bottom of the FPL. Additionally, the FPL is designed so not to create any negative off-site impacts due to flooding. The 21 metre widening of the CN railway bridge crossing over the Don River north of Lake Shore, completed by TRCA and Waterfront Toronto in 2007 was designed specifically to ensure there was no increase in flood levels elsewhere as a result of the West Don Lands FPL under extreme flood events..

FLOOD MODELLING

I understand that flood modelling has been done to test how DMNP flood protection would function during a Hurricane Hazel-type storm. Has any modelling been done to test how flood protection would function during a storm similar to the one that happened on July 8th but that was centred on the Don River?

We have modelled the July 8th storm. That storm was orders of magnitude smaller than Hurricane Hazel. The flood resulting from the July 8th storm was between a 5 and 10 year flood. The flood modelling undertaken depicts the water levels that would occur from baseflow conditions (at 3-4 m³/sec), up to and including the Regulatory Flood event.

GREENWAY

Where the Greenway intersects the ship channel, what will happen to the existing dock wall?

Where the Greenway intersects with the north side of the ship channel, the dock wall will be cut down because there will be a wetland habitat. There will still be dock wall below

lake level. The south side of the ship channel will be looked at as part of the Port Lands and South of Eastern EA.

Is the City committed to making a green connection from the Don Valley all the way down to Tommy Thompson Park?

A green connection has been shown as part of the future of the Port Lands since the completion of the Central Waterfront Secondary Plan. The green connection will be refined as part of the Port Lands Planning Framework and the Port Lands and South of Eastern EA.

Is it possible that the construction of the Greenway will be delayed by private landowners?

The Greenway only crosses through publicly owned land. Any land owner that would like to redevelop their land is in support of the construction of the Greenway.

BRIDGES AND ROADS

What new bridges will be built?

There will be new bridges connecting Cherry Street across the Keating Channel and across the new river mouth near Polson Slip. There will be new bridges across the Greenway at Commissioners Street and at Basin Street. Both the Commissioners Street Bridge and bridges along Cherry Street will include bridges that are able to accommodate transit.

The sidewalks shown in the cross-sections of Commissioners Street and Cherry Street seem abnormally wide at 5m. What is the purpose of a sidewalk that wide, and what does it add (other than cost)?

That size of sidewalk may not seem very realistic given current demand, but over time with development, we think that there will be a high demand for pedestrian space, approaching what's seen on Queens Quay. It may be determined in detailed design that a 5m sidewalk is not necessary. Including a 5m sidewalk in the EA provides designers with the flexibility to design a sidewalk up to that width, in light of more precise demand projections available when that work is undertaken.

SOIL REMEDIATION

Could you provide more information on soil remediation?

All of the lands in the Port Lands are contaminated to a greater or lesser degree. Under the Ministry of Environment's protocol, contaminated soil can be removed and remediated, or capped so that there is a physical separation between people and the contaminated soil. Raising the ground level to support development also serves to cap contaminated soil. We will try to remediate the soil that is removed following the excavation of the new river valley system and use it to raise the ground level/cap other lands.

FUNDING/ FINANCING

Who will have primary responsibility for raising money to implement the results of these EAs? Is Waterfront Toronto thinking about seeking the ability to borrow money?

Waterfront Toronto is working very closely with the City on this. The City is currently undertaking a Development Charge Study that includes City-wide (and may include area-specific) development charges aimed at funding Port Lands flood protection and infrastructure. Waterfront Toronto has also made preliminary enquiries with the Provincial and Federal governments regarding funding for flood protection. Funding would still be necessary to pay back money raised through financing. Ultimately, we want to involve the private sector – who have a great deal to gain from the provision of flood protection and new infrastructure.

Are there developers that are interested in developing something specific now?
Absolutely. Port Lands land owners have set up a group that is looking at how they can provide funding and advanced financing for development-enabling flood protection and infrastructure.

GARDINER EA

How does the LDL EA interact with the Gardiner EA?

We have been coordinating with the Gardiner EA team to keep each other informed about our respective projects. The Gardiner EA may have an impact on the area north of the Keating Channel, slightly west of the Don River. To the extent that Gardiner EA impacts the LDL EA, those impacts will be addressed in the Gardiner EA, and if required, amendments to the LDL EA will be undertaken to reflect any specific changes resulting from the Gardiner EA.

EXISTING USES

Is it possible to move the Lafarge plant to the cement campus by the turning basin?

While the concrete campus is owned by City and leased to different users, Lafarge owns their property. Lafarge has invested a lot of money in their plant recently, including a Research & Development facility. They aren't interested in walking away from their investment and we can't afford to buy them out.

There is major hydro infrastructure just east of the Don Roadway. How will that infrastructure be accommodated?

The DMNP EA acknowledges that this infrastructure is there and will identify potential ways to address this infrastructure. The Port Lands and South of Eastern EA will also identify the hydro corridor and look at how to address it comprehensively as part of the visioning for the future of those communities. We know that we will have to raise the ground level of the land that the hydro infrastructure sits on. Ultimately, we think that there will be a need to bury that infrastructure, but we also need to consider the existing heritage view corridor.

CATALYST USES

During the Port Lands Acceleration Initiative 2012, some catalyst sites (e.g. the Hearn) were identified. I didn't see any catalyst sites identified in the presentation. What has happened to these catalyst sites?

The catalyst sites haven't disappeared, they will be considered in further detail under the Port Lands Framework plan and precinct planning processes. We think that catalyst sites are a key and we are actively looking at potential opportunities. The Hearn in particular will be looked at under the framework plan.

You mentioned that you couldn't speak to catalysts in particular, but could you speak in general what kind of uses they are?

We think that a catalyst use is a public facility that is iconic and will help trigger further development, something like the Bilbao Guggenheim or the Sydney Opera House. It's not a condo, office or retail store.

Could the naturalization of the mouth of the Don be considered a catalyst?

Naturalizing the mouth of the Don will be a catalyst but it's also something that is absolutely necessary to do – flood protection has to happen before any land can be redeveloped to a higher and better use. A naturalized Don mouth is unique, but we think that there's also a need for an iconic building.

PRECINCT PLANNING

If zoning by-laws won't get approved until precinct plans are complete, how can potential developers talk intelligently about plans within precincts if they don't have some idea about what the zoning will look like? What will the precinct planning process look like?

The precinct planning process will have its own extensive consultation program, including consultations with land owners to ensure that they are provided with information about how the work is unfolding and have an opportunity to provide feedback on the precinct planning.

During the presentation, it was mentioned that the Cousins Precinct planning process is moving forward but the Polson Precinct planning process is not because of landowners there. How much land is privately owned in the Polson Precinct?

The Polson Precinct includes a site that is owned by Lafarge, who have expressed an interest in maintaining their operations there for the foreseeable future. Other land users in the Polson Precinct are similarly not currently interested in redevelopment. For comparison, land in the Cousins Precinct is partially owned by the City and partially privately owned. The owner of the private portion has already submitted a plan to develop that land.

How will storm water management be accommodated within the EAs?

We're using the storm water standards that currently exist, but we want to incorporate them in a way that is principle-based and flexible, so as to allow for changes in standards and technology as the plan is rolled out over a number of years. In addition to the storm water performance standards within the EAs, a detailed assessment of storm water management design will be undertaken during precinct planning.

NEXT STEPS

The meeting wrapped up with representatives of the Project Team thanking participants for their feedback and reminding them that additional feedback could be submitted up until Thursday, August 8th. Participant feedback will be used to inform the finalization of the proposed changes to the DMNP and LDL EAs. Both EAs will be submitted to the Ministry of Environment for their review and approval in late fall 2013. Participant feedback on issues outside the scope of the two EAs will be incorporated into other Port Lands planning processes that are currently unfolding (e.g. the Port Lands Planning Framework, the Port Lands and South of Eastern Class EA, and various Precinct Plans). There will be opportunities to provide feedback on these processes directly through public meetings scheduled to start in late 2013.

ATTACHMENT 1: AGENDA

Public Meeting Agenda

Don Mouth Naturalization EA & Lower Don Lands Infrastructure Class EA

Public Meeting

Wednesday, July 24, 2013

6:00 – 9:00 p.m.

EMS Training Centre (Toronto Fire Academy)

895 Eastern Avenue

AGENDA

6:00	Open House – View display panels and one-on-one Q&A with staff
7:00	Welcome / Agenda Review
7:05	Updates Presentation, Including: <ul style="list-style-type: none">• Don Mouth Naturalization and Port Lands Flood Protection Project (DMNP)• Lower Don Lands Infrastructure Class EA (LDL)
7:50	Questions of Clarification
8:00	Discussion <ul style="list-style-type: none">• What do you like about the updated plans?• What don't you like about the updated plans?• Do you have any suggested refinements?
8:50	Next Steps
9:-00	Adjourn

ATTACHMENT 2: WORKSHEET FEEDBACK

Seven individual participant worksheets were submitted at the conclusion of the public meeting. Feedback from these worksheets has been compiled below.

What do you like about the updated plans?

- Okay, so far
- The decision for a new Cherry St bridge, and the improved phasing
- Greenway going directly south and plenty of wetlands, accelerated action, clearer transit plans
- As much natural and floodplain land as possible
- More logical – the changes from the approved EA Master Plan looks good for the most part
- Consultation, response to flooding questions
- In general, appreciate the refinements of the Plans as they have evolved, support the Plan as proposed
- Thanks for the good work you've done

What don't you like about the updated plans?

- No "transit first" but after flood protection, timelines/options
- No regional transit connections put forward
- With Essroc leaving and Polson/Lafarge in 10 years why does there have to be a hard edge on the west side of the Phase 1 area?
- Residential area looks dull in straight lines
- Little sense of community gathering
- We've lost the environmental, prize-winning setting of build up to best use light and sun
- Loss of parkland in Polson's Quay
- The original design allowed for better spacing of green space, now there are many square blocks and green space at the end of a square block of buildings
- I really liked the original design, now it seems more dense as opposed to clusters of buildings with green land interspersed
- In previous meetings, there was a lot of attention paid to it being a walking community; can you safely build a community around a cement factory?
- Concerns are at detail level; e.g. Road cross-sections do not support transit on one side or the other, should be centre, prepared to be connected forever
- Overall concern that higher levels of governments (yes, I mean federal) must change its priorities and again become a partner in city building

Do you have any suggested refinements?

- Main purpose is for the public to enjoy the waterfront around the inner harbour by walking, biking, etc....
- Put in the green component right away
- Build walking and bike trails, plant trees and green the water's edge so the city can enjoy its waterfront right away
- Would be nice to develop an area of the waterfront to use for quick exercises for the people who work downtown
- The south half of the Port Lands has potential today for high-tech and biotech industries. Jobs that may support the residential and commercial development in the north half

- Ideas: Roll on/off ferry terminal for great lakes and St. Lawrence connections
- Biotech campus to take advantage of Redpath, Lafarge natural gas plant and water treatment plant neighbours
- Surface LRT loop, like Chicago L-Train Loop with multiple lines
- Set aside substantial space for a key public attraction, such as a sports facility, museum, concert/entertainment venue
- There should be public park area on the lakeside everywhere
- Keep as much public space as possible
- Design for wildlife, birds need a migration corridor, design windows to prevent collisions as we have in downtown
- I think that a “catalyst” for the further development for the Lower Don Lands should be the building of a circular pedestrian/bicycle pathway around the inner harbour, similar to Stanley Park’s famous sea wall
- This sea wall/bicycle walkway is a major world attraction, I don’t see why we can’t build this circular pathway now
- Please include maps on “worksheet” to collect drawn ideas
- Keep the buildings as low as possible – not like the condos at the foot of Yonge
- Bike lanes should be a core component of the transportation planning, should be entire length; a useful example to consider is the Eglinton Connects, which has managed to incorporate bike lanes, generally in association with, but separate from pedestrian sidewalks

ATTACHMENT 3: ADDITIONAL SUBMISSIONS

Following the public meeting, members of the public were provided with the opportunity to submit additional comments and feedback by email on the DMNP and LDL EAs. The deadline for these additional submissions was Thursday, August 8th. The four submissions that were received are included in this attachment in full.



Glimpsing the future of city's Port Lands

Build Port Lands green bits now

Re Slow and steady works, Editorial March 7

While it may be true that it will take 88 years to build out the commercial potential and 16 years for the residential component of the Port Lands, there's no reason why we can't put in the green component right away.

Build the walking trails and bike trails, plant the trees and green the water's edge so Torontonians can enjoy that component of the mix now. The buildings can come later.

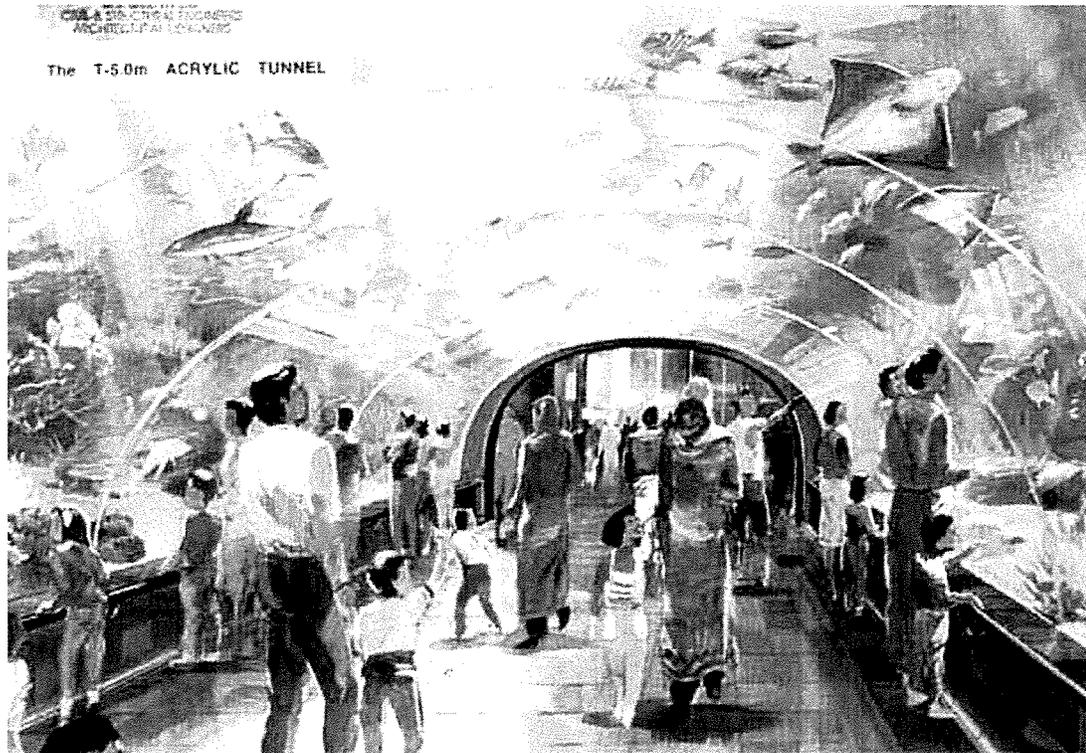
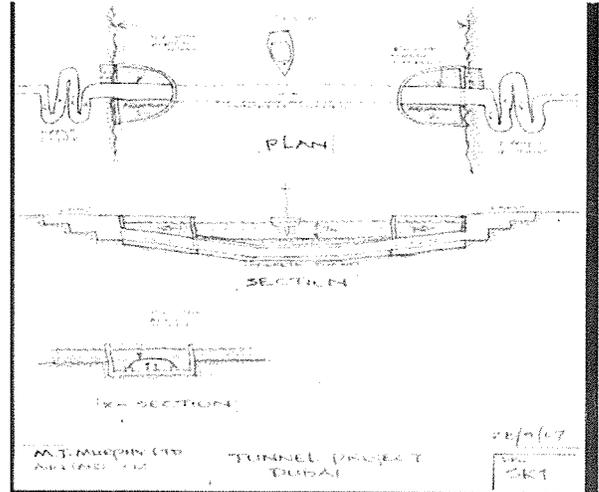
Bruce Gates, Toronto

*sa, tenir debout
is standing up for
what is right*

Robert Deluce, 56

President and CEO of Porter Airlines has been busy with the car launch on Oct. 23. He wakes at 3 a.m. -- though he says he sometimes sleeps in until 4 -- and jumps on his computer to deal with emails. "I'd love to be able to work in a 45-minute run or a bike ride. My cardio and my exercise routine have taken a major kicking over the last six months. I miss that more than anything."

— files from Patricia Hluch





**UNSOLICITED QUOTATION/PROPOSAL
CONCEPT PLAN COVER SHEET**

Submission Date: July 14, 2011 (revised Nov. 16, 2012)

Organization Name: The Emerald Green Pathway Vision

Address: [REDACTED]

Type of Organization: Non-Profit (without share capital)

Principal Contacts:

Howard Hollands, Phone: [REDACTED]

E-mail Address: [REDACTED]

Robert Hollands, Phone: [REDACTED]

E-mail Address: [REDACTED]

Proposal Title: The Emerald Green Pathway Vision for Toronto (The Emerald City)

Proposed Pathway & Tunnel Locations – see Cover Pages.

Project Duration: To be completed by July 2015, in time for the Pan-American Games

Proposed Starting Date: March 2013

Amount of City Funding Requested: \$20,000.

- To fund promotion and presentation costs associated with project.
- To provide feasibility study of the proposal by city staff to ensure a close estimate of costs.

Financial Benefit to the City:

- Revenue derived from admission charges to tunnels.

(\$16 million based on 4 million visits a year at \$4.00 each round trip) less operating and maintenance costs of \$5 million.

- Extensive Advertising Opportunities (see Pages 14-15) \$3 million/Year (estimate)
- Return on investments over life span of tunnels (50 to 100 years)

Names of Other Parties Receiving the Initial Proposal:

Porter Airlines; Toronto Port Authority; my former City Councillor Cliff Jenkins and Jaye Robinson, my present Councillor Ward 25, and other Councillors (Pam McConnell Ward 28, Adam Vaughn Ward 20, Paula Fletcher Ward 30, Bill Saundercook and Carol Stintz); MPP Kathleen Wynn, solicitor Margaret Turvey Haig (incorporation of organization); John Campbell and Elaine Baxter Trahair, Toronto Waterfront Assn; Wally Kowalenko, City Surveyor; Warren Brown CPA; Ray Hutton, McNally Corp. (boring and tunneling contractor); Ken Blundy, Toronto City Airport; Ann Saito, President, George Brown College.



The Proposal Contains Proprietary Information: YES

Name of Person Representing the Proponent: Howard G. Hollands / Robert F. Hollands

#1 Statement of Need: Identify and briefly explain the issue or need to be addressed by the proposed project.

Toronto and GTA need an accessible pedal and pedestrian paradise:

- An "Emerald Necklace" Pathway – an urban pathway to facilitate uninterrupted, easy access around Toronto's inner harbor, which would connect Toronto Island to the mainland via two underground, underwater tunnels.
- Year-round access ensured via two pedestrian/bicycle tunnels from the mainland to the island.
- A pathway providing remarkable panoramic views of Toronto's glorious inner harbour, waterfront and Lake Ontario.
- A circular closed circuit pathway to rival that of Vancouver's world famous seawall with its continuous flow of pedestrian and bicycle traffic around the edge of Stanley Park.
- A family fun zone to support healthy living.

Quotes:

Toronto Star: "We need an Olympic Sized Saviour"

TD Bank – Keep Ontario Healthy – "Premier should set a goal of making Ontario the healthiest province in Canada to help control the escalating costs of healthcare and to provide an enhanced quality of life for all."

- Let's ensure that the inner harbour shoreline and Toronto Island will be permanently protected for public pleasure and the public good.
- Build an attraction for citizens and tourists alike that will promote Toronto as a city committed to green ideals and a healthier gentler world.

Needs:

As more and more people move into the city and into the downtown waterfront area, Toronto will increasingly need:

- A safe, natural environment and a year-round gathering place with easy, affordable access for regular physical exercise and outdoor recreation in order to relieve the stress of city living and provide a contrast to the hustle and bustle of the downtown area.
- A centerpiece for the city -- a large outdoor venue, small enough for creating community, large enough for world events. A complement to the waterfront Blue Line project.
- A venue as attractive as an "Emerald Necklace", maintaining pathway and island park space for affordable easy access to picnic grounds, enhanced swimming beaches, gardens,



park benches and a broad pathway suitable for pedestrians, strollers, bicycles, skateboards, rollerblades, senior's electric carts (no motorized vehicles allowed).

- *A showcase for major city events as well as fundraising walkathons, marathons, bicycle races, etc, which now require the closure of major downtown streets.*
- *A safe aquatic park (the inner harbour) for summer water sports and gradual replacement of our large ageing ferries with smaller, less expensive, more flexible ferries.*
- *With tunnels, the seven hundred permanent island residents and members of the four yacht clubs and marina as well as the public would have year-round access from the mainland to the islands. Note: Only one of the four present ferries operates from December to March due to winter ice conditions, effectively reducing winter use of the islands for X-country skiing, skating, hiking by the public. Why not promote a winter wonderland, and perhaps a winter carnival, to make more effective use of Toronto Island in the winter?*

Toronto needs a powerful new symbol – a closed-loop, green foliated pathway in the heart of the city, named “The Emerald Necklace” or alternatively, The Jack Layton OR Jane Jacobs National / Provincial Park.

Other needs to be served by multi-purpose tunnels:

1. *A new water main under the Western Gap is planned which will supply Toronto water to the Toronto Island.*
2. *A pedestrian tunnel has recently been approved to provide access to the Toronto Island airport at Bathurst Street under the Western Gap for the exclusive use of Porter and Air Canada passengers. This tunnel will replace extensive use of the Toronto Airport ferry which now impedes the flow of marine traffic through the Western Gap. Why not extend this tunnel to Hanlan's Point, enabling the public to access the pathway around the Island?*
3. *OPTION: An aquarium tunnel, as proposed by Ripley Inc and similar to that in the Atlanta Aquarium, could be integrated into the proposed Eastern Gap tunnel at the end of Cherry Street. It would provide a world class attraction as well as provide controlled access for bikers and pedestrians to and from Toronto Island. The rest of the ten acre Aquarium site could be developed as funds and qualified employees became available.
[Since the Ripley Inc Aquarium is currently under construction next to the CN Tower, this option is no longer available.]*



#2 Proposal Overview: A concise abstract describing the nature of the proposed initiative and the scope of work involved.

Project Name: The Emerald Necklace Pathway Vision.

Code Name: ENP (Emerald Necklace Pathway)

Proposal: To obtain the City of Toronto's support and resources for building a seamless, safe, secure pedestrian/bicycle pathway (like an Emerald Necklace) around the perimeter of Toronto's glorious Inner Harbour.

- A hub for recreational activities and to reconnect with nature
- A family fun zone and a destination for all citizens, visitors and tourists
- Immediate seamless access to the perimeter of the Inner Harbour and Toronto Island.

Profile of Proponent: (see also #7)

- A non-profit corporation without share capital
- A purpose complementary and not inconsistent with:
 1. the Waterfront Toronto Blue Line project;
 2. the Billy Bishop Airport pedestrian tunnel,
 3. the proposed construction of a new city water supply tunnel to Toronto Island, and
 4. the proposed Ripley Aquarium near the waterfront

Nature of Proposal Initiative: (see figures #1 A, B and C attached)

- Plan, design and construct (bore):
 1. Two (2) pedestrian/bicycle tunnels, one under the Eastern Gap at the south end of Cherry Street, and one under the Western Gap at Bathurst Street (beside or under the airport runway)
 2. Connect the tunnels to the Toronto Island main pathway at Hanlan's Point and near the Ward Island Beach.
 3. Enhance and beautify (to City standards) the existing mainland pedestrian/bicycle pathways surrounding the Inner Harbour, especially Cherry Street.
 4. Plant a canopy of trees along the pathways to combat climate change.
 5. Integrate the Emerald Necklace Pathway with the Waterfront "Long Blue Line", to eventually become the border to a world class "Stanley Park"

Nature and Scope of Work:

- Other Essential Qualities and Characteristics:
 1. A safe, secure, natural environment and year-round gathering place.
 2. Immediate easy access to Toronto Island via controlled tunnel entrances
 3. No automobile access, except for emergency and service vehicles.
 4. Tunnel ramps with no more than a one or two degree slope to promote pedestrian, bicycle and seniors' use year-round.



5. A road-width pathway (a circular closed loop, like a necklace), to allow a continuous, uninterrupted flow of pedestrian and bicycle traffic on and around the Island and Inner Harbour.
6. A "Stanley Park seawall" setting that would include a safe, freshwater aquatic park (the Inner Harbour) suitable for both water sports and winter sports with the ENP serving as a viewing point for national and international events to be held in Toronto and the GTA.

- Initial Activities

1. Seek funding required to promote the Emerald Necklace Pathway Vision to City staff and Council, public and private partnerships and the public, emphasizing the world class nature of the ENP and the health benefits of daily exercise in a setting adjacent to but separate from the hustle and bustle of the city.
2. Conduct environmental impact studies and sustainability required for the project.
3. Consider adopting the environmental studies and tunnel specifications approved for the Billy Bishop Airport tunnel, should we form an alliance to extend the tunnel under or beside the airport land to Hanlan's Point. The pedestrian tunnel would then serve the public walking/ cycling the ENP as well as private airline passengers. See Figures 1.a, b, c, d attached.
4. Conduct public consultative meetings for interest and feedback on the ENP project.
5. Send project descriptions to
 - government agencies (Federal, Provincial, Municipal)
 - non-governmental organizations
 - down-town and Island residents.
 - newspapers, television and radio stations
 - various business organizations
6. Seek and evaluate bids from:
 - planning and design architectural companies
 - local tunneling and construction companies
 - landscape architects and Parks Board
 - security companies
 - wireless companies
7. Select and employ companies and city departments required to plan, oversee and carry out the project, to be completed by 2015, in time for the Pan American Games to be held in Toronto and GTA. Also an attraction for possible future Olympics.



#3 Planned Objectives & Outcomes & Expected Benefits to the City

Objectives:

To plan, design and build two single or multi-purpose pedestrian/ bicycle tunnels joining the mainland to Toronto Island under the Eastern and Western Gaps, enabling a broad circular pathway around the Inner Harbour – similar to the Stanley Park seawall.

Outcomes:

1. Acceptance of Emerald Necklace Pathway (ENP) proposal for evaluation and approval by Toronto Office of Partnerships and other city staff..
2. Submission and promotion of ENP to City Council.
3. Environmental assessment and initial public meetings relating to Pathway.
4. Land acquisition, where necessary.
5. Plan, design and construct an Eastern Gap Tunnel, connecting Cherry Street to existing pathways on Toronto Island.
6. Plan, design and construct a Western Gap Tunnel, connecting existing pathways on Hanlan's Point (Toronto Island) to the mainland at the foot of Bathurst Street, as proposed by the Toronto Island Water Supply Route Study. This tunnel could perhaps be combined with the already approved pedestrian tunnel to the Billy Bishop City Airport.
7. Involve city departments (mandatory)
8. Involve external entities (both mandatory and optional).
9. Consult with the Toronto Port Authority, the Toronto Waterfront Corporation, Toronto Island Water Supply Route Study and Ripley Aquarium authorities, to determine their interest and cooperation in building multi-purpose vs single- purpose tunnels.
10. Immediate "shovel-in-the-ground" employment for:
 - o Summer students and unemployed to build and enhance the Emerald Necklace Pathway under the supervision of Parks and Recreation.
 - o Tunneling Companies (local)
 - o Landscape Architects, etc
 - o Security Companies
 - o Recreational Facilities
 - o Wireless companies (The use of "intelligent pathways" around the Emerald Pathway to ensure a close, safe, secure link to the waterfront.)

Expected benefits to the City:

- As more and more people move into the city and into the downtown (waterfront) area, Torontonians need a year-round, safe secure natural park environment, "a Stanley Park", with affordable easy access for daily physical exercise and outdoor recreation, enhancing the opportunity for Toronto to become the greenest city in North America - a powerful new symbol – "The Emerald Necklace Pathway. Walking, running and biking are a key to happiness, providing major health and economic benefits for both citizens and tourists.



- *The inner harbour shoreline will be permanently protected for public pleasure and the public good.*
- *The Emerald Pathway around the circumference of the inner harbour will complement what is already being done and proposed for the waterfront.*
- *Those living on the Islands will benefit from a year-round seamless, secure and convenient pathway from the islands to the mainland, equipped with closed circuit cameras and with restricted access after hours to ensure the Islanders' privacy and security.*
- *Financial return to the city-\$10,475,000.00 per year including the employment of 10 people to operate the tunnels (see page 18).*



#4 Deliverables and Timelines: Identify the critical dates and proposed work schedule for:

1. Acceptance of proposal
2. Planning, Designing and Building two tunnels
3. Planning, Designing and Building Circular Pathway

Timelines, Deliverables: Proposed Work Schedule:

December 2012 Acceptance of Emerald Necklace Pathway Proposal (ENP)
by Toronto Office of Partnerships for Study and Evaluation.

- Provide "Order of Magnitude" cost estimate to be supplied by McNally Corp. based on selected tunnel diameters and length of tunnels (including ramps) required for project.
- Prepare cost/benefit analysis re. single purpose vs. multipurpose tunnels.
- Send ENP project description to City Parks Department and City Planning, Design, Construction departments and seek meeting with
- Other selected parties of interest
 - Mayor Rob Ford/ Toronto City Council
 - Pedestrian and bicycle committees-- seek meeting dates. Prepare a "motion" to be delivered to the above committees
 - Selected Councillors affected by proposal - TTC Chair, Carol Stinz, Councillors whose wards impinge on ENP proposal
 - Toronto Waterfront Corporation - John Campbell
 - Toronto Water General Manager - Lou D. Gironomo
 - Toronto Port Authority (Federal Govt.) - Alan Paul, Chief Executive
 - City Aquarium Evaluation Committee - Ripley Corp.
 - Porter Airlines / Air Canada
 - Provincial Govt. - Transportation Minister - MPP Kathleen Wynn

March 2013 Neighbourhood Associations:
(prepare presentations & arrange meetings)

- York Key Neighbourhood Association
- Community Air Association
- Toronto Island Associations -
 - Wards Island Association
 - Algonquin Island Association
 - Toronto Island Marina
 - Toronto Island Restaurants (Island Paradise, Carousel Café, Rectory Café)



- Toronto Island Yacht Clubs (RCYC, Queen City, Island Yacht Club & Harbour City Yacht Club)
- Island Art Club
- Health Council of Canada
 - Tourist Associations
 - Hotel Management Associations
 - Pan American Games Representative
 - Public interest groups
 - Metcalfe Foundation Grant
 - Toronto Park People
David Harvey Lobby Group www.parkpeople.ca
Catherine Porter- cporter@thestar.ca

2013 Sept. Collect required data to establish baseline conditions

- Obtain copies of environmental assessments for study evaluation:
 - Toronto Port Authority (Billy Bishop Airport tunnel)
 - Toronto Water (Enwave Energy Corp.)

Seek Public/Private Partnerships to participate in Planning, Design & Build Pathway

- Toronto Port Authority
- Canada Pension Plan Investment Board
- Condominium Developers
- Ontario Teachers' Pension Plan / CAAT Pension Plan
- City of Toronto
- Fund Raising – Walk-a-thons, Bike-a-thons
- Parking lot revenues
- Tourist industry

Involve Media Groups (Mandatory)

- Radio Interviews – John Tory
- TV Ontario – Steve Paikin
- CTV
- Toronto Star – Metro Paper
- Globe & Mail
- National Post
- CMA
- Citizen Opinion Surveys re Emerald Necklace Pathway Proposal



Involve External Entities (Optional)

- *Wireless Companies – to create ‘intelligent pathways’ to ensure safe, secure links around pathway*
- *Recreational Companies*
- *Employment of qualified summer students and unemployed*

Involve External Entities (Mandatory)

- *Toronto area tunnelling companies and boring equipment companies*
- *Toronto area tunnelling and landscape companies*
- *Building architects*
- *Potential Public Private Partnerships*

Determine Milestones of Project Proposal (Mandatory)

- Environmental Assessment – *including examination of environmental assessments carried out by Toronto Port Authority and Toronto Water related to the Western Gap Tunnelling Projects.*
- Land Aquisition: *approximately 9 hectares (20 acres) fronting on the Eastern Gap Tunnel (Mandatory) and a future Aquarium site (Optional)*
- *Approximately three hectares (six acres) fronting on the Western Gap to accommodate the Western Gap Tunnel ramp (Mandatory)*
- *Appropriation of inner harbour water’s edge to prevent private ownership of shoreline (Mandatory)*

2013/14

Construction of Western Gap Multi-purpose Tunnel

- *Approximately 10m wide X 4 m high X 120 m long and 12 m deep under the Gap (Mandatory)*
- *Ramps to tunnel would connect Hanlan’s Point (Toronto Island) to the mainland at the foot of Bathurst St. And would follow the same path as that proposed by the Toronto Island Water Supply Route Study*
- *Also possibly join forces with the Toronto Port Authority which has received Federal Govt. Funding to build a private pedestrian tunnel linking the Billy Bishop Airport with the mainland (currently under construction.)*

Construction of Eastern Gap Multi-purpose Tunnel

- *Approximately 10 m wide X 4m high X 200m long and 12m deep under the Gap (Mandatory)*



- Ramps to tunnel would connect Wards Island pathway on Toronto Island to the south end of Cherry St. (Mandatory)
- To include the building of an Aquarium Tank (100m long, 60m wide and 12m deep) through which an acrylic portion of the Eastern Gap tunnel will pass before going under the Eastern Gap (Optional – model & diagram available)

Common Elements for both tunnels

- Provision of 2^o, 3^o, or 4^o slopes of ramps to tunnels suitable for pedestrians, cyclists and seniors' electric carts (Mandatory)
- Note: Ramp lengths depend on degree of slope selected.
- Alternatively fitted with moving sidewalks or escalators with elevator back-ups (Optional)
- Tunnels must be large enough to accommodate a maximum 4 million people over time per year as determined by an "order of magnitude" study to be provided by a selected tunnelling company (Mandatory)
- The above ramps (surface) would be available for alternative use (Optional)
- Suitable lighting, air conditioning and communication devices to ensure complete safety, security and comfort of citizens, tourists and visitors.
- Multi-purpose tunnels could save the city millions of dollars by combining the construction of the Emerald Pathway with that of the
 - Toronto water supply pipe to Hanlan's Point from Bathurst St. To Toronto Billy Bishop pedestrian tunnel.
 - Building an Aquarium Tank and acrylic tunnel into the Eastern Gap Tunnel as the first stage of the New Toronto Ripley Aquarium. The location of which would allow for a world class aquarium similar in size to the Atlanta Georgia Aquarium. (Atlanta Aquarium illustrated book available.)

Involve City Departments (Mandatory)

- Engage the cooperation and available services of the City Departments:
 - City Parks and Recreation Dept. (through Toronto Office of Partnerships, Planning, Design, construction, City Survey)
 - Pedestrian/bicycle Committees
 - TTC
 - Economic Development Department
 - Concierge and Service of Deputy City Manager
 - City Councillors of Wards affected by proposal:
 - Pam McConnell – Ward 28



- Paula Fletcher – Ward 10
 - Adam Vaughan – Ward 22
 - Jaye Robinson – Ward 25 (our City Councillor)
- Lands Department and Legal Department
 - Toronto Waterfront Corp. – John Campbell
 - Involve Emerald Green Pathway Vision Company to:
 - Provide input where qualified for the planning, design, land acquisition and construction of Emerald Necklace Pathway

2012-2015

Act as coordinator (runner) to expedite the ENP project through various city departments in order to avoid delays in implementation

- Act as volunteer staff person to actually follow an application through the process and babysit it from desk to desk ie, walk it through the various offices and make sure it moves along.
-

EMERALD GREEN PATHWAY VISION

Cost Estimate: A bold but simple plan that will cost millions but will return multimillions over 50 to 100 years tunnel life.

• Two tunnels - \$10,000.00 - \$12,000.00 per metre x 1930 metres	23,160,000
• Purchase or Rental of tunnel boring machine	23,000,000
• Pathway development / improvement @ \$1,000,000 per km	
• 10 x \$1,000,000	10,000,000
• Gated Community and new School for islanders	2,000,000
• Construction of Aquarium Tank – 100 m x 60m x 12m (optional)	10,000,000
• Architectural planning and design	3,000,000
• Contingency +15% - 10%	10,674,000

Total Cost Estimate

81,834,000

Capital Cost investment through Toronto Office of Partnerships joint venture with:

- Toronto Port Authority
- Toronto Water
- Ripley
- Canada Pension Plan Investment Board
- Ontario Teachers' Pension Plan Investment Board/ CAAT Pension Plan
- Provincial Government
- City of Toronto
- Federal Government



- *Private construction firms*
- *Architectural firms*
- *Eco trust funds*
- *Infrastructure Ontario*

Note: No community wants to be stagnating. This is an opportunity to improve both the security of the islanders and transportation to the mainland.

- *Tunnel circumference – maximum 14 metres – minimum 10 metres, based on order of magnitude costs.*
- *Ramp slopes – minimum slope 2^o, maximum slope 3^o determines total length of tunnels.*
- *Tunnel diameter costs based on order of magnitude to be provided by McNally Corp. for example, to choose best tunnelling methods; sequential excavation; new Austrian tunnelling or other appropriate methods to be considered.*

Risks: Possible cost overruns due to unforeseen tunneling problems and material costs.

RATIONALE FOR PROPOSAL – (NEEDS TO BE MET)

- *The inner harbour shoreline will be permanently protected for public pleasure and the Public Good.*
- *The Emerald Pathway around the circumference of the inner harbour will complement what is already being done and proposed for the waterfront.*
- *The islanders lifestyle will be further enhanced by providing a seamless, secure and convenient pathway, from the islands to the mainland 24/7, equipped with closed circuit TV and restricted access, to ensure the islanders privacy and security.*
- *As more and more people move into the city and into the downtown (waterfront) area, Torontonians NEED a year-round, safe secure natural park environment, “a Stanley Park”, with affordable easy access for daily physical exercise, outdoor recreation, enhancing the opportunity for Toronto to become the greenest city in North America, -- a powerful new symbol -- “The Emerald Necklace Pathway. – Physical activity – walking, running, biking, skating, cross-country skiing – is a key to happiness, providing major health and economic benefits for both citizens and tourists.*



EMERALD GREEN PATHWAY VISION

Income Statement

City of Toronto – The Emerald Green Pathway (Vision) Year 1 (opening year)

The Emerald Necklace National Park

Revenue:

• Ticket sales at 4 million visitors x \$4 per ticket	16,000,000
• Advertising on tunnel walls, etc.	3,000,000
• Sports, leisure activities, band concerts, marathons	4,000,000
• Other potential sources of funding:	<u>12,000,000</u>
○ Governments – National Parks status	
○ Tourist industry – hotels, etc.	
○ Developers, Associations, Clubs	
○ Canada Pension Plan Development Board/ CAAT Pension Plan	

Total 35,000,000

Cost of Sales:

• Ticket sales (printing costs)	1,000,000
• Advertising sales, promotion	2,000,000
• Administration of activities	1,000,000
• Seeking additional funding sources	<u>1,000,000</u>

Total 5,000,000

Gross Profit (Loss) 30,000,000

Operating Expenses:

• Accounting	100,000
• Advertising Promotion-T.B.D.	
• Amortization/Depreciation 81,834,000 over 40 years 25%	4,700,000
• Bad debts	2,000
• Commissions	Nil
• Contract labour/ service: police, security, safety	1,000,000
• Miscellaneous (specify) T.B.D.	
• Delivery Expenses	1,000,000
• Equipment/Machinery: air conditioning, escalators, moving sidewalks	2,000,000
• Maintenance/Repairs	1,000,000
• Insurance: public liability, equipment failure, etc.	5,000,000



• Interest	1,000,000
• Legal	1,000,000
• Office expenses: bus cards, computer service, paper	T.B.D.
• Operating supplies – paper, etc.	T.B.D.
• Other (specify) – City Parks and Recreation coordination	2,000,000
• Permits and licences	T.B.D.
• Property Taxes – (city owned)	
• Rent – (city owned)	
• Telephone	1,000
• Travel	2,000
• Utilities – lighting, air conditioning, heating	500,000
• Vehicle expenses – maintenance and supply costs	20,000
• Wages/Benefits – city employees @ \$50,000 per employee x 10	<u>500,000</u>
Total Expenses	<u>19,525,000</u>

Net Income (Loss) Before Income Taxes

- Gross profit \$30 million
- Less total expenses \$19,525,000 = \$10,475,000.



5. Responsibilities of the Proponent and the City:

Responsibilities of the Proponent:

1. Meet with city officials, provincial and federal government representatives and potential partners regarding their interest, investment and level of participation in the planning, design, organization and construction of the Emerald Necklace Pathway (ENP) and associated tunnels.
2. Help the city promote the ENP to the public – local communities, private and government organizations:
 - Conduct public interest surveys
 - Newspaper articles
 - Media interviews
 - Organize public meetings
 - Develop promotional materials
3. Provide consulting input, where appropriate, to facilitate the project.

Responsibilities of the City:

1. Toronto Office of Partnerships to evaluate the ENP proposal and, if acceptable, to recommend its adoption by a motion to the Pedestrian / Bicycle Committee of the Toronto City Council, who would then present it to council.
2. Do a cost/benefit analysis of single-purpose pedestrian tunnels versus multi-purpose tunnels to determine overall savings to interested parties – The Toronto Water supply group, Toronto Port Authority, Billy Bishop City Airport and the Ripley aquarium group.
3. On adoption of the proposal, in full or in part, the City is to be responsible for the planning, design, organization, construction and operation (oversight) of the ENP project.
4. Provide support in the promotion of the project.
5. Plan and arrange meetings with councillors and government representatives, and other interested parties such as service clubs, corporations and philanthropists who may share our enthusiasm for the ENP vision.
6. Provide an adequate budget to enable our non-profit organization to carry out the Proponents' responsibilities as outlined above.

Proposed Timeline: To be completed by 2015, in time for the Pan American Games or to be part of a proposal for hosting future Summer Olympic Games.



#6 Other: (available on request)

Relevant Background Files on the EN Pathway Project:

1. Incorporation Documents
2. Toronto Office of Partnerships
3. Diagrams, maps and models of ENP
 - Eastern Gap Tunnel:
 - diagram of tunnel
 - aquarium model of proposed acrylic tunnel entrance
 - background materials – *The Creation of the Georgia Aquarium – an illustrated book telling the story of how the aquarium in Atlanta, Georgia was conceived, planned, designed and constructed, with video to illustrate. (Bernie Marcus the co-founder of Home Depot was its major benefactor.)*
 - Dubai Aquarium tunnel details
 - Western Gap Tunnel:
 - diagram of tunnel
 - articles re proposed Billy Bishop City Airport tunnel
 - Toronto Water Study (new pipe through tunnel to Toronto Island)
4. Possible Financial Costs of ENP Project based on proposed parameters (length and size) of tunnels under Eastern and Western Gaps.
5. Background for Emerald Necklace Pathway Vision
 - CPTED (Crime Prevention Through Environmental Design)
 - Maps of Toronto Island and amenities
 - Comparisons with Vancouver Stanley Park; Long Blue Line; NYC Central Park; Calgary city centre Princes Island Park.
 - Toronto Ferry Services
 - TTC
 - Billy Bishop City Airport
 - Toronto Port Authority
 - Marathons presently held in downtown area
 - List of important contacts
 - Fund-raising ideas
 - Pan American games
 - Related articles re benefits of regular exercise



7. Profile of the Proponent

Objectives of the Emerald Necklace Pathway (ENP) Vision:

1. The objects for which the corporation was incorporated are:

The establishment and operation of a community organization or support group for the purposes of:

- (a) promoting the establishment, construction and maintenance of a continuous pathway around the Inner Harbour of the City of Toronto for use exclusively by pedestrians, and persons using bicycles, skateboards and in-line skates, electric wheelchairs and cross-country skis (save and except for emergency vehicles).
- (b) Promoting the connection of such pathway from the mainland to Toronto Island by means of underwater tunnels or such other connections as may be appropriate, to further facilitate non-vehicular movement around the Toronto Harbour.
- (c) Promoting the construction of an aquarium at Cherry Street on the Eastern Gap site. One of the aquarium tanks would include a Plexiglas section leading to the Eastern Gap tunnel that would serve as a pathway through which pedestrians could observe fish as they proceeded to the tunnel under the Gap to the Toronto Island (optional).

2. The special provisions are:

The corporation shall be carried on without the purpose of financial gain for its members, and any profits or other accretions to the corporation shall be used in promoting its objects.

3. Biographical Information on Key Personnel:

- Howard Hollands, Director

[REDACTED]
Resident of Toronto for 40 years

Co-author of The Emerald Green Pathway/ Necklace Proposal

Retired Professor (Seneca College); Personnel and Industrial Relations Manager

Graduate of University of Western Ontario and Queen's University

No previous work experience in field of proposal but previous experience in marketing supervisory and management development programs to business and industry.

- Robert Hollands, son and Director

[REDACTED]
Resident of Toronto for 40 years

Co-author of The Emerald Green Pathway/ Necklace Proposal

Attended Seneca College and studied Electronic Technology

Work experience in field of proposal includes:

Experience in wireless sensor and lighting automation and controls;



*presently involved in business development with private and public partnerships;
previous sales professional experience with Sprint Canada, Gandalf Data, AT&T
Paradyne, 3M Corp..*

- *Marjorie Hollands, wife, Secretary to the Corporation*

Resident of Toronto for 40 years

*Registered dietitian and diabetes educator, at Women's College Hospital before
retirement. Co-author of 6 books in Choice Menus series (HarperCollins) designed to help
people with type 2 diabetes prevent/ manage diabetes, involving research and analysis
and computer skills.*

Graduate of University of Western Ontario and University of Toronto

[REDACTED]

From: [REDACTED]
Sent: August-08-13 1:08 PM
To: mcharendoff@trca.on.ca; info
Subject: July 24 meeting comments

Dear sir/madam,

I attended the July 24th meeting at the EMS Training Centre and would like to submit my feedback for the official record.

I am thoroughly familiar with all previous and current versions of the DMNP and LDL plans.

Q1. Likes.

The continued emphasis on naturalizing the mouth of the Don is very commendable. The plans presented tonight are thorough, achievable and will satisfy all my wishes for the re-naturalizing. The new channel is great.

The realignment of the Don Greenway is necessary and OK.

The new neighbourhood street plan is a very big improvement. The continuation of Commissioners St. as a straight, wide, arterial boulevard integrates it into the street plan of the larger city.

The new interior street grid plan is much improved. It maintains the rhythm and edge of Toronto's angular urban grid. This is a huge improvement from the previous plan of crescents, loops and dead end streets. Excellent work.

If it's actually possible to finance this newest plan then I'm delighted. Let's get on with it!

Q2 Dislikes.

None.

Q3. Suggestions

Please ensure the new channel will be accessible to small watercraft such as canoes and rowboats. I want to be able to row north up the Don as far as possible.

No mention is made of the Gardiner / Lakeshore Blvd. access ramps but we use them daily and must be kept functional at all times, for the benefit of all Torontonians. This highway access is essential for keeping traffic volumes lower in surrounding neighbourhoods.

Thanks
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: August-08-13 7:49 AM
To: info; TRCA
Subject: Re: July 2013 Newsletter

I am replying to both Waterfront Toronto and the TRCA as there may be some overlap in my comments and I am not sure where the divisions in your respective responsibilities are. The meeting of July 24th was the first that I have attended, indeed I only became aware of the scope of this project a few months ago. My thanks to all of those who have sought to re-claim the Don for so long and to those who have conceived such a beautiful solution for doing so.

I do think that the original plan was superior, but I accept the need to modify that design with a view to easing the financing and accelerating the development: accelerating it but I hope not compromising it. Even if the La Farge plant can not be re-located I think that the concept borders on perfection. That leads me to my biggest concern of the moment, the perceived need to embellish or enhance the project with iconic built form.

Frank Lloyd Wright's Fallingwater is iconic. Perhaps it is one of the best examples of site inspired architecture designed for a purely natural site. I think that it is beautiful. The house without the waterfall would be a peculiar curiosity the waterfall without the house would be what it always has been, beautiful. Native laurel and rhododendron flowering in the spring and early summer, a mixed hardwood bush changing colour in the fall, ice encrusted riverbanks in the winter, the omnipresent sound of flowing water; naturally beautiful.

A "natural" river mouth, discharging its' flow in the centre of a large urban development, has to be relatively unique. I think that it is its' own catalyst. Will it draw everyone? Of course it won't. But then, has every citizen of the city, every tourist to the city, been drawn to the AGO, the ROM, Woodbine racetrack or the CN Tower? It will have its' own audience and we need to grow that audience. What better location than the heart of this new city within a city?

I have no doubt that something of beauty and originality could be built, but at best it may prove to be superfluous, and at the worst it may diminish what has already been beautifully imagined

The built forms which are essential, which are not in any way superfluous, are the bridges. Perhaps, taken collectively, we could make their design and construction the iconic link between the natural and human. Although the bridges serve different purposes, have longer and shorter spans, and will be built over a long period of time, maybe they could be designed at the outset as separate installations of one over-arching art project. An international competition to design the complete set of required bridges before any one of them is built. We have the time.

An international competition would draw much attention to this development, attention that would be re-freshed throughout the project: the initial announcement, the naming of finalists, the naming of the winner, the start and completion of each installation (ie a bridge), the completion of the construction of the entire set of bridges, pedestrian and vehicular, and finally, the ongoing enjoyment of experiencing great design. I don't have the ability to imagine this, but somewhere in the world there are those who do.

Thank you for all you have done and for affording me this opportunity to participate

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

- chair/facilitate negotiations
- aboriginal land/pollution claims
- co-management advisory services

John Campbell/CEO/Waterfront Toronto
Michael Charendoff/Toronto Region Conservation Authority

1 August, 2013

Dear: *John* Re. **Reconfiguration of the Mouth of the Don River**

I've attended Waterfront Toronto/Toronto Waterfront Revitalization meetings since they were first initiated. I attended the last one on July 24th at the EMS Training Centre.

Like most who have participated in these public meetings, I was motivated by the 'THEFT' of Toronto's Waterfront under previous city administrations with the complicity of dreadful, shortsighted planning.

The present draft, to the extent it was discussed on July 24th and to the extent that visual literature images project, is **UNACCEPTABLE**.

(1) Acceleration of the Process: the process has been contaminated ever since the intervention of Doug Ford and his ferris wheel, mega mall, corporate takeover attempts earlier this year. The introduction of the word "acceleration" has clearly had a damaging impact on the process. The reconfiguration of the mouth of the Don River is an historical opportunity. There is no room in the process for "acceleration" simply to pacify the objectives of those who have virtually no concept of nor interest in the naturalization of one of Toronto's greatest natural assets.

(2) Contraction/Minimizing of Green Spaces: as Ken Greenberg and others have pointed out, redrafts have already eliminated 40 acres of green space and increased development lands. We've had the Toronto Port Authority, one of the leading proponents of maximizing waterfront development while damaging natural spaces (the massive infrastructure of Porter Airlines on the Island Airport lands, the incredible airline noise and activity, the push for jet aircraft) carving sections off the draft proposal to facilitate shipping, an almost non-existent activity.

(3) Reconfiguration of Development Areas: I am particularly upset at the planning decision to create suburb-like box development of development units lined up like toy soldiers rather than the more flexible development patterns highlighted in earlier drafts. Waterfront Toronto presented this as an improvement from earlier drafts. I have two granddaughters involved in design; one an architect; one a superb designer. We often discuss the importance of design. DESIGN TRUMPS EVERYTHING. Check out the success of Apple Computer. The new development images remind me of the debacle that the Dept. of Indian Affairs has made in housing developments on northern reserves. Houses lined up like soldiers. It's ugly, its impractical and its an insult to creative design.

(4) The Floodway/Spillway/Wetlands Concept from the Existing Mouth of the Don River/ Keating Channel, down through the Shipping Channel to empty into Lake Ontario in the Area between the Two New Soccer Pitches & the Old Hearn Generating Station:

The attached photocopy (Exhibit A) A Vision for Cherry Beach (drafted by Urban Design Associates of Pittsburgh) shows the natural flow-through of the Don River to Lake Ontario to the South. Exhibit B is a draft submitted by the East Toronto Climate Action Group. It echoes concepts of wetland/spillway areas directly SOUTH between the new soccer pitches and the Hearn Plant.

Most recent images provided by Waterfront Toronto exclude any details of the "spillway" area between the pitches and the Hearn.

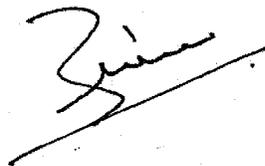
QUESTION: has the SPILLWAY concept been scrapped? If so why? Is the spillway now simply a green space or is it a true WETLAND. I don't recall any detailed discussion of the scrapping of the SPILLWAY/WETLAND at any Waterfront Toronto meetings.

Concluding Comments: I'm hugely supportive of Waterfront Toronto's efforts. Sherbourne Common Park/Spillway, the Mini-Beaches etc. However the apparent 'cave-in' to ignorant political interests and pro-development interests is about to destroy/undermine a fabulous once-in-several centuries opportunity of the Don Mouth Reconfiguration.

It's very disheartening to have politicians elected in 2010 undermine a public consultation project now into its second decade. My sense is that too many important decisions are being impacted and made behind closed doors. You need to remind yourselves that you have enormous public and councillor support if you choose to PUSH-BACK.

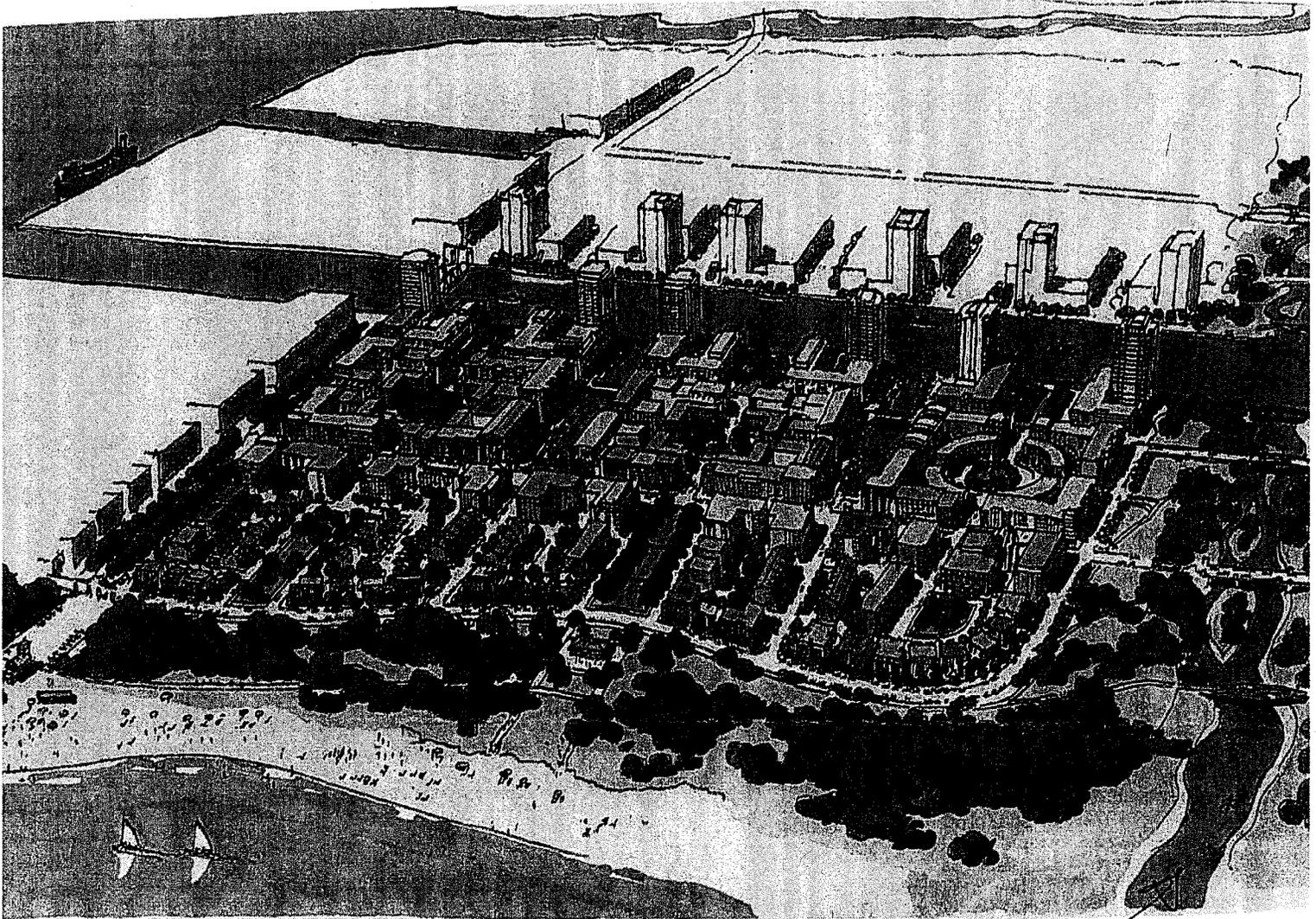
You don't have to buy my arguments. Attached is a copy of Ken Greenberg's thoughts. As Ken points out, the plan that won international awards and was approved by Council in 2010 continues to contract and minimize. What was the point of the competition? The current draft is UNACCEPTABLE in the legacy of inadequacy it will leave this city in the future. An opportunity squandered.

cc. Ken Greenberg/Architect
Christopher Hume/TorStar



A Vision for Cherry Beach

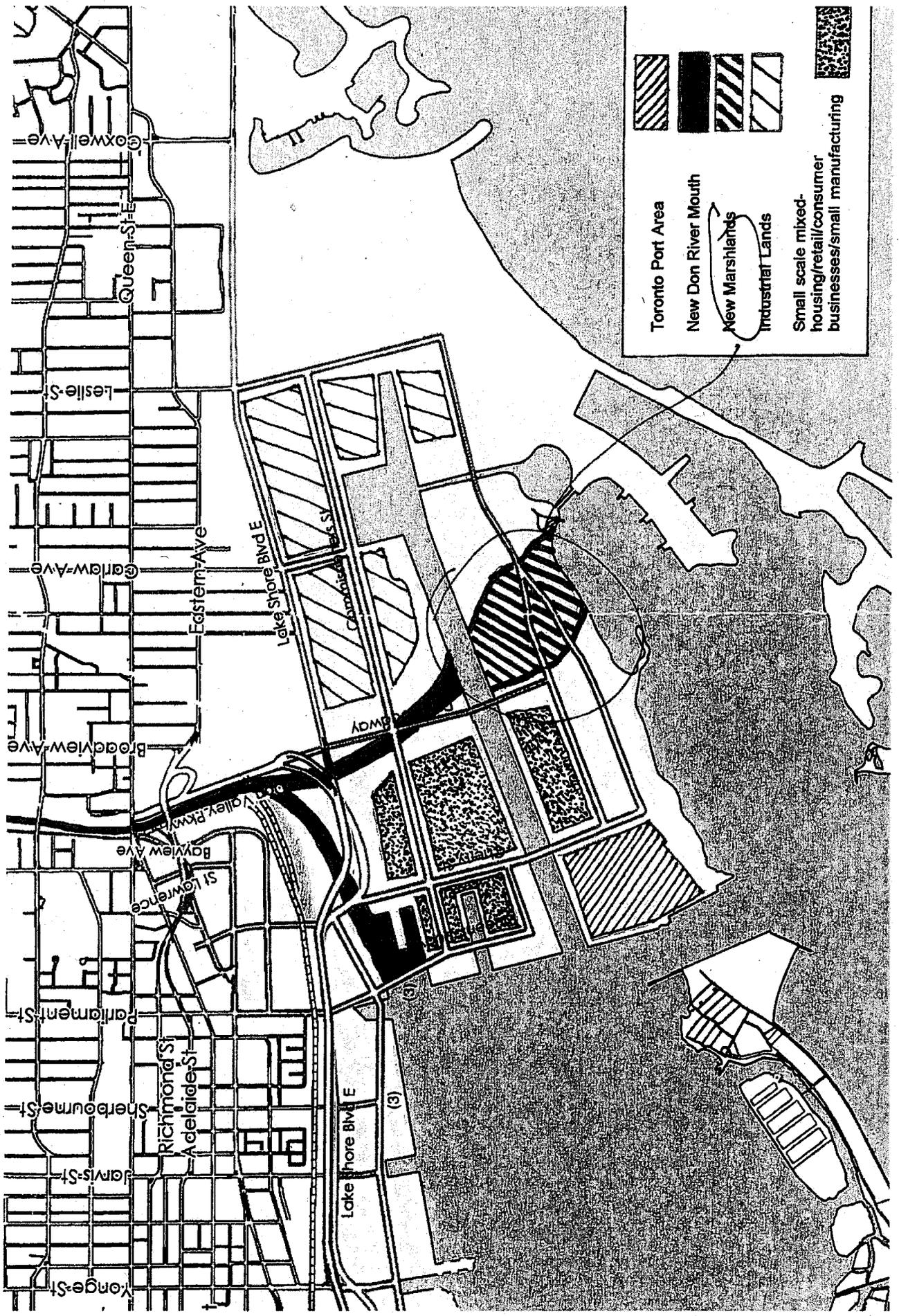
Intense and thoroughly urban, this proposal deals with the large tract of land in the east docklands south of the shipping channel. Although the scheme includes considerable expanse of green space, especially at the south end by the water, it also provides various types of housing ranging from four-storey buildings near Lake Ontario and Cherry Beach to high-rises along the shipping channel. Prepared by Urban Design Associates of Pittsburgh, the plan seeks to integrate the city and Lake Ontario in a way that makes the water a feature of daily life. It also separates recreational functions from residential and commercial with an extensive wooded area that allows for dramatically different uses within the precinct. The proposal doesn't shy away from the densities and even the tall buildings about which Torontonians sometimes have grave doubts. The strength of this approach is that it opens up the lake while adding a new neighbourhood to Toronto.



???

Exhibit A

Exhibit B



Latest temptation for Toronto's waterfront

Proposed changes to the award-winning plan for the Lower Don Lands risk repeating Harbourfront Corp.'s mistake that created the infamous wall of condos

KEN GREENBERG

After thousands of Torontonians spoke up last November to resist overturning the fruit of years of effort that had gone into shaping plans for the Lower Don Lands, the idea was to move forward not backward.

But, as evident in Waterfront Toronto's revised proposal released last week, this exercise has been hijacked by the not too hidden agenda of the Ford administration to undo and undermine everything that has come before, especially anything that expresses a generosity of spirit for the public or that is not of a commercial nature.

The new plan for the 1,000-acre Port Lands cuts about 40 acres of green space and would add more development on the unsubstantiated theory that this would cut costs and entice developers. You can almost hear the Fords saying, "I told you so."

The whole point of the international competition held by Waterfront Toronto and the city with great fanfare in 2007 was to connect the dots by looking holistically at the issues of flood-proofing, naturalization, parks, land use, transit and urban infrastructure with an eye to creating an exemplary new part of Toronto's waterfront.

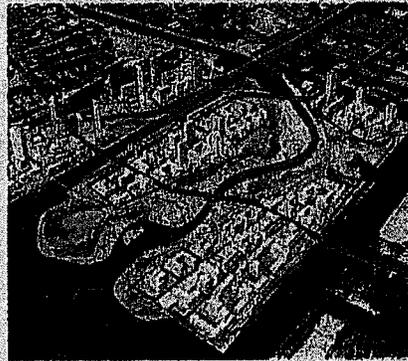
The outcome was a plan approved by council in 2010 that has won eight major international awards and brought Toronto to the forefront of forward-looking, sustainable city building.

The original Lower Don Lands plan would introduce urban development, native ecologies and public infrastructure on 280 acres accommodating housing for 25,000 residents and 10,000 employees. It would create a variety of hard and soft public spaces at the water's edge, including a major public park at the heart of an urban river estuary with room for organized sports on four regulation-sized fields, informal pickup games, small boat launching, jogging



WATERFRONT TORONTO

This image from the original winning design for the Lower Don Lands shows a kayaker in the Keating Channel. The site encompasses 1,000 acres.



acres of parkland. It is about our capacity to create a very special place where land meets water and the Don River enters the harbour and Lake Ontario, place for Torontonians and visitors to enjoy and share.

Council never voted to kill the plan for the Lower Don Lands and I would urge councillors to insist on an update on the progress of this study and its findings before this latest version goes too far. Let's get the approved scheme back as the preferred starting point and do the one simple study that was never done which is to examine how it could be refined to deal with new technical inputs and phased in over a realistic timeframe without sacrificing its quality.

Great cities do not seek to simply "monetize" their waterfront assets by unloading public land in the most expensive

the lands by getting them into the hands of developers as quickly as possible with minimal commitments.

Our city is economically robust compared to most others. We are in the midst of a development boom that surpasses by far all other cities in North America, but even our heated market has limits. What is the unholy rush? We have lands on the waterfront in the East Bayfront and north of the Keating

Don Mouth Naturalization & Port Lands Flood Protection Project

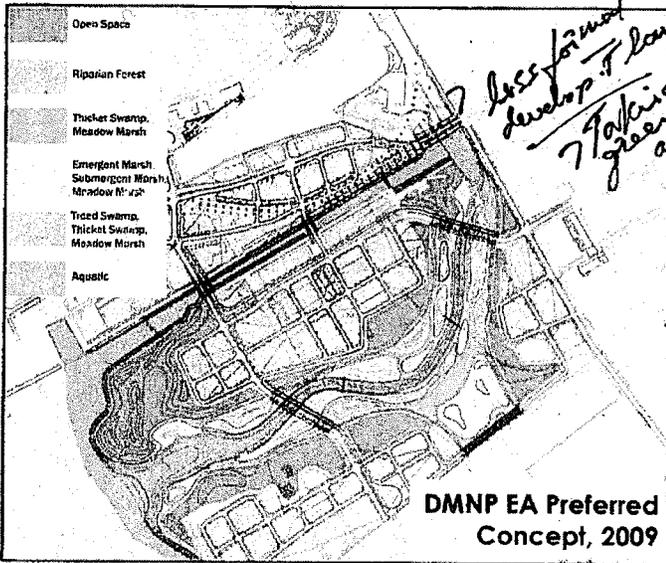


Volume #10, July 2013

Background

The Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment (DMNP EA) was initiated in 2005 by Toronto and Region Conservation Authority (TRCA) and Waterfront Toronto as a key deliverable necessary to facilitate the regeneration of the Toronto Waterfront. The DMNP EA will transform the existing mouth of the Don River into a more naturalized river outlet, and eliminate the risk of flooding from the Don River to lands east and south of the river.

After consultation with regulators, stakeholders, and the public, a preferred alternative was chosen and the EA was submitted to the Ministry of the Environment (MOE) for approval in December 2010. The EA was amended in April of 2011 as part of the MOE review process to address comments received from stakeholders during the 30 day public review period. The remainder of the EA review process was paused in July 2011, prior to the completion of the MOE review and release of the EA amendments.

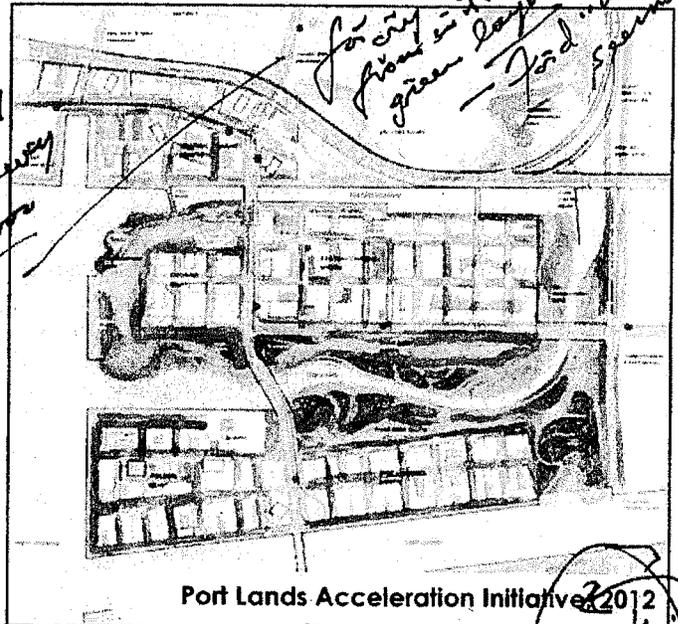


Public consultation was a primary objective of the PLAI and as a result, Waterfront Toronto, the City of Toronto, and TRCA held several meetings with members of the public, a stakeholder advisory committee, and a Port Lands landowner and user advisory committee.

The PLAI resulted in an amended concept design based on the original preferred alternative from the DMNP EA. A key recommendation of the PLAI was the creation of an implementation plan that phases development, which allows for high infrastructure costs to potentially be offset by revenue generated from development.

For more information on the results of the PLAI, go to the Port Lands Consultation website:

<http://www.portlandsconsultation.ca/>



Port Lands Acceleration Initiative 2012

Port Lands Acceleration Initiative

On September 21, 2011, Toronto City Council unanimously adopted a protocol, later to be called the Port Lands Acceleration Initiative (PLAI), to review the City's priorities for the Port Lands. In October 2011, Waterfront Toronto, the City of Toronto and TRCA initiated planning on the PLAI. The PLAI included technical studies undertaken for land use assessments, flood modeling, value engineering studies, and funding mechanism studies. Ultimately, the goal of the initiative was to deliver a strategy for accelerating development and maximizing the value of the Port Lands as a unique city legacy.

EA Amendment Process

Toronto City Council resolved on October 5, 2012 that the DMNP EA should be amended to reflect the results of the PLAI. The Ministry of Environment approved a further extension of the EA review pause until September 2013, in order to incorporate the amended concept design as the preferred alternative in the DMNP EA and to conduct appropriate consultation.

In the fall of 2012, TRCA, Waterfront Toronto and the City of Toronto, developed a work program to amend the 2011 document to reflect the alignment and phasing strategy from the PLAI and to be coordinated with the amendment process for the Lower Don Lands Class EA.

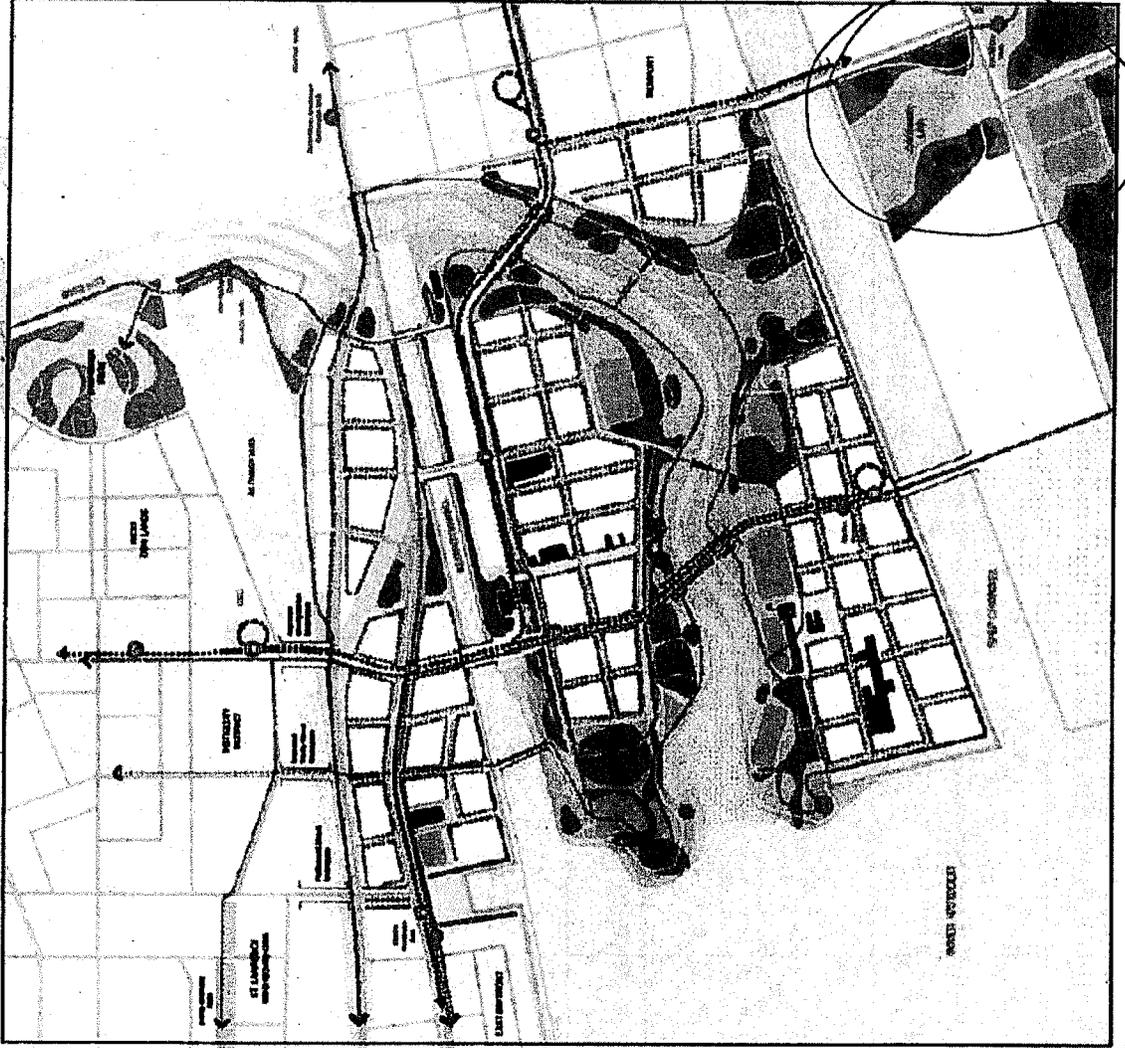
As a part of the amendment process, Waterfront Toronto, the City of Toronto, and TRCA have held meetings with a community liaison/stakeholder advisory committee, the Port Lands landowner and user advisory committee, and will be holding a public meeting on July 24, 2013 to present the DMNP EA amendment results and obtain feedback.



DMNP EA

Preferred 4WS

- LEGEND**
- Esplanade
 - Woodland
 - Passive Use Lawn
 - Multiuise Recreation
 - Pedestrian Path
 - Bicycle Path
 - Open Space



Jarvis St.

Parliament St.

Cherry St.

Leslie St.

Coxwell Av.

2

3

4

A

H

F

G

B

A

A

Site Specific
Environment
Assessment

Proposed
Development

Proposed
Development

drive

development areas

