

PORT LANDS ACCELERATION INITIATIVE

Appendix 12
Consultation Process Summary Report



Photo of Ship Channel by Jay Morrison

Port Lands Acceleration Initiative

Consultation Process Summary Report

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Table of Contents

A Word from the Consultation Team	ii
Consultation Process Overview	1
Consultation Process Diagram	2
Summary of Feedback – Six Key Themes	3
1. A Range of Opinion on River Alignment	3
2. Importance of Green Space/Park Space	3
3. Support for Phasing as Part of an Overall Plan	4
4. Funding/Financing Development and Infrastructure	4
5. The Need for Transit in the Port Lands	5
6. “Lock It In” – Provide Certainty.....	5
Next Steps	5
Appendix 1 – Public Consultation Summaries	
Appendix 2 – Stakeholder Advisory Committee Summaries	
Appendix 3 – Landowner and User Advisory Committee Summaries	

A Word from the Consultation Team

For several decades, there has been tremendous public interest in the future of Toronto’s Port Lands. In November 2011, Lura Consulting and SWERHUN were retained by Waterfront Toronto and the City of Toronto to provide independent consultation and facilitation services for the Port Lands Acceleration Initiative. Public consultation was seen by the Port Lands Acceleration Initiative proponents as being so important that it was identified as a core deliverable for the project.

Between December 2011 and August 2012, more than 1600 people attended a public meeting and/or provided input through the Port Lands Consultation website to help shape the future of the Port Lands. Representatives from nearly 100 organizations and businesses – many with connections to a much broader organizational constituency – participated on either the Stakeholder Advisory Committee or Land Owner and User Advisory Committee.

This concise summary report presents the key feedback themes emerging from the extensive Port Lands Acceleration Initiative consultation process. While the report provides a “big picture” synthesis of what we heard during the consultations, many additional ideas, opinions, hopes and dreams for the future of the Port Lands can be found in the report appendices – which document the feedback received during four rounds of public consultation and multiple advisory committee meetings.

It has been a privilege and a pleasure to work on this project with the Port Lands Acceleration Initiative project team and the many individuals and organizations that share a passion for making the Port Lands the jewel of Toronto’s waterfront.

Sincerely,



David Dilks
Project Co-Facilitator
Lura Consulting



Nicole Swerhun
Project Co-Facilitator
SWERHUN Facilitation and Decision Support

Consultation Process Overview

Over the past several decades, numerous plans, studies and reports have been prepared for the Port Lands, including Unlocking the Port Lands, precinct planning for the Lower Don Lands and the Don Mouth Naturalization and Port Lands Flood Protection Project EA. Significant individual developments – such as Pinewood – have emerged in the area, while opportunities for others, such as the Hearn, remain. Many of these planning and development initiatives have been the focus of extensive public consultation, drawing on energy, ideas and input from numerous committed and passionate stakeholder organizations and individuals with an interest in the future of the Port Lands.

As City Council directed, the public consultation process for the Port Lands Acceleration Initiative was envisioned as a key deliverable for the project. The consultation process was designed to engage not only with the broader public, but also with four key audiences. These included: city-wide business organizations; local waterfront and city-wide community and resident organizations; broader public-interest groups (e.g. environment, transportation, and recreation); and local land owners, tenants, and port users.

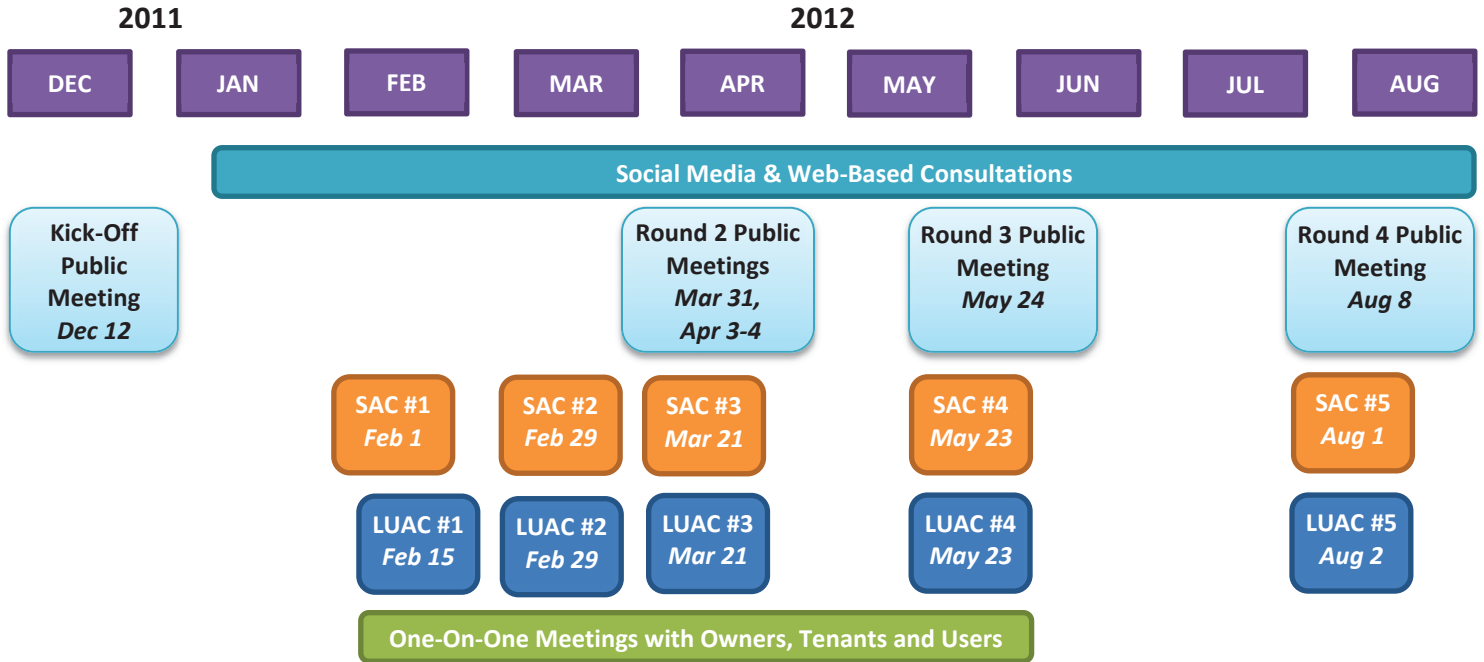
A number of specific engagement mechanisms were employed. There were four rounds of public meetings, including: (1) a kick-off public meeting to solicit goals and ideas; (2) an open house and two feedback workshops to present and seek feedback on key findings and preliminary options; and (3 & 4) two further public meetings to present and seek feedback on draft findings and recommendations. In addition, a social media and web-based information and input forum (www.portlandsconsultation.ca) ran in tandem with each round of the consultation process. In total, approximately 1600 people attended the Port Lands Acceleration Initiative public meetings and/or provided input through the web-based platform from December 2011 to August 2012.

Other key engagement mechanisms included a Stakeholder Advisory Committee (SAC) and a Land Owner and User Advisory Committee (LUAC), each of which met five times over the course of the consultation process. The SAC consisted of representatives of city-wide business, community, resident, and public-interest organizations. The LUAC consisted of land owners and tenants in the Port Lands and immediate area, as well as users of the Port of Toronto. Combined, these Advisory Committees engaged representatives from nearly 100 organizations and businesses, many with connections to a much broader organizational membership/constituency.

A series of one-on-one meetings between land owners/tenants/users and the project team was also held over the course of the consultation process. In addition, the project team participated in several meetings at the request of specific constituencies or organizations, including the Outer Harbour boating community and two meetings with Code Blue. Lastly, ongoing contact was maintained with Aboriginal organizations with a potential interest in the Port Lands to ensure that every opportunity for them to participate in the consultations had been provided.

Consultation Process Diagram

The diagram below illustrates the timing and key facets of the Port Lands Acceleration Initiative consultation process:



Summary of Feedback – Six Key Themes

The following is a high-level summary of the feedback received through all engagement mechanisms. It is organized into six key themes: A Range of Opinion on River Alignment; Importance of Green Space/Park Space; Support for Phasing as Part of an Overall Plan; Funding and Financing Development and Infrastructure; The Need for Transit in the Port Lands; and, “Lock It In” – Provide Certainty. More detailed reports on the key engagement activities (including summaries of public meetings, SAC and LUAC meetings) can be found in the Appendices of this report.

1. A Range of Opinion on River Alignment

- **There was a range of opinion on the project team’s proposed river alignment in Round 2 of the consultations.** Some participants liked that a form of 4WS remained as the preferred river alignment, stating that 4WS realigned seemed reasonable. Others felt that 4WS realigned compromised the original vision too much. Most participants in the online portion of Round 2 were supportive of the original 4WS from the 2010 Don Mouth Naturalization Plan EA. This range of opinion was reflected at the third SAC meeting, with participants expressing both general support for the realigned 4WS and concern about its lack of beauty and vision.
- **This range of opinion on the river alignment carried over into Round 3 of the consultation process,** with some participants stating that they felt that 4WS realigned had lost the magic of the original design – that it was uninspiring, too pragmatic, and that the pendulum had swung too far in favour of cost and development. Others felt that 4WS realigned was a balanced approach, and pragmatic in its use of the slip and accommodation of port uses.
- **In Round 4 and at the fifth SAC and LUAC meetings, there was a general appreciation that the new iteration of 4WS realigned had improved greatly from the iteration presented in the previous round of consultation.** Participants felt that many elements of earlier plans were present, and that the new iteration was comparable with that presented in the 2010 Don Mouth Naturalization Plan, but with the added benefit of having a business case to back it up. The sentiment that the new iteration contained elements of the original plan was echoed by participants at the fifth SAC meeting. However, some participants still felt that the original vision was superior to the 4WS realigned.

2. Importance of Green Space/Park Space

- **In Rounds 2 and 3 of the public meetings and online consultation, as well as at SAC meetings, concerns were expressed about the reduction in green space/park space.** Potential impacts of this reduction in green space/park space were seen to include slower/lower land value growth and/or a “tug of war” between recreational uses and natural uses. Some were concerned that the realigned 4WS appeared to prioritize development over green space and naturalization. The importance of maintaining public access to the water’s edge was emphasized.
- **In Round 3 of the public meetings, a number of refinements were suggested, including:** larger and increased park space; consolidating some of the smaller, scattered parks; and creating a park that would serve not just the local population, but one that would draw people from the entire city.

- **In implementing planned park land, it was suggested in Rounds 3 and 4 of the public meetings** that land should be reserved for parks, that these should be built as early as possible, and that further work on the planning and design of parks should be carried through to the precinct planning process.

3. Support for Phasing as Part of an Overall Plan

- **Starting at the kick-off public meeting and continuing at subsequent public and advisory committee meetings, participants expressed support for phasing, as long as it is part of a clear overall plan.** Participants noted that phasing makes the Port Lands “more digestible”, facilitates development by responding to market conditions, and helps to raise revenue for implementing following phases.
- **Participants throughout the consultation process appreciated that flood protection could be phased, though there was some concern that the completion of all phases would not occur for many years, or that completion would be pushed off indefinitely.** It was suggested that the City of Toronto and Waterfront Toronto examine phasing the original plan; that the amount of naturalization should be increased in earlier phases; and that the implementation of naturalization should be separated from the planning and implementation of development in the Port Lands.
- **During Round 3 of the public meetings and at the fourth SAC and LUAC meeting, there was interest in more information on the sequence and timing of phasing.** Some participants were interested in combining phases 1 and 2 so that more land was released for development earlier on. Others were interested in combining phases 3, 4 and 5 to better ensure that the final work on the river mouth is implemented.

4. Funding/Financing Development and Infrastructure

- **Starting at the kick-off public meeting and continuing throughout the consultations, participants expressed support for the exploration of a number of funding and financing options, particularly those that provide the opportunity to maintain public stewardship.**
- **Throughout the consultation process, there was a range of opinion on the appropriate balance between public and private sector contributions to funding/financing development-enabling infrastructure in the Port Lands.** Some felt that developers should be required to pay for all infrastructure while others felt that the greater the number of development charges/fees, the less developers would pay for the land, ultimately leading to less revenues available for funding/financing infrastructure. Still others felt that public funding/financing was the only way to achieve the development of public assets, such as naturalization, sustainability and affordable housing.
- In addition to providing feedback on the various financial and funding mechanisms, **some participants emphasized the need for the City and Waterfront Toronto to engage further with senior levels of government on sustainable funding for redevelopment of the Port Lands.**
- **Stemming from projected retail demand emerging from the business case model, online and public meeting participants and the Stakeholder Advisory Committee expressed concern about big box/mall/suburban-style retail in the Port Lands.** Many felt that big box/mall/suburban-style retail was an inappropriate type of development for the Port Lands.

Additionally, specific concern was raised about the potential impact on local retail in adjacent communities.

5. The Need for Transit in the Port Lands

- **The importance of providing transit within and to the Port Lands was continually emphasized by online and public meeting participants the Stakeholder Advisory Committee, Land Owner and User Advisory Committee throughout the consultation process.** Given the need for transit in the Port Lands, participants were particularly concerned about funding for transit and the timelines for the full build out of transit, including the progression of transit service from BRT to LRT. It was suggested that that the securing of transit ROW's and coordinating transit planning/provision with that in East Bayfront and West Don Lands should be top priorities.

6. “Lock It In” – Provide Certainty

- The importance of “locking in” plans was noted by a number of public meeting and advisory committee participants. **For some, “locking in” plans was seen as a way to prevent further revisiting of decisions that had already been informed by and supported by previous planning and public consultation work. For others, “locking in” plans was seen as a way to minimize uncertainty for current Port Land users in their leasing and investment decisions.** Local landowners expressed interest in entrenching the recommendations of the Port Lands Acceleration Initiative in the City's Official Plan and zoning bylaws as soon as possible.
- **The question of governance and accountability for implementing the outcomes and recommendations of the Port Lands Acceleration Initiative was raised by a number of public meeting participants and at the SAC.** There was interest in seeing the leadership role of Waterfront Toronto in the development of the Port Lands and the waterfront as a whole reconfirmed. It was felt that reconfirming Waterfront Toronto in this role would mean that all three levels of government are still committed to the waterfront and that no one level would be able to overturn a decision following an election.

Next Steps

A report on the recommended directions for the entire Port Lands will be considered by the City's Executive Committee on September 10th, and by City Council on October 2nd and 3rd. This report will also include all of the studies undertaken as part of the Port Lands Acceleration Initiative.

Appendix 1 – Public Consultation Summaries

Kick-Off Public Meeting

December 12th, 2011

Public Consultation Round 2

March 31st – April 15th, 2012

Public Consultation Round 3

May 24th – June 8th, 2012

Public Consultation Round 4

August 8th – 17th, 2012

Kick-Off Public Meeting – December 12th, 2011

Public Meeting Report

December 12, 2011 Public Meeting, Toronto Reference Library, 6:30 – 9:00 pm

On December 12th, 2011 Waterfront Toronto, the City of Toronto and the Toronto and Region Conservation Authority hosted the first public meeting of the Port Lands Acceleration Initiative at the Toronto Reference Library's Bram & Bluma Appel Salon. In addition to approximately 600 participants, several politicians were in attendance, including: MPP Peter Tabuns, Councillors Paula Fletcher, Pam McConnell, Peter Milczyn, Mary Margaret McMahon, Michelle Berardinetti, Mary Fragedakis and Raymond Cho. A live webcast of the meeting also enabled online participation and feedback.

Discussion at the meeting focused on goals and ideas for a development and implementation plan for the Port Lands. This report was written by the independent facilitation team for the project – SWERHUN Facilitation & Decision Support and Lura Consulting – and it is subject to the review of participants at the meeting. It compiles feedback from the meeting's plenary discussions, 40 Table Discussion Reports, 67 Individual Discussion Guides, and two letters received after the meeting by email and mail. It not intended to serve as a verbatim transcript. A draft of this meeting report was subject to review by meeting participants throughout January 2012.

KEY THEMES WE HEARD AT THE MEETING

There were several key themes that came through clearly at the meeting – based on both the feedback shared verbally and in the over 100 completed Discussion Guides received. The six key themes are listed here, with detailed feedback following in the remainder of the report (please see Attachment A for Questions of Clarification and Attachment B for a record of all written feedback).

1. People need much more clarity on the fundamentals of the Acceleration Initiative - what its purpose is (is it a wholly new plan, a phasing plan, a business plan or other?), why the Acceleration Initiative is needed, the potential benefits of the Acceleration Initiative, and the timeframe for accelerated development.

Participants would also like a greater clarification of the roles and responsibilities of all the actors involved in the Acceleration Initiative (including the various levels of government, their agencies, and private land owners). Some participants are concerned that politics may impact the planning process and they would like to ensure that plans for the Port Lands persist beyond four-year election cycles.

2. People need to understand the status of existing plans. Participants would like to know the status of existing plans (e.g. Lower Donlands Framework Plan, Don Mouth Naturalization and Flood Protection EA, Lake Ontario Park Master Plan) and how they will be incorporated into the Acceleration Initiative. Participants would like to know whether the Acceleration Initiative will largely stick to these plans, re-open them, or set them aside. The notion of “idea fatigue” arose in frustration – participants wanted to know why they are always being asked to “go back to the drawing board”.

In particular, participants felt that **more information could be provided on the relationship between the Don Mouth Naturalization and Flood Protection EA and the Acceleration Initiative**. Participants wanted to know if the Acceleration Initiative will determine phasing and funding options for the existing preferred alternative which has already been submitted to the Province for approval, or if the preferred alternative is in jeopardy.

3. Concern about trade-offs. Many participants expressed concern about potential trade-offs arising from accelerating development in the Port Lands. Examples include: that development quality in the Port Lands will be sacrificed for expediency; that short-term land value capture will be realized at the expense of a greater long-term land value capture; and that public consultation – both past and future – will be demeaned by accelerated development.

Participants also expressed concern that proceeds generated from development might be withdrawn from the Port Lands as a result of the Acceleration Initiative. **Many participants felt that all proceeds generated by development in the Port Lands should be reinvested back into the area to successively finance development.**

4. Support for a transparent process. Participants called for a transparent process that gives the community the opportunity to inform decision-making and ultimately support the outcome. Participants were particularly interested in having an in-depth and information rich public consultation on funding and financing tools and options to support development in the Port Lands.

5. Maintain established goals. Many participants expressed support for the planning and consultation that has happened over the past several years and would like to see the core goals established through this work maintained. These goals include: public access/public sector stewardship of the Port Lands; environmentally sustainable development; communities with a mixture of housing types, tenures and income levels; communities with a mix of uses; public transit that is implemented in coordination with development; and acknowledging the needs of existing users.

6. Ideas to explore – to maximize value and accelerate development of the Port Lands. Participants would like to see innovative funding models explored, **with a particular interest in funding models that provide the opportunity to maintain public stewardship.** Suggestions included: Waterfront Toronto bonds, community-based financing; user fees, road tolls/congestion charges, development charges, Tax-Increment Financing/Grants; leasing unused lands, Public-Private Partnerships, a city-building fundraising campaign; and World Bank/Clinton Foundation funds for environmental and sustainable city building.

Participants were open to phasing, as long as it is part of a strong overall plan. Participants expressed a range of opinions on how phasing could be approached, including: have the renaturalization of the Mouth of the Don or other public infrastructure built in the first phase as a means of encouraging private development; have development start in areas outside of the floodplain such as south of Unwin Avenue or moving west from Leslie Street; allow for easily-dismantled interim uses until a market/funding becomes available; and prioritizing adaptive re-use of the Hearn and/or other industrial structures.

Some participants felt that catalytic uses could help encourage development though drawing attention to and attracting more people to the Port Lands. Catalytic uses could include things like an education campus, a landmark public building, a research park or innovation centre, entertainment venues, and/or a multi-use community sports complex.

MORE DETAIL ON THE KEY THEMES WE HEARD

1. **People need much more clarity on the fundamentals of the Acceleration Initiative - what its purpose is (is it a wholly new plan, a phasing plan, a business plan or other?),** why the Acceleration Initiative is needed, the potential benefits of the Acceleration Initiative, and the timeframe for accelerated development.

Participants would also like a greater clarification of the roles and responsibilities of all the actors involved in the Acceleration Initiative (including the various levels of government, their agencies, and private land owners). Some participants are concerned that politics may impact the planning process and they would like to ensure that plans for the Port Lands persist beyond four-year election cycles.

ADDITIONAL DETAIL

- There is a need for greater clarity on the roles and responsibilities of all the actors involved in the Acceleration Initiative. Participants wanted clarity on:
 - Who is in charge of the Acceleration Initiative;
 - The role of different private landowners in the Port Lands;
 - How much land is owned by each order of government in the Port Lands;
 - How the Provincial and Federal governments are going to be engaged to support and move the Initiative forward; and
 - The role of the Toronto Port Authority.
- Several participants expressed support for Waterfront Toronto playing a leadership role in the Acceleration Initiative.
- Several participants also were concerned that the plans may be threatened by political influence – they felt that four year election cycles may induce short-term thinking. Some participants would like to see measures taken so that plans are protected from being re-opened, re-discussed and altered.

2. **People need to understand the status of existing plans.** Participants would like to know the status of **existing plans** (e.g. Lower Donlands Framework Plan, Don Mouth Naturalization and Flood Protection EA, Lake Ontario Park Master Plan) and how they will be incorporated into the Acceleration Initiative. Participants would like to know whether the Acceleration Initiative will largely stick to these plans, re-open them, or set them aside. The notion of “idea fatigue” arose in frustration – participants wanted to know why they are always being asked to “go back to the drawing board”.

In particular, participants felt that **more information could be provided on the relationship between the Don Mouth Naturalization and Flood Protection EA and the Acceleration Initiative.** Participants wanted to know if the Acceleration Initiative will determine phasing and funding options for the existing preferred alternative which has already been submitted to the Province for approval, or if the preferred alternative is in jeopardy.

ADDITIONAL DETAIL

- Participants were interested to know if the original plans approved by Council would be maintained through this Initiative, if they would be incorporated into the Initiative, and/or built on by the Initiative.
- Some participants were specifically concerned about the status of the Don Mouth Naturalization and Flood Protection EA, particularly the Michael Van Valkenburgh vision. Others expressed specific concern that the Lake Ontario Park vision might be changed by this process.
- Several participants wanted more clarification on how the Acceleration Initiative would affect the Don Mouth Naturalization and Flood Protection EA. They wanted to know:
 - What process would be used to examine further options for naturalization and flood protection;
 - If the Acceleration Initiative was merely an exercise in due diligence; and
 - Why other options need to be considered.

3. Concern about trade-offs. Many participants expressed concern about potential trade-offs arising from accelerating development in the Port Lands. Examples include: that development quality in the Port Lands will be sacrificed for expediency; that short-term land value capture will be realized at the expense of a greater long-term land value capture; and that public consultation – both past and future – will be demeaned by accelerated development.

Participants also expressed concern that proceeds generated from development might be withdrawn from the Port Lands as a result of the Acceleration Initiative. **Many participants felt that all proceeds generated by development in the Port Lands should be reinvested back into the area to successively finance development.**

ADDITIONAL DETAIL

- Many participants were concerned that the Acceleration Initiative would lead to a compromising of the visions and objectives for waterfront development established through prior Waterfront Toronto planning processes. The West Don Lands and East Bayfront were specifically mentioned as areas where positive results have been delivered.
- Further, some participants were concerned that accelerating development in the Port Lands may impact some of the projects underway in the West Don Lands and East Bayfront through flooding the market with units.
- Some participants were concerned that the Acceleration Initiative would create an impetus to “go the easy way” and realize short-term gain through quick land sales and others were concerned that the Acceleration Initiative may impact the mix of public and private uses in the Port Lands.

4. Support for a transparent process. Participants called for a transparent process that gives the community the opportunity to inform decision-making and ultimately support the outcome. Participants were particularly interested in having an in-depth and information rich public consultation on funding and financing tools and options to support development in the Port Lands.

ADDITIONAL DETAIL

- Participants wanted assurances that the public’s contributions through previous consultations would be honoured by this process. Participants also wanted to ensure that this public consultation process will allow their voice to have an effect on the final outcome.
- Some participants tied the need for clarification on what would be explored through the Acceleration Initiative to the public consultation process. It was felt by these participants that a better understanding of what would be being decided through this process would result in greater clarity on what would be open to public influence.

5. Maintain established goals. Many participants expressed support for the planning and consultation that has happened over the past several years and would like to see the core goals established through this work maintained. These goals include: public access/public sector stewardship of the Port Lands; environmentally sustainable development; communities with a mixture of housing types, tenures and income levels; communities with a mix of uses; public transit that is implemented in coordination with development; and acknowledging the needs of existing users.

ADDITIONAL DETAIL

- Some participants emphasized that they would like to see a continuation of design excellence in waterfront development, and that beauty does not take a backseat to the push for development. Similarly, other participants would like to see the Port Lands developed as a place that is integrated into the fabric of Toronto through design considerations such as pedestrian scale and discouraging “big box” retail.
- Some participants wanted to ensure that the allocation of public space in the Port Lands remains high in quantity and quality and that the public realm is protected and not privatized. Access to the water’s edge and an ample provision of park land were two often mentioned examples of public space.
- Some participants wanted the Port Lands to be a best-in-world showcase of sustainability, including energy and environmental design performance standards. A specific example of sustainability is making the Port Lands an “off grid” neighbourhood – one that supplies its own renewable energy, and deals with all wastewater and garbage on site.
- Many participants emphasized that that a mixed-income and affordable housing component should be maintained so that many different people can afford to live downtown, thereby increasing diversity. Some participants wanted greater clarification on the target proportions of affordable housing versus market rate housing in the Port Lands.

- Some participants wanted to see the construction of effective public transit made a top priority. While some participants wanted to see transit construction prior to development, others thought it would suffice to have a comprehensive transit plan with gradual implementation as development occurs. Several participants specifically mentioned Light Rail Transit as their preferred option for public transit within the Port Lands.
- A number of participants felt that any plan for the Port Lands development should realistically and concretely acknowledge and accommodate current users, including industrial and port users, and community sailing, rowing, paddling and yacht clubs. In particular, some participants would like clarification on how compatibility between industrial and residential uses will be considered in any plan for the Port Lands.

6. Ideas to explore – to maximize value and accelerate development of the Port Lands. Participants would like to see innovative funding models explored, **with a particular interest in funding models that provide the opportunity to maintain public stewardship.** Suggestions included: Waterfront Toronto bonds, community-based financing; user fees, road tolls/congestion charges, development charges, Tax-Increment Financing/Grants; leasing unused lands, Public-Private Partnerships, a city-building fundraising campaign; and World Bank/Clinton Foundation funds for environmental and sustainable city building.

Participants were open to phasing, as long as it is part of a strong overall plan. Participants expressed a range of opinions on how phasing could be approached, including: have the renaturalization of the Mouth of the Don or other public infrastructure built in the first phase as a means of encouraging private development; have development start in areas outside of the floodplain such as south of Unwin Avenue or moving west from Leslie Street; allow for easily-dismantled interim uses until a market/funding becomes available; and prioritizing adaptive re-use of the Hearn and/or other industrial structures.

Some participants felt that catalytic uses could help encourage development though drawing attention to and attracting more people to the Port Lands. Catalytic uses could include things like an education campus, a landmark public building, a research park or innovation centre, entertainment venues, and/or a multi-use community sports complex.

ADDITIONAL DETAIL

- In addition to suggesting several innovative funding models to be explored, some participants would like more clarification on the following:
 - If there are any immediate sources of funds – public or private – available for constructing required infrastructure;
 - What are the precise financial requirements for renaturalization and other infrastructure needs; and
 - What financial models are already under consideration.
- Participants who supported phasing did so for the following reasons:
 - As a means of achieving the greatest overall return on land value;
 - As a means of demonstrating the overall feasibility of the plan through realizing success on a smaller-scale first; and
 - As a means of controlling the pace and facilitating a more organic type of development.

- Several participants emphasized that adaptive re-use of the Hearn should be a priority project. Specific ideas for the Hearn included sports, retail, academic, cultural and/or residential uses.

NEXT STEPS

In wrapping up the meeting, Lead Facilitator David Dilks (Lura Consulting) highlighted the following:

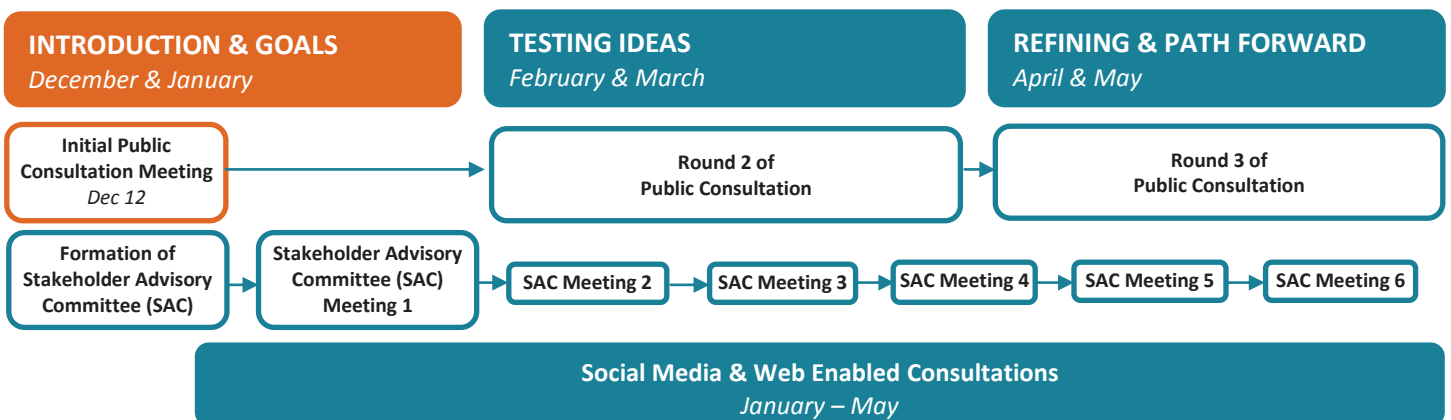
- This is just the start of the public consultation process, and there will be two more rounds of public consultation, with the next round anticipated in February 2012 (see process overview below);
- Participants representing organizations are encouraged to apply for membership on the Stakeholder Advisory Committee for the project (note: feedback from individuals will be sought during public consultation meetings); and
- The project consultation website address is www.portlandsconsultation.ca. It is anticipated that the website will be activated in January 2012.

John Campbell (Waterfront Toronto) and John Livey (City of Toronto) thanked participants for coming and highlighted the following:

- We can't emphasize enough how important public consultation is to us and this process; it is critical that we involve you in the discussions as to how we go forward, including on things like the financing alternatives we have to look at – we need some creative solutions; and
- We look forward to working with you on developing some great solutions for the Port Lands.

As noted in the Discussion Guide, the the Independent Facilitator's draft report from the meeting will be available for participant review in early January.

Overview of the Process



Public Meeting Report

December 12, 2011 Public Meeting, Toronto Reference Library, 6:30 – 9:00 pm

ATTACHMENT A. Questions of Clarification

Following a presentation by John Campbell – President and CEO, Waterfront Toronto and John Livey – Deputy City Manager, City of Toronto, participants were asked to discuss and identify questions of clarification. Below is a summary of questions asked (in the order they were asked) at the meeting along with the responses provided. It is not intended to serve as a verbatim transcript. A number of additional questions were asked in the 40 written table reports and 67 individual discussion guides completed. These additional questions are listed in a separate chart that follows the chart below.

#	Questions Asked at the meeting	Responses <i>Provided by John Campbell (JC) – Waterfront Toronto, John Livey (JL) – City of Toronto, and Brian Denney (BD) – Toronto & Region Conservation Authority</i>
1	Would the public consultation process be demeaned at the expense of early shovels in the ground?	JC: Absolutely not. Our intent is to look at accelerating development but not to demean or undermine the quality in any way.
2	Given that the Don Mouth EA has been completed, why would we be considering other options? Are all parties committed to renaturalization?	JC: We want to look at options for financing and phasing the preferred alternative from the Don Mouth Naturalization and Flood Protection EA. All options we examine will be within the EA's Terms of Reference – flood protection, city-building, and naturalization of the river. Those objectives will stay in place.
3	Why do you want to speed up the process, how quickly, and what will be jeopardized?	JL: We think that there is a general desire to have things happen quicker in the Port Lands. While recognizing that things don't happen over night, we would like to see whether or not some areas or all of the Port Lands could be developed sooner than a 20 to 30 year timeline. JC: The pace of development on the waterfront under our current model is primarily driven by residential uses. Under this model, it would be necessary to burn off the inventory in East Bayfront, West Don Lands, and the central waterfront – probably 12-15,000 units – before tackling land in the Port Lands. Through this process we will examine options that do not depend as much on residential absorption rates, e.g. through uses such as research clusters.
4	What is going to City Council in June, will it be statutory or not, who will it bind, and is it appealable?	JL: At the June Council meeting we will present a non-statutory report on the public consultation effort and objectives established through this process. It will give us some sense of what we need to do to keep moving forward with the EA and whether there's any tweaking or changes that may be needed. JC: We want to go to Council with a broad consensus – that is, we hope this public consultation process will help ensure that the plan we take to Council has broad public support.
5	Will an overview of financial models in terms of strengths and weaknesses be conducted through this process and who will do this?	JL: An overview of financial models will happen through this process and that material will be presented at future public meetings.
6	What plans are being considered to maintain community sailing, rowing clubs, and marine uses?	JC: We conducted a marine study that featured the participation of the Toronto Port Authority, port users and recreational boaters that looked at how we enhance and preserve these uses.
7	What are the existing financing tools under consideration? Is the issuing of bonds feasible?	JL: There are a number of ideas that have potential, including: the traditional tri-party model, bonds backed by Waterfront Toronto or the City of Toronto; development charges; tax-increment financing/granting, through Community

		Improvement Plans, and other fees and charges. We are looking for participants to suggest some creative tools that they would like us to explore. We are also looking at the feasibility of financing in phases. JC: We are retaining consultants for certain pieces of work to help us tap into the best financing tools that are available.
8	Flood protection unlocks the value of the Port Lands. We have spent a lot of time and money on the EA, and came to a preferred alternative that was approved by City. We would like you to confirm that what we're looking at is building on that work that has already been done, that we are not looking for other alternatives than what has already been identified and studied through many years. I think we had understood that what was happening at this point with the results of that study process was a re-evaluation of the validity of the conclusion as opposed to looking at further alternatives.	JL: We have asked for the Province to pause the EA so that we can ensure we have best EA we possibly can, consistent with the terms of reference. The TRCA will give us some insights on whether there is some tweaking or changes that will improve the feasibility of the preferred option. We're also going to go back to a couple of the options and see how they compare to the preferred option. BD: I would just confirm that from TRCA's perspective, the underlying principle of meeting the requirements of the Provincial flood plain policy for large scale redevelopment to take place in this area has to be accomplished, and we also have to meet the requirements of the terms of reference that said we will do a substantial regeneration of the Mouth of the Don and we're committed to doing that. There may be some ways that we could tweak certain aspects of it that would add to the prospects of making it more developable in the short-term, or perhaps reconfigure blocks slightly so that they are more attractive for private sector investment, but the principles that we went into the EA with are still very much with us and we intend to fulfill those.
9	What is the anticipated water access for the public?	JC: Through prior planning exercises we had envisioned this area as having a greater level of public access than the central waterfront due to naturalization of Don – primarily through opportunities for water access for canoes, kayaks, etc.
10	Why acceleration? What is being lost? Will things like sustainability standards and the affordable housing component be reduced?	JC: This is not an effort to develop at the cost of core values. This is not a trade-off exercise to do things cheaper. Perhaps we will move forward in phases, but we will not demean the quality of what has been done.
11	What is the new phasing order in the accelerated process? Will it be naturalization, then infrastructure, then development?	JC: It is early to say what the exact phasing will be as it will be determined through this process. One potential option is to look at developing things outside of the flood plain first.
12	Does acceleration oblige us to have short term gain at the expense of long term gain from development investment?	JL: You can't just plan the short-term and leave the long-term to another day. You've got to have that broader picture – that's what we're trying to do. JC: One of the opportunities of this exercise – because we're looking at the entire Port Lands now – we can take a much longer-term vision instead of strictly looking at the Lower Don Lands.
13	What is the allocation for residential/office buildings versus open space and sports facilities?	JC: All of the waterfront plans and the precinct plans we've done to date have included a fairly generous public realm. It's a bit premature to say today what any ratios might be between residential and commercial and parkland for example. JL: The Port Lands are an asset for all of Toronto. It represents a great possibility for recreational opportunities for every resident of the City of Toronto.
14	The notification for this meeting referred to the Lake Ontario Park Master Plan, will you use this plan as a basis moving forward. Why wouldn't naturalization increase land value?	JC: To answer your last question first, it would. The Master Plan for Lake Ontario Park is done, it hasn't received Council approval yet, but it will be feeding in and informing our plans for the Port Lands.

ADDITIONAL QUESTIONS

In addition to the questions asked (and answered) at the December 12th meeting, there were 265 questions of clarification recorded by participants in the 40 written table reports completed at the meeting and in the 67 individual discussion guides received. All 265 questions were grouped by theme into the following 14 categories:

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| <ul style="list-style-type: none"> A. Current Plans/Principles B. Acceleration C. Timeline D. Status of Don Mouth Environmental Assessment E. Authority F. Financing G. Transportation/Infrastructure | <ul style="list-style-type: none"> H. Existing Land Uses/Existing Buildings I. Environmental Implications J. Land Use Planning K. Parks and Recreation L. Process/Public Consultation M. Public versus Private Development N. Other |
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A number of similar questions were asked within each of these 14 categories, so in many cases one question has been identified by the Independent Facilitation Team that represents the intent behind several similar questions. This process reduced the total number of questions from 265 to 45. These 45 questions and answers to these questions are in the left column in the table below while all 265 questions are documented in the right column of the chart below.

#	Collapsed Questions and Responses	Detailed Questions
A. CURRENT PLANS/PRINCIPLES		
1	<p>Why is the plan being re-examined when we already have a plan?</p> <p>Response: <i>Because City Council asked us to undertake a review as part of the work to create a high-level road map for accelerating development and maximizing the value of the Port Lands as a city legacy. Note that the review is looking at the whole Port Lands and not just the Lower Don Lands areas.</i></p>	<ul style="list-style-type: none"> • Are we being asked to compromise on all the good work that's been done before? Is this about compromising or accelerating? • Why "Stay with the Keating Channel" isn't still an option? Without the 600 million up front investment?) • Why not go ahead with the existing plan? • Status of existing plan? • Are we following the original agreed upon and previously approved plan? • Is there a danger that politicians could re-discuss and alter the current vision? • Why are solid plans – good plans – being revisited? • Where does the Port Lands plan that has already been created sit? How will it be incorporated in to plans as they move forward? (Michael Van Valkenburgh) Design in particular • Is there any way to protect what has been accomplished now from side swiping? • What can we do to protect this process from being derailed again like it has been in the past? • How does this "acceleration" initiative actually speed things up, given that we are re-examining work already done?

<p>2 What was the original plan? Why was it inadequate? Response: <i>In 2003, the City of Toronto adopted the Central Waterfront Secondary Plan, which outlines the planning framework for the designated waterfront area, including the Port Lands. There have been a number of plans specific to the Lower Don Lands area in the Port Lands, including:</i></p> <ul style="list-style-type: none"> • <i>The Lower Don Lands Framework Plan;</i> • <i>The Preferred Option from the Don Mouth Naturalization and Flood Protection EA;</i> • <i>The Lower Don Lands Infrastructure EA;</i> • <i>The West Keating Precinct Infrastructure EA;</i> • <i>Official Plan amendments 388 and 389 to support the above plans; and</i> • <i>The West Keating Precinct Plan Zoning By-Law amendment.</i> <p><i>A Lake Ontario Park Master Plan has also been completed but not submitted to Toronto City Council. The review was initiated, not because of inadequacy, but to determine how to deliver the Port Lands vision in light of fiscal realities.</i></p>	<ul style="list-style-type: none"> • What was the original waterfront plan? • Was it complete? • If so, what was inadequate about it?
<p>3 What impact will this process have on plans Waterfront Toronto already has in place? Response: <i>While building on existing goals for waterfront revitalization and the Lower Don Lands, changes to existing plans may be considered if they can provide an improved financial picture that will help offset the costs of Port Lands development. Phasing options that advance these goals may also be considered, but only within the existing Terms of Reference for the Don Mouth Naturalization and Port Lands Flood Protection EA.</i></p>	<ul style="list-style-type: none"> • How will WT and the City build on, if at all, on previous work done in the Port Lands such as 2008 Port Lands business and improvement plan? • What work is being done to integrate new Ashbridges streetscape schedule and Port Lands transit? • Where do the Pan-Am games fit in to the Port Lands? What do they mean to the Port Lands plan? • If accelerated, will any Waterfront Toronto objectives be sacrificed? (sustainability, affordable housing) • What goals not willing to sell? • What happens to the previously done background and planning studies, for example the Transit and Don River EAs and Lake Ontario Park? • What happened to the Lake Ontario Park Plan? • How will phasing or priorities be consistent with acceleration process?

<p>4 Will the flood protection, naturalization and healthy city building that are the central principles behind the Don Mouth EA be compromised in this accelerated process? Response:</p> <p><i>No. The objectives identified in the Terms of Reference of the Don Mouth Naturalization and Port Lands Flood Protection EA will be adhered to, and include:</i></p> <ol style="list-style-type: none"> 1. <i>Naturalize and rehabilitate mouth of the Don River</i> 2. <i>Provide flood protection for Spill Zones 1 and 2</i> 3. <i>Manage sediment, debris and ice</i> 4. <i>Integrate infrastructure</i> 5. <i>Encourage recreation, cultural heritage opportunities and accessibility</i> 6. <i>Contribute to revitalization and sustainability of waterfront</i> 7. <i>Design and implement this project in a sustainable manner</i> <p><i>Also principles are included in the City of Toronto's Official Plan and Central Waterfront Secondary Plan.</i></p>	<ul style="list-style-type: none"> • Will the Waterfront Toronto vision be preserved?
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B. ACCELERATION

<p>5 What does acceleration really mean? Response:</p> <p><i>It means studying the Port Lands overall, undertaking economic and market analysis and due diligence of existing plans to see if there are any viable opportunities to move development of the area forward more quickly.</i></p> <p><i>The intent is to take a fresh and wide-ranging look at the challenges and opportunities of developing the Port Lands, including examining phasing options, higher-value interim uses, and the feasibility of modifying or removing existing constraints.</i></p>	<ul style="list-style-type: none"> • What does acceleration mean? • What are you accelerating? • What is the purpose of acceleration? • What is result of accelerating or other adjacent areas (WDL, EBF)
<p>6 Why are plans being accelerated? Response:</p> <p><i>Acceleration is necessary because without a plan to minimize public sector funding of development of the Port Lands, it is very likely that revitalization of this important waterfront asset will not happen and piecemeal development will continue to define the area.</i></p> <p><i>See response to #5 above.</i></p>	<ul style="list-style-type: none"> • Why does this need to be accelerated? • Why is there a need to accelerate the development of this area? • I am still confused about why acceleration is necessary? • Why are we exploring new ideas? • Why are you accelerating? • Is the plan changing to avoid slower (20 to 25 years) residential development to speed up money back to the city? • What is the urgency? Why accelerate the development in the Port Lands given the remediation work that needs to be done? • Why do you want to speed up the process and how quickly? • What is the rush? Why the need for sudden acceleration? • What is wrong with taking some time for proper development? • Why is this project being "speeded up"?

<p>7 What will have to be sacrificed / jeopardized? Response:</p> <p><i>Existing plans for the Port Lands may change as a result of the review of acceleration opportunities. Though it is too early to identify the exact nature of any changes, they could occur in any one of the following areas being looked at by the 7 subcommittees:</i></p> <ul style="list-style-type: none"> • Business Implementation & Finance • Planning & Infrastructure • River & Constructability • Public Consultation • Governance • Project Management and • Due Diligence Review. <p><i>Any proposed changes will be presented and discussed in detail as part of the public and stakeholder consultation process.</i></p>	<ul style="list-style-type: none"> • Does accelerating plan lower environmental, energy, or affordable housing standards? • What will be sacrificed by speeding up development process • Does acceleration oblige us to choose short-term gain or long-term gain from investment? Green infrastructure, no pizza development (balance of uses) • What are you willing to sacrifice in order to accelerate this process? • Will the acceleration of the Port Lands development lower the value of the land because we put too much development on the market at once? • Will the speed (6 months) of this process compromise the quality of the project because we don't want a second rate Port Lands • We are going to focus on the acceleration of the area, what do we have to forgo in other areas? • How is "desire" measured in the definition of the acceleration process and what system is used to represent the "value" characteristic to residents? • If sites outside the flood protection zone are to undergo "accelerated development" will this be conditional on first producing a master plan for the whole port lands, especially for the routing of roads, utilities and other infrastructure? If this is not the case, the danger exists of servicing for a quickly-developed site being in the way of ideal overall development in the long term. (Toronto would presumably not have built the Gardiner Expressway if the current waterfront revitalization had been imagined in the 1950s.) • Does this exercise threaten long-term optimal development by permitting short-sighted installation of roads and other infrastructure to support development of isolated sites?
<p>8 What is the hard evidence for an actual need to accelerate this process? Response:</p> <p><i>The Port Lands have the potential to be a major asset for Toronto; The acceleration initiative responds to Council's request for a review of all viable opportunities to make this happen.</i></p>	<ul style="list-style-type: none"> • What are the benefits of acceleration? Is it just an inherently long process? What is the upside of acceleration? • What options have been considered for accelerating the project? • What are the options for accelerating development? • Does acceleration model affect the funding model in place?

C. TIMELINE

<p>9 What is the desired time frame for acceleration? Response:</p> <p><i>The timeline for redevelopment of the Port Lands will be one of the results of this process.</i></p>	<ul style="list-style-type: none"> • What is the timeline for this? • Completion time frames? • What is the timeline? • What is the schedule for completing the building? • What is timeline for acceleration – time to time? • Has Waterfront Toronto been given a timeline? • What is the timeframe for redevelopment? • What is the timetable for political decision making? • What are the expectations and timelines for implementation post May 2012? • If so, what are the timelines for this development? • What are the time lines for forecasting costs? • Timeframe? • Are the time frames being changed?
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D. STATUS OF DON MOUTH ENVIRONMENTAL ASSESSMENT

<p>10 What is the status of the Don Mouth Naturalization and Flood Protection EA? Response:</p> <p><i>The Ontario Ministry of the Environment notified the Project Team that the MOE's review of the Don Mouth Naturalization and Flood Protection EA will be on pause until September 30th, 2012.</i></p>	<ul style="list-style-type: none"> • Are we sticking to the original plans, as approved by council? • What are the implications for the Don Mouth and since that is up for review, what else of the original plan is up for review? • Is the naturalization of the Mouth of the Don a priority for the area? • Will this be led by realignment of Don? • What's the status of the Don Delta TRCA Naturalization proposal? • Don Mouth naturalization still? • I don't understand this process in relation to the Don Mouth EA options? • What if we stay with the existing EA? • What is the status of the current Don Mouth Environmental Assessment? • The status of the findings and conclusions of the Don Mouth Naturalization and Port Lands Flood Protection Project needs clarification. The preamble to the documents for the meeting uses the phrase "further options." What does this mean?
<p>11 Will the naturalized flood plan be altered? Response:</p> <p><i>Any proposed alterations proposed to City Council in June 2012 must be within the Terms of Reference of the Don Mouth Naturalization and Flood Protection EA.</i></p>	<ul style="list-style-type: none"> • Is there a plan in place for naturalization and revitalization or is it being set aside? Why re-plan when money has been spent? • What are the options for naturalization of the Don Mouth and costs associated with the EA? • How will the acceleration process alter the current Naturalization plan? • How will we ensure that past planning efforts such as the EA and transit plans for the Lower Don are not reopened? • Will the current exercise produce proposals for different routes for the river or for different interpretations of the meaning of "naturalization" with different proportions of the site being given to marsh, green space, etc.?
<p>12 Are all the parties committed to naturalization? Response:</p> <p><i>All parties are committed to maintaining the objectives identified in the Terms of Reference of the Don Mouth Naturalization and Flood Protection EA. (note that objectives are listed in the response to question 4 above)</i></p>	<ul style="list-style-type: none"> • Due diligence on options of existing EA – How do we ensure that no further options are being examined and being included now? • Given that an EA has been completed for the Don Mouth Naturalization. Why would we be considering other options?
<p>13 What process will be used to examine the options for Don Mouth Naturalization and flood protection? Response:</p> <p><i>Any proposed alterations proposed to City Council in June 2012 must be within the Terms of Reference of the Don Mouth Naturalization and Flood Protection EA.</i></p>	<ul style="list-style-type: none"> • Can anything be built before re-naturalization at river? • What is the minimum amount of green that will be devoted to the naturalization of the Mouth of the Don? • What are the priority projects for developing the Port Lands? What is the phasing? Is naturalizing the Don River the first priority?
<p>14 How much money is estimated to be required in the actual re-naturalization of the Don River? Response:</p> <p><i>It is the purpose of this Initiative to clarify how much money will be required for re-naturalization of the Don River.</i></p>	<ul style="list-style-type: none"> • Re-naturalizing estimates from all the mandatory infrastructure costs. Infrastructure costs such as, transit, roads, soil remediation, etc. are technically necessary, but re-naturalizing costs may be viewed by many Torontonians as an optional luxury. Those advocating the re-naturalizing have been very successful in lobbying Waterfront Toronto to include this aspect into Lower Don Lands plans, but these advocates do not represent a majority of Torontonians • I would like to know the projected cost of the re-naturalizing the mouth of the Don River, distinct from every other infrastructure cost. Currently, you do not publicly disclose the breakdown of the costs.

E. AUTHORITY

15	<p>Clarify the governance structure. Who are the players? And what are their roles?</p> <p>Response:</p> <p><i>A Memorandum of Understanding (MOU) between the City, Waterfront Toronto, and the Toronto Port Lands Company (TPLC) was executed March 31, 2006. This review of the Port Lands will be conducted within the terms of the MOU and will respect the existing governance model and roles including the relationship with the Provincial and Federal government partners.</i></p> <p><i>The Protocol agreed to by the parties in September 2011 spells out the roles and responsibilities of each of the key players: the City of Toronto, Waterfront Toronto, TPLC and TRCA.</i></p>	<ul style="list-style-type: none"> • Who is running the project? Authority is highly confused. • Who will be involved in development in terms of builders? • TPA role? • Role of private owners? • What is the Federal, Provincial, and city ownership? • What is the role of the differing land owners, and authorities – how will private property be dealt with? • Does the mayor and council have the power to alter the carefully constructed plans of waterfront Toronto; for example by selling parcels of the Port Lands for profit and for the benefit of city debt reduction? • Have province and federal gov't agreed and TPA • How are the other governments (province and federal) going to be engaged to support and move this initiative forward?
16	<p>What is the decision making process going forward?</p> <p>Response:</p> <p><i>In June 2012, City Council will receive recommendations from the Executive Steering Committee for the Port Lands Acceleration Initiative, which includes John Campbell from Waterfront Toronto, John Livey from the City of Toronto, and Brian Denney from the TRCA. They work with 7 subcommittees:</i></p> <ul style="list-style-type: none"> • Business Implementation & Finance • Planning & Infrastructure • River & Constructability • Public Consultation • Governance • Project Management and • Due Diligence Review. <p><i>In turn, their work is informed by the extensive consultation process being undertaken.</i></p>	<ul style="list-style-type: none"> • Is Waterfront Toronto obliged to proceed with any acceleration idea? <u>Who</u> determines when short-term gain beats long-term gain? • The current city admin is opposed to LRT's. Why are you talking about them in your presentation? E.g. Tonight's PowerPoint.

F. FINANCING

17	<p>What is the financial situation?</p> <p>Response:</p> <p><i>Development of the Port Lands requires a significant investment in public infrastructure which, given the fiscal realities of the day, is proving a substantial obstacle to moving forward. As a result, the Port Lands Acceleration Initiative is exploring ways to reduce the development cost to the public.</i></p>	<ul style="list-style-type: none"> • What is really going on re: the financing of this project/area? • What are the financial plans? • It's impossible to make a rational, informed decision about this aspect of Port Lands development without knowing the costs of each part of your plans. The taxpayers who provide funding for Waterfront Toronto deserve the best value possible for their taxes • Detailed and distinct information about each aspect of the plan is crucial for the overall public to judge what they want done. If this Don River cost is not currently broken out of overall estimates, it must be done before any planning proceeds further. It is impossible for the general public to assess relative value otherwise. • What's the ratio of development value to cover the cost of expected \$ of required infrastructure? What does it look like?
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18	<p>What existing tools for financing are being considered for accelerating? Response:</p> <p><i>The Port Lands Acceleration Initiative will examine a number of different financing tools (including financial and policy tools, incentives, and delivery mechanisms) all of which will be proposed and discussed during the stakeholder and public consultation process.</i></p>	<ul style="list-style-type: none"> • What are the financial models and delivery methods for developing the Port Lands? • Financing model → what different financing models are under consideration? • We've heard a lot about financing and alternate financing in tonight's presentation- what does this mean? • Bond issue practiced in Toronto? Work? Hamberg, NY option applicable? • Existing financing tools that are under consideration? Bond issues? • What are the financial options available to city/Waterfront Toronto? I.e. Debentures • Will development charges be paying for the required work? • What are the ways to creatively finance the project? • What about joint-ventures? • Are there any immediate sources of funds – private or public for infrastructure / flood protection – funding needed to initiate development?
19	<p>Will a review of financial models be conducted? Response:</p> <p><i>Yes. A review of financial models is being undertaken as part of this initiative.</i></p>	<ul style="list-style-type: none"> • Who will evaluate financial models? To what degree will development offset costs? • What will be the status of the report of the financial consultants soon to be engaged? • If they recommend other means of financing the public realm, including the re-naturalization of the river and the infrastructure plans in the DMNPLFP, will these be adopted in place of accelerated development of other sites or will they be shelved as politically unacceptable?
20	<p>Have you considered TIF's? Response:</p> <p><i>Yes. Tax Increment Financing (TIF) is one of the many financial tools that will be considered through the analysis of financial models.</i></p>	<ul style="list-style-type: none"> • Of the possible alternate methods of funding, which ones are we legally allowed to do? For example, I hear that tax increment financing (or one of those similar) is actually illegal in Canada. • What about Tifs?
21	<p>Does Waterfront Toronto need the ability to borrow? Response:</p> <p><i>This would be discussed by the three government partners and Waterfront Toronto.</i></p>	<ul style="list-style-type: none"> • Are the three governments involved prepared to make any necessary administrative or legislated adjustments if the consultants find that Waterfront Toronto should be given authority to borrow or for WT or some other authority to issue bonds or for the city to use Tax Increment Financing?
22	<p>How will the best financial plan be determined? Response:</p> <p><i>The acceleration initiative is the start of determining the best financial plan.</i></p>	<ul style="list-style-type: none"> • How can we have a financial model that encompasses a fair and equitable process? • Financing – will the accelerated plan create an impetus to go the “easy way” (i.e. sell of land)? • What has to be decided and in what order before the report on financing? What is the sequencing of decisions? • Is there an economic analysis of remediation, flood mitigation and accommodating, other environmental considerations/foundations?
23	<p>Will revenue generated from lands on the waterfront development be invested back into the waterfront? Response:</p> <p><i>There is an agreement (the MOU) that public revenues from waterfront revitalization will go back to fund more waterfront revitalization.</i></p>	<ul style="list-style-type: none"> • How will we ensure that revenue for this project doesn't go towards other projects in the city? • Will the revenues generated in the Port Lands development process be reinvested in waterfront development only? • How are the capital requirements for the Port Lands being protected from City cash needs? • Financing – how do we ensure Waterfront Toronto has financial capabilities to implement any accelerated plan? • City protects financial proceeds?

G. TRANSPORTATION/INFRASTRUCTURE

24	<p>How will the Port Lands be connected through transportation to the rest of the city, by car, bike, and all other modes of transportation?</p> <p>Response: <i>Both transportation and connectivity are key considerations of the business and implementation plan developed through the Port Lands Acceleration Initiative.</i></p>	<ul style="list-style-type: none"> • Cycling and transportation – how will the TTC connect with Port Lands and how will pedestrianization? • Is the transportation plan and transit plan adequate for the planned residents and employment numbers? Adequate transit? Funding? LRT? Metro wide accessible? • Can the TTC keep up with service in Port Lands? • To what extent will transportation (public transit) issues be addressed in conjunction with the acceleration strategy?
25	<p>Will LRT come before or after development revenue?</p> <p>Response: <i>At this point it is too early to tell but transit remains a key infrastructure requirement for the Port Lands.</i></p>	<ul style="list-style-type: none"> • Public transit timing and LRT? • How guaranteed is the funding for transit and other public amenities. What are the risks moving forward, i.e., possible ways that this can be derailed, especially with current funding constraints with TTC, the current governance structure, and current mayoral regime? What can we do to help proactively avoid any potential roadblocks, say through proactively gathering public support?

H. EXISTING LAND USES / EXISTING BUILDINGS

26	<p>How does Waterfront Toronto plan to use/deal with existing structures such as the Hearn Generating Plant, LaFarge, and Heritage buildings?</p> <p>Response: <i>The City's Official Plan outlines the importance of heritage and makes particular reference to the Hearn as a potential catalyst for development in the Port Lands. Discussions with Lafarge, who intends to keep operating in the near term, are part of the consultation process. Waterfront Toronto has developed an overall plan for heritage buildings in the Lower Don Lands. The Plan identifies heritage buildings and seeks not only to preserve these elements but to reinvent them as actively programmed landmarks that enhance the character of the neighbourhood.</i></p>	<ul style="list-style-type: none"> • What are the plans for the Hearn to be integrated? • What are the options for existing structures e.g. Hearn? • How will this process resolve Lafarge's fundamental issue with the current plan – i.e. the current plan is premised on the need to close /relocate Lafarge's Polson St. terminal? • If the key issue is time and cost, how will the proponents work with Lafarge to preserve their existing operations? • How will a revised plan accommodate LaFarge cement plant? The current plan rests on the premise of cutting a river mouth through the plant, which LaFarge does not accept.
27	<p>What guarantees exist to protect the rights of private landowners in the Port Lands going forward?</p> <p>Response: <i>Landowners are being consulted as part of the consultation process for this initiative.</i></p>	<ul style="list-style-type: none"> • What is happening to existing industrial? • How much expropriation of land privately held is anticipated? Is this really, really necessary? • Are you going to continue to store salt on the waterfront? • Is there a place in the Port Lands for the charter boat industry? • Will the area remain as it is? • What will happen to private lands in the area? • What guarantees exist to protect the rights of private landowners in the Port Lands going forward? • How will acceleration impact existing land uses such as the concrete campus at the east end and other incompatible land uses?
28	<p>Is there anything that has to remain and what is the alternative?</p> <p>Response: <i>Existing leasing and planning permissions continue to apply.</i></p>	<ul style="list-style-type: none"> • Information on size/ownership/uses of the land • Is there a suspension on development while we go through this process? I.e. developing and leasing buildings? • Are you going to continue to lease available land?

I. ENVIRONMENTAL IMPLICATIONS

29	<p>What is the potential for renewable energy generation on site? E.g. wind, wave, geothermal, deep water heating/cooling, etc.</p> <p>Response: Sustainability is a key principle of waterfront renewal and will be explored as part of overall infrastructure requirements.</p>	<ul style="list-style-type: none"> • How will this be powered and will net-zero objectives be considered? • Will this plan integrate sustainability? • When will all sewage be composted, natural gas methane received for fuel, and diverted away from lake • Energy and powering new sustainable buildings • Energy – zero energy is it a priority? • Renewable energy potential on site – infrastructure anticipated?
30	<p>What are the soil conditions in the Port Lands and how are these conditions being dealt with? E.g. Soil pollution, soil remediation, and depth to bedrock.</p> <p>Response: Soil and geotechnical conditions are being considered by the consultants tasked with assessing constructability issues. These include soil remediation, depth to bedrock, and ground water.</p>	<ul style="list-style-type: none"> • What can be done with the contaminated soil? Does the problem go to another jurisdiction? Can they work around it? Piles – how deep do the footings go? • What will happen in the interim to the pollution that currently exists in the Port Lands? • Flood protection? Global warming – worse than H. Hazel? • Adequate sewage, remediation? • What is the status of soil remediation facility? Results of soil remediation?

J. LAND USE PLANNING

31	<p>What are Waterfront Toronto target proportions of affordable housing (%) within the Port Lands district?</p> <p>Response: This will be considered as part of the Port Lands Acceleration Initiative. The targeted proportions in other areas of the Waterfront (i.e. East Bayfront and West Don Lands) are 25% affordable (20% affordable rental and 5% low-end-of-market ownership).</p>	<ul style="list-style-type: none"> • What is the affordable housing mix and what is the revenue plan to support it? • Will there be affordable housing? • Affordable housing • Will there be a good mix of affordable housing vs. rampant condo development?
32	<p>What will the land use designation be?</p> <p>Response: This process will help determine the land use designations.</p>	<ul style="list-style-type: none"> • Is there allocation for a certain % of residential, office buildings vs. open and green space, recreation • Land use – are there agreed upon targets (i.e. recreation, parks lands, condos) that will change through the process? • Is there an allocation for a certain % of residential and office buildings versus open and green space? I.e. land-use designation • Recreation/parkland ratio? • Land use proportions – residential, office • What is the relationship between commercial and recreational? • How are the uses in the area going to be prioritized? • Is there a possibility that there would be commercial development at the northern end at Tommy Thompson Park as shown on the attached map?
33	<p>Why was the geographical study area selected?</p> <p>Response: The Port Lands is a clearly defined area in the Central Waterfront Secondary Plan.</p>	<ul style="list-style-type: none"> • Why was this geographical area chosen and what uses are to remain? • Why are we looking at the whole Port Lands as opposed to breaking it down in to more manageable components? • Why has the geographical boundary been selected? Anything that has to remain? • Why can't we break it down into smaller more manageable pieces? • Why is the spit and Outer Harbour Marina not included in the Port Lands development plan?

34	<p>Questions about specific initiatives Response:</p> <p><i>See responses in column to the right (in italics). At this early stage, few specifics are known.</i></p>	<ul style="list-style-type: none"> • Is there a plan for continuous green space? <i>Yes.</i> • Are there plans to build an airport on the Leslie Street Spit? <i>No.</i> • Are you considering the flight path of the planes currently flying into the Island Airport? <i>Yes.</i> • Can the Port Lands be used as a major central park? <i>To be determined.</i> • Plans for large multi-use sports facility? <i>To be determined.</i> • Does this initiative include the development of a yacht club? <i>To be determined.</i> • What is the plan for south of Unwin Street? <i>To be determined.</i> • Why did the accent in past presentations shift, from an emphasis on parkland and naturalization of the mouth of the Don, to a focus by John Campbell in his CBC interview, the Globe and Mail article, and the presentation on Dec. 12, on condo towers, commercial sports facilities and other commercial developments? <i>The entire Port Lands is being considered in this exercise, not just the Don naturalization.</i> • How does the development of the Pan-Am athlete's village impact planning/economics for the waterfront development? <i>The relationship between all waterfront development and the Port lands will be considered.</i> • How much (either in absolute number, and/or percentage of development value) are we getting for Section 37 and what projects is it going to? <i>Too early to tell.</i>
35	<p>What are the density requirements? Deviations allowed? Response:</p> <p><i>These will be determined through the acceleration initiative.</i></p>	<ul style="list-style-type: none"> • How much (either in absolute number, and/or percentage of development value) are we getting for Section 37 and what projects is it going to?
36	<p>Is there any new accelerated land-use plan? Response:</p> <p><i>The purpose of this Initiative is to produce a business and implementation plan that identifies opportunities for accelerated development.</i></p>	<ul style="list-style-type: none"> • Why wasn't a copy of the proposed land-use plan and current land-ownership map made available for reference? • Is this process directed to an end plan <u>OR</u> are we also looking at interim solutions (phases/temporary uses)? • What will the needs be for port facilities in the future? (Danger of selling off land that may be needed in the future if needs change, due to peak oil or a new ferry service to the US, etc.)
K. PARKS AND RECREATION		
37	<p>Where is consideration of the people that use the water? Response:</p> <p><i>Maintaining marine uses and access in the waterfront is a long standing principle of Waterfront Toronto and members of the boating community are being consulted as part of this initiative.</i></p>	<ul style="list-style-type: none"> • Community access is not just about viewing the water • What plans are being considered to facilitate secure cost effectiveness, stable, marine usage, specifically access for community sailing, rowing, paddling clubs and yacht clubs? • How does the plan allow for the existing users of the Waterfront and their facilities to continue (e.g. rollerblading and sailing clubs)? • What is the anticipated public water access? • What are the plans and intentions regarding the community sailing clubs e.g. Outer Harbour Sailing Federation? • Do not kick the community sailing clubs off the waterfront
38	<p>Questions about parkland Response:</p> <p><i>See responses in italics provided in column at right.</i></p>	<ul style="list-style-type: none"> • Tommy Thompson park future? <i>Better connections between Lake Ontario Park and Tommy Thompson Park will be considered.</i> • Park land connectivity to overall city waterfront? <i>Yes, will be considered.</i> • Will everything south of Unwin Avenue be protected as parkland? <i>Too soon to tell – this will be considered during this Initiative.</i>

L. PROCESS/PUBLIC CONSULTATION

39	<p>How is our voice translated into the actual design of the Port Lands? Response: <i>The public is heavily involved in the business and implementation plan for the Port Lands.</i></p>	<ul style="list-style-type: none"> • How is the public still able to implement or affect final design plans? • Is there an opportunity to be involved in the design? • How will design excellence be incorporated? Will there be a design review panel? • Will social media and online consultation include collaborative design?
40	<p>How do we ensure that there is an effective public consultation process? Response: <i>A robust and comprehensive public consultation is required as part of the Protocol guiding the Port Lands Acceleration Initiative (signed by the City of Toronto, Waterfront Toronto, the TRCA and the Toronto Port Lands Company). In addition, an independent facilitation team of Lura Consulting and SWERHUN Facilitation & Decision Support has been retained to help ensure effective two-way communication takes places between the public, stakeholders, landowners, the City, Waterfront Toronto, TRCA and TPLC.</i></p>	<ul style="list-style-type: none"> • Would the public consultation process be demeaned at the expense of early shovels in the ground? • What has been approved, decided and/or received in terms of plans and therefore what is the current opportunity for the public to influence decisions? • Process – how will the existing process factor in? How will it be used? • What is your communications strategy to inform and solicit input from "non-usual suspects" to sell this project which will help as we run into problems with various governments? (inform so public can advocate) • If there are changes to plan it should go back to consult from the beginning
41	<p>How will the Stakeholder Advisory Committee be chosen? Response: <i>SAC members represent a range and balance of interests in the Port Lands, both locally and from across the city as well as stakeholder representatives from the business and economic sectors, community sector and other sectors that advocate on behalf of other interests that may be impacted by the development of the Port Lands.</i></p>	<ul style="list-style-type: none"> • How will stakeholders and advisory committee be selected? • Would I be able to join this organization to participate in the implementation of my proposal? Am willing to invest much time and knowledge
42	<p>Can we see more in depth analysis of other models for waterfront? Response: <i>An in depth best practices review of financial models of waterfront development in other jurisdictions will be a part of the public and stakeholder consultation process in this initiative.</i></p>	<ul style="list-style-type: none"> • Will the context be examined before looking at the site specifically? • Can we have more in-depth analysis around world class examples to see how they apply here?

M. PUBLIC VS. PRIVATE DEVELOPMENT

43	<p>Will public space be compromised for speed of development? Response: <i>New public spaces and access to public space are key core waterfront revitalization values.</i></p>	<ul style="list-style-type: none"> • How are we going to make it publicly accessible? • How does this impact the mix (%) of public vs. private enterprise? • What percentage of lands is to remain a public asset versus lands intended for private development? • Is there a guarantee that public realm will not be decreased in quantity or quality? • How much access will the public still have under a public private partnership? • What happens with winter and public realm and water access during all four seasons? • How much public access will there be to the area? • Given the cities not the developer unless things change, is the goal to make money or improve access?
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N. OTHER

44 **What is the priority, jobs or condos?**
Response:
The Central Waterfront Secondary Plan calls for a mixed-use community set within the City's functioning port.

45 **The presentation talked about co-operation among users. The Toronto Port Lands commissioned a study and did a presentation without Waterfront Toronto knowing. What controls are there on land users, and penalties if that was to repeat itself?**
Response:
The Toronto Port Lands Company is signatory to the protocol guiding this acceleration initiative.

ATTACHMENT B. All Written Feedback Received

This Attachment contains all of the written feedback received in response to the Discussion Guides distributed at the December 12th public meeting and made available online following the meeting, including:

- Forty (40) table discussion guides
- Fifty (50) individual discussion guides

The questions from the discussion guides are as follows:

Questions:

Please use the space below to identify any questions of clarification you have regarding the Port Lands Acceleration Initiative. Please put your 3 highest priority questions here.

Focus Questions:

1. As Waterfront Toronto and the City of Toronto work together to create a development and implementation plan for accelerating development in the Port Lands, what are the top 3 goals they should be striving to achieve?
2. As Waterfront Toronto and the City of Toronto seek to accelerate development and maximize value of the Port Lands, what are the top 3 ideas you would like to see explored?

TABLE DISCUSSION GUIDES

Note that tables are numbered for ease of reference only. Note that not all discussion guides included responses to all questions.

Table 1

Questions for clarification:

- What are the financial models and delivery methods for developing the Port Lands
- Clarify the governance structure. Eg: Who are the players? And what are their roles and what are the time frames. Are the time frames being changed?
- Are we sticking to the original plans, as approved by council?

Focus question 1:

- Create a plan that is part of the fabric of the city that's vibrant, pedestrian acade, walkable, hear good concerns and with no big box retail, ensure the communities are affordable.
- Enhance and improve the existing natural environment for outdoor recreation and for wilderness
- Create a showcase of sustainability

Focus question 2:

- Accelerating development seems to contradictory and could flood the market with development. What does tweaking the plan mean?
- Don't compromise good design and plan by accelerating the plan/development
- Re-naturalizing the Don River should be part of the first phase to attract public development and investment to spur the next phase or phases.

Table 2

Questions for clarification:

- Will the context be examined before looking at the site specifically? Concern expressed about ensuring generous and continuous public S. and non-negotiated transportation
- What can be done with the contaminated soil? Does the problem go to another jurisdiction? Can they work around it? Piles – how deep do the footings go?

- What is the timeline for this?
- Can the TTC keep up with service in pls?
- Cycling and transportation – how will the TTC connect with Port Lands and how will pedestrianization?
- What are the plans for the Hern to be integrated?

Focus question 1:

- Toronto will be the place where people will come for good waterfront design
- Identify and study the stimuli to move this forward (eg: housing and environmental factors)
- Maintainability should be a top concern from the outset (eg: Gardiner)
- Create a place that is connected to the city in a creative way.

Focus question 2:

- Develop Port Lands South of Unniod
- New industry
- Design competitions (integrating new industries into the generous and connected public realm – connecting the entire waterfront
- Maybe hotel, banquet and conference facilities
- Competitions for landscaping and public space

Table 3

Questions for clarification:

- What process will be used to examine further options for Don Mouth Naturalization and flood protection?
- Are we being asked to compromise on all the good work that’s been done before? Is this about compromising or accelerating?
- Where is consideration of the people that use the water? – Community access is not just about viewing the water.

Focus question 1:

- Accelerate enhancement of the natural environment – more access to boating, spit, etc.
- Ensure space is a public space, public realm is protected not privatized
- Mixed use – not just condos – make it a neighbourhood
- Easier access for all – seniors, children, etc. (not just a tourist destination)
- Put value to the consultation – honour what people have said in the consultation process. How does this consultation fit into goals of previous consultations?
- Stick to the plans
- Start with a good public realm , and developers will come after
- Ensure money made from land value (return on investment) goes back in to the Waterfront

Focus question 2:

- Natural environmental attractions – tourist attractions can be recreational and environmental – similar to Evergreen Brickworks.
- Ship channel has more potential as destination for recreation – brings people and creates demand for business
- Allow for a creative funding model ex: bonds that involve the public – not just corporate.

Table 4

Questions for clarification:

- Where does the Port Lands plan that has already been created sit? How will it be incorporated in to plans as they move forward? (Michael Van Valkenburgh) Design in particular
- Completion time frames

Focus question 1:

- Community connection
- Financial stability
- Plenty of public space
- Keep Michael Van Valkenburgh design
- Keep affordable housing component (low-income families, seniors)

Focus question 2:

- Set up zoning with flexibility in mind to meet market demands as they go
- Change ownership

- Campus use
- Extension of LRT into the Port Lands (ensure rapid transit is accessible)
- Stick with current plan, even though its going slower than an accelerated option

Table 5

Questions for clarification:

- Information on size/ownership/uses of the land
- Information on existing work/efforts
- Renewable energy potential on site – infrastructure anticipated

Focus question 1:

- Reinvest all profits back in to the Port Lands
- Maintain the established proves and not change by the city (unilateral changes)
- Very high emphasis on pedestrian and transit and low priority on the automobile

Focus question 2:

- Remove east Gardiner and convert to an Avenue for better integration
- Be a self-sustainable community – renewable energy development on site
- Emphasize integrated affordable housing

Table 6 (summary of feedback from people participating online)

Questions for clarification:

- Finding models – will a review of financial models be conducted? Who will evaluate them? To what degree will development offset costs?
- Will LRT come before or after development revenue?
- Does acceleration oblige us to choose short-term gain or long-term gain from investment? Green infrastructure, no pizza development (balance of uses)

Focus question 1:

- Please make building effective transit a top goal. LRT should come before development
- Access to natural areas and water is pivotal (water and others)
- Conserve and expand recreational areas with human and social values

Focus question 2:

- Balance of uses
- Speed up process by using existing buildings and infrastructure
- Pedestrian link between Port Lands and Toronto Island

Table 7

Questions for clarification:

- Is the naturalization of the Mouth of the Don a priority for the area?
- How will WT and the City build on, if at all, on previous work done in the Port Lands such as 2008 Port Lands business and improvement plan?
- Will social media and online consultation include collaborative design?

Focus question 1:

- Maintain the Naturalization of the Mouth of the Don as the priority for the Port Lands, and the marshes
- Reuse industrial structures and create a historical context as part of the naturalization/development of the area
- Sustainable community – balance of residential, transit, recreation, community gardens, arts, business etc. – livable and sustainable community, 12 month of the year use.

Focus question 2:

- No more manicured parks, more naturalized spaces
- Elevated walkway over the treetops
- Leisure use of water via cruise ships, ferries, sailboats and transportation options ie: bring in tourists
- Public transit system that has a zero carbon footprint

Table 8

Questions for clarification:

- How do we ensure that there is an effective public consultation process?
- Due diligence on options of existing EA – ensure that no further options being examined and being included now
- Financing – how do we ensure WT has financial capabilities to implement any accelerated plan?

Focus question 1:

- Continue to lead with parks and public spaces and connect with existing open space already in place and protect the importance of the water's edge
- Strong comprehensive plan that allows for incremental development – phasing plan that maximizes value – promotion of mixed use development
- Transit! Comprehensive transit plan and transit first approach that can be expanded incrementally with development phases.
- Development must be environmentally and socially sustainable – housing for all, etc.
- Including extending core values of central waterfront to Port Lands

Focus question 2:

- A full discussion on public financing tools. The process of waterfront Toronto to borrow money or issue debentures for major infrastructure needs

Table 9

Questions for clarification:

- What are the implications for the Don Mouth and since that is up for review, what else of the original plan is up for review?
- Why can't we break it down into smaller more manageable pieces?
- How are we going to make it publicly accessible?

Focus question 1:

- Demonstrate that the whole plan is achievable by realizing success with one area first.
- Make sure that beauty isn't talking a backseat to development and the spaces are linked
- Maintaining the original approved plan
- Preserve 20% of the land as public

Focus question 2:

- Continue a nice public waterfront trail, that is linked with all green spaces, and the goal is walkability not just to increase value of condos. Develop at a human scale.
- Make sure active water sports are on the Don
- Self-sustaining mixed-use community in a natural environment
- One spectacular public building

Table 10

Questions for clarification:

- Who is running the project? Authority is highly confused.
- Is there any new accelerated land-use plan? What is the timeline?
- How will a revised plan accommodate LaFarge cement plant? The current plan rests on the premise of cutting a river mouth through the plant, which LaFarge does not accept.

Focus question 1:

- A plan that realistically and concretely accommodates current land owners and tenants, particularly LaFarge Cement.
- A clear sense of responsibility and authority from the waterfront team
- Open space for "breathing space" as the population grows

Focus question 2:

- Exploration and implementation of innovative financing models beyond 3 levels of government (eg: bonds with a good rate of return)
- Situating a major destination attraction, eg: research park, innovation centre, major office HQ's, etc.
- Water-based public transportation options with multiple steps.

Table 11

Questions of clarification:

- What is the schedule for completing the building?
- Is there a plan for continuous green space?
- What is happening to existing industrial?

Focus question 1:

- Excellence as priority guidance
- Mixed use
- Protect existing industrial uses: consider industrial next to residential? Consider value of land as is and as should be in 2011. Eg: where is industrial compatible with residential
- Historical nature maintained – as tourist draw (aesthetics) (disagreement in group)
- Modern urban design: eg. Sustainability, research centre, complete streets
- Balanced community, open space and continuous space, shoreline to be continuous and there needs to be access. Logical connection to city and to transit.
- Avoid disconnect (eg: city place)

Focus question 2:

- Power plant – use this building
- Use bamboo = quick naturalization for soil reinitiation
- Find private group/science group (eg: silicone valley) or nanotechnology industry. Attract anchor company
- Have a Bixi bike hub

Table 12

Questions of clarification:

- We've heard a lot about financing and alternate financing in tonight's presentation- what does this mean?
- What is the status of the Don Mouth Naturalization and Flood Protection EA?
- What does acceleration really mean? Has Waterfront Toronto been given a timeline?
- How does this impact the mix (%) of public vs. private enterprise?
- Will the WT vision be preserved?
- To what extent will transportation (public transit) issues be addressed in conjunction with the acceleration strategy?
- Given that we have a chance of a lifetime to create an incredible park, what is happening between Unwin Ave. and the water? Is the Lake Ontario Park vision being changed by Port Lands acceleration?
- Where do the Pan-Am games fit in to the Port Lands? What do they mean to the Port Lands plan?
- Will there be a good mix of affordable housing vs. rampant condo development?
- How will the Stakeholder Advisory Committee be chosen?

Focus question 1:

- Aligned with op vision – lots of green space that is conducive to being by the water. Eg: unobstructed views; not too much concrete; low buildings
- Realize op
- Maintain public sector stewardship of the Port Lands
- Private sector interests/funding should not trump/diminish public aspect

Table 13

Questions of clarification:

- How will stakeholders and advisory committee be selected?
- What work is being done to integrate new Ashbridges streetscape sched and Port Lands transit
- Have province and federal gov't agreed and TPA
- What is timeline for acceleration – time to time
- Is this going to be development
- Will this be lead by realignment of Don

Focus question 1:

- Bonds – issued by city or province
- Develop thoughtful balanced plan in its entirety prior to selling and developing individual properties
- Include a wide mix of uses including industrial/res/community/retail with a focus on recreational uses to attract

people. Create a destination and create value.

- Develop robust financial plan including equity, user fees, tolls, development charges

Focus question 2:

- Explore a catalytic development to draw attention to and attract people to Port Lands
- Mitigate environmental impact of winter on public realm to extend use
- Integration of transit, toads, bicycles, pedestrians to access and navigate the Port Lands

Table 14

Questions of clarification:

- How is the public still able to implement or affect final design plans?
- How is our voice translated into the actual design of the Port Lands?
- What has been approved, decided and/or received in terms of plans and therefore what is the current opportunity for the public to influence decisions?
- Who will be involved in development in terms of builders?
- What is the decision making process going forward?
- What is the desired time frame for acceleration? What does acceleration mean?
- Is there an economic analysis of remediation, flood mitigation and accommodating, other environmental considerations/foundations?

Focus question 1:

- Addressing flood risk in a manner that facilitates development and connectivity between precincts
- Establishing a clear plan with parameters for what is proposed, permitted, but flexibility to facilitate organic development of communities
- Integration of expert opinions and public input/democracy
- Keeping politics out of decision making

Focus question 2:

- More design competitions
- Urban experiments, eg: cable cars, gondolas, alternative transit
- Organic development instead of planned development
- There is idea fatigue: why do we keep going back to the drawing board?
- Apply ideas that have been successful elsewhere over past 10 years but tweak to local context

Table 15

Questions of clarification:

- Why is the plan being re-examined when we already have a plan?
- Is there a danger that politicians could re-discuss and alter the current vision?
- Why is there a need to accelerate the development of this area?
- Will development charges be paving for the required work?

Focus question 1:

- Larger portion of public space than currently in East Bayfront area
- Smaller scale development to allow more diverse development, design, ownership and smaller scale business (main street)
- Uses like a centre for industry, recreation, educational, residential

Focus question 2:

- Start development in areas that are out of the flood plain (ready to go)
- Develop hierarchy governing structure as a home for interim uses
- Semi-permanent home for the cirque du soleil
- Interim sports facilities
- Look for new ideas on how to deal with the 100 year flood from other countries and cities

Table 16

Questions of clarification:

- Is there a suspension on development while we go through this process? Ie: developing and leasing buildings?
- Is there an opportunity to be involved in the design?

- Why are we looking at the whole Port Lands as opposed to breaking it down in to more manageable components?

Focus question 1:

- Grass roots development accelerate development while planning for long-term
- Mixed use environmentally friendly development that supports communal, recreation, residential etc.
- Signature developments
- Sounds transportation planning

Focus question 2:

- Develop temporary uses now while market/funding etc. becomes available in the future
- High density development can create an opportunity for other uses. I.e. green space, communal uses etc.
- Water, rail and road transportation

Table 17

Questions of clarification:

- What was original plan? Why was it inadequate?
- What are you accelerating? Why?
- How is “desire” measured in the definition of the acceleration process and what system is used to represent the “value” characteristic to residents?

Focus question 1:

- All-season
- Showcase idea – play into existing themes – dramatic, attract global attention, value to community, don’t destroy what we have, connect it.
- Multiple land use designations (commercial, residential, public)
- Controlled development, released in phases – don’t rush and give to one developer all at once

Focus question 2:

- Existing planning process flawed – expedite manner of how zones can be easily changed
- Make it a destination – central theme
- Balance development that will bring revenue to complete Don River and then build out

Table 18

Questions of clarification:

- Why are plans being accelerated?
- If accelerated, will any WT objectives be sacrificed? (sustainability, affordable housing)
- What are the financial options available to city/wt? Ie: Debentures

Focus question 1:

- Ensure public transit – LRT not subways, with connectivity to the city
- Ensure wt core values – sustainability, public realm, mixed income communities
- Ensure connectivity to rest of city
- Ensure lake water quality is improved

Focus question 2:

- Landmark building/project
- Mixed neighbourhood – mixed use, rental, affordable, work, live, play
- Complete streets concept – for all users, pedestrians, bikes, plus cars
- Ensure community facilities – community centre, library, retail

Other comments:

- What opportunities for the Port Lands to be hijacked again? How can it be stopped?
- What are we accelerating?
- Which agency will get the revenue from sale of lands?
- Can city/wt objectives being sacrificed – sustainability, affordable housing
- What is public transit infrastructure?
- Ensure public transit first/ high sustainability standards/mixed income community
- Public realm/ public spaces – pedestrian area
- Connectivity to rest of city
- Landmark building / project

- Mixed neighbourhoods / mixed use – rental
- Complete streets concept – water quality

Table 19

Questions of clarification:

- What are WT target proportions of affordable housing (%) within the Port Lands district?
- Relationship between commercial and recreational?
- What plans are being considered to facilitate secure cost effectiveness, stable, marine usage, specifically access for community sailing, rowing, paddling clubs and yacht clubs?
- What is the affordable housing mix and what is the revenue plan to support it?
- What is the green – energy/tech/environmental aspect of the plan
- Public transit timing LRT

Focus question 1:

- Keep taxes down/ relationship commensurate with zoned use
- Balance accessibility and park space and public/private uses/interests of community (boat/yacht)
- Protect broader spectrum of society interests

Focus question 2:

- Let clubs buy facilities and develop
- Maximize value by better community mix – serve community better – not just real estate but natural capital considerations
- Infrastructure /public amenities first accelerate in phasing
- Casino/entertainment – venue for large-scale festivals
- A broader spectrum of housing types throughout the precinct

Table 20

Questions of clarification:

- Why not go ahead with the existing plan?
- Are there any immediate sources of funds – private or public for infrastructure / flood protection – funding needed to initiate development
- Are you going to continue to lease available land?

Focus question 1:

- Keep waterfront Toronto in charge to reduce the short-term thinking associated with a 4-year election cycle
- Maintain the area’s functionality as a port
- Don’t forfeit the old plan

Focus question 2:

- Develop the Port Lands using creative financial mechanisms in a manner consistent with the existing waterfront plan
- Examples of financial options include leasing of unused lands, bonds, public/private partnerships and philanthropy and tax increment financing (TIF)

Table 21

Focus question 1:

- Define maximize value?
- How is the spending being phased in? What is the status quo?
- Focus on buildings?
- Is the ownership frozen until a particular point in time? Is buying or selling going

Focus question 2:

- More public use of the waterfront to maximize value of “human use” and “recreational” use
- Ideas – accessibility for SAC
- Continuation of design excellence and competition
- Idea – do not accelerate the plan
- Pedestrian cycling bridge – access to water (seasonal)
- Boating use

- Increased consultation for all topics – process needs to be followed to 2008 plan
- Transparency

Table 22

Questions of clarification:

- Tommy Thompson park future?
- Bond issue practiced in Toronto? Work? Hamburg, NY option applicable?
- Will public space be compromised (sacrificed) for speed of development?
- What goals not willing to sell?
- Don Mouth naturalization still?
- TPA role?
- Role of private owners?
- Status of existing plan?

Focus question 1:

- Don't compromise WT objectives, eg. Sustainability
- Make sure investment and developer fees are directed back into Port Lands
- Transparent. Not closed door meeting with developers
- Can't trust politicians. Remain public. Public decision.
- Educational institution invest. Excellence. Knowledge based hub

Focus question 2:

- Energy independent, innovation
- Example, pilot grow vegetables. Sustainable
- TTC early. Bike everywhere. More flexible zoning
- Congestion fees
- Not deputations for consultation
- Creative public meetings around financing, with finance experts in room
- Access to water
- Mixed-income residential
- WT should have ability to raise bonds
- Accessibility high standards
- Ask Rotman school to solve
- Funding model competition

Other comments:

- Council need to talk about what can be done, not all can't

Table 23

Questions of clarification:

- Would the public consultation process be demeaned at the expense of early shovels in the ground?
- What's the status of the Don Delta TRCA Naturalization proposal?
- What's the ratio of development value to cover the cost of expected \$ of required infrastructure? What does it look like?
- Is there any way to protect what has been accomplished now from side swiping?

Focus question 1:

- Excellence in design must be defined in more human scaled buildings to promote environmental sustainability. Ex: glass buildings are not good
- Create transportation without cars (or with smaller cars)
- Ensure water quality and flood protection

Focus question 2:

- Save the Hearn! Early adaptive reuse, skating rinks, retail, academic, residential (some in disagreement)
- Floating markets in waterways
- Within the design create harsh or micro-climate management. Ex: Path system in downtown Toronto, effective landscaping

Table 24

Questions of clarification:

- Does accelerating plan lower standards – environmental, energy, affordable housing
- What goes to city council in June, how much weight does it carry? Is it statutory?
- What is result of accelerating or other adjacent areas (WDL, EBF)

Focus question 1:

- Excellence in design – accessible transit, must be a priority
- Clearly articulated vision interface with waterfront – mixed use
- Best possible plan that can be done/built
- Nothing wrong with existing timeframes

Focus question 2:

- Do not give land away
- Trails to waterfront – continuous edge
- Get transit to area

Table 25

Questions of clarification:

- Given that an EA has been completed for the Don Mouth Naturalization. Why would we be considering other options? Are all the parties committed to naturalization?
- How is the Port Lands connected transportation wise to the rest of the city, by car, bike, all modes of transportation?
- Will the revenues generated in the Port Lands development process be reinvested in waterfront development only?
- What is the urgency? Why accelerate the development in the Port Lands given the remediation work that needs to be done
- What is the Federal, Provincial, and city ownership?

Focus question 1:

- Make sure WFT stays in charge of the process.
- The site must be liveable
- Go forward with the naturalization and the flood control
- Remediate the soil and put the city services in
- All the money from the waterfront should be reinvested in the waterfront

Focus question 2:

- Canal housing – canal village – canal community (see napkin)
- A lot of waterfront frontage
- It should be something we don't have now. It should be beautiful
- Don't ignore the transportation
- Open the RFP process with charettes for each site

Table 26

Questions of clarification:

- Is there allocation for a certain % of residential, office buildings vs. open and green space, recreation
- What will land use designation be?
- How will we ensure that revenue for this project doesn't go towards other projects in the city?
- How will we ensure that past planning efforts such as the EA and transit plans for the Lower Don are not reopened?

Focus question 1:

- Some projects can happen sooner – like fields for kids
- Get funding
- Naturalize Don and add more green space
- Look at new ways to finance. Mixed ways; innovation
- Consider partnership between city and private investor to build recreation facilities
- More community involvement in design, build and operation of recreational / sailing / marine space
- Respect existing ways communities and groups are currently using space
- Plan to limit building height
- Build in walkability and cycle-ability in to plans. Pedestrian/ cycle friendly

Focus question 2:

- Link schools with rec facilities – domed field to be used 365 days a year. During day used by school, after hours, teams/public
- Give WT the ability to borrow money
- Ensure there are still business and commercial space available to ensure mixed use/live /work balance
- Access to a variety of activities
- Make use of Keating channel – promenade – make use of waterside

Other comments:

- Hijacking of project x 2
- Keep the plan followed – focus of plan, silos between divisions
- Land uses – affordable housing – EA – Financing
- City needs to tell us what accelerating means to them. What is their goal?
- Goal – to ensure at minimum existing wildlife – birds, mammals, fish are maintained
- Incorporate wildlife into environment
- Family friendly
- Balance between natural areas and manicured areas
- Ensure sustainability...lights out at night. Avoid light pollution
- Idea – contact Dutch to learn how to reclaim more land – expand land base
- Walkways for people
- Access and corridors for animals
- Consult with parks staff to hear about feedback from recent parks plan consultation. Don't work in silos!
- Bond offering – community based financing – gives everyone a chance to participate

Table 27

Questions for clarification:

- What percentage of lands are in mind to remain a public asset versus lands intended for private development?
- Why does this need to be accelerated? What's the rush?
- Is there a plan in place for naturalization and revitalization or is it being set aside? Why replan when money has been spent?

Focus question 1:

- Make development of a progressive ecological and environmental standard that is the best in the world (design and sustainability)
- Don't accelerate for short term gain based on current economic circumstances. Think long term – don't just sweep things aside
- Mixed-income and affordable neighbourhoods where people can afford to stay downtown
- Public access to water's edge/promenades

Focus question 2:

- Set buildings back from water's edge to create public spaces between buildings and lake/river
- Public-private partnerships like Regent Park for affordable housing, but with greater emphasis on market rental
- Seek out local development firms or business but not exclusively "made in Toronto" to maximize local involvement and create a great place with international experience

Table 28

Questions for clarification:

- What happens to the previously done background and planning studies, for example the Transit and Don River EAs and Lake Ontario Park?
- How much money is estimated to be required in the actual renaturalization of the Don River?
- How does the plan allow for the existing users of the Waterfront and their facilities to continue (e.g. rollerblading and sailing clubs)?

Focus question 1:

- Environmental Sustainability
- Economic Sustainability

Focus question 2:

- Secure funds from World Bank and Bill Clinton Foundation available for environmental and sustainable city building projects as part of C40 initiatives
- Improve pedestrian environment and public realm, starting at the edges
- Ensure uses that can thrive 365 days a year – good and bad weather

Table 29

Questions for clarification:

- Why was this geographical area chosen and what uses are to remain?
- What existing tools for financing are being considered for accelerating?

Focus question 1:

- Do not compromise naturalization of the Don River flood plain
- Make accessible for transit and cycling
- Work on methods of making water clean enough for kids to play in
- Use sport infrastructure to support the new and existing residential communities
- Designer parks are not going to meet the needs
- Link justification for healthy active facilities to investment of public health dollars → public health funding for long term gain

Focus question 2:

- Develop outside flood plain from east to west, connect to east sewage system
- Start with sport and cultural to bring the city to the area, use sport facilities to support Pan Am 2015 AND bid for 2024 Olympics
- Open up understanding of “infrastructure” and use investments as tools for naturalization

Table 30

Questions of clarification:

- How are the uses in the area going to be prioritized?
- How are the other governments (province and federal) going to be engaged to support and move this initiative forward?
- Is this process directed to an end plan OR are we also looking at interim solutions (phases/temporary uses)?

Focus question 1:

- How will this exercise ensure that current sustainability and naturalization goals and objectives are not lost/sacrificed
- How can we ensure a liveable, mixed-use community integrated with the City, that capitalizes on the amazing lakefront location
- How can we achieve acceleration that does not sacrifice quality for expediency – we want the same positive results as those WT is delivering in East Bayfront and West Donlands

Focus question 2:

- Accelerate opening up some land to private sector involvement to start raising needed funds
- Create a “world class” retail district like the Olympic complex in East London using a new and innovative format
- Maximize the length of the water’s edge which will increase value and opportunities for public access and enjoyment of Toronto’s waterfront

Table 31

Questions of clarification:

- What is the plan for south of Unwin Street?
- What is the anticipated public water access?
- What are the plans and intentions regarding the community sailing clubs e.g. Outer Harbour Sailing Federation?
- What happened to the Lake Ontario Park Plan?
- Why is the spit and Outer Harbour Marina not included in the Port Lands development plan?
- Are there plans to build an airport on the Leslie Street Spit?
- Are you going to continue to store salt on the waterfront?
- Are you considering the flight path of the planes currently flying into the Island Airport?

Focus question 1:

- Maintain the Lake Ontario Park plan, as published in 2008. Most importantly maintain all of the aquatic clubs as they currently are

Focus question 2:

- Basic infrastructure be made available to the various football and aquatic clubs
- Continue with absence of fairground activities south of Unwin (i.e. leave as green park land)

Table 32

Questions of clarification:

- How does this “acceleration” initiative actually speed things up, given that we are re-examining work already done?
- How will the best financial plan be determined, and does Waterfront Toronto need the ability to borrow?
- Density requirements? Deviations allowed?
- Is there a guarantee that public realm will not be decreased in quantity or quality?

Focus question 1:

- Preserve original vision and do not compromise on it
- Minimum level of density that integrates mixed uses → Access to recreation → avoid low density (surface parking lots, big box stores, etc.)
- Process needs to be completely transparent for citizens to give informed input and ultimately support the plan
- Money raised in Port Lands development needs to stay to finance the next stage

Focus question 2:

- Continuous water-edge trail, facilities to incorporate festivals and sporting events to raise tourism revenue
- Allow Waterfront Toronto to borrow to finance the best long-term plan

Table 33

Questions of clarification:

- Financing model → what different financing models are under consideration? How are the capital requirements for the Port Lands being protected from City cash needs?
- Land use – are there agreed upon targets (i.e. recreation, parks lands, condos) that will change through the process?
- Process – how will the existing process factor in? How will it be used?
- What are the benefits of acceleration? Is it just an inherently long process? What is the upside of acceleration?

Focus question 1:

- Make sure it’s not a “drive to” location → make transit considerations up front
- Natural area connectivity/wildlife corridors
- Core Issues: waterfront connectivity, access, greenspace, green infrastructure
- GET THE GREEN STUFF DONE FIRST
- Naturalization, flood protection, public space → existing plan
- Leave the condos back from the water’s edge, make sure public can access water’s edge

Focus question 2:

- Define public spaces first → incrementalism
- Continuous waterway access (e.g. for canoes) all the way along the waterfront
- Corporate funds/public funds to beautify the spit
- Start working on creative financing → temporary land uses that would bring immediate revenue but could be dismantled later
- Access/utilize “polluter pay” from previous industrial land uses

Other Comments:

- Are they willing to stake out the public realm → developers provide upfront cash for public realm
- Start with naturalization and make these the priority siting locations → accelerate these developments
- Don’t discount the process/planning that has already happened

Table 34

Questions of clarification:

- Why do you want to speed up the process and how quickly? What will have to be sacrificed/jeopardized?
- What has to be decided and in what order before the report on financing? What is the sequencing of decisions?
 - How will design excellence be incorporated? Will there be a design review panel?

Focus question 1:

- Various types of transportation and parking facilities
- Lots of recreation opportunities
- A focus on sustainability and making sure what is built lasts
- Maintain wilderness
- Consideration for potential issues with incompatible uses
- Build on a human scale (e.g. Yonge Street)

Focus question 2:

- A cultural or public institution to act as a destination → something to attract tourists, something with an economic impact
- Multi-use sports complex/winter recreation
- A nice neighbourhood on a human scale
- See TRCA for ideas (e.g. fishing) → ecotourism

Other Comments:

- Idea for the Hearn: a demonstration/education facility for energy efficiency

Table 35

Questions for clarification:

- What is really going on re: the financing of this project/area?
- Is there a place in the Port Lands for the charter boat industry?
- What is the timeframe for redevelopment?
- What about joint-ventures?

Focus question 1:

- Achieve a balance between small and existing local business owners and big business funding
- Encourage safe and active nightlife and entertainment facilities
- Provide infrastructure for charter boat industry as charter boats allow the greatest number of Torontonians to get out on the lake and harbour

Focus question 2:

- Charter boat village – centralize commercial tourism as a tourist destination with proper infrastructure so docks are secure, safe and nice places to be
- Natural Museums – like Montreal’s Biodome, focus on butterflies/birds
- Eco-Tourist attractions – things to see and do, cultural complexes, like a “natural” national mall a la Washington D.C.

Other Comments:

- Public transit and parking must be available to ensure widest possible use by all Torontonians

Table 36

Questions of clarification:

- How much access will the public still have under a public private partnership?
- How will this be powered and will net-zero objectives be considered?
- Will this plan integrate sustainability?
- Will the area remain as it is?
- What are the options for existing structures (e.g. Hearn)?
- Can we have more in-depth analysis around world class examples to see how they apply here?
- Financing – will the accelerated plan create an impetus to go the “easy way” (i.e. sell of land)?
- How can we have a financial model that encompasses a fair and equitable process?

Focus question 1:

- Create as much public access as possible and maintain access for all Toronto’s citizens
- Create high density development but establish viewing corridors/protect key views from key areas
- Create a unique jewel, high quality space, iconic for Toronto
- Need to define public and private responsibility for financing and infrastructure
- Public access/recreation should be right along the edge – no wall of condos
- Affordability for community and residential space to encourage diverse use versus high income
- Focus on end game, not short term

- High quality architecture with high quality use/diversity of uses
- Open and transparent consultation process throughout
- Coordination with transit → funding for it, roll out of transit

Focus question 2:

- Work with existing buildings – adaptive reuse of spaces such as the Hearn
- Integrate creative bio-remediation and energy co-generation facilities with development
- Create and establish an artistic theme throughout the Port Lands, reinforce iconic concepts/spaces
- Build public realm first to enhance private sector investment (continue what the plan says)
- Sustainable development and architecture
- Create artistic theme throughout the Port Lands
- Civic city building fundraising campaign (private or corporate donors)
- Not a Ferris wheel

Table 37

Questions of Clarification:

- Can the Port Lands be used as a major central park?
- What is the priority, jobs or condos?
- What is the forecast for future shipping needs?
- What is the timetable for political decision making?

Focus question 1:

- Create an area that’s walkable, used, all year round
- Need to think long term (500 years plus), not short term “monetization”
- Think “out of the box” – not more of the same

Focus question 2:

- Should be a special place – not more of the same
- Tourism/cultural centre – not just another neighbourhood
- Institutional uses – Universities

Table 38

Questions for Clarification:

- What is the minimum amount of green that will be devoted to the naturalization of the Mouth of the Don?
- What is the role of the differing land owners, and authorities – how will private property be dealt with?
- How will acceleration impact existing land uses such as the concrete campus at the east end and other incompatible land uses?

Focus question 1:

- Development should maximize lake views and proceed in an orderly fashion – not piecemeal
- District heating and cooling should be implemented throughout the area

Focus question 2:

- Focus should be on maintaining green space – all existing green and trees should be preserved. Land is publicly owned and should be preserved primarily for public access. This includes semi-public uses such as sailing clubs
- Lake Ontario shore should be natural, no walls etc.
- Existing plans should be respected – too much time and money to discard them
- Include a feature that attracts tourism, especially natural features. Elements that make the area attractive to residents can also bring tourists

Table 39

Questions of Clarification:

- What are the options for naturalization of the Don Mouth and costs associated with the EA?
- What will happen to private lands in the area?
- How will phasing or priorities be consistent with acceleration process?
- Is the transportation plan and transit plan adequate for the planned residents and employment numbers?
- What happens with winter and public realm and water access during all four seasons?

Focus question 1:

- Do not compromise Waterfront Toronto principles with an accelerated plan
- Give Waterfront Toronto more power to borrow money/bonds
- Maximize accessibility – north/south, into/out of area, transit, active transport, mixed use, socio-economic accessibility
- Sustainable energy plan – accelerated
- Triple bottom line – approved by final developer

Focus question 2:

- 300 acres confirmed – using EFTE – Off grid – four seasons
- Creative re-development of Hearn (e.g.) wine warehouse in Balbo Spain
- Net zero sustainable energy plan
- Change dock walls – consider other options such as aquatic ecosystems
- “Star” Bonds
- Build neighbourhoods
- Maintain shipping ability/opportunities
- Sustainable water and energy plan

Table 40

Questions of Clarification:

- What guarantees exist to protect the rights of private landowners in the Port Lands going forward?
- What are the expectations and timelines for implementation post May 2012?
- What impact will this process have on plans Waterfront Toronto already has in place?
- What can we do to protect this process from being derailed again like it has been in the past?
- What will happen in the interim to the pollution that currently exists in the Port Lands?

Focus question 1:

- Protect the plan from political influence
- Allow the voices of all constituents to be heard, not just in this round table format because there are some voices absent from this discussion
- Maintain transparency throughout the development process
- Ensure compatible treatment of landowners and business owners in the area

Focus question 2:

- Use a model that works like East Bayfront where public sector lead the way by using a catalyst like an academic institution
- Alternative financing methods i.e. TIFs, TIGs , road tolls etc.
- Improve transit system to improve access to the Port Lands

INDIVIDUAL DISCUSSION GUIDES

Note that individual responses are numbered for ease of reference only. Note that not all discussion guides included responses to all questions.

Individual 1

Focus question 1:

- Need to do a very thoughtful retail strategy for future.
- Bigger retailers can be ok if properly integrated and there’s reasonable vehicle and public transit access

Focus question 2:

- Integrate water taxi’s like in Vancouver for commuters and pleasure - \$2 ride from core to keating channel – from Rochester ferry docks base, drops off at wards, to public uses along channel
- Investigate formula to avoid “dig and dump” remediation. Leave bad stuff in place and build on top. Raise the grades. Use above ground parking.
- Do blocks like in Berlin with 2-4 story high courtyards inside buildings on top of parking
- Hearn = Tate Modern – a catalyst destination institution (not an aquarium)
- New campus for U of T? But leave Hearn for a major institutional cultural destination

Other Comments:

- Don't be afraid of height
- Don River Naturalization – has to be done based on a phased plan, implemented over time
- Must be realistic about market and phasing = start on the blocks that are most likely drivers of private investment. May end up being a university hospital. Save the Hearn for a premier use
- Raising grades will help reduce “flood-proofing” needs

Individual 2

Questions of clarification:

- Is there an allocation for a certain % of residential and office buildings versus open and green space? Ie: land-use designation
- Plans for large multi-use sports facility?
- Will there be affordable housing?

Focus question 1:

- Not ‘butcher’ the waterfront/Port Lands with high-rises like along Queens Quay
- Balance of low-rise housing, public open green spaces, multi-sports use, and natural areas (incl. Watersports)
- Build-in “walkability” and cyclability

Other comments:

- Please don't over-build on the Port Lands, ie: high density instead of open spaces
- Beautify the water frontage with promenades and public spaces; along the lake and the channel

Individual 3

Focus question 2:

- Floating wetlands
- Shipping container village
- Crowd sourced design

Individual 4

Questions of clarification:

- Why are solid plans – good plans – being revisited?
- What is the financial situation?
- I don't understand this process in relation to the Don Mouth EA options?

Focus question 1:

- Build another great Toronto neighbourhood
- Restore the Mouth of the Don river by creating a large estuary / park
- Enhance the areas recreational amenities for all Torontonians

Focus question 2:

- Create a park / marsh at the Mouth of the Don to increase property values
- Redevelop the Hearn for mixed-use, including recreation and non-profit uses
- Fast track development west of Cherry street – on the Quays
- Try a version of mars somewhere

Other comments:

- Engage the non-profit sector – perhaps consider rental space for non-profits
- Build temporary structures for short-term uses? As interim use
- I don't mind phased implementation but I am concerned that look at “options” for Mouth of Don will mean less substantial Don River park / Don Mouth restoration

Individual 5

Questions of clarification:

- What is the hard evidence for an actual need to accelerate this process?
- What are you willing to sacrifice in order to accelerate this process?
- The current city admin is opposed to LRT's. Why are you talking about them in your presentation? Eg: Tonight's Powerpoint.

Focus question 1:

- Not repeating mistakes of the past because of a perceived need for acceleration
- Maintain and even enhance the public realm/space

Focus question 2:

- Injection of a catalytic project to spur development. Eg: creative (arts based)

Individual 6

Questions of clarification:

- Adequate transit? Funding? LRT? Metro wide accessible?
- Flood protection? Global warming – worse than H. Hazel?
- Adequate sewage, remediation

Focus question 1:

- Naturalized Mouth of Don, natural areas
- Public accessibility – waterfront for all metro citizens
- Good quality workmanship, sense of pride to residents of whole city

Focus question 2:

- Blue flag beach protection
- Realistic

Individual 7

Questions of clarification:

- How does the development of the Pan-Am athlete's village impact planning/economics for the waterfront development?

Focus question 1:

- Leisure – think the bands of the Seine, Paris, Sydney harbour, South bank London, Vancouver harbour port
- Wildlife – Migratory bird sanctuary? (see similar one in Barnes, London)
- Access – TTC connection?

Individual 8

Questions of clarification:

- Does this initiative include the development of a yacht club?
- If so, what are the timelines for this development?

Individual 9

Focus question 1:

- The first priority should be to find as much as possible through unlocking the value of waterfront land – through both public asset development proceeds and TIF schemes. We need to understand how much money this will raise – since any waterfront proceeds should be invested in the waterfront – in order to have an informed discussion about funding shortfalls

Focus question 2:

- A difference with some European developments – eg: Hofen city and Amsterdam – is the fine grained feeling of their developments. The initial projects in EBF are all quite wide and lack differentiation in materials – the George Brown building and Coins Quay appear to use exactly the same glass cladding, for example. More diversity is critical for a proper neighbourhood feeling.

Other comments:

- Both Waterfront Toronto and the City of Toronto should be ashamed of such a poorly-run meeting. While WT's reputation for public consultation has generally been well-earned, this is not the first project kick off meeting with too little space to accommodate the public. Surely a seat with a view of the presentation is a basic minimum standard to meet before boasting of one's excellence in public consultation? In presenting for the City of Toronto, it seems John Lively could not be bothered to prepare his own slides, instead borrowing the first three from the next presentation. He failed to present any substantive arguments for why the past, publicly supported Port Lands EA's should be overturned.

Individual 10

Questions of clarification:

- Can anything be built before re-naturalization at river?

Focus question 1:

- Transit in place before development

Focus question 2:

- Connection to Ward's Island

Individual 11

Questions of clarification:

- How will this process resolve Lafarge's fundamental issue with the current plan – ie: the current plan is premised on the need to close /relocate Lafarge's Polson St. terminal?
- If the key issue is time and cost, how will the proponents work with Lafarge to preserve their existing

Individual 12

Focus question 1:

- Environmental
- Economic
- Sustainable

Focus question 2:

- C40 cities – goals

Other comments:

- Why Port Lands projects connect with the C40 cities in formulating and implementing a final plan
- C40 cities includes world 40 great cities to address urban problems like transportation, air quality, sustainability, green amenities, urban forest, urban, urban employment, climate change, etc.
- Behind C40 cities: Bill Clinton foundation, Bloomberg, the World Bank

Individual 13

Questions of clarification:

- Recreation/parkland ratio?
- Park land connectivity to overall city waterfront?

Focus question 1:

- Full connectivity of public realm throughout the waterfront
- High transit/pedestrian/cycling/water connectivity with imaginative landscaping
- Develop a historical plan for integration with new development
- Design competition – of many industries/health pursuits to set the tone for design

Other comments:

- Unique features – Hearn, Keating channel
- Hearn Generating Station – use for shopping, hockey, restaurants?

Individual 14

Focus question 1:

- Keep the preferred Don River Mouth plan and not water it down. Allow Waterfront Toronto to borrow money if they are not then there is a fear they will try to find a lower cost solution
- A dense urban mixed-use community and not suburban car oriented developments
- All money generated from the development of the Port Lands must be used to facilitate more development by reinvesting in the Port Lands

Focus question 2:

- Pinewood Studios bought Film Port and they want to create a Film Lot/ condo development that would replicate famous streetscapes from New York City, Chicago and London England. It would combine residential (condos), commercial (film shoots) and tourism (people will want to see the replica streetscapes). A creative way to combine several uses in one location. It is a serious proposal by Pinewood Studios.

Other comments:

- An Olympic bid. If it is successful could bring federal and provincial money to help build an athletes village along with the infrastructure and transportation (LRT's) that would be needed to service the village.

Individual 15

Questions of clarification:

- What is the status of the current Don Mouth Environmental Assessment?
- Is Waterfront Toronto obliged to proceed with any acceleration idea? Who determines when short-term gain beats long-term gain?

Focus question 1:

- To create a high-quality, long-term investment in city-building in Toronto
- To retain the founding principles of the original plan
- To provide a more transparent process, where the public is given all the information to make informed commentary

Focus question 2:

- Interim uses should involve festivals and sporting events
- After Cirque de Soleil a new space in the Port Lands once its current location closes for development
- Build infrastructure for cycling sporting events within the Port Lands, to provide for IRONMAN, etc..
- DO NOT BUILD ANY SINGLE STORY BIG BOX RETAIL

Individual 16

Focus question 1:

- Process should be more transparent – we need the info (what is the draft, ie: financing plan for preferred option)
- Key preferred plan – don't water down
- Sufficient recreation space for people – avoid over-crowding
- Public access to recreation space
- Preserve original vision – environmental, social, cultural goals – don't let pragmatism
- Sustainability in all forms: green, mixed-use (min. infrastructure req.)
- Ensure money raised in Port Lands stays in Port Lands to finance next stage of development
- Need minimum density – not allow surface parking, big-box. Get to urban use. Avoid interim
- Transit oriented development

Focus question 2:

- R&D cluster education institutions – centre of excellence to fund film industry
- Build on stilts early and get building – landmark feature
- Continuous water edge trail
- Allow WT to borrow – so that watered down plans aren't required
- Incorporate festivals/sporting events in Port Lands – support tourism revenue

Individual 17

Focus question 1:

- Respect for original consultation and concept
- Quality (non-prescriptive)- solution- communicate the vision and ask the private sector to work with it
- A long-term vision when it comes to interpreting the cost of land/soil remediation and river mouth naturalization

Focus question 2:

- Close collaborative planning and development with the private developers
- City council investment – raising taxes if need be – show some gumption
- Creative thinking when it comes to activities and enable the place to become a world class city centre and therefore attract global talent to Toronto

Individual 18

Focus question 1:

- Build a sustainable community – keep the commitment under the Clinton Climate Initiative's Climate Positive Development program to build a climate-positive community

- Build transportation infrastructure first
- Make it a 24th community with a mix of uses and a mix of people

Focus question 2:

- Integrate energy planning: solar, geothermal, anaerobic digestion, and district energy
- Like in Amsterdam Port Lands, set aside some land to create lots that can be built on by individuals with their own designs – with performance standards
- A car-free neighbourhood as part of the greater plan, like Quarter Vauban in Freiburg, Germany (residents can own cars .. in garages at edge of community)

Individual 19

Focus question 1:

- Making Port Lands accessible to Torontonians – this must include transit and encourage pedestrian activity
- Continuous and connected public spaces throughout the Port Lands

Other comments:

- I love the work Waterfront Toronto has done with the wave decks, sugar beach, and Sherbourne common
- Please follow through with Queens Quay makeover to fully connect to waterfront

Individual 20

Questions of clarification:

- Timeframe
- Sustain building
- Response to trends – changes/shocks

Focus question 2:

- Attract a major “thing” science/edu? To anchor the area and provide a draw
- Huge opportunity for urban agriculture

Individual 21

Questions of clarification:

- Will revenue generated from lands on the waterfront development be invested back into the waterfront?
- Will the acceleration of the Port Lands development lower the value of the land because we put too much development on the market at once?
- Will the flood protection, naturalization and healthy city building that are the central principles behind the Don Mouth EA be compromised in this accelerated process?
- Will the speed (6 months) of this process compromise the quality of the project because we don’t want a second rate Port Lands

Focus question 1:

- Naturalize the Mouth of the Don
- Flood protection that will work
- Create an exciting, sustainable community that ecologically sustainable!
- Don’t compromise on these (above) three!
- Public transportation infrastructure early (including bikes)

Focus question 2:

- Explore the financing options – in a transparent to the public format
- Increment taxing
- Bonds (investment financing)
- Explore incorporation of existing organization and other existing uses
- Ensure that the infrastructure (transportation – transit, cycling, pedestrian, water, electric below grade, parks and public space) is in place before we start and end spring!

Other comments

- So much of what has been said to tonight has been said before many times before in all the previous public engagement so the message should be: that those politicians who have never been engaged in the process should shut up and start listening to what has already happened in the public process. In other words learn about what has already been done before they throw in some ½ baked crock pot ideas!

Individual 22

Questions of clarification:

- We are going to focus on the acceleration of the area, what do we have to forgo in other areas?
- Do not kick the community sailing clubs off the waterfront

Focus question 1:

- Should not cater to 'big box' stores pandering to car culture
- Low rise, limited high rise zoning
- Arrange for the community currently on the waterfront to remain there eg: community sailing clubs

Focus question 2:

- No big box retail
- Maximize public use of actual waterfront ie: beaches and parkland

Individual 23

Questions for clarification:

- Is there a possibility that there would be commercial development at the northern end at Tommy Thompson park, as shown on the attached map?
- Will everything south of Unwin Avenue be protected as parkland?

Focus question 1:

- Access to the water by the public
- Public transit access to the neighbourhood
- Extensive parkland

Focus question 2:

- Bike lanes on every street
- Mix of housing – low, middle, and high income housing
- Extensive parkland

Individual 24

Questions of clarification:

- Are we following the original agreed upon and previously approved plan?
- What is the purpose of acceleration?
- Why are we exploring new ideas?
- Is the plan changing to avoid slower (20 to 25 years) residential development to speed up money back to the city?

Focus question 1:

- Maintain the original agreed upon and previously approved plan!

Focus question 2:

- Need an explanation for any deviation from the original agreed upon and previously approved plan, thanks.

Individual 25

Questions of clarification:

- Land use proportions – residential, office
- Affordable housing
- City protects financial proceeds
- How do we ensure sustainability of plans?

Focus question 2:

- I would like to build an integrated sports/school complex for grade 5 to 12 students. Y would provide the financing for the facilities if city provides land. The plan would foresee a school building and 4 turf soccer fields (domed in the winter) for all year use by school and community

Individual 26

Questions of clarification:

- Have you considered TIF's?

- Why geographical study area selected?
- Is there anything that has to remain and what is the alternative?
- What are the ways to creatively finance the project?
- How will the acceleration process alter the current Naturalization plan?
- What if we stay with the existing EA?
- What options have been considered for accelerating the project?

Focus question 1:

- What about interim use/facilities?
- Stay with the process
- Link public health investment

Focus question 2:

- Develop East to West to maximize value in future connect to the city from Leslie and Carlaw
- Improve air quality by planting and greening
- Look at infrastructure improvements as assets and tools for naturalization

Individual 27

Questions of clarification:

- Why has the geographical boundary been selected? Anything that has to remain?
- Existing financing tools that are under consideration? Bond issues?
- Will naturalized flood plan be altered?
- What are the options for accelerating development?

Focus question 1:

- Do not compromise naturalization of Don river flood plain – make accessible with public transit and bike trails. Work on methods of making water clean enough for kids to play in
- Build sports and rec field/opportunities. This is necessary for a complete community – parks not always suitable substitute

Focus question 2:

- Open up understanding of “infrastructure”, flood proofing
- Understand how to value natural areas
- Build and integrate with natural areas

Individual 28

Focus question 1:

- Build the sport infrastructure to support the new and existing residential communities. Designer parks aren’t going to meet the needs. Balance active and passive recreation

Focus question 2:

- Start with a sport and culture to bring the city to the area. Allow WDL and PL to develop and then service and build PL residential and mixed use when the demand exists
- Develop outside flood plain – south/east end of PL. Acceleration requires deadline (2015? Phase 1, Olympic bid 2024 Phase 2)
- Allow and innovate with off grid solutions
- Build and integrate with natural areas like TTP and LO park

Individual 29

Focus question 1:

- Naturalized and flood protected
- Innovative design
- Profits to be paid forward to reach and maintain naturalization and flood plain
- EA must be done w/in same Terms of Ref
- Multi-use – no high rises

Focus question 2:

- Create humanly scaled development with innovative design

Individual 30

Questions of clarification:

- What will be sacrificed by speeding up development process
- What are the time lines for forecasting costs?
- Financial plans

Focus question 1:

- Naturalization of river
- Sustainability – energy, transit, linkages with city - Long-term
- Natural environment with recreation

Focus question 2:

- Cultural destination – ice rinks, swimming pools – great lakes – history, fisheries, etc.
- Places for fishing include native peoples – they escaped dish of all kinds
- Consideration of winter activities

Individual 31

Questions of clarification:

- When will all sewage be composted, natural gas methane received for fuel, and diverted away from lake
- Energy and powering new sustainable buildings

Focus question 1:

- Primarily private sector investment money with public compliance
- Public funding is primarily for transit LRT and power generation (wind, hydrogen heating, natural gas, nuclear expansion at Pickering)
- Divide big picture vision in to “lots” developers may bid
- Possible affordable housing purchases (pre-planned)

Focus question 2:

- Sustainable building architecture and engineering
- Zero o2 emission power generation, waste recycling
- Design water cooling in summer instead of A/C compressors
- Incorporation of steel and glass slag, coal and ash into cement/concrete of new buildings
- Collection of rain water for consumer and toilets
- Automated window
- Wind turbine street lights
- Artistic/creative theme for largest Canadian city – Ex: Dubai Palm Island resorts
- Ontario wind farm 10km – 20km in lake (from shore)
- All harbour-front properties are million dollar properties in every city so value is not an issue

Individual 32

Focus question 1:

- A public waterfront with access for all citizens
- Dense and intense development but with view corridor protections at key points
- Connect the waterfront intelligently to the rest of the city (connections should be natural and visible and take all forms (vehicle, transit and active))

Focus question 2:

- Develop public amenity first to encourage private sector investment
- Development should be contiguous (ie: don't start everywhere, but build from one side first and continue). This allows for future development if economy tanks and private sector investment dwindles
- Focus on architecture that is high quality and will last – avoid “flavour of the day”

Other comments

- I am strongly in support of the current plan and would be quite happy if its implementation is accelerated – stay the course

Individual 33

Questions of clarification:

- Tiffs

Focus question 1:

- Sustainability

Focus question 2:

- Something as memorable, unique, and beautiful as New York's highline park
- If using PPP ensure that public space is still accessible to public and NOT dominated signage/advertising etc.
- Are bonds an option for Toronto? If not, we should be getting more revenue to us from city

Individual 34

Questions of clarification:

- Does acceleration model affect the funding model in place?
- How much public access will there be to the area?
- How does waterfront TO plan to use/deal with existing structures such as the Hearn Generating Plant? Heritage buildings.
- Can we see more in depth analysis of other models for waterfront?
- Energy – zero energy is it a priority?

Focus question 1:

- Open consultation with transparent process
- Public use for/by broadest group of users, focus on residents, visitors, shoppers, cyclists, etc. – Good land use, high quality architecture
- Focus on the end game, not attempt to speed things up in advance of proper planning. Don't make same mistake as with subways

Focus question 2:

- Take existing structure, eg: Hearn, to build focus, physical tourism, etc.

Individual 35

Questions of clarification:

- What is the potential for renewable energy generation on site? (E.g. wind, wave, geothermal, deep water heating/cooling, etc.)
- What will the needs be for port facilities in the future? (danger of selling off land that may be needed in the future if needs change, say due to peak oil or a new ferry service to the US, etc.)

Focus question 1:

- Naturalization of the mouth of the don should take priority over flood protection and over maximizing land area available for development (e.g. allow more land to be available for flooding)
- Reinvest any profits made back in to the Port Lands (e.g. for naturalization) and not used for other purposes
- Make the Port Lands "off grid" – supplying its own renewable energy, dealing with its own wastewater, composting on site, etc.

Focus question 2:

- A swimming area on site (need not be a beach, maybe an adult swimming area with ladders from the lake to the pier-look at St. Mary's quarry for an example)
- Centralized heating/cooling to be shared by all buildings on the site, preferably powered by a mix of renewable energy sources
- Minimize parking requirements so that buildings will be less expensive to build (perhaps showcase a few buildings designed without any parking and good pedestrian, cycling and transit)
- Would a scenic ferry service connecting the Port Lands to downtown be a tourist and investor draw?

Individual 36

Questions of clarification:

- Does the mayor and council have the power to alter the carefully constructed plans of waterfront Toronto; for example by selling parcels of the Port Lands for profit and for the benefit of city debt reduction?

Individual 37

Focus question 1:

- Very high emphasis on pedestrian and transit use and very low automobile and parking use
- Dual use of flood protection and public recreation
- Active, comfortable public realm and human scaled buildings

Individual 38

Focus question 1:

- Sustainable development financed through charges on development to encourage state-of-the-art environmental design
- Existing recreational uses and affordable housing
- Variety of uses

Focus question 2:

- Use a private infrastructure company to develop financed through a public bond offering

Other comments:

- Use dockside green in Victoria as a model – low rise, sustainable design, inviting for tourists, friendly for existing community, family friendly
- A bond offering would open up financing to public – assists public engagement

Individual 39

Focus question 1:

- Transit – important to have good public transit to serve community, so it doesn't become car dependent and bloated
- Affordable housing – the Port Lands should not become an exclusive community by one with a mix of incomes and families

Focus question 2:

- Some sort of educational use
- Keep Michael Van Valkenburgh's plans
- Slow and steady wins the race

Individual 40

Questions of clarification:

- What was the original waterfront plan?
- Was it complete?
- If so, what was inadequate about it?
- (I am still confused about why acceleration is necessary?)

Focus question 1:

- The Port Lands should be a multiple-use district with commercial activity of all types, public uses and residential
- Please develop in a way that does not affect the value of Tommy Thompson park as a globally recognized bird sanctuary
- Do not let one developer build more than a section at a time

Focus question 2:

- Enhancing the natural heritage of the region – Tommy Thompson park bird sanctuary can just be the start
- More social housing...more affordable housing. Integrated housing LEED platinum housing
- Revitalize the Don River without compromise. It will maximize the value in its own way

Other comments:

- Please save the Hearn Power Gen Building
- Please have facilitators that already have some sort of background in waterfront Toronto's planning initiatives. Even knowledgeable member of the public like myself
- Please provide more details before the discussions (like tonight) start. I feel the presenters gave very little info of value
- I would be happy to help in any way possible

Individual 41

Focus question 1:

- Truly public lands – not public access to private land. Avoid selling off publicly owned land as much as possible. Better to go slowly to avoid this
- Transit and pedestrian access – not a playground for rich people with cars but a space we can all enjoy
- Public affordable housing – a firm commitment to public housing units that cannot be cancelled further along in the process (see: Vancouver's Olympic Village)

Focus question 2:

- I don't think the development should be accelerated if it means changing the plans that have been made. This question is biased, but I suppose one way to speed up the process is to somehow increase public funds – perhaps through taxing the rich or development even more than we already are
- Also, public washrooms!

Individual 42

Questions of clarification:

- The presentation talked about co-operation among users. The Toronto Port Lands commissioned a study and did a presentation without Waterfront Toronto knowing. What controls are there on land users, and penalties if that was to repeat itself?
- Given the city's not the developer unless things change, is the goal to make money or improve access?

Focus question 1:

- Allow big box stores in. "There is a demand or will be".

Focus question 2:

- Is max value – highest dollar value on green space which gives max value to people i.e. provincial parks near Toronto, people have to travel (2 hours plus)
- What internal rate of return is expected given the max value? 15%? 20?

Individual 43

Questions of clarification:

- What are the priority projects for developing the Port Lands? What is the phasing? Is naturalizing the Don River the first priority?
- What is the rush? Why the need for sudden acceleration? What is wrong with taking some time for proper development?
- What is the status of soil remediation facility? Results of soil remediation?

Focus question 1:

- Maintaining waterfront Toronto's original vision and master plan particularly re-naturalization of mouth of the don river
- Providing opportunities for public consensus and input from public and key stakeholders
- Providing mixed-use development – living, work, parks, etc.

Focus question 2:

- Naturalize the mouth of the Don River – why need to accelerate?
- Improve transit/LRT – public access to area to encourage development
- Mixed development/ use of Hearn as sports facility/stacked arena proposal

Other comments

- What is plan for land that was considered for stacked hockey arena? Could this land be used for living/residential development? Could the plan for the standard arena be revisited and brought back?
- What happens at end of consultation process?
- Why consider other options for sake of acceleration when millions of dollars and studies have already taken place? Seems redundant and waste of time and money
- Leave the original plan for re-naturalization for mouth of Don River as is
- Could public be involved in fundraising aspects of development plan?

Individual 44

Questions of clarification:

- Why is this project being “speeded up”
- If there are changes to plan it should go back to consult from the beginning

Focus question 1:

- Don’t let financial pressure mean less attention to environment and quality. There is nothing wrong with taking 10-20 years to get it right!

Q2

- I worry a one-off development won’t have the transit – people will drive – it will go downhill
- Need to stick to the plan. Remediate the Don, build housing. That density brings transit. There is a reason the plan is what it is – we have already been to this meeting!

Individual 45 (received by email)

Questions of clarification:

- The status of the findings and conclusions of the Don Mouth Naturalization and Port Lands Flood Protection Project needs clarification. The preamble to the documents for the meeting uses the phrase “further options.” What does this mean? Will the current exercise produce proposals for different routes for the river or for different interpretations of the meaning of “naturalization” with different proportions of the site being given to marsh, green space, etc.?
- If sites outside the flood protection zone are to undergo “accelerated development” will this be conditional on first producing a master plan for the whole port lands, especially for the routing of roads, utilities and other infrastructure? If this is not the case, the danger exists of servicing for a quickly-developed site being in the way of ideal overall development in the long term. (Toronto would presumably not have built the Gardiner Expressway if the current waterfront revitalization had been imagined in the 1950s.) Does this exercise threaten long-term optimal development by permitting short-sighted installation of roads and other infrastructure to support development of isolated sites?
- What will be the status of the report of the financial consultants soon to be engaged? If they recommend other means of financing the public realm, including the renaturalization of the river and the infrastructure plans in the DMNPLFP, will these be adopted in place of accelerated development of other sites or will they be shelved as politically unacceptable? Are the three governments involved prepared to make any necessary administrative or legislated adjustments if the consultants find that Waterfront Toronto should be given authority to borrow or for WT or some other authority to issue bonds or for the city to use Tax Increment Financing?

Focus question 1:

- Build out of the Lower Don Lands according to the preferred alternative of the DMNPLFP EA
- Development of a long-term master plan for the entire port lands with infrastructure developed outward from that proposed in the preferred alternative of the EA with no “accelerated development” of any sites until this is in place.
- Absolute protection of all plans for public realm developed with public consultation to date, including rivermouth renaturalization and park construction in the Lower Don Lands, renewal of transportation infrastructure in the East Bay Front and North of Keating precincts and the build-out of Lake Ontario Park.

Individual 46 (received by email)

Questions of clarification:

- would I be able to join this organization to participate in the implementation of my proposal? Am willing to invest much time and knowledge.

Focus question 1:

- be a complete waterfront solution
- be accessible to Toronto citizens from all income brackets
- attract tourism through beautiful scenery and educational experiences

Focus question 2:

- accelerate development, maximize value
- allow boat creation, and ship building
- allow for boat storage via, mooring, marina,
- allow for boat market, renting, leasing, mortgage and selling

Other comments:

- The proposal is to have at least several types of shipyard zones. For building large, medium, and small ships. Ranging from cargo-ships, and tugs to house-boats, yachts, and personal craft like canoes and sailboats
- Important is to be accessible to Torontonians, people actually living in Toronto. So it's best to have some areas available
- Much boat-building can actually be done outdoors, so infrastructure requirements are minimal. The most sophisticated part is to have a method of transporting heavy boats to the water.
- For the larger cargo-ships it may be wise to create some dry-docks, which would also facilitate the repair of large vessels
- Tourists and citizens alike, could ideally see at least some of the projects as they are under construction, perhaps an elevated walkway or tower could give an overview, though even through a fence most projects would be visible
- The proposed area for shipyards is the along the shiplanes, which could facilitate ease of launch
- The large factory with smoke-stack could be used for making local building-material on site, such as cement, marine-grade-rebar, and wire-mesh
- In terms of public access, it could have black-smiths, with internships available for various roles
- There can be an education area where people can learn how to become boat-builders, with souvenirs such as boat-models available. This could be near the waterfront market
- For that ancient portland feel, it would be great to have a farmers-market or bazaar area, where people can sell imported and local goods
- Can finance all of these shared creative-space location with land-shares, which allow people to buy or rent spaces as small as a m² to conduct their proposed activity.

Individual 47 (received by email)

Questions of clarification:

- I would like to know the projected cost of the re-naturalizing the mouth of the Don River, distinct from every other infrastructure cost. Currently, you do not publicly disclose the breakdown of the re-naturalizing estimates from all the mandatory infrastructure costs. Infrastructure costs such as, transit, roads, soil remediation, etc etc are technically necessary, but re-naturalizing costs may be viewed by many Torontonians as an optional luxury. Those advocating the re-naturalizing have been very successful in lobbying Waterfront Toronto to include this aspect into Lower Don Lands plans, but these advocates do not represent a majority of Torontonians
- It's impossible to make a rational, informed decision about this aspect of Port Lands development without knowing the costs of each part of your plans. The taxpayers who provide funding for Waterfront Toronto deserve the best value possible for their taxes. Detailed and distinct information about each aspect of the plan is crucial for the overall public to judge what they want done. If this Don River cost is not currently broken out of overall estimates, it must be done before any planning proceeds further. It is impossible for the general public to assess relative value otherwise.

Focus question 1:

- Port Lands development must make a positive contribution to Toronto's economy. It must benefit all citizens, not just those who live nearby, or those who will live or work there in the future
- Waterfront Toronto must ensure that the general public will have access to every metre of the shoreline, whether it's the Outer Harbour, the ship channel, the Keating channel etc. etc. The private sailing clubs that occupy prime public land on the north shore of the Outer Harbour must be moved to accommodate full unfettered public access to that shoreline. They claim they are 'public' clubs but this is clearly delusional as their properties are hidden behind fences and only club members and their guests are permitted access.

This land will be part of the site of the future Lake Ontario Park, which will be built largely with taxpayer funds. It must be fully accessible to the general public to be acceptable. Their exclusive use of this land must end with LOP implementation. There are many kilometres of Toronto shoreline that can be used to relocate these clubs elsewhere.

- Waterfront Toronto must be ready to accommodate any use that contributes to the economic prosperity of the whole city. This means it must accommodate diverse uses, not limited solely to 'mixed-use residential'. It must also accommodate a full variety of recreational, institutional, religious and entertainment uses, to make a positive economic impact.

Focus question 2:

- Plan for uses that are available 365 days a year, 24/7. Do not focus solely on residential development. Allow for a variety of uses summer and winter. Allow for uses such as recreational, entertainment and retail all of

which should be geared for positive economic impact.

- Build neighbourhoods that reflect Toronto's grid plan of streets to extend the built city, as it exists, into the Port Lands. The current Lower Don Lands street plan of crescents and courts, that inhibit choice of access to a neighbourhood, is a suburban model that has no place in our city in the 21st century. Development models that restore the traditional square grid plan of streets, (such as the Regent Park and Don Mount Court re-developments) should be the development model for the Port Lands. The mistakes of the previous century shouldn't be repeated here. For example, Commissioners Street should be maintained in its current configuration as a straight, direct route from Leslie St. through to Cherry St. to facilitate industry.

Individual 48 (received by email)

Questions of clarification:

- Of the possible alternate methods of funding, which ones are we legally allowed to do? For example, I hear that tax increment financing (or one of those similar) is actually **illegal** in Canada.
- How much (either in absolute number, and/or %age of development value) are we getting for Section 37 and what projects is it going to?
- How guaranteed is the funding for transit and other public amenities. What are the risks moving forward, i.e., possible ways that this can be derailed, esp with current funding constraints with TTC, the current governance structure, and current mayoral regime? What can we do to help proactively avoid any potential roadblocks, say through proactively gathering public support?
- And related... what is your communications strategy to inform and solicit input from "non-usual suspects" to sell this project which will help as we run into problems with various governments? (inform so public can advocate)

Focus question 1:

- **Affordability:** of both commercial and residential space - in order to encourage a truly diverse community vs. one with a higher income demographic. You might consider partnering with Toronto Community Foundation, United Way, and/or putting out calls to service organizations, and definitely be reaching out to those with experience and knowledge of, say, creating the St. Lawrence Market area in the 80s/90s. As well as working with organizations like Evergreen and Artscape and the Centre for Social Innovation.
- Coordination with **transit**, both for planning ahead, and with higher levels of government for funding, and/or look at best practices for creative ways to leverage development/land value increases to fund these and other infrastructure costs
- **Sustainability** - best practices of smart communities elsewhere around the world, e.g., co-generation of steam heating, common waste disposal chutes (vs. trucks), etc.

Focus question 2:

- **Fundraising campaign - civic building** - if people know what is needed and what our constraints are, it could be an opportunity for people at all levels (from regular citizens to philanthropists, from tourists to Ontarians to residents of the GTHA) to contribute to a great cause. Possibly providing a full range of donor opportunities, everything from "buy-a-brick" to street furniture to bigger chunks of cash (with plaques, etc.) Will also help build a sense of pride and ownership among a broad stakeholder base. I know having such a broad range of donation levels may cost, but using technology, there must be a clever way to do this. Any best practice case studies out there? Can there be a tax incentive at all?
- **Public campaign to push for new funding methods**, if required. If the best funding methods are currently prohibited by provincial or federal law, I don't think we should dismiss them out of hand. Although we may not be able to make use of them in the short term, we should still launch a campaign to get the darn laws fixed so that we in Canada aren't hamstrung by outdated regulations.

Other comments:

- At meetings, please try to have an **enclosed overflow room** so that **parents can bring children** (if unable to provide actual childcare) without disturbing other participants
- Have a **laser pointer**
- **Outreach, outreach, outreach** - need to reach out to general public so they know about this project and we can all rally around it. Just a quick list off top of my head includes:
- kiosk down at Sugar Beach, along Queen's Quay (wave walks), or in Corus bldg, at Eaton Centre, Yonge-Dundas Square, at all the city street festivals. Can be staffed by summer students and /or volunteers, and would include the ways for people to get involved etc. Do make sure that the folks in the booth are knowledgeable about context (history) as well as constraints.

- Should have an FAQ which is improved upon after each event with updated questions and this FAQ can be posted online.
- Exhibition that can go up at Centre For City Ecology Urbanspace gallery, community libraries around the city, etc.
- Get co-sponsored by the city (so can be featured on the city's page)
- Reach out to urban, planning, and architecture communities to try to find ambassadors to solicit their help.
- Partner with tourism groups
- Organize/advertise/push the Youtube videos and develop more tailored to a very broad (e.g., CityTV/Sun/Breakfast Television) audience
- Jane's Walks, Open Doors Toronto (new Corus Bldg, anything else?)
- If your organization doesn't have the resources to execute these tactics in-house, maybe you can leverage existing networks within the city and region to try to get this moving. Or it could be taken on by another committee (like the Stakeholders Advisory Committee).

Individual 49 (received by mail)

Questions of clarification:

- Why wasn't a copy of the proposed land-use plan and current land-ownership map made available for reference?
- Why isn't the "Stay with the Keating Channel" still an option? (without the 600 million up front investment?)
- How much expropriation of land privately held is anticipated? Is this really, really necessary?

Focus question 1:

- Residential/commercial/recreational neighbourhood should not compete directly with the downtown/financial district!
- The plan should have a "regional" recreation focus and provide ample land to realize this!

Focus question 2:

- Leap-frog the relocation of the Don issue – start from there into the Port Lands, without the need for billions
- Be modest, not grandiose
- Find immediately sites to locate the Amsterdam Brewery Co., tennis courts (just like the present soccer pitches that are wildly appreciated)

Individual 50 (received by mail)

Questions of clarification:

- Why did the accent in past presentations shift, from an emphasis on parkland and naturalization of the mouth of the Don, to a focus by John Campbell in his CBC interview, the Globe and Mail article, and the presentation on Dec. 12, on condo towers, commercial sports facilities and other commercial developments?

Focus question 1:

- A very significant addition to public green space along the Don River
- No more condominium canyons
- For built structures, some imaginative and innovative architecture (no more throw-away condos, and, please, no more Liebeskind and Safdi)

Focus question 2:

- Green space that is usable, i.e. provide a continuous, broad band of park land suitable for uninterrupted walking and bicycling in order to maximize both natural and public health benefits of naturalized public space. It should not consist of a "necklace" of disconnected patches of lawn whose primary purpose is to enhance the value of condominiums
- At least one iconic piece of spectacular architecture, but no more

Other comments:

- Past development of the lakeshore has often been a sorry story of missed opportunities, bland high-rises, and pathetically thin strips of "public" land along the shore of Lake Ontario.
- An ideal mix of Port Lands development should mix attractive (and at least one or two spectacular) residential, commercial and community buildings with a broad band of parkland that connects the shoreline parks to the west, the Leslie Street Spit, the ravine of the Don to the north, and the Ashbridges Bay parks and not just by streets with a few trees and shrubs running through condo canyons. As public amenities, such streets are useless, however "green" they may be made to look on planners' drawings. The same applies to the green roofs of condo buildings which were so visible in the images shown on Dec 12. They make sense in reducing energy consumption, but are (purposely?) misleading because they will not be seen from street levels, and add no public natural space to the Port Lands.

Individual 51 (hand written note received December 12th)

Other comments:

- Suggestion for future consultation meetings: PROVIDE CHILD CARE for parents who wish to attend the meetings, and OFFER TTC TOKENS to those for whom transport is a barrier to attending. DO SPECIAL OUTREACH to people in Regent Park, South Riverdale, Chinatown East, and other lower-income areas of the city. I was disturbed by the low proportion of women, and people of colour at this meeting. Thank you!

Individual 52 (letter received by mail after December 12th)

Other comments:

- To whom it may concern, after 25 years of hard work for this project in Lakeshore Regeneration, I feel quite strongly that we have to keep our priorities straight:
The Ecosystem Approach is the way of the future. We have to follow the Bruntland Commission's direction for sustainable implementation using the famous three legged stool analogy Social; Economic; Ecosystem (the system doesn't work without all three) "my waterfront has turtles and frogs". It is our duty to Bring Back the Don which means resorting AS MUCH OF THE HISTORICAL ENVIRONMENTAL AS POSSIBLE in the Lower Don Lands (AKA "Port Land"). The lacustrine lake marsh that was Ashbridges marsh can now have regenerated habitat. The target species for this project should be: 1. Bullfrog, 2. Snapping Turtle, 3. Wood Duck, 4. Northern Pike.
- Since Toronto's functional Port never materialized with the St. Lawrence Seaway completion, the name "Port Lands" must be changed to "LOWER DON LANDS"!

Individual 53 (received by Waterfront Toronto)

Questions of clarification:

- How is the OP affected?
- When?
- What happened – there was a plan? Why are we going back to the public?
- Where is the gap? What can we actually influence?

Focus question 1:

- Maintaining plan for naturalization

Individual 54 (received by mail)

Other Comments:

- Are we insuring that we are designing for a sustainable future? Including recreational parks?
- What will happen to the commercial shipping and what is the plan for raising funds?
- What are the criteria that will ensure that the plan contributes to city-building delivers a great waterfront where people live, play, work! Will they be similar to the ones that were used during the Lower Don Lands Study?

Individual 55 (received by Waterfront Toronto)

Focus question 1:

- Prioritize sustainability – such good work was already been done and approved. Why are we starting over?
- Do you risk losing the transit first policy by a spot development approach?
- Is there going to be a defined balance between development and parks?
- Will there be outdoor active permitted fields with associated indoor facilities?

Focus question 2:

- To find an inventive day and night space that helps to make Toronto a number 1 choice for a new business, new residents and Torontonians
- Transit oriented development is the key
- Transit will bring \$10 in development for every dollar invested in transit
- Stick with the Lower Don Lands plan and value engineer it. It has a signature focus, village clusters and spectacular public buildings

Individual 56 (received by Waterfront Toronto)

Focus question 2:

- Naturalization of the Don Mouth and lakefront to provide linkage with the lakefront to the east and the islands. All as part of the flood prevention
- The reinvestment of all profits into the Don's re-naturalization and the natural area planned already
- Adaptive reuse of existing buildings-sustainable is not landfill. Heightened value of land should be reflected in an offset public realm for common good against private interest aggrandizement

Individual 57 (received by Waterfront Toronto)

Questions of Clarification:

- What is going to happen to the current shipping business and do you have a plan for raising funds?
- A slide from John Campbell's first presentation showed a large highway interchange...are we ensuring that we are designing for a sustainable future?
- What are the criteria that will ensure that the plan contributes to city-building delivers a great waterfront where people live, play and work. Will this be similar to those used for the Lower Don Lands and Don Mouth EA?

Individual 58 (received by Waterfront Toronto)

Focus Question 1:

- Environmental concerns and public access to the waterfront
- Balance of public and private and business spaces
- Building of attractive residential communities with pedestrian priority

Focus Question 2:

- Choosing a signature focus – opera house already existing to other value attractions, e.g. major museum, art, City of Toronto museum, aquarium or global awareness centre?
- Village clusters of residential development – as previously designed, with lots of pedestrian walkways
- Architecture – spectacular public buildings with maximum views and scenic spaces

Individual 59 (received by Waterfront Toronto)

Questions of clarification:

- How are children being accommodated in the way of recreation?
- No sports complex in area for a variety of sports
- All kinds of research initiatives, focus groups, public feedback

Focus Question 1:

- Look for partnerships like a sports facility that would be paid for by private investment. Donate land for sports, but let private investment put up infrastructure
- Making sure that all segments are accommodated. Where are the playing fields for children?
- Not all of the Port Lands needs to be evaluated based on how much money can be made from converting the land

Focus Question 2:

- Sports complex with tenants/permits would generate ongoing revenue for the city. Hockey was approved, now too much. How about soccer for boys and girls, all ages and all economic levels!
- Are you serious the Cherry Beach sports fields only have another lifespan of 8 more years? Where are all children to play that are in all the images of Port Lands?

Other Comments:

- Children in all the pictures of the Port Lands. However, other than sailing, sand box, sprinkler systems, walking... where are the fields of play for soccer "the world's #1 sport", football, baseball, etc.
- Start with some given ideas – sports complex, the Hearn – and build around them
- Approximately 30 000 kids in the downtown area and many don't have proper access to fields of play

Individual 60 (received by Waterfront Toronto)

Questions of clarification:

- How can I get your interest and commitment to be involved in a T.V. series?
- Can you assist me in contacting potential participants?

- How can a T.V. series potentially help promote Waterfront Toronto initiatives and entice future architects?

Focus Question 1:

- Global awareness
- Branding
- Canadian “new age” culture

Focus Question 2:

- Television series starring Toronto and David Miller
- Auctions

Other Comments:

- A presentation for opportunities and ideas has been presented to Waterfront Toronto with David Miller approached to star in the TV series to promote and entice architects and feature architecture in Canadian and world history with a focus on green initiatives. I’d like to request a revisit of this proposal. The time is prime to consider the potential lucrative benefits of this avenue. Similar to Dragon’s Den, Kevin O’Leary, Canada’s Top Model, So you think you can dance, Canada’s got talent, etc.

Individual 61 (received by Waterfront Toronto)

Questions of clarification:

- What is being accelerated? Why? What cost? Why is it taking so long now? Is the current pace reasonable?
- New financing model? Is the old one flawed or do we just need to wait for the market to improve?
- If the plan has no profits (cost = amount of funding) why rush? We will get it eventually.
- If there is no profit in moving faster, why rush?

Focus Question 1:

- How can you accelerate without reducing public and natural space to lose than is already planned?
- Build on work already done, don’t start from scratch – move in the direction of prior plans
- Naturalize as much as possible, not less than what has been planned to date

Focus Question 2:

- Stay with the plan, maybe faster if it doesn’t compromise results
- Follow the existing central waterfront Secondary Plan
- Creative financing models

Other Comments:

- Natural infrastructure costs less than hard infrastructure (green)
- Use the same terms of reference for new studies as the older studies
- Consider new natural shoreline tree trunks and less seawalls and paved surface – like what’s been done behind harbour castle. Even a few meters width of shoreline/rocks/trees (naturalized) is better than a seawall and concrete with trees in boxes

Individual 62 (received by Waterfront Toronto)

Questions of clarification:

- Previous EA was full of great detail and result of a good democratic process and is the fundamental basis so should not be waived.
- What is the current financial plan/model?
- Why is there a need for “hurry”?
- IJC still designates Toronto as a hot spot – how will this development improve water quality and create a more sustainable, healthy waterfront?

Focus Question 1:

- Naturalization of the Don and lakeside areas and their scales must be planned first, then hard parts (roads, buildings, trails later)
- Connect natural spaces: spit, cherry beach area, etc. to form natural corridors – cannot be just a couple of metres for animals and ecosystem functions
- Put active recreation close to roads and “disturbed” areas of buildings, etc., not into natural areas

Focus Question 2:

- Creative financing so goals of naturalization are not compromised
- Temporary land uses that bring revenue but later must be dismantled for the real plan. Revenues from the waterfront must be dedicated to the waterfront plan.
- Start with naturalization funded by bonds/lottery so land will be attractive to developers and serve ecosystem functions while awaiting phasing.

Individual 63 (received by Waterfront Toronto)

Questions of clarification:

- What are the benefits of acceleration?
- Will acceleration impact the proposal plan for naturalization and public space?
- Will we be building on or changing past efforts and work?

Focus Question 1:

- Don Mouth naturalization, flood protection and public space
- Mixed use residential and commercial buildings and development
- Access by transit, bike, pedestrian and less car destination
- All money created by the waterfront goes back into the waterfront

Focus Question 2:

- Naturalization, Green Space, Public space
- Creative financing
- Dream big, spend big. Make it incredible

Other Comments:

- Please respect all the years of hard work, public input and money already invested in this process

Individual 64 (received by Waterfront Toronto)

Other Comments:

- To find an inventive, day and night space that helps to make Toronto a number 1 choice for new business, new residents and Torontonians

Individual 65 (received by Waterfront Toronto)

Other Comments:

- I noticed in the plan that there will be 1200 affordable housing and 4800 market rental. How would 1200 of affordable houses will accommodate all the people that are on the waitlist with housing connection.
- I live all the way in West Hill, and would like to move back to the city as I have live in the city for 25 years. My family doctor is at Jarvis and the Esplanade, cause I can't find a doctor in Scarborough.
- I am 55 years of age and wonder what options does the Portland Development has to offer me. I find commuting tedious from this side of the neck of the woods and it is very expensive to live in the city and is now becoming available to those who can afford it and owning a piece of real estate in downtown Toronto is like a piece of gold. Please advise me how I can get on the waitlist for one of the affordable units.
- Is Cooperative Housing a Consideration for the Portland?

Individual 66 (received by Waterfront Toronto)

Other Comments:

- I am all in favour of the timetable for the Port Lands being pushed up. 25 years is way too long. Having said that, the 6 years that Mayor Ford was talking about is clearly too short a timetable to get this right. A 10-15 year completion schedule would be good.
- Don't cheap-out on the flood protection when it comes to re-routing the mouth of the Don River. I understand wanting to maximize developed land, but if this neighborhood cannot survive a 100-years-hurricane, then our descendants will be learning about how stupid and short-sighted we were back in the early 21st century.
- Please don't make the same mistakes you made with the Cityplace neighborhood. Cityplace is such that if you don't live there or are visiting someone who lives there, you have no reason to ever go there. There is nothing there to draw people in. You can't even drive there really. It's just somewhere you drive by on the way to the Gardiner. I hope you

know what I'm talking about and where Cityplace went wrong or we will be doomed to repeat that mistake.

- Please make the Portlands a 24 hour neighborhood. Parks are fantastic, but that only draws people during the day (and no so much in winter). Only the underbelly of society hangs out in parks after dark. We need offices, restaurants, bars, art galleries, shopping, sports as well as residential. Please create a living, breathing, vibrant neighborhood that is not brimming with tumbleweeds after dark.
- Cherry trees on Cherry Street. This is one Ford idea and can get behind.
- I'm not sure I'm for a mega-mall. But I definitely would like to see shopping. Good shopping. Clothes, shoes and such. Women (and me) like to shop. That would draw people who don't live there into the neighborhood. Is that a bad thing? An argument can be made for a large mall elsewhere in this general area. I do find it odd that there is only one large shopping mall in downtown.
- The Hearn site is perhaps the biggest opportunity. I understand there are issues with the site with respect to the sweet-heart deal Mike Harris gave to one of his cronies here, but if you can get past that, this could be a jewel. My vision is a regional/national/local athletic centre. Swimming, speedskating, velodrome, basketball, gymnastics, volleyball, etc. Placing where young and old can join athletic clubs. Be they novice or Olympic caliber. This will give kids an opportunity to take part in sports they might not have had an opportunity. It will also give the young-at-heart an opportunity to take up speedskating and cycling that I did not have a chance to experience as a child. It could be done in phases little by little adding new facilities. It could also be a training area for Olympic athletes.
- Another Ford idea I kind of like like is the observation deck atop the Hearn smokestack. From what I have read the ferris-wheel idea is not suited for this area. It would have to be no further east than Jarvis Street to get the wow-factor of the skyscrapers of the downtown core. This I read from a Ferris Wheel "expert".
- If it is possible to have any streets closed to traffic, making them strictly pedestrian, this would be great. Perhaps restaurants, bars, cafes as well as shopping. Something akin to what is found in Europe.
- Bridges. I love beautiful bridges. Who doesn't!?
- Let the architectural review panel do their jobs. They are crucial to preventing mediocre buildings in this neighborhood. Architectural excellence above all. No more pandering to the banality of the Corus building. That building does not belong on the waterfront. It's not good enough.
- A park that could accommodate a mega concert. Remember when the major cities of the world put on simultaneous concerts for a particular cause several years ago? I'm not sure if it was SARs or something else. Ours was in Molson Park in Barrie. Around the world the scenes were beamed all over the world. Scenic landscapes and cityscapes. Ours was overlooking a highway. How embarrassing. Please don't let that ever happen again. Toronto is not a highway in the boonies. Let's show the world.
- I was deadset against Rob Ford's vision of the Portlands, but I commend him for at least getting a conversation going on this piece of land. It was so far on the backburner that it was out of everyone's mind.
- Let's get financing figured out for the flood-protection. I think, in spite of the EA, your group was twiddling your thumbs with respect to the Portlands. Having said that, I am largely happy with what you have accomplished elsewhere on the waterfront. Props.

Individual 67 (received by email)

Focus Question 1:

- I must challenge the premise that the work should be accelerated. The first goal is to know how the buildout of the entire eastern waterfront fits into the development cycle of Toronto, how fast the market can reasonably absorb what is built, and whether the tradeoff between changing land use and development speed is worth what we would wind up with. Put another way, you might be able to sell a megamall sooner, but that might not be an ideal use of the space in the short or long term. How will development of the Port Lands compete with the Lower/West Don Lands and the East Bayfront projects? You cannot begin to plan before you understand the context in which the plan will be implemented.
- The second goal is to have a plan that recognizes the quality of the waterfront we have all worked so hard to achieve and does not trade this away for a "quick fix". Especially important to this goal is the preservation of the Don River Park which is the jewel that gives the whole future neighbourhood its special character. John Campbell stated that the residential absorption rate will drive the timelines, but that the land is zoned for multiple uses that could allow (presumably) non-residential development to occur earlier. However, this type of development, likely strongly car-oriented, could destroy the very pedestrian character of the neighbourhood so prevalent in many design proposals.
- The third goal is to ensure that this is a "transit first" plan, and more generally that we not nickle and dime the infrastructure (notably the proposed LRT connection to Union Station) as a short-term expediency. This will be

particularly important if there is a fast build-out in the Port Lands where, originally, development and the transit demand it would generate were thought to lie many years in the future. It is quite disgusting that the transit component is moribund for a funding amount that would be lost in the small change of the Eglinton or Sheppard subway/LRT projects. The TTC often talks about the need to open and operate transit lines at a loss before development occurs. This happened with the original Spadina subway, and with the Scarborough RT. It will happen with the Vaughan extension in 2015. The Waterfront is no different. If we are serious about making this a transit oriented community, then we need good transit from the point where development begins, not as an afterthought. A few buses running now and then through the site simply won't provide the incentive for people to have a transit-oriented lifestyle. Transit priority (lanes, signalling) must exist from day 1, not as an afterthought. On a related note, with the changes that might occur in land use, the layout of the proposed transit service south of Keating Channel should be reviewed. Also, the early construction of a link to the east to Ashbridge Carhouse (Leslie and Commissioners) should be contemplated in order to provide an alternate route to that site. Whether that's strictly a Waterfront Toronto project or not for funding, it will affect things like road layouts and reconstruction plans. The Hearn is a special challenge because it is so far away from proposed transit service. This must be rectified in any planned use. Indeed, if the Hearn did not exist, but was merely a patch of scrub land on the southern edge of the site, would you even be thinking about building something there? Be careful not to be seduced by the idea of "recycling" a building artificially enhancing its priority in the overall scheme. If the development of the land is scattershot, this will make transit more difficult to provide, especially in the short term, and will lead to a suburban-style auto-centric community. You are building, in effect, a twenty-first century "streetcar suburb", and you need to organize the land use to support the transit line(s).

Focus Question 2:

- Again, I must challenge the premise that development would be accelerated, and this may actually work against maximization of value. The best value for the land will be obtained if it lies within an attractive future community including public spaces, infrastructure and transit. That requires public investment up front with the payback guaranteed against something whether it be future tax revenue (TIF) or development charges. It is VITAL that this exercise not be seen simply as an opportunity to sell land to the short-term benefit of the city to pay for other capital or operating expenses. The project cannot be self-financing if it is robbed of the very value that the public investment creates. "Value" is not just the short term monetary value of the land, but the long term worth of a major new part of the city. We can establish that we are a great city that cares to build well for the long term, or we can show ourselves as a bunch of rubes eager to take the first half-baked proposal cooked up by a developer. The discussion cannot take place intelligently (either by the citizenry or the politicians) if we do not have a reasonable idea of the net cash flow available from land sales and/or other revenue tools. What is our starting point? Do we have anywhere near enough money likely to come in over, say, 20 years, to pay for what is proposed, or will some public investment go unrewarded in the medium term? We are conducting this discussion without any sense of the scale of money that might be available, the time over which this would be received, or the public cost necessary to prime the development. And so ...
- First, understand just what we mean by "value" as this is far more complex than the dollars you might get for land. It embraces the quality of what will be built and its role in establishing Toronto's future character.
- Second, understand that maximizing value (and accelerating development) will require investment. Selling land just to get money to build water pipes is astoundingly stupid, and yet that seems to be the prevailing attitude.
- Third, ensure that the process remains transparent and that it is not high-jacked for short term benefit. Include the public in a discussion of the broad scope of expected costs, revenues and financing. Yes, I know that this sort of thing is considered confidential for various reasons, but as long as politicians can make vague statements about how the quick development will solve all of our problems, we need the numbers out in the open, at least on a broad scale to consider the effect of various options.

Other comments:

- I know that the format and size of the meeting at the Central Library was not the easiest, but I found that the facilitator at our table actually got in the way. She spent so much time trying to understand any one point someone was trying to make that she didn't get beyond one idea in the "group" feedback. I have no idea of how much might have been lost this way, and as the evening wore on, we lost members of our group who were getting frustrated.
- One missing piece was a quick review of what people might have thought was important. You wouldn't get such a list right the first time, but could refine it with write-ins as these sessions go along. You probably would have got a better sense by getting people to respond to specific ideas ["do you think we should preserve the Don River Park" on a scale of 1 to 5] rather than forcing people to come up with all of the more obvious ideas as part of their reviews. That

would leave more time/space for “other comments” from which you would find the items that were not in your original group.

- As you go forward in this process, there may be issues where you need to determine the mood of the respondents to various questions that might come up in the design/development process. There is always the danger that pre-formatted questions could be seen as trying to “manage the response”, but if this is done in the context of an open ended list/discussion you may be ok. A lot has to do with how such questions are presented. An early focus group to review the questions may be worthwhile.
- I cannot say this strongly enough. Waterfront Toronto has a degree of credibility that will be forever lost if you turn into little more than a mouthpiece for a mayor and his brother whose influence is already waning and who may well be out of office before much of the work on these plans actually gets underway. If the discussion is framed only by the narrow scope we hear from the Fords, the quick-buck approach to development, then Waterfront Toronto might as well close up shop.
- The citizens of Toronto and members of Council did not rise up against the Fords and their blatant stupidity to have Waterfront Toronto sell out at the first opportunity.

Public Consultation Round 2 – March 31st – April 15th, 2012

Public Consultation Round 2

Summary Report

May 3, 2012

From March 31st – April 15th, 2012, Waterfront Toronto, the City of Toronto and the Toronto and Region Conservation Authority held the second round of public consultation for the Port Lands Acceleration Initiative. The consultation started on March 31st, 2012 with an Open House at the Design Exchange, where key findings and preliminary options were shared. Following the Open House, public comments and input were sought at two identical Feedback Workshops on April 3rd and 4th and online. This report is a high level summary of the feedback received. It was written by the independent facilitation team for the project (Lura Consulting and SWERHUN). This summary was available for participant review prior to being finalized.

Part 1.

Summary of Feedback Received at Consultation Meetings

March 31 and April 3-4, 2012

More than 500 people participated at the three consultation meetings held on March 31, April 3 and 4. Discussion at the Feedback Workshops focused on three topic areas: Flood Protection, Naturalization and Green Space; Economics, Markets and Finance; and Development Planning and Phasing. The summary from these meetings compiles feedback from the plenary discussions at the meetings as well as the 28 Table Discussion Guides, 23 Individual Discussion Guides, and 35 other submissions received by email and mail.

Part 2.

Summary of Feedback Received Online

March 31 - April 15, 2012

Waterfront Toronto and the City of Toronto utilized an interactive online engagement tool (IdeaScale) as part of the second round of public consultation for the Port Lands Acceleration Initiative. The IdeaScale online engagement tool – accessed at www.portlandsconsultation.ca – allowed members of the public and interested stakeholders to submit feedback, vote on others' feedback and comments, and/or add additional comments to previously posted submissions. The IdeaScale engagement portal was open during Round 2 of the consultation process from March 31 to April 15, 2012. During this time, 101 people participated using IdeaScale, providing 53 submissions, 10 comments on others' submissions, and 369 votes on the various submissions.

Part 3.

Detailed Feedback (see separate file)

Full record of written feedback provided in Table Discussion Guides, Individual Discussion Guides and other submissions. For a full record of feedback provided online, see IdeaScale at www.portlandsconsultation.ca.

Summary of Feedback Received at Consultation Meetings

At the Feedback Workshops on April 3 and 4, participants were asked three focus questions for each of the three topic areas. These focus questions were: What do you like about the directions emerging? What, if anything, concerns you and why? What refinements, if any, would you like to see explored? The key themes that emerged in response to these focus questions for each of the three topic areas are listed below, with a full record of all feedback following in Part 3 of this report.

Flood Protection, Naturalization and Green Space

1. **Participants liked that a form of 4WS remained as the preferred Don Mouth option. Some felt that the realigned 4WS seemed reasonable and validated the work that had been done. There were others who expressed concern that the realigned 4WS compromises on the original version too much** (for example, there was concern that the realigned option will not allow for a large marsh at the river mouth).
2. **There was significant concern about the loss of green space in the Lower Don Lands.** There was also concern about the loss of land for naturalization and the elimination of the promontories in the realigned 4WS. Some also emphasized the importance of maintaining public access to the water's edge, whether that be through parks or through creating new connections to neighbourhoods north of Lake Shore.
3. **Participants generally liked the idea of phasing of flood protection,** though there was some concern that the completion of all phases won't occur for many years, if ever.

Economics, Markets and Finance

1. **Many participants liked that the economic challenges of developing the Port Lands had been made public in a comprehensive and easy to understand format, however there was concern that there is still a big gap between costs and revenues.** Participants liked the idea of phasing as a way to potentially help deal with the gap.
2. **Several participants said that all levels of government have a responsibility to financially contribute to the revitalization of the Port Lands.** It was suggested that demonstrating the benefits/returns associated with the investment of public funds in the Port Lands could help make the case for government funding.
3. **There was a range of opinion on the role of developers in paying for infrastructure** – some felt that developers can't pay for all necessary infrastructure while others felt that developers should be required to pay for all infrastructure.
4. **There was a concern about funding for transit and the ability to implement transit,** especially given that transit has been identified as a requirement to support development in the Port Lands.
5. **Many participants expressed concern about big box/mall/suburban-style retail** and felt that this type of development was unsuitable for the Port Lands.

Development Planning and Phasing

- 1. Participants like the idea of phasing development as long as phasing is a part of a clear overall plan.** A number of suggested refinements were made regarding phasing, including examining phasing the original plan, phasing transit at the same time as development, and increasing the amount of naturalization in earlier phases.
- 2. A number of people raised concern that there doesn't seem to be a vision for the Port Lands as a whole.** For example, will the Port Lands reflect Toronto's "sense of city" or will it be a cookie-cutter development that can go anywhere in the world? Will housing be affordable for a broad range of incomes? Will development be primarily high density or low density? Will there be public access to the water's edge? What will development mean for existing uses in the Port Lands?
- 3. There was concern that any future plans for the Port Lands could again change.** It was suggested by several participants that plans be "locked in" to prevent revisiting.



April 3 Public Meeting at St. Lawrence Hall



April 4 Public Meeting at the Westin Hotel

Summary of Feedback Received Online

Online participants were asked to view presentations and materials prepared by the Port Lands Acceleration Initiative Project Team – which includes Waterfront Toronto, the City of Toronto, and the Toronto and Region Conservation Authority – on three main topics: Flood Protection, Naturalization and Green Space; Economics, Markets and Finance; and Development Planning and Phasing. Participants were then able to provide comments and feedback using IdeaScale. Three focus questions were provided to help guide the online feedback: What do you like about the directions emerging? What, if anything, concerns you and why? What refinements, if any, would you like to see explored?

The key themes that emerged through the IdeaScale submissions and comments are listed below, with a full record of all feedback available at <https://portlandsconsultation.ideascale.com/a/panel.do>.

1. **Most participants were supportive of the original plan for the naturalization of the mouth of the Don River (4WS).** Participants felt that the existing plan provides sound flood protection and naturalization, ample green space, and accessible recreation areas that, if implemented, would act as catalysts for development in the area.
2. **Most participants expressed support for significant green space in the Port Lands.** Participants were concerned that the new plan for the Port Lands would prioritize residential/commercial development over previous plans for naturalized areas and public green space. Many participants were concerned that **accelerated development would compromise their vision for the Port Lands**, and cited other waterfront redevelopment projects – including Sugar Beach, Sherbourne Park and the water’s edge promenade – that are more in line with their vision of future public and green space in the Port Lands.
3. Many participants expressed support for **safe and navigable bike lanes**, connecting to the Waterfront Trail, as well as **walkable neighbourhoods**.
4. A number of participants would like to see a **more fleshed out financial and business plan for the Port Lands**. Some participants recommended that all levels of government examine an investment strategy for the area and consider allowing Waterfront Toronto to explore alternative financing mechanisms to fund priority redevelopment projects. Participants would also like to see a **detailed cost comparison of the original 4WS plan and the realigned 4WS plan**.
5. Several participants expressed opposition toward **to the development of “big box” stores and/or malls** in the Port Lands.
6. A few participants noted that adequate **public transit** is needed to access the Port Lands.

NEXT STEPS

The work that has been presented as part of Round 2 of public consultation is not final and more work remains to be done. A wide range of opinion and insight has been shared and the Project Team will reflect on these comments and address them as the remaining work is completed. The third round of public consultation will occur in May 2012 and will present the final recommendations and path forward for the Port Lands Acceleration Initiative.

Port Lands Acceleration Initiative

Public Consultation Round 2

ATTACHMENTS

May 3, 2012

- ATTACHMENT A.** Feedback from Completed Table Discussion Guides
- ATTACHMENT B.** Feedback from Completed Individual Discussion Guides
- ATTACHMENT C.** Feedback from Other Written Submissions

ATTACHMENT A.

Feedback from Completed Table Discussion Guides

TOPIC: Flood Protection, Naturalization and Green Space

1. What do you like about the directions emerging?

April 3, 2012:

- Like the green space planning and don't want it encroached on.
- Like green space linked to broader hinterland (ecological connecting wildlife corridor).
- Site for world class city.
- Only part not cut off from the lake.
- Interest in great % of environment.
- Park destination?
- Like 4WS most.
- Like meadow – natural, fish friendly, with science.
- Flood protection vs. Cost of drainage – how much more money?
- Infrastructure vs. Naturalization.
- Original.
- Access vs. Beaches or islands.
- Spillway going into shipway.
- Phasing flood protection.
- The retention of the naturalized river.
- Cherry Beach is still part of the plan.
- 4WS appeals, as long as the green space is not diminished.
- The plan doesn't include monorails, Ferris wheels, or big box retail.
- Like the fact we are talking about reality.
- Flood protection forces green space.
- It puts the breaks on thoughtless development.
- Valuable information has come out.
- Breaking the plan down into manageable practical portions.
- Relocating spillway makes sense to accommodate immediate development.
- Revising the Don roadway.
- Still considering 4WS.
- That it's being discussed with the citizens of Toronto.
- Like the new outlet (avoiding the promontories).
- Preserving the Keating Channel.
- Preserves some of the key elements from the original plan (3 outlets, less sharp bend, green space).
- Not much compared to old plan.
- Appreciate realigning the spillway in Don Roadway.
- Flood protection is very important for surrounding neighbourhoods and businesses – phased plan toward protection is okay. Since we must move forward to respond to climate change.
- Shifting of Don Roadway and the spillway east.
- Likes the idea that flood protection is phased → smaller manageable pieces.
- Tried to maintain the naturalized river although revised plan is less desirable.
- Returns that majority of the primary features and it's still better than the 3 other alternatives.
- Maintains as much green space as possible while achieving some development.
- Phased approach is right direction.
- Want a balance between development and green space. Both allow for sedimentation removal.
- Like development to support funding. Investigate other sites to help fund.
- Figured out ways to do it in phases – this is possible.
- Retains the original vision of 4 years at consultation from the original.

- Like river redesign and using existing outlet to save \$
- Green spaces are good – show how contribute to development.
- Using the spillway as a park.
- 4WS scheme is held to viable.
- Refined 4WS is reasonable and validates what work was done.
- Refined 4WS still keeps the integrity of the original 4WS which is okay.

April 4, 2012:

- Able to accommodate the reg. storm
- Able to maximize area for development in a cost effective way
- Idea of naturalization of the river.
- Naturalization and flood protection is relatively cheap.
- Not really bothered about shifting the spillway to the Don Roadway.
- Keep the bike path.
- Keep the natural habitat (including wildlife and place away from the downtown core).
- Keep the area peaceful.
- Doing “something”
- Government are actively having discussions and thinking.
- Like that people are listening.
- Flood protection – 1st positive in “disaster” management
- Should be a new community that is based on the new direction → improving lifestyle for people of Toronto (water, parks, natural)
- Access for publically owned land.
- 4WS – original preferred.
- Like that they’re asking – accelerated without compromising original plan.
- Appreciative of the process, involving public.
- Like that it still sort of looks like natural river rather than under channels.
- Still balances the interim condition.
- More usable land and less land development (frees up additional land for flood plain)
- Maintains the original plans to keep flow coming out Keating and the spillway (maintains 4WS alternative)
- Phasing has been thought through
- Flood protection for east
- Modular and practical approach

2. What, if anything, concerns you? Why?

April 3, 2012:

- The spillway into the channel and the effect of continued shipping on the wildlife in spillway. Need more emphasis on the south option flood spillway to handle 100 year storm – can’t accommodate flow with just one channel.
- Worried about low density, looking for mid-rise.
- No Ferris wheel or casino.
- Worried about flooding and stream flow – elevation.
- Question of developmental lands.
- Not happy about low density super malls.
- Big box stores attract cars, need better transit.
- Difficult to analyze alternative plan due to lack of details.
- Reduction in green space by 40%
- Cost savings are coming at a cost to public, not corporations.
- Change to plan doesn’t follow the historic river pathway.
- Focus should be on flood plain, what are we spending money on developing other infrastructure?
- The consultation process seems to be being used as a way to cut back on the Lower Don Lands plan as opposed to accelerate the internationally award winning plan.

- We haven't looked at alternative ways of funding i.e. public bonds
- The loss of green space. The plan should continue to have the amount of green space as has previously been in the plan. There hasn't been.
- Flood protection should take into account climate change and future weather patterns.
- Pastoral open green space with public views.
- Maintain public access to the water.
- Physical/visual access from City to green space.
- Needs to be opened up and made inviting.
- Acceleration.
- Time wasting.
- Beautification can occur today on the main arteries without spending big money.
- Sacrifice an international design/city future for big box development.
- Need more information on what to green, space it will take, and look with before signing off the Mouth of the Don.
- Will there be \$ for the river if it is in the last phases?
- Like the direction that it's moving forward no matter how slowly, but concerned about the loss of land.
- Does the new green space area provide enough SWM for the new development?
- Should pay more \$ to ensure something happens.
- Original river alignment was more natural and interesting but its tolerable if benefits that great.
- Wildlife corridor?
- Too industrial, original was more naturalized.
- Loss of wetlands/parks at the mouth.
- Why bother developing unless your going to build the original design?
- Green space at the shore doesn't compare to current shore plan.
- Lack of promontory → req's phasing.
- Too much dockwall space.
- Information on shipping requirements.
- Overall cost very high, especially without known returns.
- Is it enough to adders Hurricane Hazel?
- This revision is removing parts of the public realm and giving it to the private sector.
- Toronto has a history of giving up promised green space in favour of development. We shouldn't give up anymore.
- The previous 4WS was better, RE: re-naturalization and parkland.
- We don't want to give up the urban estuary of 4WS – the realigned plan emasculates the original vision which was developed by many stakehodlers over long time.
- Why change the original plan? Need some undefined land (undeveloped).
- Don't like the loss of park space (40 acres).
- Development applications have been filed.
- Plan seems premature because we don't know what the complete picture is.
- Loss of green space (especially promontories).
- Need a guarantee that once first phase is complete subsequent phases will eventually be completed.
- Doesn't like road realignment in the proposed revised plan.
- Overall plan seems mediocre.
- Entire plan is watered down.
- Reduced green space – reduces value of land developed.
- Not as natural, not as unique in form.
- Looks more closed in by development.
- Green space left out current plan and would want to make sure it is not left out in future iterations.
- Hard time believing can create nature ecology in multiple stages.
- What and where is the parkland?
- Concern about raising lake levels – need to account for this in flood calculations in spillway and naturalized river – will it be green or muddy – what will it look like?

- All green space is interior – development will block views and will block public access.
- Extent of commitment to make this happen – how do we know full river will get done – cost and timing?
- How much reduced in parkland and corridor to LOP.
- Not enough parkland / over development.
- Lake being hidden from view.
- “acceleration” ? = misnomer
- Landscape ecology perspective → corridor of green space extending up then LSS
- Why are we worried about shipping if the quays are going to redevelop?
- Potential for woodland in the old 4WS – can we keep this?
- Would like a larger public promenade/buffer along edge of new river.
- In first phase north of Keating channel is a good opportunity to realign the Gardner.

April 4, 2012:

- Don't think it could still accommodate a flood, water won't go around a light turn → putting people at risk.
- Why are we going to a realigned if flood protection worked on the original?
- Should be more green space.
- Need to plan for a bigger flood (climate change).
- Very controversial – feel betrayed. Saw great plan with promontories and new gone. Don't like the narrowing and afraid.
- TPA political move re: no problem with shipping.
- Afraid of a canyon of development along new river, and loss of green space.
- Preferred old 4WS which is more natural.
- Curious to see the figures/numbers for cost reduction. Reduction in cost is not that much.
- Concerned that the Don will be destroyed and go to the private sector.
- Can't go back to natural once it's built out.
- Area needs a family space not commercialization.
- No condos, no big box stores because leads to too many parking lots.
- Concerned that only looking at tax \$
- Don Lands framework
- Seems we are moving from parkland focus to development focus.
- Don't want to cater to developers.
- Not as much green space.
- Unacceptable for development to be west of Cherry.
- No condos.
- Reduction in the size of the floodplain; reduction in green space.
- Costs of parks and green space
- Of the \$150 million – what goes to parks?
- Phasing of the naturalization – how long will it take? What if it takes too long and the plan is lost?
- Does not achieve EA objectives of naturalization, only flood protection.
- No wetlands.
- Wrong assumption that there is no government funding for the river.
- Lafarge can be relocated to the end of the ship channel – Promontory Park still can be built?
- Is the 4WS realigned plan more acceptable simply because it costs less due to a reduction in green space or because green space has been re-allocated for development? Why is the “realigned” 4WS cheaper?
- What shipping happens along the west side and why is green space removed? Why did it make it thought the EA the first time? Concern: loss of green space along promontories.
- Savings of \$150 M small potatoes in grand scheme of things.
- Frustrated by a few people upsetting the apple cart when years of consultation has already been done. It our land and our legacy, don't want to drip away the dream.
- Loss of green space at edge of the water, potential barriers to public access.
- Elimination of promontory reduces value of abutting.
- Costing a rationale is problematic at this level because numbers are not approved.
- The landscaping at the mouth of the Don looks like it just gets cut off (4WS realigned)

- Concerned about loss of green space.
- Silt build up – no plan to deal with this.
- Original plan defined what the flood plain is – don't know how they can change the flood plain, the river hasn't changed.
- Moving buildable line closer to the flood lines.
- Availability of public to enjoy the harbourfront, not just condo owners.
- Losing the natural flow and curves of the river.
- Repeating the "straight jacketing" and canalization of the Don.
- Is there adequate public access to the green space that is left?
- Hard edge versus human friendly, publicly accessible
- Moving green space inland robs us of relationship to lake
- Forget too much green space in eliminating promontory north

3. What refinements, if any, would you like to see explored?

April 3, 2012:

- What provisions will there be for bridges to increase wildlife? What is being done to invite wildlife and increase population?
- Daylight under bridges to encourage vegetation and discourage wildlife from crossing roads.
- Meandering preferred.
- Questions about H2O.
- No destination shopping, instead walkable shopping wide-pedestrian corridor.
- Affordable food stores.
- Need more than 20 year span.
- Clarification on cost savings achieved and the effects on the surrounding land
- Re-introduction of additional green space
- Circulation of green space versus non-circulation of infrastructure
- Attaching nodes within the green space.
- Could parkland dedication law or S.37 of the Planning Act be used to get additional parkland and naturalized areas?
- We would like progress on a financial strategy to fund the floor protection measures.
- This should be the Toronto version of Central Park. The original support for the plan was based on green space as a public asset; without the green space there is no reason to support.
- Looking for a compelling vision.
- Need to generate enthusiasm.
- Sense of community.
- Not hearing about planning aspects.
- Improve access to Lop.
- Make it easier to get to.
- If done right, development can make it more inviting.
- Make it an exciting destination.
- Great place to store kayaks.
- Move freely to lake from point of access – take a look at height, don't want oppressive development.
- Is the cost of maintaining a concrete mouth less than that of a naturalized mouth? If not, then naturalize – need more information.
- Development should start on the lands not in the flood plain.
- More naturalization and more green space.
- Temporary beautification on the remaining 80% so that the lands are accessible.
- Locking in the plans so they don't get overturned by future municipal administrations.
- Build protection of the plan so no future government level can change it.
- SWM important for the new development.
- Fees for development should pay for SWM.

- Should look at ways to generate revenues.
- Debris management, sediment management.
- Consider interim green space use while being developed.
- During a more dry period, people want it to look more like a river (more water).
- Phasing and promontory.
- Phasing of dockwall removal.
- Final vision requires more phasing.
- Develop east and the Don roadway first to build funds for the rest of the project. Leverage \$\$ from Don Lands that are out of the flood plain first.
- More pedestrian and cycling connections between Ward 30 and the lakeshore.
- More north/south green connections are necessary with Ward 30.
- Restore the marshland from the original plan.
- Restore the park land in Polson Quay – loss of promontory parks is unacceptable.
- Need more green space between the Don Roadway and Leslie north of the shipping channel.
- Need more green space.
- Native Canadian (First Nations) concerns / claims.
- Green space does not need infrastructure.
- Make concessions by having one promontory instead of two.
- Find other areas in the precinct for parkland to make up the difference (i.e. lake Ontario Park).
- Claw back some of the development land.
- Ensure public amenities are in place as part of the plan.
- Incorporate promontory as a later phase.
- Keep the mouth of future river as parkland and the perimeter of the keys also as parkland.
- Generous waterfront public access and green space at the front of the lane and end of the pier.
- Ottawa LRT project required bicycle paths as a part of vision.
- Do more detailed planning for connections.
- Make ends or quays green so people can use and have more views.
- Show trails, views of lake, and access to edges.
- Need wildlife corridor all the way up – crossing Unwin not good.
- Plan cycling routes now.
- Don't repeat Corus building – have set back much more to give much more lake access.
- Public access on west edge of quays – park, cafes etc.
- Grandville Island good example, government park.
- Need access to get a cultural uses.
- Redevelop docks.
- Identify berms and walkways on top – figure out where to put soils as start construction.
- Flood protection is a feature attraction element of the plan to bring land uses.
- Put back parklands and corridor to LOP.
- Ward 30 needs a North-South connection.
- Aboriginal involvement – acknowledgment of Aboriginal histories/treaties.
- Green space to come ahead of built space – naturalized space = Increased habitat for birds.
- What is the cost of the “naturalization” of the river.
- Lock down plans – protect from political interferences.
- How does the end of the river mouth connect to the lake?
- How does the spillway connect to the lake?

April 4, 2012:

- Move more green space east of the Don Roadway.
- Insurance companies will charge a premium → should be no residential in the area.
- Keep promontories and fill from the subway/LRT to build promontories
- If no promontories then make development accommodate much more waterfront green space.
- Question – want to know the height of buildings – leery of overdevelopment.

- Want to ensure we solidify the plan especially to development the plans.
- Attract local businesses.
- Youth people using income differently not buying cars, so we need public transit and green space.
- Start up companies, arts- oriented to relocate to the Port Lands = arts community brings money = small businesses. This will attract young people e.g. Queen West.
- Opportunity to have a “central park” on the waterfront.
- Make the Port Lands a cultural and sophisticated place by attracting arts.
- Make it affordable for people to come to the area, not like the Distillery District.
- Build enough green space now.
- Focus on recreation first.
- Keep more parkland.
- More things like High Park.
- If we are going to be an international city – green essential then we need green space.
- Slow and steady will work.
- Emphasize long-term vision not short term
- Put green in right away. Will green space be sufficient at full build out?
- Flood plain first then progress in phases.
- Identify parkland first, not development
- Increase green space.
- More parkland – more than 25%
- Would like to see parkland on the keys – increased diversity of park space.
- Create parkland on the Quay.
- Provide meaningful public access to the lake.
- What are the financials for the preferred 4WS alternative?
- Focus on 4WS.
- How do you get back to 4WS?
- Why can’t you phase 4WS?
- Why can’t all three governments focus development and river as a priority area?
- Why is promontory taken away?
- More forward long-term thinking for infrastructure for resilience and sustainability.
- Need to look at green space to improve water quality.
- Promontory feature adds cost now, but would like to see it added. Adds value to the land as a civic amenity.
- Provide for the possibility of addition of the promontory in the future.
- Does the remaining land provide for suitable development of neighbourhoods that deal with climate change conditions? Provides protection?
- Bring the promontory back – public access and buffer for wind
- Conduct full cost accounting (cost out the benefits) of naturalization of the area
- Call it the Don Greenway
- E1 (cousins Quay) should remain naturalized
- Sort out (clarify) ownership of and authority over dock wall at Polson Quay (Councillor Fletcher)

TOPIC: Economics, Marketing and Finance

1. What do you like about the directions emerging?

April 3, 2012:

- Phasing important – like section 37 – the developer has to give City money to build extra floors.
- Good green space “parkland dedication” be used to fund development.
- Doesn’t appear that there is immediate pressure to pave the lakefront.
- Generally, phasing makes sense in terms that we can’t pay for this all at once. Proceed slowly in small steps, while re-investing the profits.
- Early wins.
- Exciting little achievements.
- Need a reality check – will cost \$
- Emphasis on harmonious catalytic use.
- Using \$ from Port Lands to re-invest in Port Lands.
- Phasing in more manageable bits.
- Not one developer can do it all.
- Realistic expectations on timing, financing, and phasing.
- Recognition that transit is a priority.
- Developers and users of land have come together to consider a plan for the area.
- Phasing – residential market may go soft in the future.
- Recognition that we need public \$.
- Haven’t seen anything to like.
- Getting offices located in Port Lands.
- Building big box.
- This information tells us that there’s no rush – the market says we can’t “accelerate” – more important to do it right than to do it fast.
- Good to talk to developers early on about their interests.
- Pleased that transit has been identified as a key issue.
- Like that the pace of development is slower – may be able to recoup the rise in the value of land.
- Like the idea of the private sector funding some of the costs. Governments would need to play a role in how funding is allocated.
- Will cost the city less.
- Need SFH and combination of residential and commercial.
- Identification of precincts for development.
- A mix of uses in precincts.
- Public is being consulted and is being made aware of the real economic challenges but we really had a hard time finding anything.
- Like that opinion being sought.
- Precedent to talk to developers and financiers.
- Transit.
- Phasing.
- Good start – phasing is practical.

April 4, 2012:

- Being functionally the same, it is attractive to see more room for development.
- Olympics would trigger more things in the area → a catalyst type of development should be looked at to push for public & private funding and should be looked at closely.
- Need transport infrastructure first - like this. Don’t agree about this. Separated transit system.
- Like to keep the light industrial company workshop spaces – investigate this.

- Office space good opportunity for small business.
- \$2.5 to 3 billion is not as scary.
- We already know this is going to take time.
- Why is there an assumption that no government will spend \$ on this?
- A lot of good communication on this issue – good at speaking to the complexities, the realities.
- Developers are involved in the discussion – particularly around the feasibility of development there (transit is essential; flood protection)
- Phasing: building on bit by bit.
- Economics was not considered in original EA. It is good that we have it now. There is huge gap.
- Government funding is needed to get the river done, and major infrastructure.
- We are talking about how to fund it over the long-term in stages.
- Sell land with higher value because adjacent land is guaranteed to remain green space.
- Encouraged that its being looked at in incremental phases – phasing, budgeting accordingly
- Having an event to act as a catalyst for development
- Useful to have things broken down in a concrete way.
- Makes information tangible.
- Potential investors can see a path forward.
- Looking at so many different options.
- Realistic understanding of costs for general public

2. What, if anything, concerns you? Why?

April 3, 2012:

- Why was habitat for humanity not one of the market sounding interviewees?
- Concerned about urban big box centres – not the place for it – out of character for the space.
- Cost of flood elevation versus naturalization.
- Need more city building vision.
- Vision getting compromised for funding.
- Who pays for transit funding?
- Ownership/financial planning needs to stay with Waterfront Toronto.
- Can't be subject to political whims i.e. issues with Transit City.
- Look at very short term to just get going.
- We're not getting feedback on development and financing tools that are available – such as public bonds. There are different financial tools that can be used to implement the project. We're not able to provide feedback because they're not providing the numbers during the consultation process.
- Take care of liability issues first – what if we have another Hurricane Hazel? Will we be exposed to the risk of lack of flood protection in order to allow development first?
- We would like to see business cases for each scenario. The concern is that there is only one more opportunity to provide feedback and we're never been provided with the business cases.
- The plan should leverage parks and public amenities as a catalyst for development and leverage profitability.
- Transit funding (city-wide issue) appears to be a barrier to development happening.
- Concern that no property tax forgiveness should be given to private developers.
- P3's should not be used; the private interest will undermine public objectives.
- Don't see much potential for compelling exciting development.
- Robustness of the condo development plan.
- Doesn't seem realistic.
- Putting more and more cost on residential.
- Clarification on building heights – particularly in relation to the airport.
- Where is the infrastructure money coming from?
- Fencing mechanism for first development and infrastructure phase?
- Kill the big box – not appropriate for the jewel of the waterfront – large parking lots not appropriate.
- Big box tents – short term economic revenue.

- Concern that the putting in of the infrastructure does not necessarily mean “they” will come.
- Make sure that this area is for everyone not just for those who live here.
- Have seen TIFs used, but not sure if it would work with this scale of a project.
- Developers not likely to pay to remodel and develop, without infrastructure. Need government funding for infrastructure.
- Conflict between big box stores and lakeviews. Unless it’s an interim use.
- The notion of “destination retail” encourages driving.
- The notion of a World Fair is a way to leverage government funding for something they should be paying for.
- Raising funds will be difficult. Where will we get the \$\$?
- Waterfront Toronto can’t issue bonds.
- Need to see infrastructure cost broken down by precinct.
- Why did East Don Lands get tacked on?
- Building big box.
- Too much concentration on market driven planning – the public should have the primary say, not how much profit can be created for the private sector.
- The language – like “the P3 sector is innovative” – is biased and directive.
- Tax increased financing (TIF) – not a good model, mortgaging the future.
- Concerned about catalytic events because it would mean the development of the Hearne which is not a good place for development.
- Need to have developers pay for more of their share of infrastructure (development charges), and cover cost of naturalization.
- Concerned about big box/destination retail and large parking lots coming down to the Port Lands.
- Concerned about residential over saturating the market.
- Concerned that private land owners may not be willing to work with WT.
- Would like a better idea of what the revenues are. If you know the costs, revenues shouldn’t be far behind.
- Throwing the cost of \$1.75 million gets without further explanation makes it difficult to determine where it fits into 2.5 – 3B.
- Densities are too low to support the development.
- Timing not clearly outlined and can’t support development in a substantial way.
- Market – need to think outside the box.
- Need more detail in costing breakdown.
- Failing economic land development model because it is developer-driven and not user-driven.
- If the majority of land is purely surplus, that it lays the foundation for opportunistic land use and not anything with a strong vision.
- LRT not good enough – should build elevated transit.
- Talking to developers – what do you owe them for helping?
- Don’t know enough about costs and revenues.
- Didn’t look at all the land uses – need to examine culture, and industrial.
- Is looking at finance and economic premature?
- No vision in this – bad planning, do plan first, then economic analysis and phasing.
- Attractive location but cost is too high so need an attractive idea – catalyst, such as Central Park.
- TIF not a good model = tax increment finance
- Get the developers pay for more
- Catalytic development ≠ cultural institutions.
- Seems to be development that is not public driven.
- No organizing plan, not long term.
- Is there a better body to approve the development other than Council? Someone more objective?
- Can you reduce the cut back in green space by increasing development?
- Don’t bump up the development to make it cheap, may not be viable to develop the Port Lands.
- Has anyone looked at the financial viability of continued port activities as an input in the financial analysis?
- Really question the source of the information that says we should have a large retail on the waterfront. Why would it be important to create a big box?

April 4, 2012:

- Investors may be inhibited in the area because of concern of floods and liability → business don't want any risk. Need to alleviate these fears.
- Don't want heavy industry in the area.
- Need to know better what the revenue is to compare red \$ to green \$, and the phasing.
- Concerned that housing growth will slow – maybe a problem – can't predict what will happen.
- Toronto Port Authority (TPA) and their lack of response.
- Developers will pay for soil remediation but will not take on the liability.
- Not being proactive in paying for flood protection but relying on the developers to do that.
- Area is too large for one developer and one real estate style.
- Tall buildings block views.
- Further define where you need the \$
- The goal should be access for people.
- Change in lifestyle (people working from home).
- Transit?
- No recognition.
- Local agriculture
- Healthy lifestyle
- Worry that the costs of development will be so high that it will be economically prohibitive.
- Concern about creating a neighbourhood, creating community.
- More of the costs shifted on to the developers.
- What is the cost to the people of Toronto in tax increases?
- Cost of remediating land is going up and down.
- Funding – it's not clear.
- Equal proportion of office/residential.
- Cannot do only by leaning on market forces.
- B or C offices need minimum infrastructure
- Need government direction to make this area more attractive than suburbs.
- Low market demand projections for the land “is ridiculous” – last frontier of waterfront will be in demand.
- Feel like people at BILD Toronto want to make commissions (self-interest) in short-term. Need to get this flood issue taken care of quickly so they can get it developed → rather than having the patience to do it right and develop it right when the time is right.
- Hard to see directions emerging without see investment.
- High value assets like great parks and streetscapes may be left off the table because you can't fund basic infrastructure.
- Funding massive infrastructure 10% of land.
- Model is not clear – how to invest in a way to catalyze development.
- Acceleration works against financing.
- This is not the place for big box centre – it takes away from urban appeal. It's an exciting piece of land and it should serve the local community.
- Concern that planning is being driven by returns on short-term investment, instead of the public good.
- The development industry don't want to take on flood liability, they are forcing the public to shoulder the costs.
- This area shouldn't be required to pay for the ecological job it is required to do protecting the inherent ecological value of the area should not depend on developing the area. It shouldn't depend on the private sector – should be the 3 levels of government.
- Big box stores proposed.
- Talk of a casino.
- “905” style office park
- Public good shouldn't be contingent on revenue streams or private sector whims. Public good requires public investment.
- Need to do it because it makes sense and enhances the public sphere.

3. What refinements, if any, would you like to see explored?

April 3, 2012:

- Possible revitalization of the Task Force to Develop the Don.
- More “out of the box” thinking generally and finance structure, i.e. volunteer resources and Habitat for Humanity and more altruistic organizations/groups.
- Narrow down uses of non-green space i.e. no Costco.
- If needed, stack big box stores or put them underground.
- Economically describe over more than 20 years → 50 to 100 years.
- Q: why can’t development be involved in serving/infrastructure development.
- Province kick in gas.
- Why wouldn’t cost sharing work?
- What is Phase 1?
- How are phases being prioritized?
- Is the next step planning the phasing?
- How much money is funding to get started?
- What is the justification to develop the Port Lands? It is very expensive and the rest of Toronto is providing a lot of development opportunities. Provide cost-benefit analysis of development versus protection and public access. If the development isn’t going to cost recover itself, why develop?
- Outline non-capital value of the region.
- Clarification of the funding tools and how they can be used.
- Considerations of higher development charges in the Port Lands because the infrastructure will be all new build – they aren’t tapping into existing infrastructure.
- Flood protection and naturalization is in the public interest and should not be dependent on development revenue.
- Work towards a federal commitment to funding infrastructure. Seek ability to borrow at low interest rates. Also, TIFs.
- Use land north of Keating that is not flood prone to develop and earn profits.
- We need an answer on how to get transit.
- What is the possibility for leasing lands? Would it make financial sense the keep ownership of the land? Any uses considered interim should be leased, not sold.
- Rally money around a vision.
- Get back to the “big boys” like west field.
- Want to know how the \$ will be generated.
- Let major developers know we are open for business.
- Interim uses, like parks don’t require the amount of infrastructure.
- Don’t focus on commercial / retail area for the long term uses but could be used in the short term.
- See more concrete information on how to pay for it.
- DC’s.
- Create the framework for the whole area at the same time develop selective sections and continue to phase infrastructure elements for the whole area.
- Federal funding in the future.
- Office/commercial uses → more of a bit for the lakeviews they would pay a premium.
- A unique attraction, with a connection to the area, could draw people and raise revenue.
- Ensure the mixed use is compatible with the residents areas nearby.
- Development needs to go hand in hand with transportation.
- Phasing – move along the waterfront, closest to the City first, people like harbour view.
- Develop east of the Don Roadway first before flood protection.
- Develop part of the Don Lands that isn’t in the flood plain first (north of Keating Channel).
- Develop green space first to create value added.
- Rob Ford should go get money from the federal government since they’re spending on other things – the Don

Mouth Naturalization is a very important public investment.

- Let all lands south of the ship channel go natural.
- Move concrete batching plants and salt to places that are less obtrusive.
- Continue to have some port uses.
- Reuse infrastructure.
- Cultural and artistic spaces e.g. reusing the Hearn (tourism).
- Remove destination retail or big box from this plan entirely.
- Need to find another way to make money on the site temporarily. Propose having interim uses to generate revenues until the area is built out. i.e. outdoor markets; urban agriculture (in the form of greenhouse or fish farming); and temporary tourist attraction; turn the Hearn into temporary tourist attraction.
- Think outside the box e.g. creative space type market.
- Opportunity and demands to expand the film lands – but they need amenities and better transit.
- Need to think about catalysts e.g. film studios, there is already an employment base there approx. 1000 people, leverage this! Film school?
- Greater density east of Don Roadway to support a vibrant mixed use neighbourhood.
- Examine alternative community development and landscape models as a way to generate economic benefits, e.g. urban farming and non-traditional models at creating community.
- Try to find the catalytic opportunity to define the site and have a productive and unique land use.
- Elevated transit connections to buildings above grade – Vancouver example, private enterprise will benefit, City has to do transit but streetcar not fast enough.
- No big box – just because it pays but it can go anywhere – mall also – need better attraction.
- Need a great attraction – canals, boats, something different.
- Transit should go all the way east – have a vision and once developers know it’s coming they will be attracted.
- More emphasis on catalyst.
- Economic levy → sec. 37
- Creative financing.
- Urban farming.
- Non traditional land use better than film studios.
- Tourism.
- Reduce the development and increase the development charges.
- Like to see the full build out plan with land uses and acreage in big context so decisions can be made.
- Would like to see a discussion of “production facilities” and opportunities for those to grow and expand.
- Look at opportunities for urban goods movement and should not remove these shipping facilities. Synergy between different uses.

April 4, 2012:

- Need government funding to jump start this.
- Need public transit to the area, nothing will work without it.
- Catalyst development = like attract like, bring in one industry you like and others will follow i.e. film industry. Move to outdoor shooting, other interim uses.
- Challenge to get down → needs to be examined further (i.e. roadways, access points)
- If you make it beautiful and attractive then land values go up. The dividends that it will produce need to be calculated. Tourism and businesses can start with lower cost housing because little infrastructure now. So can be cheaper to start with this. Like distillery district.
- Want to know how the commercial tax rate impacts things?
- Toronto should have a taxing authority.
- Municipal bonds – why not issue those? Waterfront Toronto should do this! A development corporation.
- Better financial planning.
- Define the complete analysis of infrastructure financing structure and review sources.
- Businesses should pay for the infrastructure.
- People are moving back into the City (don’t want long commutes).
- Provide natural habitat.
- Provide off leash area.

- Should be a destination.
- Don't have to make all decision now – take care of information.
- Creative funding sponsorship.
- People taxed/pay for this infrastructure – user fees? What can we do to manage infrastructure?
- Work where you live, live where you work = change will occur
- More artist community – like Yorkville; Distillery District.
- Maximize the revenue from development to the extent possible – special area development charges on the private lands.
- Increase residential and decrease office space.
- Cultural institutions/cultural space.
- Increase retail space and increase mixed use = live/work space.
- Community bonds as a source of funding.
- Include transit plans into Metrolinx plans of \$50 billion GTA project.
- Would TIFF or PPP work?
- Find creative ways to finance – lease out publically owned land (but public retains ownership and development control. Carefully assess tools available for their impact (financial and otherwise).
- Leverage the Pan Am Games to pitch quality development hard.
- Example from Sao Paolo – developers are responsible for creating a wonderful public realm at the base of the building (make this a requirement).
- Allow waterfront to issue bonds to assist in financing.
- Consider using tax increment financing (TIF).
- Annual tax/fee on impervious surfaces.
- Offering incentives for greening land/green infrastructure.
- Start with the park – public realm first and then think about development. Only way to get public realm needs to be from public money.
- Need a funding model for transit first.
- Referendum for a bond issue to population of GTA /province to front end, but where does it come from? Needs to go way outside the box.
- Incremental financing for greater clarity.
- Retail that serves the community, but strategically placed and in proportion to the needs of the community should be urban in form.
- Start selling off city land and generate revenue but concern that it won't be valuable without the infrastructure and flood protection in place.
- Leveraging long term development opportunities against future taxes.
- This is a jewel – better to have nothing done, as opposed to shackling future generations with “crap”
- Would like to see an integrated approach
- Where is the trigger? Catalytic use?
- Focus on potential catalytic use.
- Needs to be a plan that excludes large scale attraction-based development at the expense of civic activities.

TOPIC: Development Planning and Phasing

1. What do you like about the directions emerging?

April 3, 2012:

- Phased reorientation of the river.
- Phased reorientation of the river. Phasing time seems appropriate.
- We are looking at the entire Port Lands now, which allows us to lock in green space that was previously uncommitted.
- Taking a slow approach to building out the blocks – making the blocks (parcels/phases of development) in a realistic way.
- Like that they acknowledge this is too big of a project to leave to one developer – many developers will allow for more interesting urban form.
- Concept of mixed-use, pedestrian oriented development. It should be an urban development model.
- Potential to limit the extent of development through phasing, in order to maintain financial viability of development.
- On the right track with flood risk removal and phasing.
- Recognition.
- Support for appropriate retail.
- Agree that the Keating precinct is developed first.
- Identification of the potential of areas for phasing is good because it allows for time to provide a comprehensive vision for the Port Lands.
- We like acceleration if it is for a green, climate positive, comprehensive vision.
- Phasing is a logical approach.
- Like the realistic timeline presented.
- Like the realization that there should be a catalyst.
- Emphasis on planning and infrastructure on Keating and lower don.
- Like phasing (specifics depend on developers).
- We like the Carlaw connection N/S.
- The Broadview connection is very interesting.
- Naturalizing of the river.
- Precinct planning.
- Like the phasing of the plan.
- Phasing is effective to get the process started.
- Overall this is a practical plan that is implementable.
- Like the consultation efforts even though it's a bit exhaustive and repetitive.
- Block sizes of reach to seem agreeable.
- Precinct planning – identifying chunks that can be done manageably.
- Mixed use.
- Phasing manages current economic consultants and is positive.
- Like that is left open for catalytic development of a variety of possible development operations.
- Leaving options opened, allows for positive quantities to arise.
- Okay with phasing.
- Starting with the quays is a good idea to generate \$.

April 4, 2012:

- The phasing and the order of the phasing → hugely ambitious to try and take everything out and do it at once.
- The fact there is a plan.
- Keating Channel first.
- Phasing.

- Attention to shipping transportation > how the shipyard is defining characteristics of the space.
- With EBF and WDL developments ongoing, don't develop anything on Port Lands yet, until build the river first, increase value and demand before allowing any development.
- Get floor protection nailed down to remove uncertainty.
- We like the concept of phasing as long as we ensure the future development will stay true to the plan.
- Development allows for public investment ahead of time.
- Hard to "like" things when in such a hypothetical large scale.
- Like that the area north of the Keating channel is looking like it will be the first to be developed – extending a little bit from what we're already got
- Filling in previously missing financial pieces/business plan
- Thinking about costs
- Highlighting market saturation factor – being more realistic about how fast you can go with development
- Like that, after a momentary lapse, we are back to public consultation

2. What, if anything, concerns you? Why?

April 3, 2012:

- Governance structure.
- Ownership and buy-in.
- OMB overwhelming citizen lead development planning.
- "locked in" gets "locked out"
- What level of "critical mass" investment is required to jumpstart the process?
- Block planning plan without a city centre – real estate projections are someone's best guess. There is no plan.
- The coupling of the phasing of the flood plain and the phasing of the development is absent.
- What kind of process will there be to ensure there is integration of each parcel as it is developed in order to ensure a cohesive whole at the end?
- Loss of parkland around mouth of the Don, and lack of green space in general.
- Parklands aren't being shown at all in the plans.
- Concern about how the OMB might change the plan in the future.
- Concern about the possibility of big box retail (not an urban form, not sustainable, large parking lots, take away from street life).
- Why does the plan need to increase the amount of developable land, given the long timeframe for development.
- Worried that a casino could be proposed as a catalyst for development.
- Possible development areas – need to understand context – how it fits with official plan, etc.
- Don't want to see a casino (one participant).
- Impact of the water table on ultimate design.
- Concern about cars getting from the City to the retail area.
- Getting in and out of the Port Lands.
- OMB interference.
- Continued objections which blocks the progress of the overall plan.
- Ability to tweak without blocking the overall plan. How can Waterfront Toronto be creative in locking down an efficient plan.
- This could be our last chance for Toronto to meet the lake in a meaningful way.
- If development is not paying for anything beyond their site then start where infrastructure exists – Keating, and lakeshore corridor.
- If market softens can take awhile esp. If trying to get development to fund.
- Film district – keep as 100% employment/commercial. Would encourage more businesses/industry to come in – has worked in the USA.
- Transit access = key.
- Revisions seem to be de-emphasizing transit – north on Keating Channel are transit is required!
- When did area east of Don and south of shipping channel come back into play? Not relevant right now.

- Way too vague.
- Where are entertainment/cultural uses? Not just residential/commercial/retail. Educational?
- Again, this planning looks to be completely market driven – shouldn't only reflect the revenue garnered to pay for infrastructure.
- Want to make sure that new building do not block views of the water.
- Don't want any development should be all green and naturalized.
- No big boxes.
- Major vision should be "locked in".
- Precinct planning and phasing must follow the major vision/plan.
- Don't lock a precinct into a particular land use – allow for flexibility.
- Concerned that we're abandoning the original plan instead of phasing it in.
- Difficult to consider the plan because it's incomplete. Looking for a complete plan including present level planning where proposed land uses have been identified.
- Would like more information on a transit strategy.
- Overall timelines still need to investigate ways to ensure development can happen as soon as possible.
- Not clear on difference between anchors and significant places.
- Projected development is low if expect the development shown.
- Square foot price is too low e.g. \$300/square foot too low.
- What is the vision if there was a large sum available?
- There is no clear direction to follow.
- Don't see culture, industrial uses – very important.
- Don't see vision.
- Bad planning – do planning first, then figure out phasing, costs and finance.
- Do the overall plan then do the phasing.
- Transit plan? If do LRT won't do it for large numbers.
- Where do we need to do bridges over Keating channel.
- Transit – into area and out of area, as well as through area.
- Why is it that all great public places get developed? Should be like Chicago.
- Need to have excellent pedestrian linkages between downtown and Port Lands.
- Guidelines for how much mixed use.
- Think the development blocks are too much.
- Would like to keep height down.

April 4, 2012:

- Transit! Phase it at the same time as development, may need interim local transit. People living there will be working downtown, connection east and west and north south are needed.
- If you phase – may have achieve construction all the time which will disturb new residents.
- Com up with formula for affordable housing.
- Concerned with leapfrogging over the East Bayfront and West Don Lands – let those build out before starting the Port Lands.
- Avoid wall of high rises along the lake- wind issues and aesthetically displeasing. if starting at 480 Lakeshore then keep it low and deal with the Gardiner first.
- Density of units, housing in conflict with retail space.
- Will the City be accountable for all suggestions from public meetings?
- Conflict between good investment and local community – finding balance.
- If there is no set plan don't want a free fall.
- Transit?
- Recreation?
- Flood plain has to be established then high order transit.
- Soil cleaning
- Focus on development and not park land
- Need the industry
- Are we creating a global destination with this plan?

- Transit is not well defined – how will people get around?
- Does development in the Port Lands come at a cost of not intensifying other areas in the city?
- If we don't do enough early enough – must act now.
- Would like to see consistent development – consistent investment in the space. Incremental changes.
- Green infrastructure?
- Do not delay the naturalization of the Port Lands → demonstrate action is being taken.
- Show business plan with future economic benefits, revenues to governments, future build outs based on original EA. 4WS plan.
- Extend to all of Port Lands – Port Lands Business Plan.
- How can we make this plan permanent so that obstructionists can't re-open and amend it? – would a park dedication process work?
- Official plan is not prescriptive enough. Lock it in.
- Value of land decreased by phased spillway (i.e. development goes in)
- Land does not seem sufficient to deal with liability issues that were spoken about with re-naturalization.
- There is no vision it is hard to see what the area is striving to be. What is special about this place? There is nothing to get excited about.
- When they had the competition, you could see all the different visions and the winning proposal had this overarching vision that people could get behind. It's been lost through all the watering down and changes. The new concept needs to be revisited. Make sure that all the phasing aligns with the master plan/vision.
- Access to Leslie street spit – how do you get there? Make sure bike and pedestrian access to the spit is kept, and that the space remains for community access.
- Concerns about cutting off access to green space.
- Making sure that there is public access to the waterfront.
- Make sure there is affordable housing in the area – and if not here, where will it be?
- The city should ensure that developers contribute to the infrastructure they require.
- Flood hazard elimination for Leslieville should not take so long
- Money should not be contingent on development of Port Lands
- Don't want to see good planning hijacked for short-term political or economic gain
- "crazy" interim use
- Emphasis on acceleration might undermine responsible planning

3. What refinements, if any, would you like to see explored?

April 3, 2012:

- More vision. "Dong Tang City"
- Self contained community.
- Giant pilot project – ecological water treatment.
- Too many corporate interests.
- Phased out over a larger period.
- Provision for "best practices" quick adoption.
- Decentralized self-sufficient (community) – power/water/water treatment, foster partner "Dong Tang"
- A vision for 50 to 100 years.
- Provision for stepping up the modification of the plan for best practice if it becomes available.
- What we've been given is insufficient to provide in depth analysis; provide further detail.
- A lot of talk about shipping and docking concerns, but no detail – no analysis of anticipated usage, etc.
- They're gone back on their plan to save 180 million dollars.
- They are cutting a lot under the guise of acceleration, but the plan and project aren't actually being accelerated.
- Potential for a large, urban greenhouse for agriculture in the industrial area in the south of the Port Lands.
- Start development north of Keating, where it can proceed in advance of flood protection.
- We need more clarity on the vision for the character of future land uses and built form.
- Small, unique retail, street-related will be superior to destination retail.
- More information on how the plan will integrate land uses.

- Require more detailed information, It's hard to give comments on phasing without being able to understand how each phase can be a functional community.
- Also needs more information on potential catalysts.
- Need a name to build a dream on "Port Lands" nothing magical
- What is untouchable? What is out of the question?
- Looking at shipping channel as a catalyst – boutique shopping along waterway will generate revenue and attract people from Etobicoke or elsewhere in the City.
- What about cultural use
- Create greater interim uses that make the area more accessible to people i.e. more green spaces as interim use,
- Beautification of the current.
- Provide adequate public transit now to get people down here.
- Lock it in → instability in plan, process etc. doesn't create confidence for developers. Therefore prioritize the environmental approval to lock it in and stick to it. i.e. Chicago's 100 year plan. Use EA as lock in mechanism.
- Establish precinct plans within the whole plan.
- Naturalization of the Don should be a priority as the area develops.
- Transit should be ongoing in the phase.
- Please revisit the vision approach of the 2010 plan for the Lower Don Lands, expand it to the Port Lands.
- Bring us more examples of successful major park and mixed use options.
- Citizens of Toronto should demand money to pay for the river.
- Ensure neighbourhood/local scale green space / parkland.
- Develop residential and employment in tandem.
- If built employment areas on the east in tender could start that now and fund.
- Start closest to the city then move along the waterfront. People pay a premium to live on the waterfront. Keep nice looking views for residential.
- Build park first – draw developers in would show there is an esthetic in the area (e.g. Minneapolis). Could be the catalytic thing.
- Mid density area may be more attractive for the river precincts.
- Re-naturalizing will go a long way to revitalizing the area.
- Prioritize phasing accelerating what developers will/what is financially viable.
- Transit should be right of way, needs to be considered apart of larger transit plan → also needs to include connection to Leslie. No loop at river given Leslie street car house.
- Need north/south transport study, including ship channel crossings.
- Want Carlaw extended south to the lakeshore (i.e. park) but only for pedestrian/cyclists.
- How about some actual public planning?
- Where's the vision?
- Phasing should be revised – naturalization should come earlier.
- There should be a height limit on buildings in the area.
- The locale of the Port Lands on the water needs to be a major driver of design. The current plans seem to focus on function and economics first.
- Would like to see a well-designed area with specified land uses.
- No big box retail.
- Identify all potential cultural land uses.
- Develop lands east of Don Roadway.
- Would like to see transit phased in with bus way before moving to high order transit.
- Lock in plans to prevent unnecessary revisiting at the request of politicians.
- Incorporate original plan that encompassed all the vision next to revised so there is an awareness that the original plan included a lot of visioning.
- Extend beach area along cherry beach (e.g. Lake Ontario Park plan)
- Consider the film studios as an anchor, build an existing use and leverage it. Similarly consider other existing uses to build on.
- Ensure to include conventional e.g. loft, work/life etc.
- Need to complete a public space vision with a framework for possible development (catalyst).

- Toronto should be actively selecting catalytic opportunities → should go to the world.
- Green technology.
- No cars.
- Cultural will set stage for people to want to come here.
- No casino.
- Amphitheatre for concerts with view of the lake.
- Amsterdam – canals, public space, can go anywhere for a mall.
- Concentrate on catalyst.
- “off the grid” community – energy, farming etc.
- Organizing principles – greening, eco, could it be carless, off the grid?
- Need great transit, trails, connections to decrease cars.
- City of the future.
- Family units, seniors, co-ops etc.
- Don’t do any development until do plan.
- Consider elevated transit.
- Consider fixed bridges or tunnels rather than lift bridges.
- More pedestrian bridges.
- Should we tell developers they can’t develop elsewhere in the City and focus on Port Lands? – place to grow.
- Need to lock down through precinct plan. May not want to dictate the phasing – let the market decided within a strict planning framework.
- Focus on Eastern Avenue employment area first, or Film District.

April 4, 2012:

- Phasing determined by early staging of development need private funding.
- Transit! Connect to the network.
- Connect the film district to the city through the north.
- Would prefer to see some institutional started. Worried about housing collapse i.e. 200 or learning/research/botanical gardens.
- Build what Chicago did. Want more than a boardwalk – don’t make like East Bayfront.
- Very imaginary architecture - not just glass boxes. Zero carbon buildings like in Germany.
- Need a pedestrian first design.
- Sport facilities in family friendly neighborhood.
- Creation of a recreational sporting place with washrooms.
- Cherry street as a boulevard leading to recreation loop.
- High order transit → long term vision, need leadership.
- Gateway into the Port Lands.
- Like Cherry Street to be developed into a boulevard street.
- Industry should move over time.
- LRT then tunnel.
- Protect an easement to allow a tunnel in the future to the island (bike and pedestrian)
- Quay precincts – see E1 and E3 as parkland → no development on the quays.
- Public promenades → especially along the waterfront.
- Leverage your watershed – a watershed not a sub-watershed.
- Maintain zoning for original 4WS plan but initially build bare-bones to get development started.
- Build berm first to develop east of Don first. Use those funds to support re-naturalization of Don.
- A strong official plan is important to prevent frequent “amendments” with the OMB.
- Strongly define green space and strongly communicate to developers.
- Be much more explicit about section 37 requirements for development.
- Phase development after transit and then build east from Bayfront and West Don Lands.
- Vision needs to focus incrementally – talk Keating A and B not “all Port Lands” precincts
- If this space becomes available for residential housing, it could be amazing opportunity to introduce mixed housing and ensure there is housing access for all income levels in the city.

- We have a slogan for this – 1% for the 1%, 10% for the 10% and so on until you reach all income shares.
- We would like to have a greater understanding of the community components – services, library, access to trails, access to green space etc.
- So many opportunities for environmental sustainable development – make sure sustainability is built in at every step of the way, opportunities for wind turbines.
- Access from Riverdale – Leslieville neighbourhood to the Port Lands/ship channel/outer harbour via Carlaw Avenue
- Clear mandate/commitment to have this development carried through/overseen by WT
- More clarity on how land use planning will roll out – what is the process to be followed?
- Floodplain issues are not just a downtown concern.
- Clear planning framework to control interim uses.

OTHER FEEDBACK OR ADVICE?

April 3, 2012:

- The original plan is just find and doesn't need to change.
- Concern about corporate agendas driving the planning agenda and detracting from public objectives.
- Consider how to build into the plan requirements for sustainable and renewable energy (i.e. solar). Also, the potential for District Energy.
- The facilitation was awesome!
- Catalyst: university, corporate campus, urban farming, off the grid = city of the future. Don't see film park as catalyst.
- Think of temporary uses to get people down here.
- This level of public engagement was difficult – too high level with limited information.
- Just get the river located correctly and then get into Precinct Planning ASAP.
- Show us the tradeoffs so we can make decisions.

April 4, 2012:

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ATTACHMENT B.

Feedback from Completed Individual Discussion Guides

TOPIC: Flood Protection, Naturalization and Green Space

1. What do you like about the directions emerging?

April 3, 2012:

- Practical implementation of flood protection.
- Liked the “urban reform”.
- Liked the integrated plan.
- The landfill into the shipping channel right of way is removed.
- Original 4WS – not refined 4WS
- The possibility to phase flood protection is interesting, in as much as it gives us more options re: spreading out costs of flood protection and re-think order of precinct build-out.
- Go slow approach.
- Original 4WS 2007.
- Nothing – everything is going in the wrong direction.
- We like the phasing.
- We like seeing an attempt to naturalize.
- We like the mention of more parkland in the development.
- Mostly a negative response → generally “do river now”
- Green space.
- Where is the green?
- Great cities have great expansive parks! Like Chicago, Stanley Park.
- Liked acceleration but of green space (low cost)
- Like keeping naturalization.
- The emergence of option 4WS as preferred is delightful, and the ability to open some development areas as early as phase one is encouraging from an economic point of view if new uses for that land can be realized.

April 4, 2012:

- 4WS – what are the changes from 4WS?
- Nothing. It will deliver another concrete jungle.
- I don't like the direction emerging. From my perception, the realigned 4WS plan is inferior to the original 4WS plan, particularly with respect to the public realm. The realigned 4WS plan sacrifices 40 acres of parkland which is located in the most desirable location from the public perception (i.e. along the shore of the inner harbour) for development purposes. In effect, we are backing away from the winning 4WS design in 2007 which the jury said “(i) best addressed the objectives of providing a naturalized mouth and creating a comprehensive plan for addressing urban design, transportation, naturalization, sustainability, and other ecological issues; (ii) demonstrated the winning team’s detailed understanding of soil conditions and remediation, engineering requirements and land ownership issues to produce a plan that was cost effective and achievable (*points quoted directly from WT website*). I am not alone in holding this point. Ken Greenberg, Christopher Hume, and Toronto Star have all said that the realigned 4WS plan was an inferior plan. John Wilson, a member of the advisory group for Portlands Acceleration has been quoted as saying he is saddened by the prospect of losing the promontory park. The only favourable comment I have seen came from Councillor Doug Ford, he said “the study proves his point ... I told you so. You can print that in big letters.”
- Once again, the public realm appears to be playing second fiddle to private development. (Recently, I was at a University of Toronto lecture on the importance of culture to Toronto given Mark Kingwell and John Raulston Saul. They decried that fact that a neo-liberal philosophy (i.e. a thing or activity is only worthwhile if it has a monetary value or serves a useful purpose) pervades our culture. From my perspective, proposing the realigned 4WS is a reflection of that philosophy. How do you quantify the benefits that the public would receive from enjoying the promontory parks and wider Don River floodplain?
- Maintains 4WS alternative.
- Prefer original plan.

- Don't understand why we are developing Port Lands at this time although we would support some preliminary studies on the EA.
- 4WS still preferred component.
- I think that the direction should include ensuring industry and jobs in the Port Lands will be protected.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- I appreciate the fact that this process has been open to the public for consultation and that this exercise may expedite development of the Port Lands. I would like to point out however that millions of dollars have already been spent on expert advice and that the public has been consulted on this over the last seven (?) years or so. The result of that hard work and award winning design can be seen on Waterfront Toronto's web site.
- In the context of the boundaries of this planning study area (as designated by City Council) the proposed plan flood proofing approaches and sequencing is acceptable (i.e. the Don Roadway greenway, the raising of the Don Roadway by approximately 1 metre in height, the widening of the Lakeshore Blvd Don river road and rail bridges).
- Naturalization of the river in principle is a good idea – Do it right and do it well.
- Public consultation if it's properly enacted. By listening to us, being transparent, and being accountable for actions and plans forward.
- It seems clear you are taking flood protection very seriously. I can't detect any loss of function compared to the original plans. If we have to go with a realigned option, I'm glad you're recommending 4WS. Thanks for showing us the pros/cons of the other options evaluated.

2. What, if anything, concerns you? Why?

April 3, 2012:

- More substantial public space.
- Design.
- Want promontory plan back.
- Missing estuary at mouth.
- Seems expensive, continuous.
- Significant, generous public access to lake is lost.
- That the minimum 5% requirements for park space will be provided versus the preferred 25% park space in original plan.
- Want to restore naturalization of Don River – don't like new plan.
- Don't like that 40% of land was re-denigrated.
- Don't want more and more condos along the lakefront – this should be primarily public use area.
- I prefer the original 4WS – meandering river reduces river velocity/impacts from flooding.
- Disagree with big box stores – horrible development for a destination community. Same goes for destination shopping centre. I'd much rather shop on the streets that encourage a sense of place.
- Loss of green space in "refined" 4WS
- No green space along perimeter of lake.
- River not meandering – no longer "naturalized"
- Revisions should be based on science, not politics.
- It's irresponsible to suggest changes to the Lower Don Lands Framework Plan, when that was not within the scope of the PLAI.
- Removing park land.
- Toxic soil left by oil companies and other left to be cleaned up with taxpayers' money.
- Parkland reduced from original 4WS.
- Reduction in river space – no meandering make it difficult to maintain a naturalized wetland.
- Insane to put so much focus on housing/commercial space in an area prone to flooding – we need to count 100,200, 500 year storms – climate change means future is very unpredictable.
- Big wealthy cities should have massive attractive parks – this is the last remaining jewel on the Toronto waterfront.
- Like all groups present – massive concern about reduction in green space.

- No green, not enough room for river.
- Climate change will increase → river wants to flood – anything we do to engineer the river will cause problems, give the river its space.
- River needs to meander for wetlands to do their work cleaning the environment.
- Green vision – naturalizing mouth compatible with Humber and Rouge, and naturalization of whole watershed.
- In general, do not like loss of land.
- Climate change – will it deal with this?
- Wetlands need to be there (are the wetlands big enough?)
- This is our last chance for a huge park – when if not now?
- The large area of low lying, naturalized area in the overflow spillway needs to be handled carefully to avoid growing a swamp which might increase health risks from mosquitoes – there was a reason we drained the old swamp.
- We need to ensure that the normal flow through each of the Keating channel and the new river channel is sufficient to keep both channels continuously flushed.

April 4, 2012:

- Original plan defines removed promontory – wind and wave effects? River will have to be a canal.
- Reduction in waterfront green space.
- This process of arriving at a final plan for the Port Lands development is flawed from a public consultation perspective (and by public consultation, I refer to obtaining feedback from private citizens like myself). The summary section of the Flood Protection handouts says quote “4WS realigned should be carried forward and the EA completed”. From my perspective, it looks like the adoption of the 4WS realigned is a “fait accompli” and was done without much if any public consultation. Specifically, one the major themes raised at the December 12, 2011 public meeting was a concern about potential trade-offs from accelerating development of the Port Lands. Yet here in April 2012, the 4WS plan appears to be doing precisely that - trading parkland for extra development land. What public input contributed to that result? What happened to WT’s adherence to its core philosophy so eloquently expressed in the Port Lands 101 handout i.e. public consultation is considered a key component of the work.
- By advocating the 4WS realigned, WT is not adhering to one of its key results which says that public green space remains a critical element of the overall Port Lands plan.
- We lose all the spectacular elements of the 4WS alternative that City Council has already approved.
- Not consistent with waterfront OP provision to provide spectacular open spaces.
- Conflict of interest with planners regarding political pressure.
- Compromise a longer-term vision due to political want for development \$
- Bringing too much land on the market will reduce land values to the west that already have services partially installed.
- Loss of green space – 40 acres?!?!
- How is the green space accessed?
- What is private / public?
- Plan has lost its unique urban within natural setting with realigned water from of river.
- The reduction in natural areas seems to be a play for early inexpensive development to the detriment of a superior solution.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- I can't help but think that this entire shake up of the Port Lands development has been spearheaded by a handful of people who would like nothing more than to get a commission from the sale of city property. It is in their best interest to sell as much land as quickly as possible and, by compromising the green space around 4WS, it looks like we have started the process to realize their goal.
- With hundreds of acres of available land for potential development, why do we begin by giving up 20 acres of green space along the banks of the Don? The newly formed Don River will be the cornerstone of development in the Port Lands and one of its prime features.
- The new work done to date has validated the original EA; in terms of the set of options and the preferred option (4WS). I am not in support of the modified 4Ws. It looks as if it will effectively look like a second Keating Channel in a functional form sense (i.e. right angle turn, nonexistent river meanders but with the addition of

some limited ecological 'net benefit' gains. These net benefit gains are miniscule relative what was taken away decades ago.

- While I would prefer the promontories (a signature piece; instead of a Ferris wheel); if the omission of these promontories would allow for some expansion of the developable land on the two Cherry street quay focussed potential residential (over the next 20 years) then this would be an acceptable trade-off to me.
- It is imperative that any hydraulic/hydrological study be done NOW. Get it correct – NO excuses allowed.
 - Density currents may reverse surface currents
 - Changes in Lake Ontario water level
 - Siltation from the harbour
 - Sedimentation from the river
 - Wind and wave action – energy dissipation
 - All may confound your plans!!
- The term “acceleration”. This is contaminated land that requires adequate treatment and foresight to develop, including advanced flood protection.
- Acceleration concept even though market soundings pointed away from it.
- The loss of parklands identified in the original plan! This is a huge concern for me! This is an area I love and want to see it open to the public as parklands as originally planned. Do not bulldoze over the original highly thought out plans. You embarrass the City of Toronto by going through the same consultation a few years back that developed a world renowned plan and now you are wasting our time and money to go through the process again. Listen to our needs! Give us back the acres of parkland!
- Flood protection should not be compromised and the naturalization of the Don River is imperative (especially with increased flood risk!). Be real please.
- We heard a lot about flood protection but not much about naturalization & green space. The title of this section in the discussion guide doesn't even fit.
- For a layperson, it's hard to tell whether "realigned" 4WS is slightly, moderately, or severely different from original 4WS in terms of naturalization & green space. What exactly would we be giving up, to achieve acceleration that we could never get back? For example, could Promontory Park be re-added some day, or is it lost forever? Ken Greenberg's criticisms of a "mean" vision resonate.
- It's hard not to expect phases 3-4-5 to get cancelled, or indefinitely delayed, or changed beyond recognition once phases 1-2 are done and "benefits unlocked" i.e. all the revenue opportunities squeezed.
- Why doesn't Waterfront Toronto mandate bird-friendly buildings (ref. Chicago's award-winning Aqua building) as well as LEED? Why are we throwing up glass barriers far more lethal than wind turbines, on a crucial migratory flyway? It's bad enough we decimated habitat by draining Ashbridge's marsh a century ago; now we're rushing to kill remaining migrants with concussions?
- Flood protection is not seen as a priority – it could take 20-40 years to phase in the work that will eventually prevent the possible devastation from a catastrophic event in South Riverdale. The Provincial (and Federal?) government should be encouraged to be more proactive to complete the flood protection sooner than later rather than risk the potential cost required to clean up the area.
- Elimination of the promontories and the park land that was planned for them. The promontories may need to be removed, but the park land should not be. As part of city building, we feel there should be park land all along the water – both on the lakeside and the riverside
- Realignment of the river – spillway (greenway) – I heard that the proposal would narrow and deepen the spillway and, as a result, it would not be possible for trees to grow there – is that true?
- Phasing of the river mouth naturalization – it may be necessary to phase, but I think that phases 3 to 5 should be lumped into one phase. Otherwise, I fear that the river mouth will never be extended to the lake.
- The parks along the river need to be completed before development of Cousins and Poulson Quays. This will increase the property value if and when the city is ready to sell to a developer. This has been proven not only by the developments Waterfront Toronto has been responsible for, but throughout the world.

3. What refinements, if any, would you like to see explored?

April 3, 2012:

- More equitable distribution of public space.
- Proportion of green space needs to be better distributed.
- Connection to Ward 30.
- More meandering.
- More green space.
- Go back to the original 4WS with more parkland.
- Abandon revised 4WS – keep original 4WS
- Need long-term (50-100 year) financial/budget planning by the City of Toronto and province.
- Can we phase park construction? i.e. can we extend the park into ;lake Ontario at a later date (at pier and river outlet)?
- Flood protection accelerated.
- Naturalization of river.
- Widen river bed and reintroduce meandering.
- Seriously consider making the entire area between Keating and shipping channel west of Don Roadway into a massive waterfront park with sparkling lights across the harbour and massive, beautiful wetlands filled with songbirds.
- Make sure there are big welcoming connections from the developed city into a big river wetlands at the Don Mouth – especially by foot and bicycle
- Take the river seriously.
- Give a true 21st century global city sustainable vision.
- You have ignored the fact that wetlands and rivers are the infrastructure that: cleans air, cleans water, raises quality of life, and raises the global status of our city.
- Clarification of the climate change requirements – using naturalization.
- This is it – look to San Francisco, they are reclaiming land.
- Bring back meandering to river.
- Water trumps development.
- No infrastructure = no cost

April 4, 2012:

- Bring back the promontory.
- Recheck the 50/100/500 year flood lines. Cost the benefits of.
- Put the green space back in and create parkland on the quays to provide meaningful public access to the lake.
- Add real playgrounds – swing and slides and natural climbing features.
- In the comparison of the realigned alternative comparing realigned 4WS, 4W and 2, you need to include the original 4WS plan so we can compare it in terms of gross development area, floodplain area, etc. if \$WS is not included, then how can one quantify the disadvantages of going with 4WS realigned?
- I would like to see a summary of the downside of reverting to the original 4WS plan i.e. what are the additional costs? How are the development timelines affected? What are the major roadblocks that would have to be addressed? In terms of the additional costs, you need to tell us what they would be on an annual basis.
- Based on market projections over the next 20 years, only 10 to 20% of the Port Lands will be required for development. From my perspective, this 10 to 20% would fit nicely into the lands designated for development in the original 4WS plan. There will obviously be a cost to following this path. This cost needs to be quantified on an annual basis so that we can decided if the public benefits warrant the extra cost.
- Reinstate promontory.
- Provide more wetland.
- Allow outlet for canoes and kayaks through greenway with short portage if necessary to maintain water quality between extended Don River, ship channel, and outer harbour.
- Prefer original plan – superior design with the naturalized waterway.
- Morphology of the river flow (lost the curve)

- More naturalized river flow
- Interface between urban/natural
- Use the winning design as the basis for future development where transit and other infrastructure catch up to the development potential.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- I would like to see nothing short of the original 4WS plan implemented. The people of this city have spoken clearly and by all accounts, other than a handful of folks at T.P.L.C., everyone seems to like it. It doesn't have to happen all at once, but that must be the ultimate end goal.
- In addition to the proposed re-alignment of the Don River, two other key green space areas should be confirmed in principle now; specifically (1) the Lake Ontario Park and (2) the Leslie Street base lands. Along with the new Don River outflows, these three geographical land features should govern all other precinct planning initiatives. (the big picture landscape ecology context).
- Provide river access for canoes, rowing skiffs, racing sculls.
- Provide a slip and sail boat park – away from residences because of noise from frapping halyards, etc.
- Start marking out zones needing fill and the quality of material permitted, e.g. brown/concrete/etc.
- Provide berm for walkway and bike path.
- Corridors and walkways through these pathways! Connections! (Hire great consultant with international experience to help guide you) Think Australia, UK, Sweden.
- The re-emergence of the 40 acres of parkland available in the original plan
- The re-emergence of the flood protection (staged plans) and Don River naturalization plans. Start this in an earlier phase (not phase 2) to prevent unprotected residents and businesses. Show leadership and foresight and develop with common sense! Please! Prevent phasing all together to save Torontonians money (it was stated by a Waterfront Toronto official the phasing will cost 50-100% more! Don't waste out money and put the areas at risk of flooding by working in phases. Where is the political will!
- Naturalize Don River properly and don't wait until phase 5. This is not common sense!
- As there were changes to the plan we need another Environmental Assessment to show compliance (especially the naturalization and flood protection aspects).
- Easier-to-understand, easier-to-compare, side-by-side, complete renderings of unaccelerated vs. accelerated approaches. If you want us to believe there will be naturalization & green space, show it. It's OK to show concepts rather than committed plans, but before & after comparisons need to be equally fleshed-out.
- Preserve flexibility for future enhancements. Don't pave Paradise to put up a parking lot.
- If naturalization & green space can't be delivered in tandem with phases 1-2, find a way to legally mandate their eventual delivery. Ironclad, bulletproof, guaranteed-to-happen; a prerequisite condition of starting 1-2. Do we need to get that from the Province? The Feds? If it's municipal, how do we make it irreversible by future councils?
- Set up a fund for green space by charging developers who participate in (i.e. benefit from) phases 1-2.
- A jaw-dropping park design to attract the same kind of crowds as High Park's cherry trees (only for months & months, not 1 week/year), or Millennium Park in Chicago, or the High Line in New York. Maybe hold another competition? Ouch.

TOPIC: Economics, Marketing and Finance

1. What do you like about the directions emerging?

April 3, 2012:

- There is no rush.
- Phasing is important to make it viable but there seems to be no plan to provide for this. More detail on phasing with timelines, money etc.
- Section 37 contributions.
- Could we make use of parkland dedication by-law in planning Act to increase funding/revenue? Potential rich benefactors – opera?
- Phased approach is good. So what's the plan?
- Phasing is good.
- Not much good there.
- Discussion of who pays – what clarity in “planned” potential e.g. development and guaranteed funding – use other sources within planned phasing
- Like WT's 2010 direction.
- Like the ability to choose.
- Support mixed use surrounding the river (some would prefer no development).
- Planning for east of Don Roadway.
- The opportunity to repurpose this land for a new university/research park or corporate campus is very interesting.

April 4, 2012:

- Good background research is being done. This underscores the need to slow down.
- I like the approach being followed. It obtains input on market perspectives from as many organizations as possible. This contributes to a more accurate picture of what future market prospects will be. It gives a good summary of the total future investment costs required to service the entire Port Lands area. It provides a good starting list of potential revenue sources.
- Project can be phased without unmanageable public costs.
- Term
- Pre-financing for environmental.
- That a realistic approach to costing is being undertaken.
- We would like to ensure that all avenues of finance from other levels of government and private sources are investigated.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- I like the idea of attracting appropriate development through beautification.
- It is clear that the redevelopment of the Port Lands will be a long term project so there will be no easy fixes i.e. selling the public land to developers who are then expected to also pick up the costs of flood proofing, soil remediation and allied development related municipal servicing costs. This fact supports the phasing approach; as well as a flexible suite of financing tools that will be required to do the job.
- In the context of the 'right' phasing approach, all financing option tools probably have a place, including development charges; even though at the moment, the City does not have the legislative authority to implement them. The Province should be requested to provide this tool to Toronto.
- In general moving in the right direction encouraging private investment.
- Ability for public consultation and the statement that the public is being included early on to help shape the vision. Please keep to this statement and help make us proud of Toronto and Canada. This is one of the last few gems in Toronto. We won't let it be taken away from us! Please keep us involved and let us help you shape the vision! We are weary and want to be able to trust and work with you!
- The recognition that transit is an essential service.
- The wisdom of small, manageable phases.

- It sounds like you had really experienced/skilled participants on the project team (e.g. firms who worked on projects in NYC & Singapore), and consulted with more realistic developers than whoever Councillor Ford was "consulting" last year.

2. What, if anything, concerns you? Why?

March 31, 2012:

- What happened to the existing economic value of the Port Lands today? – industry / taxes that exist, recreation/quality of life = affecting investment and people in Toronto.
- Not clear if there is an inventory of “assets” – the existing open space is a mega asset to the City.
- Consider: park loss / big box /casino = public opposition → election issue.
- Get green infrastructure (i.e. parks) preserved and in place with approved EA scheme
- Destination will attract tons of traffic and clog street, increase paved parking – “bottom of the barrel” development.
- Loss of green space.

April 3, 2012:

- Planning is too driven by private sector and developers.
- That high value perimeter real estate will be given to private developers.
- No big box, and no surface parking lots.
- No provincial funding! There should be at least transportation funding.
- Financial planning needs to be with Waterfront Toronto in long-term → can't be subject to being compromised.
- Is the greater vision for this area being compromised for the sake of a quick funding fix?
- Developers should pay for infrastructure
- City/province pay for soil remediation/naturalization.
- How is this an accelerated plan? How is it being phased? I see public space being sacrificed to increase developers land – is this synonymous with accelerating build out?
- Why is the “environment” section of the Cushman and Wakefield report smaller?
- At the beginning of the process “all options” were on the table for financing – where are they now? This is the main responsibility of the acceleration initiative.
- Why are we talking about destination retail? How will sacrificing mixed-use to single-use development help with financing this project?
- Will development bring public benefits relative to the high servicing costs?
- Insistence on very expensive infrastructure to support residential/commercial development on areas that would be best left to parkland – maybe best left alone.
- Lack of vision, treated as a fire sale.
- Area north of Lakeshore was focus on recent much publicized OMB challenge because it is designated employment space → difficult to see how it could now be developed without a massive court challenge.
- No big box anywhere here → absolutely inappropriate this is a waterfront jewel and should be developed with that in mind.
- Focus economics for their own advantage.
- Dependence on city for expensive infrastructure.
- Who controls this process?
- How many time do we need to do this?
- Do not develop quays (very short sighted).
- What is impeding the process/
- This phasing direction is a gamble and we in the City will have to pay for decades for that infrastructure.
- Focus on the lakeshore corridor where infrastructure exists.
- Concern with development of quays → costly, risky and inhibits river mouth flow and naturalization to offset climate change.
- If there is a market for large retail development is it reasonable to approve that development in a more appropriate area of the city, but still apply the development fees into the Port Lands? Perhaps we do need a mall in Agincourt, but the mall itself does not need to be at the waterfront.

April 4, 2012:

- Why does this area have to pay for the cleaning (Lafarge, Port Authority)? Bring back the river system.
- Changes to the 4WS appear to be driven by the world financial situation. The last periods of development.
- Subsidization of developers.
- Taxpayers may not see the value in this, particularly if it delivers a concrete jungle without meaningful waterfront parks for the general public.
- I have reservations about using a world fair or Olympics as a catalyst for promoting development since the costs to build the sites would be high, the tangible benefits would be mostly short-term and it would be difficult to convert the sites to other uses after these events were over.
- I would be totally opposed to suing a destination retail centre or big box centre as a catalyst for development. These projects would generate tremendous volumes of auto traffic along with the associated problems of congestion and pollution. The image that comes to mind is looking out over a vast parking lot filled with thousands of cars.
- Would definitely not want big box store or casino as a catalyst to development.
- Too focused on the market, St. Lawrence community was not a private market initiative but served as a huge catalyst to development in that part of the city.
- When will they require \$ for the first 10 to 20 years?
- How long will flood protection take? If a cheque for \$450 million was given tomorrow?
- Sources of funding is vague
- Too many caveats
- Unrealistic sources of potential revenue
- Credibility of estimates
- Timing seems wrong in this environment in relation to raising funds.
- Does the City have enough credibility to raise bonds?
- That desperate measures might be used if the plan is implemented without sufficient capital assured.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- I don't believe we should only be looking to developers to finance this project. If a hurricane hit this area it could cost the Province (and the Federal Government?) millions of dollars in aid and clean up. They would have a vested interest to see this area protected from flooding and must have something to offer.
- That the market sounding study won't be listened to. It says to phase the commercial development of the area. So listen! Start with the foundations first! Remediate the land and naturalize the space with parklands to develop and enhance the marketability of the area! Attract community enhancing development (think the Beaches in Toronto, Bloor West Village, Port Credit) Develop transit corridors connecting the area. This will attract development. Create PPP plans to work with private industry looking to move into the area to develop these plans. Make us proud!
- The lack of transparency that might emerge. Keep all financing and PPP partnerships fully transparent! Prevent market oriented planning and work towards community engagement development. Develop facilitation sessions!
- RE the dependency on land use policy for determining permissibility of uses like big box retail, casinos, etc. -- who sets that policy? Toronto Council? Does that mean it could be changed by a simple vote? And/or the OMB? Scary.
- I'm afraid the \$ will dry up after phases 1-2. Then what?
- How do we protect against the following scenario? The citizens of Toronto/Ontario pay for a lot of infrastructure like flood protection, soil remediation, transit, services ... and then some short-sighted administration decides to "monetize" value-added assets by selling them to private interests, possibly at fire-sale prices.
- There is no clear way to fund the project – some of the options seem to be dismissed too quickly – why not pursue the challenges of TIFs and get things rolling?
- What about granting Waterfront Toronto the power to raise funding by issuing bonds?
- Catalytic Developments – Destination retail centre or urban big box centres should not be considered – the community has clearly spoken that those are not an option for this area.

3. What refinements, if any, would you like to see explored?

March 31, 2012:

- More access from communities to the north.
- Bring people into the Port Lands, make it safer with activity, will boost optics (not abandoned), make more desirable and boost land value for the future.

April 3, 2012:

- Borrow money from public coffers.
- Request federal funding.
- More public priority for funding.
- Polluters need to pay for remediation.
- If there was a high-stake tenant / development to really bring value, then developers would flock to this site. Seek that tenant.
- Long-term provincial/municipal funding with developer cost sharing agreements.
- Long-term budget planning (50 to 100 years)
- If you need bigger development locate beneath condos – not above ground beside where people live.
- Developers should pay for servicing because they will profit substantially.
- Landowners group cost sharing agreements – why wouldn't this work?
- How long are the phases? How do they occur?
- Should be medium density – not low rise, low density.
- Being developer driven.
- Stop duplicating planning processes and proceed!
- Long-term funding over 50 to 100 year horizon.
- This is city building! The city is taking a narrow view.
- Land sales, levies etc. will not cover the infrastructure costs have we considered keeping this land undeveloped in public hands, perhaps planting toxic eating plants etc.
- Focus development to the north of the Keating Channel and to the east of Don Roadway. These areas already have some infrastructure and easier access.
- Leave entire area between Keating and Shipping Channels to the west of the Don Roadway as potentially one large park.
- Port uses should be considered in part of the Port Lands – shipping likely to become more important.
- Existing buildings could be used in a culturally respectful way.
- Base on quality of life first. Consider culture and port use.
- We want vision, we want government support, we want development only east of Don Roadway (do not develop Quays).
- Give WT more financing and lock it in power.
- Focus on mixed use development, east of Don Roadway. This will allow for next 25-50 years of market demand. Keep west of Don Roadway for park.
- Urban farming can be well located here with a natural river to feed it.
- I wonder if there is any potential for development of industrial scale, perhaps vertical/hydroponic agricultural uses for all the sunlight in this area. Maybe we do not need to import all of the bananas or shrimp that we eat. At 4%, agriculture is the weakest land use in the city.

April 4, 2012:

- Focus on good public waterfront access to increase land values.
- Push more costs onto developers.
- Develop slowly and incrementally so that values obtained for any public land is maximized.
- Focus on live/work facilities.
- Ensure there is a mix of housing and that “family-sized units” will house families.
- Subsidize some artists' spaces to bring creative spirits into the community and improve sense of community.
- I agreed that all potential sources of revenue listed should be investigated.
- TIF financing has been used successfully by Portland, Denver, and Chicago. Learn from their experience.

- P3 financing has been used in Canada (i.e. for the Canada Line rapid transit system in Vancouver costing \$2 billion). Don Drummond in 2008 TD economics report on the GTA recommended using P3 financing as a revenue tool.
- WT should push the province and Metrolinx to include WT transit projects including those in the Port Lands in the Metrolinx project summary so that these transit projects will be eligible for money raised from the revenue tools that Metrolinx will propose in 2013.
- The total funds for infrastructure in the first 20 year period for the Port Lands west of the Don Roadway and north of the shipping channel should be quantified. This would give everyone a better idea as to what it will cost us to revert to the original 4WS plan.
- Since this whole Port Lands project is in a long-term initiative why not envisage a possibility that governments can be persuaded to put in some big bucks without short-term expectations of financial return from real estate development.
- Consultants be redirected to EBF, WDL, CWF work which will generate revenue to be used in the Port Lands – will assist raising capital until the economy improves.
- Maintain and refine the relationship with senior levels of government.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- Begin with 4WS as the overall objective and designate the green space as parkland to ensure it will, forever be protected from development. Once the proper safeguards are in place, begin with an absolute bare bones version of 4WS with (only) flood protection as the prime mandate. This should appeal somewhat to the Provincial and perhaps the Federal government to finance some, or all, of it as it could save them money if a hurricane did hit, and they too will eventually benefit from a larger tax base in Toronto. No green space, no parks, just the bare minimum to protect the area from flooding so we can get started. It should come in at well under \$4M.
- One indirect financing tool that is never discussed is thinking about are ways to significantly reduce the capital budget pressures of the City in the context of the self imposed upper debt limit that guides the City; even though the Municipal Act allows a greater upset capital indebtedness limit. I am not advocating any change in current City policy; in fact I support the current upper limit. What then are these potential macro capital budget relief tools independent of the suite of financing tools being considered? Two relief policy strategies come to mind. I would surmise that the biggest capital budget line items relate to the TTC (more particularly the subway) and the renewal of the local and arterial roads. Because the full build out of the port lands is expected to be a 100 plus years it would be remiss to think big in the longer term in the context of significantly less financial pressure on the City's capital budget.
- What are these potential policy tools? One is about a second look at vehicle registration fees through a totally different lens. A reinstated vehicle registration fee (i.e. a fee for service type fee) that guarantees a 'state-of-good-repair' of the City's local and arterial roads may well be acceptable to City residents especially if it operating in a manner similar to the current water/sewer model of capturing both operating and capital renewal costs and embedded in the context of a segregated funding model. The other proposal is not a financing tool per se but a major influencer of the size of the overall capital budget. If the responsibility for the "Toronto subway" can be uploaded to Ontario (assuming that there is the will to do so by the Toronto municipal political class) Toronto would have a new play book in the context of City building.
- Effectively, the Toronto subway system is now for the first time, being extended into another region (York Region); and with possible further extensions (like Richmond Hill) and Pearson International in the fullness of time. The system is effectively evolving into an inter-regional service. This should mean ultimately provincial uploading of this system to Metrolinx via a cost of service agreement with the extent TTC organization. This won't happen overnight but neither will the build out of the Portland study area. The Province has traditionally seen its GTA transit role only in the context of Go Transit but with its decision to fund the extension to Vaughn, the Province has defacto made a policy decision with respect to the subway system. Time is on the side of the City.
- Because developers' have other opportunities within the GTA for residential/commercial development (said I believe in the context of consultations held recently with the development industry as it pertains to the port lands) ,it may be advisable to focus City building- and related capital commitment in the near term in the general vicinity of the Portland's study area first (i.e. East Bayfront and north of the Keating Channel up to the rail corridor) before considering any significant development within the Portland's itself.

- Build on existing successes. A bird in hand is worth more than two in the bush. While, according to the recent public presentations development is apparently expected west of Cherry Street within the next 20 years just how likely is this when that development will be bracketed by two cement distribution facilities? From a marketing perspective, would the completion of the East Bayfront development in conjunction with a significant development north and south of the Keating channel provide the necessary critical development mass (in conjunction with the distillery and West Don Lands precinct developments to then put intense developer interest in the Cherry Street corridor south of Lakeshore Blvd? If so then from this perspective, scarce capital dollars should be focussed on building the Queen's Quay West light rail line between Union Station and the King light rail line now.
- In order to make this transportation project more viable from an urban development/TTC economic and efficiency point of view, it is imperative to find a way to develop the lands directly north of Lakeshore Blvd. between Cherry Street and the Don roadway on/off route to/from the DVP.
- The City has specifically expressed interest in development of the lands north of the Keating Channel (as per specific direction to Waterfront Toronto to realign EA alternatives 2 and 4W between Commissioners street and the north Keating Channel wall to "protect land north of the Keating Channel for development" (Source: page 2 of Handout: Portland's 101). This is nice but the maximum full potential value of those lands may not necessarily be unlocked because of the constraints inherent in the current alignment of Lakeshore Blvd and the Gardner Expressway between the Don River and Cherry Street.
- This suggests that some traffic /civil engineering work be contemplated by the City in the context of a rethinking of the existing alignment of the Gardner Expressway and Lakeshore Blvd; as well as part of the extent rail track 'lead' to the THC facility; a track that parallels the south dock well of the Shipping Channel. In either case the gross capital cost should be offset by the fact that the existing bridges (rail and road) at Lakeshore Blvd must be widened/replaced. It also may impact (positively/negatively) on the overall cost of flood proofing on the west side of the Don, north of the still extent Lakeshore Blvd. NOTE: A caveat, as it pertains to the above comment. I am not advocating a total take down of the remaining elevated portion of the Gardner; nor would I support any solution that would require a stop and turn for those who travel between the Gardner and the DVP.
- It would, I think, be in the public interest' to determine what approach to a possible re-alignment would be the most cost effective alternative (takedown and alignment relocation or realigned elevated expressway) with due regard for maximum release of potentially developed land from sub -prime to prime category, Such an alignment, if feasible, may also free up more land in the development block directly south east of the Don Roadway. This additional land may compensate for the potentially developable land that would have to be reallocated to the original river design within the EA.
- The secondary potential development spin off could well be a small 'Channel' precinct on both sides of the westerly portion of the Keating Channel. That would be the logical linkage between the East Bayfront and the West Don Lands precincts.
- Consult with young professionals, retired persons and start-up businesses – these are the people who will reside there and use the area.
- Developers "respond" to demand for housing in the belief of making a profit.
- Work out a strategy to create a Toronto "gold rush"
- Investors and developers do NOT like uncertainty therefore start pile driving for transit elevated foundations NOW. Each station on the line is a development "hub" c.f. Yonge Street subway line.
- Provide multi-storey car park at the end of the rapid transit line for use by commuters and visitors to the Port Lands.
- Provide covered connections from rapid transit to car park and facilities
- Don't like the terminology and bias created in the public consultation handouts. Keep it unbiased and just the FACTS!! i.e. it was stated that P3 initiatives are "innovative" and "possible" and yet other options have "no precedence". Let us decide and don't present biased opinions. ONLY THE FACTS in correspondence please!
- Any public private partnership arrangements to be arranged are to be fully transparent with a "watch dog" mechanism in place with key stakeholders on board to develop a regulatory system for all PPP partnerships.
- No catalysts that will harm the neighbourhood potential. No Casinos! No big box retail! No Ferris wheels! Give us a neighbourhood that will attract local business and developers. This can be facilitated through land remediation to clean up the brownfield sites. This would also be spurred with proper flood protection and Don River naturalization. This would decrease the risk developers have of building and investing in the area! This was

already identified in the previous plan!! Why are you not listening? GIVE US COMMUNITIES AND NOT CASINOS! The catalyst to be developed by Torontonians in a transparent manner and not by outside interests. Let us shape the land we love. The cost for naturalization is anticipated at \$175 million of a \$2.5 to \$3 billion project. To open this are to developers this is a small cost (relatively) that should be done in one phase to attract developers.

- Stay with the original concept! Use profit to drive further development costs. This will allow for a phased development approach. We don't not want acceleration!
- I'm hard pressed here. It sounds like you guys are already looking at every possible angle. I was very impressed by Mr. Williams' presentation at the open house.

TOPIC: Development Planning and Phasing

1. What do you like about the directions emerging?

April 3, 2012:

- Original PWS (2007) can be done in phases we feel that it should be done without the loss of 40 acres of park land.
- We like the idea of phasing development but we don't feel that the loss of 40 acres of parkland at the mouth of the Don has to be part of this.
- Starting north of Keating Channel is good.
- Focus on public transit is important and should be an even bigger focus.
- Need for phasing – sections for planning.
- Possibility of visioning – potential to guarantee timelines.
- Liked phasing.
- Identification of the potential of areas for phasing is good because it allows for time to vision the Port Lands comprehensively.
- Like acceleration if it means a green vision.
- The idea to address the Keating and quay precincts first, at modest infrastructure cost, is attractive.

April 4, 2012:

- Phasing is a good idea. Area A should be first. It should not be another concrete jungle.
- Seems to point to development north of Keating Channel first.
- Phasing

Submitted via email and mail April 4, 2012 – April 15, 2012:

- I like the idea that, as long as we have a clear development plan, we can build this in stages.
- Great to see consultation at such an early stage in the planning process.
- Take care – do not get the cart before the horse – Overall vision is not there yet.
- Public consultation to get our voice heard.
- Seems pretty sensible, as far as I can tell. Breaking things down into manageable chunks is the way to go. If you can unlock revenue potential earlier without compromising* the vision/integrity of the whole project, go for it.

2. What, if anything, concerns you? Why?

April 3, 2012:

- That the development might be lacking in vision: Glan Tower.
- Need a catalytic tenant to set the tone.
- We have 1000 acres we should be able to carve out 40 acres. This will enhance the value of the rest of the Port Lands. We are afraid that if we at these tables tonight and tomorrow night don't say enough about the loss of parkland that we will be helping to seal the fate of these 40 acres of parkland.
- Build out of Quay precincts early on is a bad mistake → they would require major and complex infrastructure to remote areas that might best be diverted to parkland.
- There is a growing community demand to maintain giant waterfront park on Don Mouth – this will only increase as areas nearby are developed – development right on the Don Mouth is therefore extremely short sighted – leave area between Keating and Shipping Channels and west of Don Roadway as a potential for large park.
- Elimination of money for earlier guaranteed flood plain and other development.
- Must have green city visioning – off the grid, urban agriculture, mixed use.
- Culture does not rule but supplements city – phase in changes to river with phases of culture.
- Is there development potential over the 20 year horizon that will naturally occur in other areas of the City, that could be prohibited elsewhere and directed into the Port Lands?

April 4, 2012:

- Straightened commercial street, why?

- I do not want any development on the quays, particularly if the promontory has been removed.
- Pursuing development of the Port Lands before completing the development of the West Don Lands, East Bayfront, and Keating Channel Precinct would be a mistake. We might be biting off more than we can chew and we might end up cannibalizing development in those areas. Successful development of those areas would act as a catalyst for development in the Port Lands. It would also be easier and less costly to extend public transit into the Port Lands because there would already be good public transit servicing large populations in those areas.
- No serious effect to make affordable housing available in preparations needed given the income profile of Toronto's households.
- Transit – why wasn't there any info on transit?
- LOP and Lower Don Lands left out, why?
- Lack of vision, innovation, sustainable development
- Connectivity to green spaces
- What income bracket this will be accessible to (housing?)
- What will this become? What will it be known for? What will be unique?
- That the plan will be replaced a number of times before full implementation so we should ensure that what we do first is the best that can be done to set the standard for future iterations of the plan.
- The plan used as background (like letterhead) is not referred to in the phasing.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- I'm concerned that we will rush into this and blow it. The April 4 feedback session was held within fifty yards of the waterfront at the Harbour Castle - a prime example of previous city councillors/ developers blowing it.
- That the handouts do not show % green space, % retail, % residential, etc.
- The fact that this planning and development plan was ALREADY CREATED! Please use less tax payers money and revert back to some of the key results of the ORIGINAL PLAN! (i.e. the green spaces, the naturalization) we have already spoken as a City once! Why don't you listen to our original voice?
- No discussion on height restrictions. No horrible looming towers over our beautiful lake side setting.
- Lack of vision (see my next page vision statement) – create an overarching plan based on this (see my phasing proposal below).
- The 1-page handout for this section is pretty vague, compared to the other 2.
- Phasing is good, silos are bad. Scared that if we "uncouple" aspects like green space, they will never see the light of day.
- Transit is not included in some of the costing for the areas – specifically Cousins and Poulson Quays although the areas E2 and 4 across Cherry St have allocated \$160M.

3. What refinements, if any, would you like to see explored?

April 3, 2012:

- Extend Carlaw.
- Leslieville inclusion is confusing.
- Retail is not enough → need cultural, entertainment, family entertainment, theatre, e.g. "Cirque de Soleil"
- Development parcel A and B at the northwest are preferred as they are closer to the future (Pan Am) neighbourhood fabric and transit.
- That "smart growth" ideas should be supported by provincial/federal and help with infrastructure costs so that housing density can occur here and not on the moraine.
- We should spend money on creating a beautiful city and retain the existing 2007 Lower Don Lands plan.
- Retain the original plan.
- No compromising!
- Demand the money from a project that has already been approved – particularly the river – make the flood plain as wide expansive and beautiful as possible.
- Get some wind and solar power up and make it carbon neutral if possible.
- Naturalization should come as soon as possible.
- Restrict height of buildings on Port lands severely.
- Clarify transit – bikes, walking, wildlife corridors, LRT/water opportunity to experiment with alternative types of

roadways.

- If development is not paying for anything beyond its own site then direct it to Keating and east of Don Roadway along the lakeshore spine. Clarification of role of culture.
- Involve more local design professionals in the consultation.
- Review other successful models for visionary water park and estuary developments.
- Revisit costing of 2010 and begin phasing it.
- Citizens should demand money to pay for planning that has already been approved.
- I would be inclined to collapse phase 1 and 2 into one first phase, and then phase if financially necessary before moving into what is now phase 3. Phase 2 brings a large benefit to useable land.
- It is not clear to me when we would need to do something about the expensive lift bridge(s) over the Keating and Shipping Channels. Would it be useful to consider fixed bridges or tunnels instead of complicated lift bridges – which could create a problem if it failed, obstructing the channel for months? Would a fixed bridge be less expensive and less ugly?

April 4, 2012:

- Will (when) the gardener be coming down and the VIA be redesigned...
- No development on quays.
- Before starting on any work in the Port Lands other than that required for flood protection, complete the development (real estate, transit, water and sewers) in the West Don Lands, East Bayfront and Keating Channel Precincts.
- Revert to the original 4WS plan as the preferred plan and focus on development planning and phasing for this concept.
- Proceed to complete flood protection as follows: a) 1st stage: complete flood protection work from the Don Roadway to Cherry Street; and b) 2nd stage: complete flood protection west of Cherry Street and south of Polson Quay.
- Consider the feasibility of transferring development land lost through the return to the original 4WS plan to areas in the Port Lands east of the Don Roadway.
- More affordable housing especially family friendly housing close to the ground.
- If we can't seriously address the chronic shortage of affordable housing in this huge piece of land where will Toronto address the problem?
- Master plan for full Port Lands
- Vision, excitement
- Sustainable design
- Community centre
- Social housing
- No reference is being made to heritage in the plans. There is a total history around Fisherman's Island and the Ashbridges Marsh and what has already been obliterated should be recognized.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- This area should be a lot more attractive to investors once the flooding issue has been dealt with and, knowing there is clarity on what can and cannot be developed with a guaranteed designated green space, 4WS will eventually create acres of sought after prime real estate that will attract the appropriate development.
- The plan cannot focus solely on the road linkages/network. Depending on what is contemplated for the precinct planning designations, there may well be a continued need for the existing Portland's railway; as well as a continued need for a Toronto related marine port and port authority. Planning designations should be embedded in robust policy constructs that reflect to-day's world; particularly as it relates to: (1) the lands east of the Don Roadway and the lands bordering the north and south sides of the Ship Canal. While some will argue that there are too many full service ports in the GTA – and there may be along specific dimensions – the City of Toronto must weight off local urban goods movement/centralized goods/commodity distribution policy objectives that might ultimately require continuation of the railway/marine transportation modes. For example, the storage and distribution of salt from Toronto is of significance; not only to Toronto but much of southern Ontario. Could this be moved to say Hamilton? Perhaps, but there still would be a need for a 'Ship Canal' if the City deems that the existing "cement campus" is critical for continued local construction activity. Indeed. If the lands west of Cherry Street are to become residential/local retail over time, it may be necessary to relocate the two cement distribution facilities; as well as the TPA's heavy lift facility to a site(s) adjacent to the Ship canal.

- To be prudent, the existing footprint of the TPA; as well as select lands adjacent to the Ship canal should perhaps be zoned for port and marine uses, including bulk commodity storage and trans-shipment uses.
- To be competitive, a full service port requires direct rail access; as well, direct rail access needs to be strategically planned for, especially if a revised industrial land use zoning includes new distribution centres of City/regional significance. For instance it might be prudent to provide for rail access to Commissioners Street in order to replace the one lost by the need for the Don River spillway, If this is deemed essential for the future (depending on the ultimate land use zonings then it would be necessary to negotiate with the firm that operates the roofing manufacturing facility to grant permanent access rights through its property utilizing the right of way alignment of its most easterly siding.
- This is an old fashioned zoning designation. If the term is to be continued in downtown Toronto it should be defined to mean compatible uses; including enterprises that produce measurable products (e.g. like power production and software/films (Corus); as well as traditional manufacturing (e.g. the roofing manufacturer). It should also include allowance for distribution facilities such as parcel express/postal enterprises; as well as for manufactured natural resource products – like a centralized lumber distribution facility. It should NOT however include big box centres. This should be a separate designation perhaps building on the area where the facts on the ground more closely resemble 'Big Box' like the Lakeshore/Lealie area. Build on existing successes.
- No matter what transpires, it is extremely important to amend the planning regime to protect the lands that will be required for the flood plain sometime in the future, no matter what the final alignment is chosen. By the same token the lands for the proposed Lake Ontario park should be formally brought into the planning regime at the same time
- Serious consideration should also be given to formally including in the planning regime, a “Port District” that includes the TPA main facility are; as well as one/or both sides of the Ship Canal for marine related distribution activities (e.g. future relocation of the heavy lift transshipment crane to the south side of the Ship Canal because of the nearness to the TPA rail siding; as well as the future potential relocation of the two cement distribution facilities located on the west side of Cherry Street (e.g. on the north side adjacent to the existing cement campus; most likely site would be the old paper mill site).
- The Principle: People live downtown in order to get to work quickly and be close to amenities and entertainment, therefore plan accordingly.
- The Action:
 - Develop a master plan NOW then set up the phases for implementation.
 - Show “green” all round the perimeter for a landscaped walkway and bikeway.
 - Show “green” for parks, parkettes and connecting paths & bike routes.
 - Show the Rapid Transit Network – Poor ground, fluctuating ground water levels with Lake and to avoid flooding this must be elevated and connect with high level tracks into Union Station go through the Port Lands and loop up to Scarborough – VITAL
 - A streetcar does not have the capacity nor speed – use this for local downtown.
- Show mosque, church, outdoor amphitheatre, tennis (all weather) facility, swimming pools large enough for water polo and Olympic training, soccer pitches, etc.
- I have designed, built and delivered comprehensive, integrated urban infrastructure – create MORE excitement, what I have seen is dull.
- Phased development as per the market sounding results. Phase the development as follows:
 - (1 year) Phase 1: start with the foundations/ the basics
 - Remediate the land – the City allowed pollution decades ago! They should be responsible to clean it
 - Naturalize the area and the Don river all at once to save costs Torontonians pay for this vital revitalization
 - Develop a new environmental assessment
 - Develop a VISION! A cohesive vision before any development
 - (2-5 years) Phase 2: Development Initiation
 - Partial commercial development in pockets concurrently – create green public spaces through corridors to attract more development – create transit corridor connections (again to attract more development) – use the monies collected here to move further development in Phase 3
 - Ongoing consultation

- (5 – 15 Years) Phase 3: Development Completion
 - Further commercial development (to fill it out)
 - Ongoing consultation
- Keep up the public consultations. And thanks!

OTHER FEEDBACK OR ADVICE?

April 3, 2012:

- There has been little feedback to the questions we had at the first meeting: what will the acceleration initiative produce at the end of the process? what is the status of the existing plans, especially the Lower Don Lands Framework Plan? Who is responsible for what? What are the roles and responsibilities of all the participants?
- Where are the financial details? How can we sign onto changes to the Lower Don Lands plan without more details about funding/revenue sources? Where are they?
- Why are we discussing “destination retail” in this process? how will this kind of development make Port lands infrastructure more affordable?
- Why is the acceleration initiative looking at changes to the LDL framework plan? This is not within the scope as described by Council documents. Purpose of acceleration is to define how to implement existing plans.
- Concern that we’re being asked to sign off on changes to the plan that haven’t been fully explained.
- I hope that this string public outcry is not ignored as city planners impose their vision. We had a strong publically supported vision. We should not be chipping away at it.
- Stop trying to reduce the flood protection areas – let the river expand as much as possible.
- Widespread demand for a big, bold vision and protection of the last bit of Toronto’s waterfront.
- Disgust with even considering using the Port Lands as a location for something as dull as a big box store.
- There is a massive demand at this meeting to increase the green space, increase the wetlands, and decrease the emphasis on residential/commercial development.
- Use your local professionals.
- Liaise with essential services re: forests, health issues etc.
- Use the potential for a city with mixed use areas.
- Public consultation → rubber stamp?
- Will our ideas be heard?
- I want to see the park.
- Think about the third watershed – Humber and Rouge are recognized but this one is not.

April 4, 2012:

- Does the flood protection calculation include a protection for an increase in the frequency and security of future storms based on current parameters for global warming effects?
- Where is WT’s business plan based on the revised EA preferred alternative? Why is it not part of this process?
- How does the revised river mouth answer the need for re naturalization if there is no space for wetlands between Polson and Corius Quays?
- The full rationale for abandoning the promontories has not been made public. The explanation given at this meeting was not convincing.
- Who is the Councillor for Ward 27?
- Dedicate parkland now!
- Slow down
- No development on quays.
- Restore 40 acres of parkland on quays if necessary.
- Develop Parcel A first.
- Create whole communities, not monocultures.
- Ensure the areas are welcoming to families with large enough units and playgrounds no more than 250 m apart.
- Don’t create another concrete jungle.
- Every condo should have some green space visible to the street and conditions that will allow large trees to grow to maturity.
- It’s postulated that by removing 40 acres of parkland from the original 4WS plan, it would open up more land for development and thereby save lots of money. To see if this conclusion is valid, i would like to see a comparison of soil remediation and water/sanitary sewer infrastructure costs for the 4WS plan and 4WS realigned plan in the Port Lands area west of the Don Roadway. Perhaps these costs would be lower for the original 4WS plan.

- Questions I would like answered:
- The Port Lands acceleration initiative summary says that 4WS realigned plan provides for flood protection phasing. Wouldn't the original 4WS plan allow for flood protection as well?
- The Port Lands summary says the realigned 4WS plan would reduce costs by \$175 million. Observation: this cost when spread over the 20 year timeframe does not seem that daunting. What are the factors contributing to this \$175 million? I would like to see a breakdown in costs for each factor. Would the projected costs for flood protection be that much different for the 4WS plan and the 4WS realigned plan?
- In the flood protection summary it says that the EA was amended in April 2011 to address stakeholder concerns. What stakeholders had concerns? What were the specific stakeholder concerns?
- In the summary, it says that the promontories were removed because they would have an impact on current shipping. How valid is that conclusion? A Toronto Harbour report says that existing cargo tonnage is made up of mostly sugar (to Redpath refinery) and aggregate materials. Ships going to Redpath refinery would not be anywhere near the shoreline where the promontory parks were to be located. I would assume that most of the aggregate materials would be handled somewhere in the ship channel which would not appear to be affected by the proposed promontory parks.

Submitted via email and mail April 4, 2012 – April 27, 2012:

- Do you have some kind of fact-sheet that explains the differences between Option 4WS from the earlier discussions and Option 4WS (revised) that is now being discussed? I'm thinking of a pretty wide-ranging one- or two-pager that sets out changes in timeframe, cost, location of residential and other spaces, route of the river, etc. I think this would be a very useful document to help people weight the costs/benefits, gains/losses, tradeoffs in adopting one of those options over the other. Thanks very much for considering this.
- Can you tell me if the reports from the meeting held a few months ago at the Metro Reference Library (concerning acceleration of development) are available, and where I may find them?
- Whatever happened to the original design for naturalizing the mouth of the Don (approved by council in 2010), one on which we spent millions of dollars and hours of public participation?
- Why has the MVVA Don Mouth Naturalization plan been dropped? Why are we looking at alternatives that are mainly exercises in hardscape engineering and that have nothing to do with naturalizing the Don. The proposed alternatives reduce parkland, have no naturalized wetlands, or natural river mouth.
- I have read the Globe stories this week and am disgusted with the revised Port Lands plan. We lose key park elements which made the plan a "visionary one". Toronto residents in their thousands sunk the madness of Doug Ford's ferris wheel proposal. Now we have "Port Lands light" - or as Ken Greenberg described it "total mediocrity" with gutted public space at the key opening of the river to the lake. Stick to the plan that inspired us, don't sell Toronto out.
- The Portland development will require a Rugby playing facility consisting of a field and dressing rooms.
- When the TPLC and Doug Ford unveiled their alternate plan for the Port Lands last fall, with the help of \$500,000.00 from the operating budget of the (city owned) TPLC, Waterfront Toronto received overwhelming public support because they listened to, and reflected, the opinions of the public. They represent our best chance at building the awe inspiring, award winning vision for the Port Lands. Please don't abuse that public trust by catering to the whims of a handful of politicians, developers, or real estate agents who are only trying to make a fast buck. This goes well beyond our generation.
- Regarding the Toronto Port Lands and all this revising and rejigging - just stop it... - just go back to the original plan.
- As a City taxpayer I am very concerned about the acceleration plan: Prime parkland is at risk; and this city needs parkland more than anything. Flood protection should not be compromised, it endangers life, especially considering the extreme weather we will see more.
- I have read everything I could about the issue of the Portlands development and have concluded that the recommendations in the original study are the ones that should govern the project. The plan addresses all the issues. Yes, it will take time to fully implement, but after two hundred or so years of arguing back and forth, another ten or twenty years devoted to producing something really good as opposed to something expedient won't make that much difference. The critics had their chance to voice their views during the lengthy design process. To now scupper the original plan based on a hastily-congregated committee's recommendations just because the Fords and a few supporters on City Council don't like it (and probably don't understand it) would be irresponsible and short-sighted. Although the ridiculous notion of a ferris wheel and a mall are no longer on the

table (at least I hope so), the fact that these ideas were floated at all is indicative of the lack of vision for a great city that characterizes our mayor's agenda.

- I do not understand why the green space at the foot of the river on both sides has been eliminated! Surely those who will be in office towers or condos would appreciate having beautiful parkland to look at and enjoy rather than being at the water's edge. It just does not make sense! Which then prompts me to question the other changes being suggested in the interest of "speeding things up". Please do not be swayed by the politicians, be proud of what has been critically acclaimed as the "best in class plan" for the Port Lands area.
- There has been much talk lately that much of the planning, consultation and wonderful ideas for the portlands at the mouth of the Don are to be cast aside for a cash grab of developers' money. After decades of neglect, suddenly there is this supposed urgency to get moving on this and a spurious argument that private developers' money is needed to make it happen now! The plan that has been worked out over years of planning and public consultation should not be shunted aside for short term questionable private interests. If there is not enough money to do it all now then wait for awhile....the land is not going anywhere. We have an opportunity to do something marvellous here that will be a key green space for Torontonians and visitors for centuries. It is not a place to build condos or casinos. Please slow down and think again. Also, please keep me informed of any proposed changes.
- Please tell me what I can do to help ensure that council either rejects the revised plan outright, or postpones its implementation pending more EA and public consultation. Can we stop this thing in 3 days!?!?
- I do not agree with hastening the development of the Port Lands. I have visited Melbourne & they have redeveloped their waterfront in a fairly slow but well managed way. Infrastructure has to catch up. Toronto needs to preserve as much park space as possible North Queen's Quay has become a concrete wind tunnel -- not something to be replicated! The cleaning up of the Don River must be continued & the floodlands protected. It seems to me to be commonsense. Residents seem to have been satisfied with the current progress so I suggest the Mayor should stay out of the discussion!
- CodeBlueTO is an utterly necessary force in the effort to protect the Port Lands in a sensible and civilized way. Please stay steadfastly in this conflict against all the short-sighted people who would wreck the Port Lands Plan.
- I didn't like the strange on-line consultation where you make a comment and other people comment on your comment...
- The case has not been made for why development needs to be accelerated and doing so brings only bad news. It's a lot of land, we need to do it right. We need public parkland like the original plan. Not an inch of parkland can but cut for development. Sounds tough? Well, I've already been to consultation meetings as part of the original plan. The public input and public consultation is done. If you want to change it, we should start over. To me, that means a new environmental assessment. Changing the plan, or building quickly will flood the market with land - pun intended. It's all important - naturalizing the Don River, flood protection and the integrity of the consultations that have already taken place.
- Please do NOT deviate from the original plan. This city needs more green, public space. The waterfront is a precious resource that has already been largely ruined by poorly planned and executed development in a way that is permanent - there was no thought to how past development would spoil the waterfront for every following generation of Torontonian. The port lands are one the few places where it can be saved and improved upon.
- Please - less commercial development, more naturalization and public green space. Please - return to the original award winning plan.
- Start generating revenue now. Set up a zone for all city.
 - Concrete waste – zone 1
 - Asphalt waste – zone 2
 - Metal waste – zone 3
 - General fill – zone 4
 - When piles are three or four storeys high bring in a mobile crusher which will crush materials down for sewer backfill or specify as needed, use on site or sell
 - The crusher has magnets to extract rebar and metal – sort and sell metal for recycling
 - Revenue comes from 1) sale of product 2) saving in dump fee 3) saving in transport cost – transport out – transport in from quarry 4) material is crushed to “highest quality” for the city.
- Create a vision by fusing the vision of Torontonians

- What is my vision?
 - A place I love to be! Where land meets water and people meet place and each other.
 - Beautiful, clean spaces with beauty and unexpected delights i.e. art, creative spaces
 - Green, green, green! A place with green corridors that allow people and wildlife to roam and soar! Green spaces that stretch and roll along the water's edge. The water is for the people and not the people in glass towers. Please remember that and keep the land open to the public and to those who cannot afford the glass towers! Build for Torontonians and Canadians and not just for tourists (my vision does not have any casinos or box malls, only small, local, and thoughtful retail areas).
 - Community feel – my vision creates a place where neighbours are neighbours and places feel like a home. Less of the towers that are disconnected and more of the connectiveness of proven communities i.e. Beaches in Toronto, European villages, etc.
 - Green/sustainable leaders – my vision considers green initiatives to establish Toronto as a world leader! Think district energy systems, renewables, green buildings, other sustainable features etc.
 - Cultural and heritage centres and uses – create a beautiful iconic spot to put Toronto on the map, i.e. think Sydney Opera House that represents what Toronto is: creative, artistic, beautiful, diverse.
- I have followed this project from the first showing of the Don mouth naturalization design in 2010, and have participated in all public consultations in 2011 and 2012. I am appalled by the loss of 40 acres of green space in the "acceleration" proposal 4WS, and the confinement of the Don to a narrow corridor running through a canyon of condos. In its "accelerated" form, the project now promises to complete the (almost) unbroken curtain from west of the Humber to Cherry beach which separates the city from its lake. Initially a response to pressure from a now much weakened Mayor, this change is entirely unnecessary and in fact uneconomical: the original design would have greatly enhanced the value of residential development which now threatens to turn into yet another condo ghetto. The Port Lands project is well on its way to becoming the successor of the Harbourfront development, a 91 acre gift in 1972 from the Canadian government for a waterfront park which was disfigured by some of the most banal and unimaginative architecture in Canada, and produced only minimal park space.
- *The whole acceleration discussion got me thinking about different kinds of "compromise." Good compromises involve give & take, meeting halfway, ideally win/win. Bad compromises hurt or destroy something important -- like standards, values, ideals, health, safety, security ... Let's make sure we make only good, honorable compromises.
- I am emailing because I want to share my concerns regarding the Port Lands Acceleration Initiative. I feel that going forward too quickly will be harmful to the eventual state of the Port Lands, and their contributions to the lives of Torontonians and their environment.
- I feel very strongly that there should be lots of parkland preservation and restoration, that flood protection should be paid close attention to, including restoring natural wetlands, and that the naturalization of the Don River should be a priority. I believe that economic development is important too, but must not overshadow the restoration of the ecological integrity of the Port Lands; it must work in harmony with said restoration.
- Naturalization will draw tourists and benefit the lives and well being of Toronto residents. Please reconsider rushing ahead with this initiative.
- Once again I have spent a fair chunk of my time reviewing plans and proposals for the revitalization of our waterfront. Since I retired, 10 years ago, I have participated in public consultation around this issue in numerous forums and public meetings. I am so disappointed that, once again, I am having to turn my time and attention to the same issues that I have addressed repeatedly these past years. I see no gains in the acceleration suggestions. I believe we should go forward with the award winning designs which finally emerged from Waterfront Toronto after much angst, discussion and consultation and expense.
- I am especially concerned that the naturalization of the mouth of the Don and the maximizing of publicly accessible green space be retained in the development of the waterfront. I am vehemently opposed to giving waterfront space to casinos, hotels or shopping malls. There are better locations, off the water, for these types of structures and activities. A soon to be published book, Your Brain on Nature, by physician Eva Selhub and naturopath Alan Logan describes in detail the critical role that nature plays in human health. If one takes a holistic view of the waterfront revitalization and its role in helping to create a sustainable, vibrant city, one cannot separate the less tangible benefits of public access to waterfront vistas and the reduction in health care spending which can result from retaining or creating such access.

- Keep CodeBlueTO recommendations!
- My comments are the following:
- Port Lands development should be guided by a vision and values associated with the public good. Private interests (e.g., condo and retail developments) should be secondary to the public good.
- As part of the plan, develop continuous parkland from the Leslie Spit to the Don River. It should be designed to create a continuous wildlife corridor. What a fabulous addition that would be to our great city!
- I want to see more, not less, green space in the Don Lands plan. There should be much less development, with fewer condos - not a wall of condos blocking the public's view of the lake as there is further west on the waterfront. The public deserves to be able to see and use the lake and waterfront.
- All housing/condo developments should be required to include units for seniors and people with disabilities subsidized units as well as for people with low incomes. These developments should all include large green spaces paid for and maintained by the developers. The aim should be to create inclusivity and diversity, not exclusivity.
- Do not, under any circumstances, allow big box stores and shopping malls because these would destroy local small businesses.
- I am absolutely opposed to having a casino in the Port Lands. It would greatly detract from any sense of social cohesion and community in the Port Lands.
- Maximize green space where the public can enjoy the shore and the lake and have some refuge from the pressures of modern city life. If cities like Chicago, New York, Rio de Janeiro, and Saskatoon (to name only a few examples) can do it, so can Toronto.
- As a concerned resident of the western end of the Toronto waterfront (in Mimico), I urge those in power to make NO CHANGES to the plan for the Port Lands that was approved earlier and has won awards for its outstanding merits.
- I am a downtown eastside resident (Riverdale), who already uses the existing waterfront extensively both walking and cycling and am passionately interested in a community involved and environmentally considered approach to its ongoing development. I wish to endorse the concerns and objectives presented by CodeBlueTO.
- I would like to endorse the position of CodeBlueTO without reservation. As a member of CodeBlueTO, I have participated in formulating it's positions. Please add my voice to theirs under all your questions.
- I would like to congratulate you on developing such a comprehensive package of information in the short time you have been given. The results prove what has been said all along – Acceleration is not possible. The area is just too large and has too many challenges.
- The number one priority needs to be the Flood Protection to safeguard South Riverdale and free the land for development. The second priority is to ensure there is no loss of park space that has been approved already as part of the Lower Don Lands Framework. An overall plan for the complete Port Lands area needs to be created at a high level.
- Why accelerate? The approved North of Keating and Lower Don Lands plans should be implemented with possible modifications if the promontories are to be removed.
- This exercise has proven that Waterfront Toronto has a true vision of the capabilities of developing the Port Lands and the lead should remain in their hands.
- Whatever is decided upon needs to be sanctioned by all levels of government and locked down so it cannot be reopened by successive City Councils. The \$1.5M plus and wasted year to determine that acceleration is not possible, should never be allowed to happen again.
- This is our legacy to the citizens of Toronto. Let's get on with approving the EA and finding the money to complete the plan that has already been approved by City Council.
- I am deeply distressed at the possibility that the carefully thought out original plan for the Port Lands may be short-changed in the name of expedience and short-term profit. We've all seen this movie before--just look at the wall of high-rises along the western waterfront. I am well prepared to be patient and have this project done right, thereby creating a better Toronto for my generation, and for the generations to come. I am so tired of being sold-out to developers and political and business interests that always dominate the conversation. I am fed-up with living in a city always satisfied with 'good enough.' Which usually means 'good enough' to line someone's pockets and the heck with the rest of us and our city. For once, we have grown-up, responsible, long-term planning in place that will generate positive, long-lasting change for Toronto. This is a once in a generation opportunity to create lasting good. PLEASE DO NOT SCREW IT UP! Do not give in to the reactionary thinkers and

'small-picture' non-visionaries who want to deprive our wonderful town of its full due.

- Just a few quick comments on the information presented at the latest open house at the Design Exchange: No need for acceleration of the timeline - as we can see this a long-term process; No need to "cash in" earlier due to political pressure; Loss of natural river mouth is unacceptable; and, adding development parcels here are not required. Green space in this vital area is needed - continue with the original plan as best as possible. Development south of the Keating Channel cannot start until berm is in place; so it's pretty hard to rush development so there is no need. Waterfront is still a great piece of work overall, but I hope that this "acceleration" program is not the start of watering down the plan. Stay the course.
- I have stayed involved with the Waterfront development process because I think it has been well run, transparent from the beginning. I understand that there is political pressure to 'hurry up' and monetize more of the land to make it cost less. Don't compromise! Torontonians have given their support to the plans that were drawn up originally, to provide green space, a naturalized Don River mouth to create more parkland, more space for people to enjoy and clean water to flow into Lake Ontario. This is simply worth paying for. Don't let the financial folks make short-term decisions that we will regret for generations. All of the changes proposed compromise the original vision both in spirit and in content.
- I am writing to offer my feedback on the Port Lands Acceleration Initiative. I am greatly concerned that the updated proposal sacrifices a significant amount of green space and postpones the naturalization of the Don. Looking at the original, approved plan and the new proposal side-by-side, the reduction in green space in the latter is striking. I feel this would be a great loss to all residents of Toronto, and especially to potential occupants of new developments in the Port Lands. Moreover, the staging pushes the completion of the re-naturalization far off into an uncertain future, instead of making it a priority. It's unclear when, if ever, the river's mouth would actually be completed. Saving \$175 million would be nice, but it's not terribly significant in the context of a \$3 billion project, and not worth the significant trade-offs contemplated in the updated proposal. My strong preference is to return to the original, approved plan, and focus on finding ways to fund it.
- It was good to have each of the working areas present their findings and I appreciated the clear presentations. My concern is that nowhere was the original and agreed upon plan presented for the proposals to be compared with. This was true for the presentation also at the Research Library. Considering how many new people have become involved, it seemed crucial to me that they be shown the prior work which had been done and had been accepted. As someone who attended almost all the earlier planning sessions, I felt diminished by these two recent presentations, as though the wonderful work done by Waterfront Toronto with full consultation with a solid core of the public ceased to have meaning.
- No plan for infrastructure, clean-up of the land, or transit were presented and so nothing should be decided until this part of planning is in place.
- My vote is clearly for the original design. It was evident from the presentations that no real acceleration was forthcoming and the new proposed design eliminated 40% of the park space around the re-naturalization of the Don River Mouth. Re-naturalization is a much better use of the waterfront area than a high density, commercial approach. I fear that a temporary build-up of the Don Roadway as a flood protection berm for some of the flood lands may mean that the rest never gets done. Waterfront Toronto has an impeccable record for progressing step by step with the most careful and complete planning. This is worth waiting for in the Port Lands and Lower Don Lands as well.
- Have First Nations been engaged in this consultation and what provisions are being made for this, if not?
- The Port Lands should be framed as the city's intertidal zone, between the lake and the city.
- All the land south of the shipping channel should be turned into parkland - it won't be built on for more than 50 years, so just green it up now and let it go.

ATTACHMENT C.

Feedback from Other Written Submissions

Sent: March-30-12 5:51 PM

Subject: Please Slow Down - Re: Media Advisory - Port Lands Information Open House and Feedback Workshops

Our PORTLANDS looked like this in the 1830's. Then came our landfill. Then came controversy.



After much ballyhoo and hoopla we all decided to hurry up and slow down.
We slowed down to prevent building shopping malls and giant Ferris wheels.
Then we decided to hurry up again.

After more bureaucratic committees full of even more ballyhoo and hoopla we are finding that we really – really – do need to slow down development of our Toronto Portlands. The facts that are coming out of even further due diligence are all ending up in the same place : SLOW DOWN.

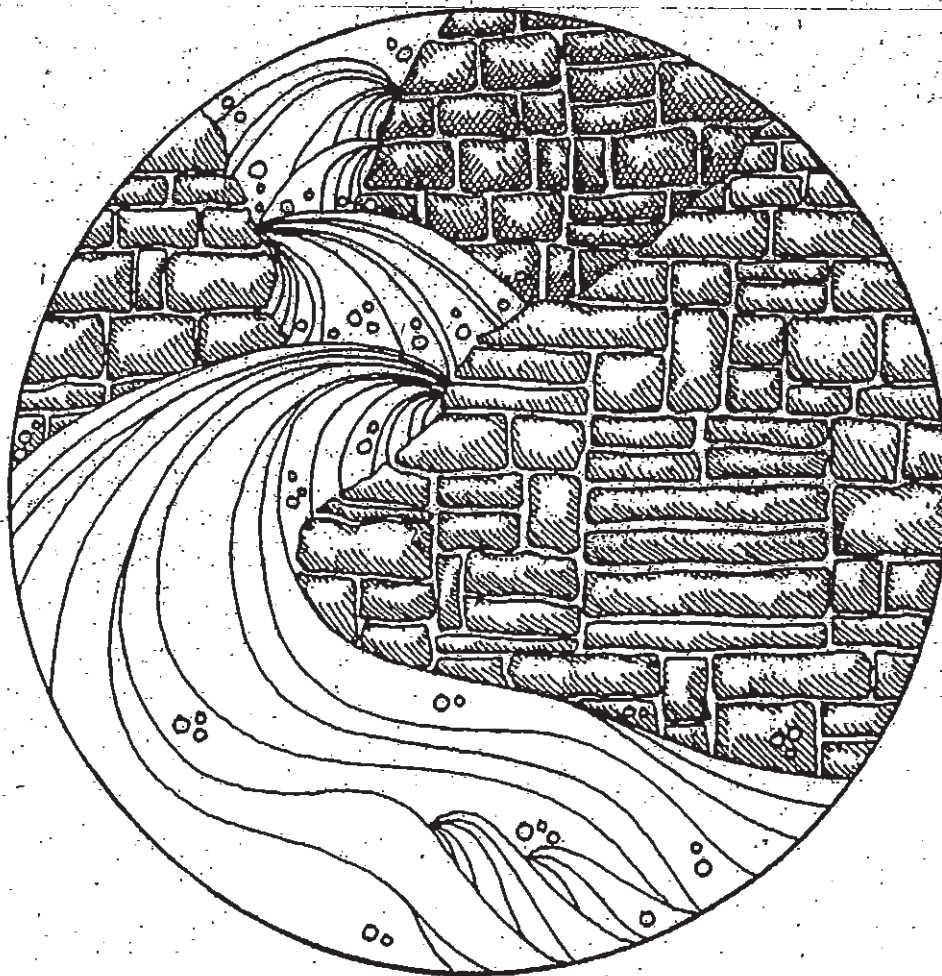
The latest information on why it has to take longer than anyone looking to make quick bucks would like can be found inside of Christopher Hume's latest write up in the Toronto Star :

<http://www.thestar.com/news/article/1143248--doug-ford-s-port-lands-dream-dies-hard> ,

but it is time we all faced the physical and economic facts of an undertaking this massive. For us living in this neighbourhood, we should be grateful that the PANAM games spurred as much real building as it did, as soon as it did. With the physical construction difficulties and the financial economic shortages at all three levels of government we need to slow down, and be more patient.

Thanks, [REDACTED]

AQUA TERRA:
Water Concepts
for the Ecological Society



The Water Center
Eureka Springs, Arkansas
Volume I Issue I
Spring 1991

"original"

RIVER REHABILITATION

About six years ago, in the Fall of '85, I got fed up with the endless talk among the province-wide Ontario Greens over our constitution-to-be. We had to do something to show what we stand for. Knowing of the public's concern over drinking water quality, I said, "Let's pick the Don River as a symbol of what's wrong with our tap water and our environment in general." We would say loud and clear that the Don River, of all things, can and should be cleaned up and restored. An outrageous idea! Particularly since locals regard it as nothing but an open sewer with an unnatural mouth of cement called an "urban orifice" in submission to a recent Royal Commission on Toronto's Waterfront hearing.

The Toronto Chapter of the Ontario Greens, now the Taddle Creek Greens, supported the effort to organize around the issue and get something tangible (not concrete) accomplished for the river. I said, "give me three people," and our team of four began to plan.

In late May of 1986 and the same springtime in '87, the Don River Walk got over twenty-five minutes of free television coverage and about the same total for radio and lots of press coverage with the theme of "Don't forget the Don; we should restore it." (The Walks continue each year, but more low key.)

Some time went by.

After a small meeting about Bioregionalism in May of 1988, we decided to do Bioregionalism. An ad was placed in the local hip weekly, *Now Magazine*, asking those interested to meet and go down into the Don Valley to plant and seed and see for ourselves. One who attended with his son was an executive assistant to a prominent City of Toronto elected Councillor.

A bit more time went by.

— and very much hard work

In late '88, a diverse group of citizens were invited to City Hall to talk about restoring the Don River. Over the next year and a half, we became an official City of Toronto Task Force on the Don River. It was not easy. We learned patience. Change through City Hall is one way to work locally for the Earth. The process is convoluted. The people are leading the way if they get and stay organized. Being "Green" is more important than theory. Beyond "isms". The leading edge of the movement for the Mother Earth is giving the people something to do, to heal, to protect.

Now we have a double mandate: to get public involvement and to create action-plans to restore or "Bring Back the Don." This includes re-vegetation, reforestation and reconstruction of wetlands. Also, we have funding. *

Remember, when your project starts to build momentum, welcome new people. Don't try and take credit, and on the subject of "beginnings", read *Lao Tsu*.

For more information write: Dalton Shipway
1100 Yonge St.
Toronto, Ontario
Canada M4W 2L6



Illustration by Carl Dennis (1987)

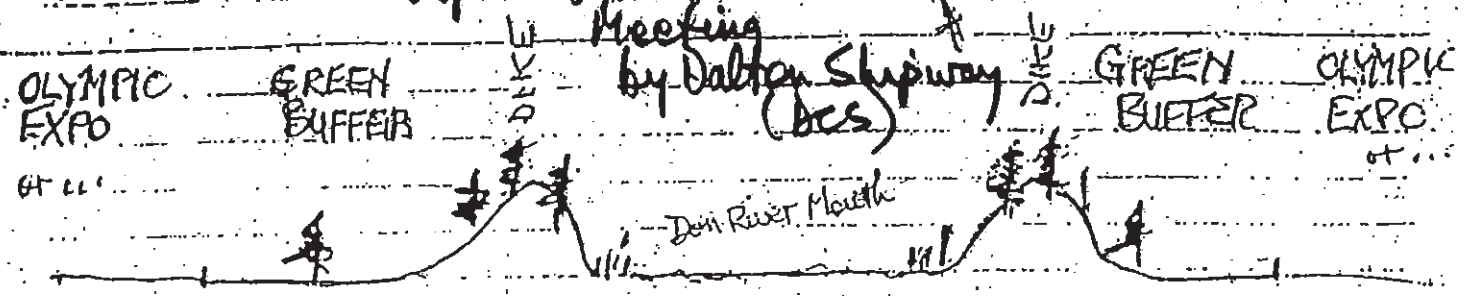
*\$ 400,000 for Chester Springs Marsh - size: 7 football fields
then,

\$ 325,000,000 for Don Lake marsh - Lake Ontario - City Council Staff report EX-45.15 (year 2010)

Map #1 MARSH AT MOUTH OF DON RIVER

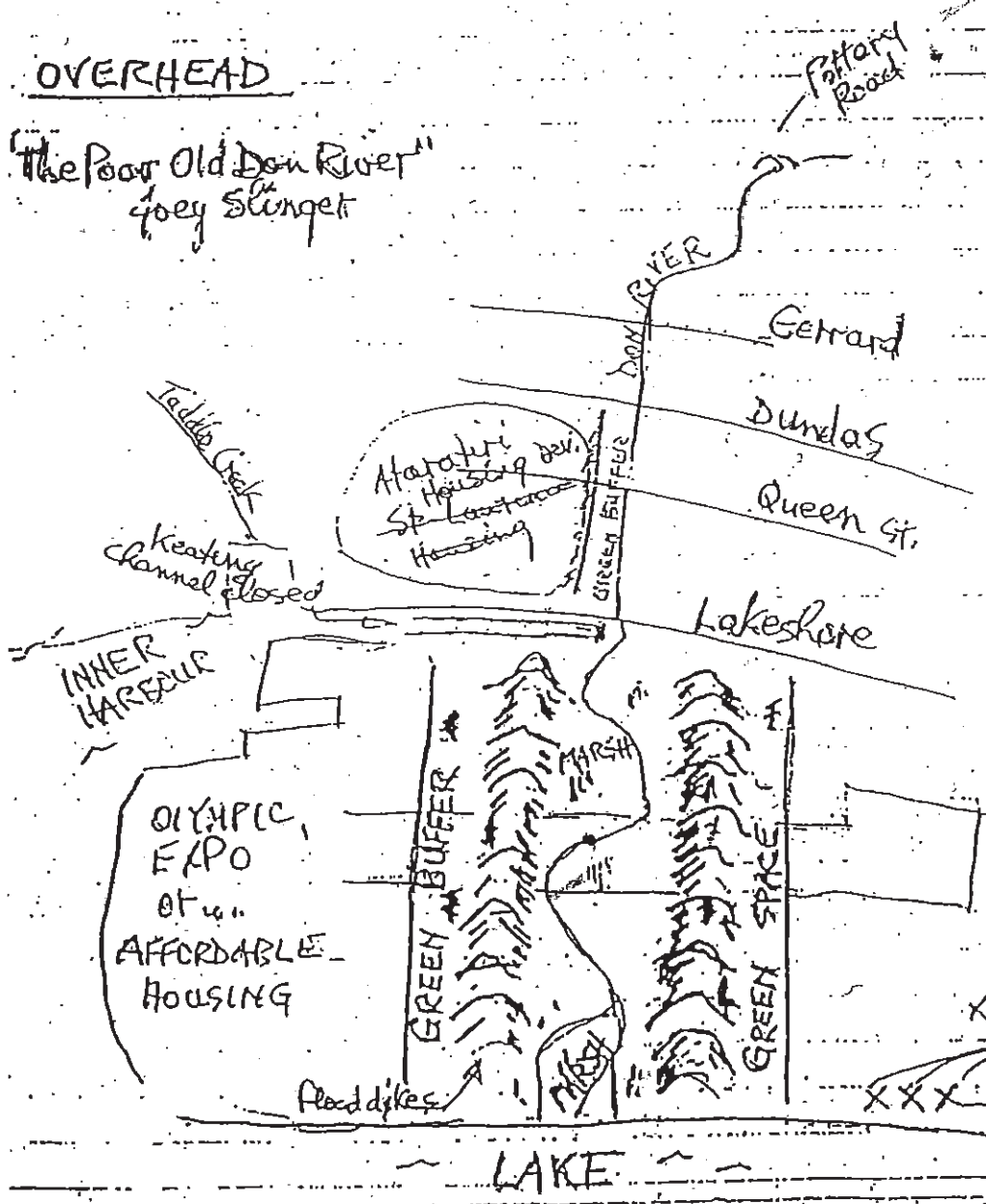
CROSS SECTION

drawn up in 15 minutes before Interim Task Force Meeting by Dalton Shipway (DCS) March 8, 1989



OVERHEAD

The Poor Old Don River
foey Slinger



Newsletter: "Bring Back the Don" Fall '86

"We always said that Chester Springs Marsh was a practical example of Bringing Back the Don," stated Dalton Shipway, a founding member of the Task Force, "and that it was meant to show the way for the Marsh at the Mouth."

According to David Stonehouse, a City Planner assigned as Task Force coordinator in the early 1990s, "The big idea that captured everyone's imagination was that of a wetland at the mouth of the Don." How to realize it posed a problem. Building Chester Springs Marsh was a step toward that end.

OLYMPIC EXPO
or...
AFFORDABLE HOUSING
garden plots
sailing clubs
rowing

LAKE

PRESENTED AT SECOND MEETING OF INTERIM DON TASK FORCE - AFTER VERBAL ADVOCACY OF MARSH AT MOUTH DURING FIRST MEETING
DATES: Wed. Mar. 8/89 DCS / PMS Conf. at the Keating St.

* Species List

1100 Yonge Street
11 December 2011

Submitted by Dalton C. Slipway

To whom it may concern,

After 25 years of hard work for this project in Lakeshore Regeneration, I feel quite strongly that we have to keep our priorities straight:

The Ecosystem Approach is the way of the future. We have to follow the Sturtevant Commission's direction of sustainable implementation using the famous three-legged stool analogy

Social: Economic: Ecosystems
(The system doesn't work without all 3)

"My waterfront has Turtles and Frogs"

It is our duty to bring back the Den which means restoring AS MUCH OF THE HISTORICAL ENVIRONMENT AS POSSIBLE in the Lower Den lands (aka Frontland)

The Jacuzzi we have lake marsh that was Ashbridges marsh can now have regenerated habitat.

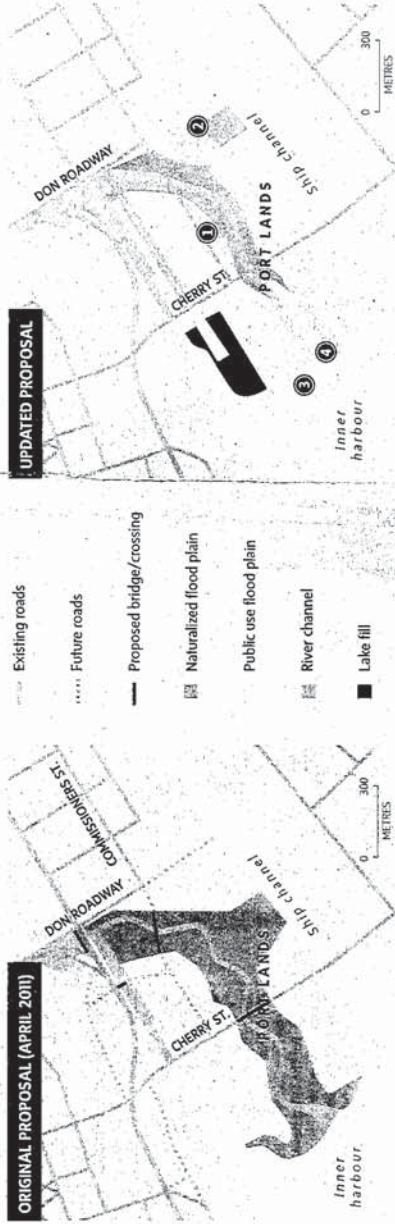
* The Target Species for this project

- should be
- 1: Bullfrogs
 - 2: Snapping Turtle
 - 3: Wood Duck
 - 4: Northern Pike
- Sincerely, Dalton C. Slipway

* Since Toronto's functional Port never merged with the St. Lawrence Seaway completion, the name "Portlands" must be changed to "LOWER DENLANDS"

cc: David Crombie, C. G. Fauda, Fletcher, C. J. Far Star

NATURE MOTIVE over Profit Motive



- ① Moves the valley system north to create larger development blocks.
- ② Moves the spallway to the Don Roadway, also creates larger development blocks.
- ③ Eliminates the promontories at the mouth of the river to ease shipping.
- ④ Alters the river mouth to accommodate existing uses.

The original Port Lands plans, developed by Waterfront Toronto, included a \$634-million plan to naturalize the mouth of the Don River. The proposal was the result of more than a decade of public consultation and is part of a lengthy environmental assessment that is now on hold by the province. Critics of the proposed riverside park, including Councillor Doug Ford, say it is too costly and will use some of the city's most valuable undeveloped land with spectacular views of the skyline.

THE GLOBE AND MAIL
SOURCE: TORONTO AND REGION CONSERVATION

DEVELOPMENT

'I told you so,' says Doug Ford about Port Lands plan

But others have a different take on the revised waterfront proposal, which allows for more development and less green space

ELIZABETH CHURCH

There is no mention of a Ferris wheel or a monorail, but a new look at kick-starting development of Toronto's Port Lands includes a less pricey option for the mouth of the Don River that allows for more development and less green space.

The study examines when - and how - to develop the Port Lands, which stretch from the inner harbour east to Leslie Street. The interim findings will be released Saturday at a public open house. An advance copy, obtained by The Globe and Mail, identifies areas where development could begin within years instead of decades. But all that depends upon the right market conditions and the city figuring out a way to deliver transit and services to the eastern waterfront.

Councillor Doug Ford says the study proves his point. It was his missing last summer about fast-tracking development with a luxury hotel, a megamall and a Ferris

“The only thing they are missing is the Ferris wheel.”

Doug Ford
Councillor

wheel linked to the downtown by monorail that led to the current re-examination. “I told you so. You can print that in big letters,” Mr. Ford said. “They are looking at mixed use and one of the critical things is they are missing is the Ferris wheel.”

Others have a different take on the findings, which include a study of real estate demand and financing options, as well as alternatives to transform the mouth of the Don River from a stagnant channel to a waterfront park. “He must have a different set of

expert reports than I've been reading,” said Councillor Paula Fletcher. “It is not a slam dunk. This is a very complicated, long-term project.”

The Port Lands study is a joint effort by the city and Waterfront Toronto. It's part of a compromise struck by city councillors after Mr. Ford failed to get the needed support for his plan to take control of developing the lands from Waterfront Toronto. A final report is set to go to the city's executive committee in June and to council a month later.

A review of office and residential demand commissioned for the study shows that even with services in place it will take decades to build out the entire Port Lands - an area equal in size to the downtown core. It singles out sites such as land at the northern edge of the area that could be developed first under the right conditions.

Mr. Ford - long frustrated by Waterfront Toronto's lengthy development timeline - dismissed

those findings. “I totally disagree with that,” he said. “I'll get another firm to tell you something totally opposite. The market is there.” Still, he pledged to continue to work with the agency on its plans. “We are moving it forward,” he said.

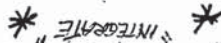
One of the most controversial issues the study addresses is the transformation of the Don River. The original plan developed by Waterfront Toronto included a \$634-million design to naturalize the river's banks as it flowed to the lake. The design is the result of years of consultations and part of an environmental assessment. The new study takes a second look at the other options included in the environmental assessment and proposes an alternative to the chosen design. That alternative leaves larger blocks of land for development and includes a more narrow strip of riverside park.

John Campbell, head of Waterfront Toronto, estimates the new design will save between \$100-

million and \$160-million. Its real advantage, he said, is that it can be built in phases, allowing development to begin before all the work is done.

“The dream isn't quite as big as it was, but it is still a naturalized river and green space,” he said. Building the project in “digestible chunks” means the costs will be spread. First up would be the “spallway,” a stretch of green space that runs south to the shipping channel that he estimates would cost \$50-million.

John Wilson, a long-time advocate for the Don River and a member of the advisory group consulted for the study, said he is saddened by the prospect of losing the planned promontory park at the mouth of the river and the spectacular city views it promised. But he says the revised plan is “something that can be built.” The best case, he said, would be to have the original designers work on the new plan. “I'd love to see them put some pizzazz and wow back into it,” he said.



Fool Us Once,

"original"



FRED SEBASTIÁN

Won't Be Fooled Again.

P.T.O. →

History fails to teach Toronto a waterfront lesson, for the nth time!

Although amply provided with parks away from the waterfront, Toronto is dissimilar from other cities in Canada and overseas, in not having a generous provision of public open space within a relatively short distance from the central business district.

This was not how it was envisaged by Toronto's founders.

At the outset, Toronto – then York – had over 1000 acres set aside for public open space reserves along the central waterfront. It has dwindled away under development pressures.

During the time we were losing public endowments, Victoria created Beacon Hill Park (1859 -- 62 acres); Vancouver founded Stanley Park (1888 -- 1001 acres), Winnipeg -- Assiniboine Park (1100 acres including 700 acres of forest, in 1904) Halifax created Point Pleasant Park (190 acres, in 1866)

Sydney set aside 84 acres downtown in 1830 as a public Domain. New York built Central Park (843 acres, in 1857), and Chicago -- Grant Park (319 acres, in 1836) preserved from threats of development through twenty years of legal battles).

Here we have the reverse: Planned open space being surrendered to development pressure.

It happened before -- a widely supported, farsighted vision stripped of public open space -- and it's happening all over again. How very Toronto.

Rollo Myers April 4, 2012
rollomyers@gmail.com

Further to my earlier comments (email below - April 9, 2012), the case for a relocated Billy Bishop airport as a catalyst for employment growth was reinforced by an article by Councillors Layton and Nunziata that stated that the economic zone around Toronto Pearson Airport includes 355,000 jobs (Toronto Star – April 11 2012).

Reference meeting at Harbour Castle, April 4 2012

1. Development Planning and Phasing

Up to 8,000 residential units. At present, with 27 condo towers under construction, there must be at least 10,000 units coming on the market. Also, there are still lots of open spaces (examples: on either side of Lakeshore Blvd between Sherbourne and Cherry Streets and the Bathurst, Front and Spadina area) which could be more easily serviceable than those in the Portlands area. Consequently there is no immediate rush to spend upwards of \$3 billion on site preparations; Once the latest wave of residential/commercial construction (with private finances) is completed, then revisit the Portlands in the next 10 – 15 years for such development.

2. Catalysts for employment growth and a regional transit hub through Union Station.

With the advent of Porter Airlines (plus Air Canada), the Toronto Island Airport (Billy Bishop) has become an outstanding success. Future growth and normal airport ancillary activities are curtailed by the location, especially the water crossing for vehicles, lack of space and the proliferation of surrounding condos. One scenario to consider over the next 15 years is to relocate the airport with less technical restrictions and with planned light industrial/warehousing/maintenance facilities. An airport and the existing medium to heavy industries (which are vital to Toronto's infrastructure requirements) are compatible. With a stated anticipated increase in Laker traffic and a present easy road access to Lakeshore Blvd and into the Union Station area, to bring these two types of transportation together, with similar service requirements, can have many advantages.

The Toronto Islands ferry crossings are becoming more and more expensive, they seem to increase annually. Closing the airport and refurbishing it to its 1930s existence as a recreational/park area with the tunnel access will better the quality of life for Torontonians and tourists who enjoy the existing lakefront ambience. This suggestion is totally compatible with WaterfrontToronto's goals along Queens Quay.

Based on the current architectural exhibit at Harbourfront, there is a large demand for housing on the islands. A small part of the old airport area could be designated for single/two storey cottages on minimal lot sizes similar to those on Wards and Algonquin Islands using a lottery system but no condos and minimal vehicular traffic.



Cc : Editor, Toronto Star
Dear Mayor Ford and City Councillors

We support Ken Greenberg's call to councillors (Toronto Star, Tuesday April 3, 2012) to support the original Portlands Plan and to reject the revised proposal:

"This is not just about numbers or even 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, a 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 time frame without sacrificing its quality."

Please respond, giving your assurance of support for the original Portlands Plan, described below.

Sincerely

[REDACTED]

Here is the complete article:

"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 and in-line skating on the trails, and birdwatching, strolling and contemplation along more secluded pathways. All of this has now been judged to be an expendable frill.

What we are witnessing is a determination not to see the components as a whole but in isolation, taking us back to where we were before the competition, working in silos, tackling one issue at a time.

What is sacrificed is the connectedness of things and their ability to contribute to a satisfying larger picture. The biases of this reductive approach are all too obvious: public space is an unaffordable luxury; we need to cheapen the plan, speed things up, create more lands for condo development and "monetize" 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 Channel that will accommodate development for decades. The most optimistic assumption for additional development in the Port Lands is for 8,000 residential units and 2 million to 4 million square feet of commercial development plus retail in the next 20 years. This would occupy less than 20 per cent of the 1,000 acres. Moreover, experience elsewhere suggests that great parks add value, not diminish it.

We are at risk of falling back into a poverty of imagination that refuses to see long-term value. There is an eerie recall here of our previous failures, like Harbourfront Corp.'s abandonment of its original plan and the infamous wall of condos that materialized in its place.

This is not just about numbers or even 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, a 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 time frame without sacrificing its quality.

Great cities do not seek to simply "monetize" their waterfront assets by unloading public land in the most expedient and short-sighted way. As we embark on what will be a \$3 billion project in the Port Lands that will take several generations, let's not start off in a panic mode but proceed with care armed with an optimistic framework that embodies our values as a proud and confident city, committed to excellence. Let's not be led passively into a destructive ritual slaughter of the

possibility of a generous civic future on the waterfront. As citizens (not just taxpayers) we must not let this happen.”

***Ken Greenberg** is an architect, urban designer, author of *Walking Home* and a member of the team that created the approved plan for the Lower Don Lands.*

From The Toronto Star, Tuesday April 3, 2012

Re:Portlands Consultation

To whom it may concern

This email is to voice my support for Ken Greenberg's call, published in the April 3rd issue of the Toronto Star, to support the original Portlands Plan and to reject the revised proposal:

"This is not just about numbers or even 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, a place for Torontonians and visitors to enjoy and share.

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Respectfully,



PS:Here is the complete article:

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Great cities do not seek to simply “monetize” their waterfront assets by unloading public land in the most expedient and short-sighted way. As we embark on what will be a \$3 billion project in the Port Lands that will take several generations, let's not start off in a panic mode but proceed with care armed with an optimistic framework that embodies our values as a proud and confident city, committed to excellence. Let's not be led passively into a destructive ritual slaughter of the possibility of a generous civic future on the waterfront. As citizens (not just taxpayers) we must not let this happen.

*Ken Greenberg is an architect, urban designer, author of Walking Home and a member of the team that created the approved plan for the Lower Don Lands.
From The Toronto Star, Tuesday April 3, 2012*

Waterfront Toronto,

Over the years I've attended numerous public meetings conducted by WT. On the whole, WT has conducted an open, consultative, transparent and instructive process that placed great emphasis on citizen participation. Regrettably, that seems to have come to an end, judging by my experience at the Port Lands Open House March 31, 2012.

I sat in on Mike Williams interesting and informative talk on Economics, Markets and Financing.

I then sat in on a talk by a TRCA representative who spoke to slide projections describing the Don Mouth Naturalization and Port Lands Protection Project (DMNP EA). He spoke about alternative plans but did not evaluate or compare those alternatives with the winning plan designed by the Michael Valkenburgh team (MVVA), (which was evaluated and judged by an international jury) and accepted by Toronto city council after years of public consultation. During the Q&A I asked about this obvious and significant omission. The speaker said he didn't have enough time to include the original award winning naturalization plan, along with the alternatives on his slide! I asked, then how could we possibly make a fair comparison between the alternatives and the original proposal ? A lot of shrugging of shoulders ensued. What gives?

Why has the MVVA Don Mouth Naturalization plan been dropped? Why are we looking at alternatives that are mainly exercises in hardscape engineering and that have nothing to do with naturalizing the Don. The proposed alternatives reduce parkland, have no naturalized wetlands, or natural river mouth.

Your public process has all the hallmarks of bait and switch. Conduct a clean, smart, public and thoughtful design process, in 2007 ; five years later, thrown it out . "Oh, sorry didn't have enough time to include it on my slide!" How can engaged citizens possibly make a comparison between then and now?

The citizens of Toronto have put up with decades of nonsense that occurred with the development of the central waterfront; backroom dealings and all the opaque and sordid rest of it. Now it begins on the so called public consultations for the Port Lands?

Please reinstate the original Don Mouth Naturalization plan as designed by Valkenburgh (MVVA).



This is more to make a comment than anything else. I worked on the Portlands with the Waterfront Development Corp. a number of years ago specifically Commissioners Park and then on a general plan for the area including Lake Ontario Park. I know that Commissioners Park has been axed and I understand that the park area in general is being whittled away for development instead.

Frankly from what I can see, you are starting from scratch again. I can't believe the money and people's time already spent on this is just being tossed away. I also can't believe the much treasured park land that was going to be developed first so it would not be whittled away by development but protected, is now moot. And as usual in this city, is slowly getting eaten up by development. It either ends up a small version of the original plan or disappears all together. Greed is ruining this city and greed may ruin this parcel of land that could be made into something special. From my many meetings with Waterfront Toronto the overwhelming feeling I got was that people wanted the Portlands and waterfront done right and done well.

Chicago has done a nice job of their waterfront, New York has their Central Park and preserved this, surely we can do something equally as special with this prime piece of property.

I feel very strongly about preserving and having as much green space in the form of a park in this area as we can. What happened to the original plans for Lake Ontario Park and the other park spaces? With so much density of population and such a large area that this city encompasses, you need green space for a healthy environment. Plus parks are always something cities are proud of and makes them a desirable place to live. Once the green space is developed it is usually gone forever.

With Mr. Ford pushing for development I just hope that those initial values are not lost and another eye sore isn't created having been put together in haste and under pressure. I know we can do this right and I am urging you with this unique opportunity with such a large area to make it into something we all can be proud of.

Sincerely,

██████████

I am very interested in the portlands development. I've lived in Riverdale for the past 20 years and working in the film industry, I've also spent a lot of time in the area for both work and recreation.

I think it would be very helpful if there were a link to all the various plans for development that have been proposed over the decades. Who knows, maybe something in a plan from decades past, may contain something which would be highly useful for today. I think it would also be very helpful if any maps/photos of the area from as early on as possible be included on the site. I think the more information, especially visual, people have access to, the better.

I think it would also be helpful to post general information about the land because as a layperson, I might think a subway would be a great addition, but perhaps from an engineering standpoint, it's unfeasible.

The one thing I do know from first hand experience is that whatever the proposal, we must take into account that for at least 4 months of the year, the area can be a very cold, windy and inhospitable place. Any design must take this into account and not just be for the warm, summer months.

Cheers,

A black rectangular redaction box covering the signature of the sender.

You wrote:

CodeBlueTO also wonders – and we hope you do too – if the slight cost savings (\$175 million in a total revitalization budget of \$2.5 to \$3 billion) is worth minimizing the original vision for the Lower Don Lands and the Don Mouth naturalization project. We know many of you will agree that losing 40 acres of prime parkland, increasing the size of the development lands, unnecessarily delaying flood protection, and putting off naturalizing the Don River aren't what Torontonians expect for their waterfront.

Well you are right that is not what I want or expect. I have two great grandchildren. I only see disaster at this point in the rush to make money at any cost to the environment and their future well-being. I pray wise heads will prevail.



To whom it may concern:

All of the issues cited below are of concern to me.

Naturalization of the Don Portlands with extensive wetlands is a feature we have been planning and anticipating for years. It would be a shame to waste that process, and open up the land to development that could ruin yet another portion of the city's waterfront.

I have just returned from Chicago and have seen how powerful the thoughtful planning efforts there have preserved their waterfront forever. Parks are important as this city grows.

[REDACTED]

Begin forwarded message:

From: CodeBlueTO <[REDACTED]>
Date: 11 April, 2012 21:50:20 EDT
Subject: PORT LANDS FEEDBACK NEEDED BY APRIL 15

[Is this email not displaying correctly?](#)
[View it in your browser.](#)

#CodeBlueT



Supporting the
people's plan for
Toronto's Port Lands.

HEY TORONTO! YOUR FEEDBACK ON THE PORT LANDS IS NEEDED!

You have until **April 15 (yes, that's this Sunday)** to comment online or by email about the work done to date for the Port Lands Acceleration Initiative.

Why? Because, as we explain below:

1. **Accelerating development on the Port Lands isn't possible.**
2. **Prime parkland is at risk.**
3. **Flood protection should not be compromised.**
4. **Naturalizing the Don River might well be set aside.**
5. **The integrity of the Environmental Assessment is now in question.**

6. What kind of catalyst will “spur development”?

Maybe you thought debate about the future of the [Don Mouth Naturalization and Port Lands Flood Protection Project](#) and development of the Port Lands was resolved last fall. What really happened was that [a review process – the Port Lands Acceleration Initiative – was started](#). The [review](#) has been underway for several months and final recommendations are going to City Council in July.

There are lots of questions to be asked about just where the Acceleration Initiative is going. Here are just a few of the things that concern CodeBlueTO:

1. Accelerating development on the Port Lands isn’t possible. We’re happy that the review’s [“market soundings”](#) have confirmed there’s only so much development on the Port Lands that the market can absorb at any given time. As CodeBlueTO always maintained, it is not wise to expect that a site as large as the Port Lands can be developed within a decade – nor is it possible. ([See slide 15 in this presentation to see how big the Port Lands actually is.](#)) In fact, the development of the Port Lands will take decades to complete. That’s why the Port Lands need a well-planned, sequential planning and development process informed by an overall vision – and by high-quality public consultation. This is the kind of process that Waterfront Toronto has used so far in all its projects.

2. Prime parkland is at risk. The “revised” plan for the Don River realignment removes approximately 40 acres of prime public parkland as it was positioned in the council-approved plan. Again, a reminder: this original plan went through years of public input, public consultation, and expert design that won several [awards of excellence](#), in Canada and around the world. Prime parkland next to the river and the lake cannot be substituted with parkettes scattered throughout the interior of the Port Lands.

- Here’s a great [comparison of the original, approved Lower Don Lands plan and the new proposal](#) from the Globe and Mail.
- And check out the [Lower Don Lands image gallery](#) for more views.

3. Flood protection cannot be compromised. The consultants have determined that flood protection can be done in stages, through a phased plan for building the new Lower Don Lands and Don River Mouth (see [slides 17-22 in this presentation](#)). But the phasing plan could leave residents and businesses in South Riverdale unprotected for a number of years, since the greenway and berm are only built in phase 2. And it could also mean that naturalization of the mouth of the Don River never gets done – after phase 2 is built, the impetus to getting the rest accomplished may well wane. Comments made during one of the public meetings by a Waterfront Toronto official indicate that phasing could cost 50-100% more than if the entire Don Mouth Naturalization and Flood Protection project is built all at once.

Flood protection for South Riverdale is long overdue. Flood protection is the key that unlocks the ability to develop the Port Lands. The political will must be found to get the job done. And done properly.

4. Naturalizing the Don River might well be set aside. The original plan for revitalizing and naturalizing the new Don River had a ten-year timeframe. Now, with the new phasing plan, it’s unclear how long, if ever, it will take before the Don River actually becomes a proper river again. It’s not until Phase 5 of the plan that the mouth of the river emerges. Until then, we are left with a greenway that can channel storm water when needed, and a

river mouth that empties into a shipping slip.

In regards to the reconfiguration for the Don River, CodeBlueTO believes that what is now identified as phases 3, 4, and 5 should in fact be approached as one cycle from beginning to end, ensuring that the Don River is built to meet Lake Ontario.

5. The integrity of the Environmental Assessment is now in question. The changes to the originally approved 4WS realignment for the Don River ([see this presentation](#)) might well be more than “tweaks.” We wonder whether losing 40 acres of prime parkland conforms to the requirement for “city building” in the original [Environmental Assessment](#) (EA). We also wonder whether having the river enter the lake through a narrow green space with no surrounding wetlands or transitional areas conforms to the requirement for “naturalization.” And we wonder whether delays to flood protection meet the terms of the EA. We wonder if this new plan has to go back through another Environmental Assessment for its findings to be valid.

6. What kind of catalyst will “spur development”? There’s been lots of talk of creating a “catalytic development” that would act as the springboard to developing significant portions of the Port Lands. Some kind of major project that would bring all levels of government together with the private sector to get the job done, and done quickly.

CodeBlueTO would like to remind the City that **a catalyst has already been found**: the approved plan for revitalizing and naturalizing the Don River was supposed to spur development on the Port Lands. And Waterfront Toronto is configured to make this happen: with all three levels of government working together through an agency dedicated to ongoing public consultation, with the mandate to attract private sector interest in developing the city’s long-neglected Central Waterfront.

During this latest round of discussions, CodeBlueTO members have heard about the Port Lands possibly featuring a major shopping complex, or big box stores ([see slide 9 here](#)), or maybe a [casino that acts as an anchor for a “golden mile”](#) – an entertainment district on the waterfront. It is our belief that any catalyst for development can only be developed based on the direction of the people of Toronto, created through a transparent public process. It can’t be imposed by outside interests – whether they be developers, the provincial or municipal government, or from any other party insisting on shaping the Port Lands without hearing from Torontonians first.

CodeBlueTO also wonders – and we hope you do too – if the slight cost savings (\$175 million in a total revitalization budget of \$2.5 to \$3 billion) is worth minimizing the original vision for the Lower Don Lands and the Don Mouth naturalization project. We know many of you will agree that losing 40 acres of prime parkland, increasing the size of the development lands, unnecessarily delaying flood protection, and putting off naturalizing the Don River aren’t what Torontonians expect for their waterfront.

We want you to be heard during this process. It’s very important that the voice of the people of Toronto is heard on what we want for the future of this jewel on the waterfront.

BE HEARD! Your comments are needed by April 15 for this second round of the Port Lands Consultation.

CONTACT:





And stay engaged – the final public meeting is scheduled to be held some time in late May.

FOR MORE INFORMATION:

Get more details from the Acceleration Initiative [information open houses and feedback workshops](#).

Information about the Port Lands, Lower Don Lands, and Don Mouth projects:


- [Waterfront Toronto Port Lands](#) – Waterfront Toronto
- [Lower Don Lands Planning](#) - Waterfront Toronto
- [Mouth of the Don River](#) - Waterfront Toronto
- [Don Mouth Naturalization and Port Lands Flood Protection Project](#) - Toronto and Region Conservation Authority

Check these recent media stories:

- [Proposed revisions to Lower Don Lands plan risks repeating mistakes that created Toronto’s infamous wall of condos](#), by Ken Greenberg in the Toronto Star
- [On the waterfront: Swapping green space for development lands a lousy trade](#), by Matt Elliott in Metro
- [Doug Ford and the Port Lands: That sinking feeling](#), by Christopher Hume in the Toronto Star

CodeBlueTO is a coalition of individuals, organizations, and groups who have come together in the shared belief that Toronto’s waterfront should be revitalized in the most beautiful, ecologically sensitive, and financially astute ways possible, using processes that are transparent and engage the broader community.

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Dear CodeBlue TO,

I was dismayed to learn that the apparent resolution of the Portlands redevelopment debate was in fact a smokescreen for retention of many elements of the less desirable plan put forward by the current city administration.

The environmental and social losses associated with the acceleration plan will be permanent and irreversible. I strongly support the original plan as it was developed prior to the advent of the current administration and urge you to pursue every possible avenue to preserve it.

Sincerely,

A solid black rectangular redaction box covering the signature area.

Hello [REDACTED],

Thank you for copying Councillor Fletcher on this request and for your continued involvement with the future of the Port Lands. You make an excellent point and I am requesting that Councillor Fletcher receive a copy of this document when it is prepared. It can be forwarded to my attention.

Regards,

[REDACTED]

>>> [REDACTED] 04/06/12 10:47 AM >>>

Thanks for getting back to me.

I attended the open house last weekend and I have also reviewed the material on the website.

However, I could not find the document I'm seeking, namely a comparison of Options 4WS and 4WS (revised). If such a document exists on the web, I would be grateful if you could point out its URL. If it does not exist, I'd suggest it would be a very useful thing for your team to create as it would contain a lot of useful information in one short document – information that I believe would go to the heart of much of the current discussion.

Thanks again.

On 2012-04-05, at 9:05 PM, Port Lands Consultation Team wrote:

Good evening [REDACTED]:

Thank you for your email and for your interest in the Port Lands. I would encourage you to visit our website (www.portlandsconsultation.ca) to review meeting materials, including information specifically related to flood protection, naturalization, and green space. On the Public Consultation page, you can review concise handouts, information open house presentations and videos, and the discussion guides used during the second round of public consultation.

If you have any further questions, please do not hesitate to contact me.

Kind regards,

Mark

Mark van der Woerd, Lura Consulting

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