

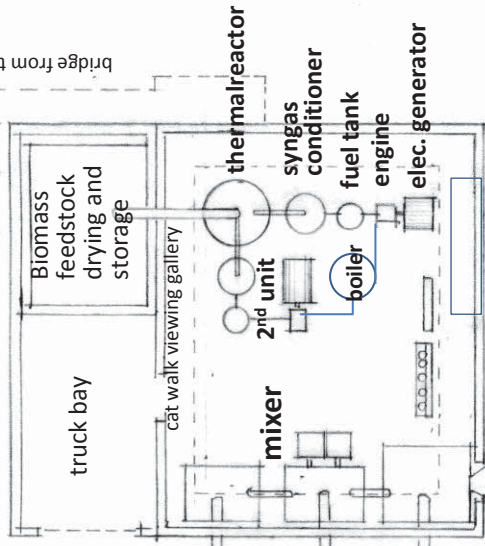
In the Field

storage silos for

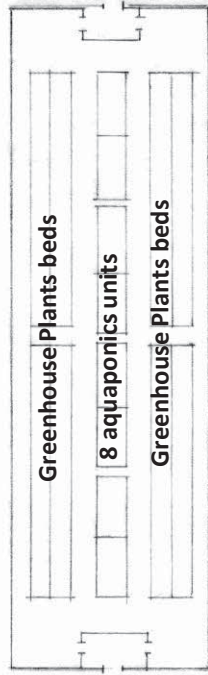
Biochar*

Biochar/compost

compost



2s. Waste Management / Power Plant of an industrial unit

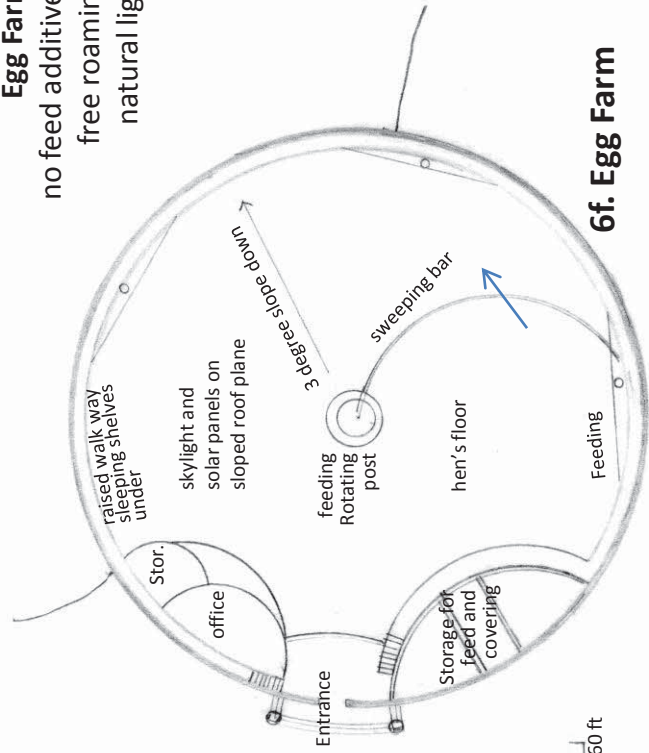


10f. Greenhouse/ Aquaponics

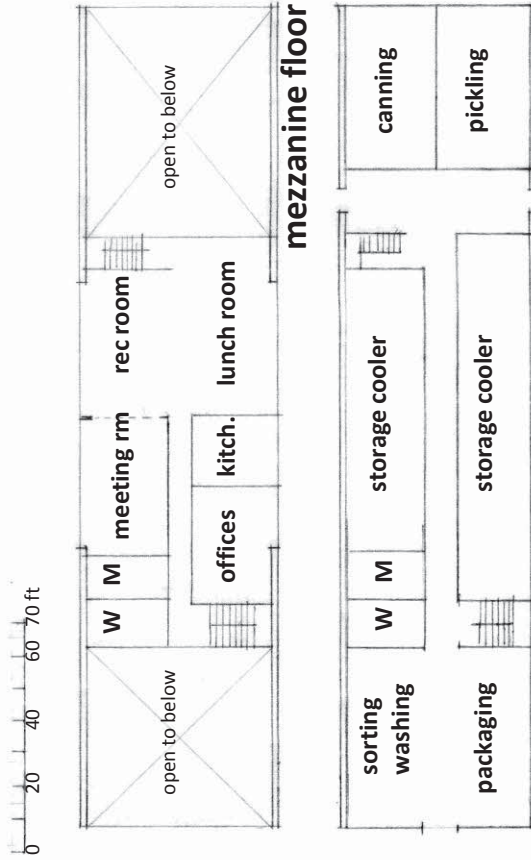
*Biochar: soil decontaminant, moisture holder, soil nutrients modulator, carbon sequestrator, water purifier, aerator, by-product of biomass energy generation, and lasting 100s years. Biochar is a powerful tool to apply for remediating ecological degradation and climate change.



Egg Farm:
no feed additives,
free roaming,
natural light



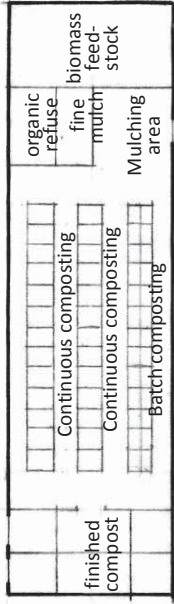
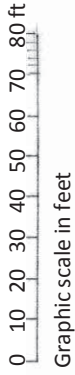
6f. Egg Farm



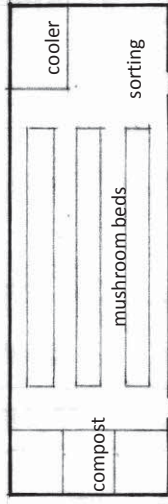
B. The FARMHOUSE

ground floor

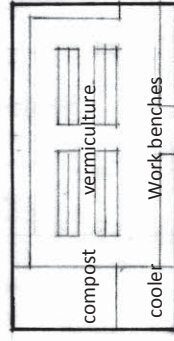
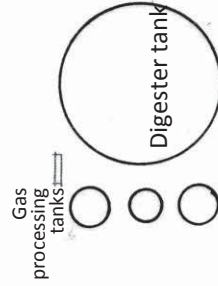
Waste Stream Management



4s. Composting (thermophilic)



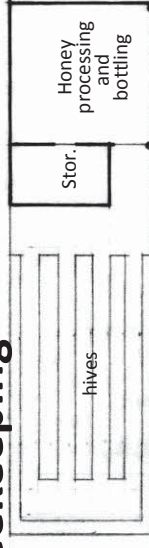
9f. Mushroom



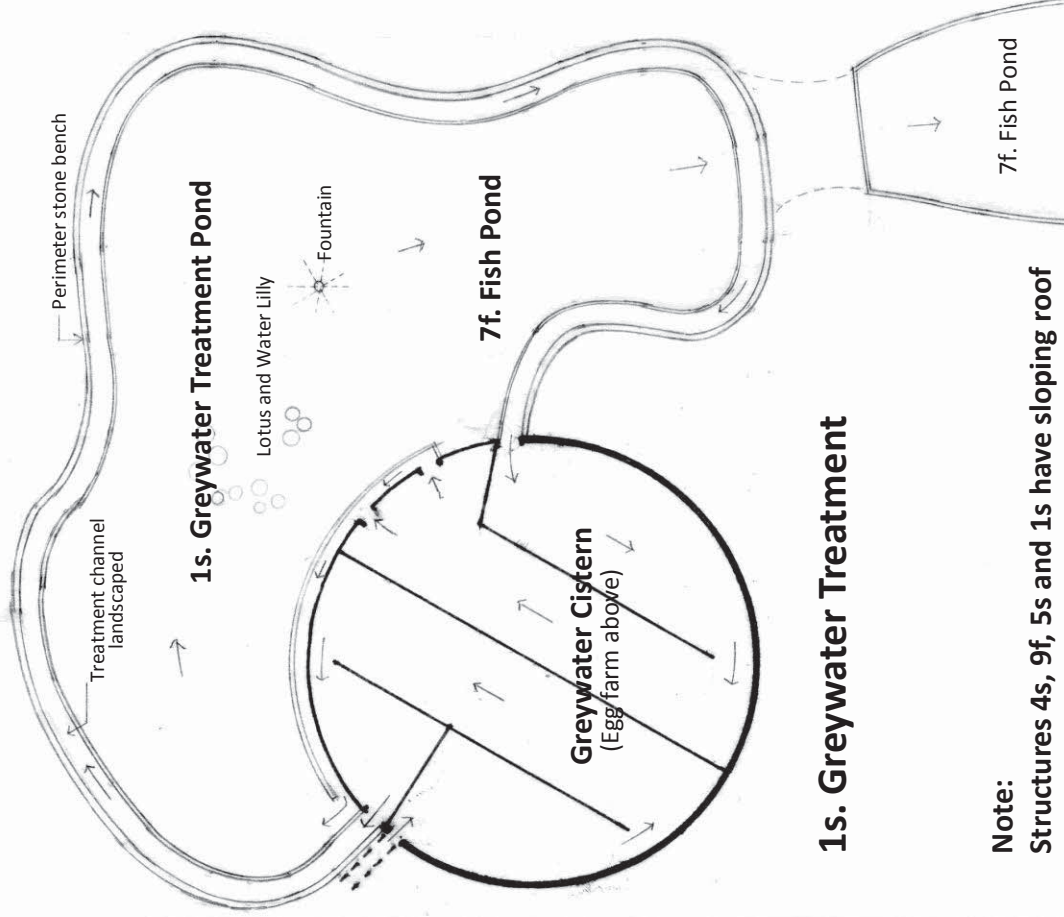
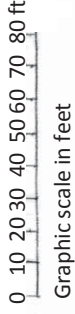
5s. Vermi-composting

3s. Anaerobic Digester

Beekeeping



8f. Honey



1s. Greywater Treatment

Note:
Structures 4s, 9f, 5s and 1s have sloping roof facing south with solar panels.

Scenario A

CUS-T unique features of the Development that would:

- run on complete close loop system in energy and waste management,
- require no service infrastructure like water, sewage, garbage or gas, except electric power line and road (Urwin Av.) diversion,
- sell excess electric power of green energy to grid (Ontario FIT Program),
- revive ship channel traffic by boats and ships on Ontario Lake like old times for goods and people for business and tourism,
- revive railway service to Port Lands for some industries and tourism,
- serve as a gateway to Tommy Thompson Park naturalisation with more trees and new direction for Port Lands development,
- demonstrate power generation technology from waste biomass,
- provide testing ground of biochar for ecological climatic remediation,
- stimulate employment and new social innovation,
- accelerate urban and local food security mandate of 30% by 2040, and
- act as a central innovation hub of urban ecology and sustainability.

Scenario B

Cost sharing of the development under mandates

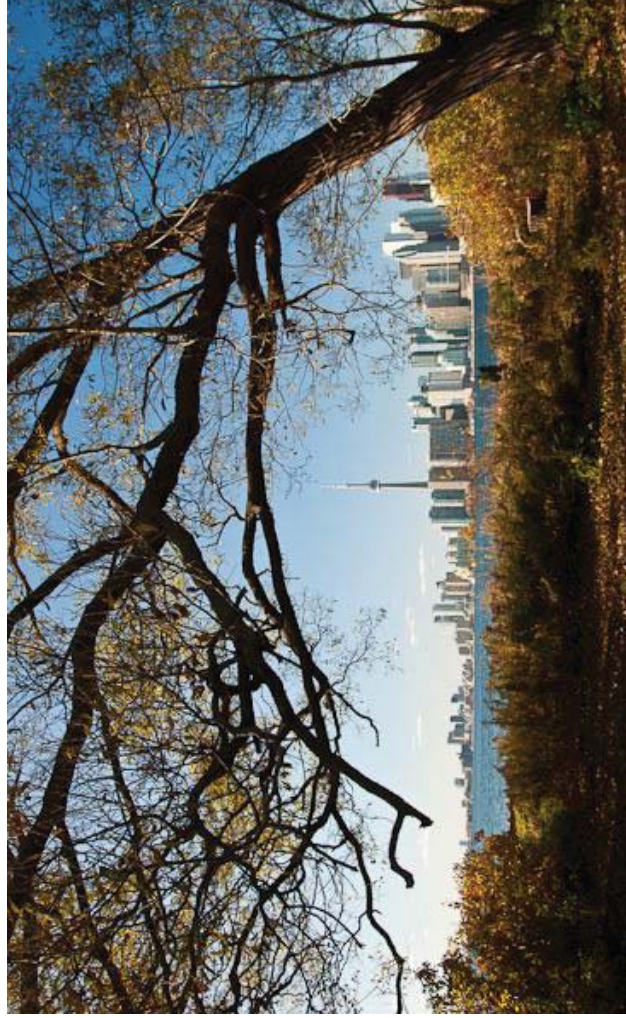
- UN, the World Bank and C40 Cities: 50%
- City of Toronto: 10%
- Province of Ontario: 15%
- Federal Government: 15%
- Industrial Partners: 10%

Scenario C

Revenue and Risk sharing of the operation

- CUS-T Management: 40%
- City of Toronto: 10%
- Province of Ontario: 10%
- Federal Government: 10%
- Industrial Partners: 30%

We need eco-economy that fosters both worlds, man and nature, and that promotes peaceful co-existence for our future generations now.



**JUNE
2012**

do you think about the current findings and recommendations; and, Do you have any suggested refinements to the current findings and recommendations? The key themes that emerged in response to these focus questions are listed in the full report. Feedback following in the attachments to this report.

PUBLIC CONSULTATION PROCESS

- Several meeting participants were pleased to see that the new design had lost the unappealing character of the original design. They suggested that the new design be more visually appealing and that it be more in line with the surrounding area.
- Suggested public consultation process refinements included: improving the communication of the design through the use of more visualizations (e.g. 3D models, diagrams, and site plans); providing more information about public meetings (e.g. banner on City of Vancouver website); and providing meeting summaries in a more accessible format (e.g. plain language summary).

RIVER ALIGNMENT

- Many participants felt that the new design had lost the character of the original design. They suggested that the new design be more visually appealing and that it be more in line with the surrounding area.
- There was also some appreciation of 4WS realigned, with it being described as more pragmatic in its use of the slip and accommodation of port uses, and that it seemed similar to the original 4WS.
- There was interest in continuing to refine realigned 4WS with the help of participants. A number of refinements were suggested, including: addressing the sharp bend in the river as it moves from south to west; adjusting proportions so that developable land is the same as in the original 4WS; and ensuring that naturalization is present "in more than name only".

PARKS

- There was both concern about the reduction in park space and a desire for clarification on the exact reduction (e.g. 40 acres vs. 4 hectares). It was clarified that the exact reduction is 4 hectares.
- There was also some concern that any planned park land may be compromised as it is implemented over time, so it is important to ensure land is reserved and parks built as early as possible.

**NO, NO, NO,
PLEASE GO BACK TO
THE OLD ORIGINAL
PREFERRED PLAN!**

Public Consultation Round 4 – August 8th – 17th, 2012

Public Consultation Round 4

Summary Report

August 8, 2012

From August 8th to 17th, 2012, Waterfront Toronto, the City of Toronto and the Toronto and Region Conservation Authority held the fourth and final round of public consultation for this phase of the Port Lands Acceleration Initiative. The consultation consisted of a public meeting on August 8th, 2012 followed by an online comment period via the project website, concluding on August 17th 2012. During this round of the consultation, feedback was sought on the updated findings and draft recommendations. 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.

The Summary Report is comprised of the following:

Part 1.

Summary of Feedback Received at Public Meeting

August 8th, 2012

Over 200 people attended the public consultation meeting held on August 8th at the Toronto Reference Library – Bram & Bluma Appel Salon. Feedback at the meeting focused on the following themes: River Configuration, Naturalization and Parks; Funding, Financing and Business Case Projections; Transit, Existing Uses and Transformational Uses; and, Process Moving Forward. The summary from the August 8th meeting compiles feedback from the plenary discussion as well as the 20 Table Discussion Guides, 18 Individual Discussion Guides, and 18 other submissions received by email and mail following the meeting.

Part 2.

Summary of Feedback Received Online

August 8th – 17th, 2012

In addition to the Public Meeting held on August 8th, Waterfront Toronto and the City of Toronto used an interactive online engagement tool (IdeaScale) as part of the fourth round of public consultation for the Port Lands Acceleration Initiative. The project website – www.portlandsconsultation.ca – offered members of the public and interested stakeholders the opportunity to submit feedback, vote on the comments of others, and/or add comments to previously posted submissions. Online engagement was open from August 8 to 17, 2012. During this time, 10 people participated using IdeaScale, providing 20 submissions, 8 comments on others' submissions, and 10 votes on the various submissions.

Detailed Feedback (see separate file - Attachment)

A full record of written feedback provided in Table Discussion Guides, Individual Discussion Guides and other submissions is provided in attachments to this report. To view the full record of feedback provided online, see IdeaScale at www.portlandsconsultation.ca.

Summary of Feedback Received at Public Meeting

At the consultation meeting on August 8th, participants were asked the following focus question: *What refinements, if any, would you make to the updated findings and draft recommendations for the... (i) Port Lands (as a whole); (ii) Lower Don Lands/River Configuration; (iii) Business Case; (iv) Next Steps.*

The key themes that emerged in response to these focus questions are listed below, with a full record of all feedback in the attachments to this report.

RIVER CONFIGURATION, NATURALIZATION AND PARKS

- **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.** Some noted that many elements of earlier plans were present in the new iteration. Others felt 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 plan to back it up. Some participants still felt that the original vision was superior to the realigned 4WS.
- **There was concern that the phasing of flood protection and naturalization – and particularly that river mouth naturalization will not occur until phase three – meant that the most significant and important part of the naturalization will not happen well into the future or may be postponed indefinitely.**
- **Some felt that the implementation of naturalization should be separated from the planning and implementation of development in the Port Lands.** It was felt that naturalization could commence quickly because the planning work has already been done, whereas more work remained to be done on the business case – separating the two would allow implementation to proceed on naturalization while the business case undergoes further analysis.
- **There was a range of opinion on the extent to which the “table top” park land running alongside the river should be naturalized.** Some felt that the park land should be made as natural as possible to encourage wildlife habitat. Others felt that this level of naturalization might interfere with the use of the parks by people. Between these two views, it was suggested that the park land could take cues from the Brickworks, where the use of boardwalks cutting across marshes allowed for the interaction of people with naturalized space.

FUNDING, FINANCING AND BUSINESS CASE PROJECTIONS

- **A number of participants felt that while public-private partnerships may reduce the need for public funding/financing, they may also diminish public control over development.** Some felt that a higher level of public funding/financing was needed in order to ensure the development of public assets (e.g. naturalization, sustainability, affordable housing) in the Port Lands under a public-private partnership. Another option for maintaining public control would be to maintain public ownership of land and extract value through long-term leases for co-ops, co-housing, and residential and commercial rental.
- **There was discussion on the appropriate level and scope of development charges/fees.** Some felt that rather than applying a special development charge/fee City-wide, it should be applied to areas surrounding the Don Watershed, as these are the areas that would most directly benefit from naturalization and flood protection. Others felt that development charges/fees should be applied prudently, as the greater the number/level of development charges/fees, the less developers would pay for land, ultimately leading to less revenues available for funding/financing infrastructure.
- **There was some concern that the cost and demand projections presented in the business case may need refinement.** It was noted that the cost projection may have to be revised to take into account the construction of cultural and civic institutions (e.g. schools, community centres) and more fully account for soil remediation. It was suggested that the demand projection for residential development should be revised as it seemed low, and that with the proper timing of residential development, revenues could be increased.

TRANSIT, EXISTING USES AND TRANSFORMATIONAL USES

- **While it was noted that plans for the early provision of transit to the Port Lands seemed improved from the last round of consultation, participants felt that a greater level of detail was needed in a number of areas, including:** the level of service provided by BRT and transition to LRT; the relationship between the new demand projections and phasing of transit implementation; and how Port Lands transit would be integrated into the surrounding transit system.
- **There were also a number of suggestions on transit, including:** that the securing of transit ROW's should be a top priority; that transit planning/provision should be coordinated with transit plans for East Bayfront and West Don Lands; that BRT will be inadequate and LRT should be implemented instead; and that there should be a greater number of north-south transit connections.
- **While many participants accepted the need to retain industrial uses within the Port Lands, there was some concern that the integration and compatibility between these existing uses and new residential and commercial uses needs further consideration.** Also, some participants felt that the City and Waterfront Toronto should take an active role in helping existing industrial uses find and relocate to suitable alternate sites.
- **There was interest in receiving further information on transformational uses** particularly around the extent to which these uses will rely on private sector funding/financing and if there are any federal funds available (with Vancouver's convention centre cited as an example). A number of participants felt that these transformational uses should not rely on private sector funding/financing.
- **A number of participants felt that the naturalization of the river mouth was itself a transformational initiative.**

PROCESS MOVING FORWARD

- **Participants re-emphasized the importance of establishing an overall framework for the Port Lands as a whole.** It was felt that this framework should be in place prior to the precinct planning phase so that these plans would not "forget" or interfere with the location of things like transit routes and park space.
- **The importance of continued public consultation as the Port Lands Acceleration Initiative moves into the precinct planning phase was underscored by participants.** In particular, participants were interested in providing input on parks, building height, density and public realm design.
- **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.
- **There was a desire to see master planning work for the area south of the ship channel – particularly for green space connections between the Spit and the Baselands – commenced as early as possible, and to ensure that the Leslie Greenway remains a priority.**

Online participants were asked to view presentation slides prepared by the Port Lands Acceleration Initiative Project Team in advance of providing online feedback on the project website. A video of the presentation made at the August 8th public meeting was also available for viewing. The same discussion question used at the public meeting was provided to help guide the online feedback: *What refinements, if any, would you make to the updated findings and draft recommendations for the... (i) Port Lands (as a whole); (ii) Lower Don Lands/River Configuration; (iii) Business Case; (iv) Next Steps.*

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

KEY FEEDBACK THEMES

- Several participants felt that the **Port Lands Acceleration Initiative is in need of a compelling and overarching vision**. Participants used words like exciting, attractive, natural, spontaneous, entertaining, and sustainable to describe their overall vision for the area. Participants also encouraged the Project Team to focus on making the Port Lands a **world class tourism destination**.
- A handful of participants noted that **the water is the key feature of the Port Lands and encouraged the Project Team to use it as a central focus of future planning/design initiatives**. It was noted that Toronto is a port city and future planning should encourage recreational opportunities, tourism, business and industry along the shipping channel.
- Several participants expressed support for a **public transit system connection to downtown Toronto** from the Port Lands, noting that buses are not sufficient and that an **LRT or BRT system would be more appropriate**.
- A few participants indicated that **more green space is needed in the Port Lands**. It was suggested that the green space should be regularly maintained and include urban gardening and farming opportunities.
- A few participants emphasized the need for the Port Lands to be **pedestrian oriented with walkable and bikeable communities served by good public transit**.
- A participant suggested that the main street in the **Port Lands should include a dedicated mixed use civic square**, providing a place to socialize, experience Toronto's culture, shop, start a sustainable business venture, and participate in various entertainment activities (e.g. museum, aquarium, centre for the arts).
- One participant encouraged the Port Lands to become a **designated sustainable development zone, which requires all buildings to meet LEED certification**.
- Another participant expressed concerns regarding **potential effects of wind direction and lake surge** on the proposed Port Lands design and related infrastructure.

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.

Port Lands Acceleration Initiative

Public Consultation Round 4

ATTACHMENTS

- 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

What refinements, if any, would you make to the updated findings and draft recommendations for the Port Lands as a whole?

August 8th, 2012

- Some would like a more detailed plan
- Wanted mixed-use developments
- Have a plan/strategy for:
Commissioner's Street: should be wider, like the present Kennedy Ave in Montreal. It's more attractive and can handle a greater flow of pedestrians
- Have to consider transportation impacts on existing area surrounding
- Transit must have many options and be integrated with all surrounding transit routes, not just one loop to Union Station
- Concerned about airport-regulated heights in Cousin's Quay (50 ft.)
- Density is good but should be well thought out to avoid creating a huge wall
- Waterfront should be filled with public space
- No high rise buildings in this area
- Phases should be enveloped in a master plan
- Concern with making Planning Amendments with Framework Plan for the entire Port Lands Framework
- Need an overall plan before precinct planning takes place
- Is there enough park space to accommodate density?
- Like to see the Port Lands transit plan coordinated with the EBF and WOL transit plans
- The overall Port Lands planning process/framework is unclear and the overarching Master Planning
- Priorities beyond 3 precincts
- Green space/key north/south corridors
- Transit priorities for entire area and back to the city
- The ship channel
- Staging
- Integration of industry and residential around the ship channel and film part will work
- How do the Port Lands connect with the rest of the city?
- Not selling the sizzle of the parks and naturalization
- Too much focus on buildings and infrastructure
- Widen Cherry St?
- Phasing starting with naturalization (the part we can afford)
- How long will it take to clean contaminated lands?
- Transportation should be more concrete → links to the city
- Phasing looks good
- Location of the green space is preferred over the previous versions.
- Green space is to be commended
- Ensure the catalytic sites are protected in the EA into the future
- Proceed with the most important transit needs
- Transit concern → Union station is saturated with commuters, consider an alternative north/south line to Bloor-Danforth station
- Questioning if cost is so great, if it's worth it, will the private sector cover it?
- Sad that the project will produce nothing except condos
- Where is the affordable housing?
- Should be more public benefit; including affordable housing from the beginning, quite disappointed there was little to no mention
- No mention of schools
- Set minimum requirement for affordable housing

- Consensus on above
- More explicit 'sustainability' principles → in particular, all buildings are LEED certified green buildings, or LEED neighbourhood developments
- Make it a sustainability zone
- Bicycles for transportation to and from downtown and within the Port Lands (and the surrounding waterfront) did not primarily depict project for recreational usage
- How are cycling routes planned to be completed?
- There appears to be difficulty for parks to maintain the parks developed in the waterfront
- Will sailing clubs be able to continue as they are? There is theft and damage to property
- Concern over access to boats and ensuring that clubs continue without the loss of protection
- Secure leases? Will they be able to continue?
- Generally satisfied with parks/area/transit/cycling plans
- Want to see sustainability issues/food and agricultural issues
- Want interesting architectural focal points, not a wall of condominiums along the waterfront
- Concern that the vision will be chipped away on a development by development basis – there is a need for a strong plan
- Plans lack any character, the design is not artistic
- Vision has changed from the original plan
- Lack of focal point
- Wall to wall of condos
- Hopes to be a spectacular architectural city like Chicago, launch competitions/open calls for architects or cultural institutions to set up in the Port Lands
- Parcel development and the impact of one parcel over another, parcels should not be jeopardizing the overall vision
- Transit needs a more comprehensive 'transit first' plan
- Don't wait for development to happen and people to come
- What is BRT; we need more detail
- Cost savings don't seem to be very good vs. the LRT
- Staged transit plan required → more detail on how transit will progress
- LRT along Cherry to go directly to Union Station
- Area south of shipping channel should have some kind of overall master plan that is more detailed (no matter how preliminary) so as to provide a planning context for the rest of the Port Lands
- Connectivity to the city, not just transit but physical connectivity; would really like to avoid an experience like the Gardiner and the condos below
- Concern about new shiny area that will impoverish the area north of the Port Lands; north of the Keating Channel, specifically in terms of retail
- Revised plan is improvement compared to plan from Dec. 2011
- One participant thought that industrial use still needed to be thought out
- Caution against homogeneity in neighbourhood development
- Public transit connection increased and accessible
- Mixed-income housing and sustainable building needed
- The more park land the better
- One participant believed Cousin's Key is best location for any higher buildings (i.e.: 12 storeys)
- Another participant thought that the high rises should be stepped up from the water towards the east
- False Creek model
- Maintain public realm along the waterfront
- Don't want tall buildings to block the waterfront
- Like the juxtaposition of a hard and soft edge
- Nice to see previous recommendations have been carried up
- More detail in precinct planning (e.g. Height, office to residential ratios)

- Will the island airport reduce property values?
- Address ongoing industrial use
- How dangerous/often would floods be? What about costs and alternatives
- Is it flood-proofed now / are people in danger now?
- Can we promote this as a gateway to the lake, through signage, architecture, viewing area etc.?
- What will the parking situation be? Can we make it underground
- How safe is the plan from economic and political changes?
- What is the ratio of residential vs. commercial? (It's based on demand)
- Bigger focus on residential and small commercial
- Distinction/variation of residential heights (condos, houses, etc.... should be low rise, like in Amsterdam)
- Exciting plan
- Concerned about public private partnerships; sometimes good design gets cut
- Is it realistic as a 30-year plan?
- Building heights? Answer was glib
- Lafarge property limits?
- Buy out Lafarge, Redpath
- As part of precinct plan, include a parkland plan
- Is land for a hospital set aside
- Recommend a height restriction
- Exciting plan, somewhat confused about the differences with the changes
- Unsure about public/private funding, it can cause lots of problems and can pull accountability away from the design concept
- Design concept needs to be maintained as much as possible
- Sustainability was not mentioned
- How to ensure that this 30 year plan actually gets done
- Selling off lands – very questionable that private lands will really be sold
- Are there any waterfront interactivity/recreation possibilities?
- Development is separate from Don River
- Mouthwork impacts on the EA are difficult
- Two pieces should be separate; flooding/water quality of the development of the Port Lands is a bad marriage
- Consider land expropriation for Lafarge

What refinements, if any, would you make to the updated findings and draft recommendations for the Lower Don Lands/River Configuration?

- Concerns about channel/dyke height
- Don River to ship channel to deal with flooding
- Fill quality important what will silt deposit be made of and what is the consequence of material in Bay
- Catch basin and debris, wants to be sure with naturalization there is a method to catch debris if it gets into the harbour – this must be in place
- Better for it to be naturalized
- Worried about depth of channel, just a runoff might not work well if in the off season it is dry
- Canoe/kayak docks on the river
- Debris/boom catcher at the mouth of Don Lands - real issue that has problems
- Emphasise the needs of migratory species for habitat
- Use natural vegetation to attract migratory species
- Designate it as an area/park for migratory species
- Specify which areas have the most polluted soil
- Consider wetlands at the mouth of the Don
- Will the river mouth create a delta with loose soil
- Like lots of green space but we might have to give some of it up to bring down building heights
- Likes the revised river mouth
- Wetlands, marshland good
- A couple of participants were disappointed that public land had been reduced
- Buildings could be set back to the allow more green space
- East of Don Road should have more green space
- Yes to the 4WS realigned
- Mouth of the Don:
improvement, good that it goes beyond the flood plain
- Like the idea of an upland forest
- Promontory: better than last meeting, although disappointing compared to 4WS (original preferred)
- Green space should be enhanced ecologically rather than just flood protection and recreational green space
- If the flooding technically works it's fine
- New design is okay, however it doesn't encompass the original vision
- If Lafarge can be moved to another area it will provide the opportunity for a better design
- Redpath ship parking should also be moved to another area
- Liked 4WS preferred, 4WS realigned does not have the pizzazz of the original
- No consideration of climate change or sustainable system
- See: Permaculture by Mollison followed by other cities in design principle
- Consider hydroponic gardens (it makes sense here!)
- Fix river elbow so that it is not a right angle → look at a more natural approach
- Make the explanation more explicit for a natural river
- Keating Channel more of a showpiece, commercial and cultural
- View of downtown from west of Cherry St needs to be exploited and designated as a civic centre
- That area more holistically → use public spaces and parks to fund it turn it into a revenue generator to make it an international city
- Recognizing that the industrial uses will continue to operate into the future is an interesting solution
- The berthing of Redpath boats in the winter adds character and provides an opportunity to act as an attraction
- Good start to imagine what the naturalization will look like, more work needs to be done and we need more consultation as well

- **What will the process be?**
- **This is an improvement, we've moved past the 'pretty pictures' and now have a Business plan**
- **What has happened to the sophistication of the LDL Plan**
- **Sun and wind studies, massing, set backs etc.?**
- **Multi-use recreational facilities**
- **Need a more natural flow, east harsh lines/separation**
- **Worried that the tree farm that the city has built already at great expense seems to have disappeared**
- **Marsh is nice to look at but is a waste of land that could be used for other things, glad it has been reduced, and should be reduced more**
- **Spillway is an excellent use of land**
- **Hasn't been discussion of commercial development of river: boating, fishing**
- **Would like to see the plan include Venice-style canal systems that allows people to boat into other parts of the city through an in-land waterway**
- **There should be more thought/planning for more activities, not just looking at the water but also for boating**
- **I don't see the structure that protects the back of the shipping channel from the flood flow through the greenway, flood water might not go where you expect**

What refinements, if any, would you make to the updated findings and draft recommendations for the Business Case?

- What sort of density will support itself financially and yield a positive return?
- Current revenues and expenses in the Port Lands, if they're generating profits, they should be put into the revitalization
- What values are associated with the numbers presented?
- What are the data inputs used to arrive at the numbers shared and what does that translate to on the ground, density, massing, etc...
- Concerns with economic situation downturn in the coming years
- New council coming in and no longer approving B.C
- Look at accountability of B.C 00> based on future funds
- Reconsider the use of TIF's. If the project is successful you'd only be losing a portion of the revenue
- Key is finding and utilizing funding, set a timeline
- Consider funding catalytic development as a means to stimulate funding and development
- First piece of development (phase 1) should be sold after the land values increase
- Consider the use of Parking Increment Financing
- Avoid city-wide development charges, focus on the area and specific development charges which can expand to include broader waterfront areas
- Increasing the area of consideration further north, up the Don
- Ford brothers should ask the Tories for money → federal funding is needed
- Meet the mandate of C40 to get funds
- Concerns over how the city can afford this without proper supports from other levels of government and political will
- Don't want privatization and public/private partnerships
- Partnership with TIFF?
- Olympic 20024 bid to pay
- This is a public benefit, an asset and should be developed with public funds (there is concern about private sector control and lower quality by developers)
- Waterfront transit should be included with Metrolinx plan and funding
- Lack of federal or provincial funding sources; Toronto, being the largest city in Canada, other levels of government should get involved
- The City of Toronto should not hesitate to go with the plan even if there are funding issues, the city and its citizens will benefit in the long run
- Transportation planning and funding for Waterfront Toronto should be part of the existing Metrolinx plan
- Not enough info to discuss intelligently, need more detail to comment → though it seems like better news than before
- Seems like a reasonable approach
- Need more data
- Concerns as can it be supported?
- Prefer breaking business cases down to staging at 10 year intervals
- Sounds reasonable
- Concern with private funding, would like more public involvement paid for by taxation
- If housing prices decrease and then stagnate, as is expected in the coming years, does that seriously affect the city's ability to break even?
- Concerned that profit maximization will impact social housing and count too much on higher sales
- Concerned about lack of inclusion of costs of cultural use and community facilities (schools, community centres, libraries, etc....)
- People who are going to benefit from the development should pay a larger share of the costs

- Density for the sake of breaking even should be the model
- Make developers pay as much as possible
- Encourage other levels of government to include money for non-profit housing
- Projections → some seem like wishful thinking, so let's clarify
- Include the T.I.F option
- Do we have tenants for the film studio area?
- Too much private sector?
- Too vague/sceptical regarding funding
- Transit plan requires a commitment
- Up front money from the city (the norm around the globe) why aren't we doing that?
- Public/private partnerships are sometimes suspect, who will pay and how much?
- When will the dollars flow?
- Will things really get developed?
- It's all about the money
- How does, or will this, process be insulated from political cycles?
- Reconsider public financing
- Recommend convertible units, changeable from 1 to 2 or 3 units with 'knock-down' walls
- Retail - \$60/ft² → is that realistic? It seems pretty expensive, will any retail pay that?
- P3 model is a necessary evil; PANAM is P3 and if that means it gets built, just design needs to stay in focus
- Making sure there are checks and balances → the process needs to be transparent
- Need a real finance plan in place for something to actually happen
- Asking private sector to put in all upfront costs/and that might not be realistic
- Who is actually going to see through the financing? Who is driving the financing?
- Federal/provincial funding wasn't mentioned during the presentation
- Implementation dollars → haven't given it enough thought
- Think it's not financially viable given cost of infrastructure and the cost of remediation
- Planning needs to reflect timing

What refinements, if any, would you make to the updated findings and draft recommendations for the Next Steps?

- Leslie to Queen and north
- Plan for developers/market selection of sites that don't fit phasing plan
- Connect to "stuff" underway already, like Leslie
- Ensuring public input should be kept involved during the process
- Is 30 years a realistic plan? It seems like it could take longer
- Not much mention of tourism and recreation component, all mention of residential, retail and office this will be a huge developer/draw for tourism free
- Didn't say anything in particular about provincial/federal partnering initiatives
- Overall, pleased with the progress
- Start with phase 1
- Need more information on height restrictions of buildings
- More community consultation and stakeholder consultation
- Neighbourhood place (height of buildings, recreation, schools, libraries, community centres)
- Continuing mechanism to get feedback on design
- Many more smaller community consultations
- Maintain public engagement
- Maintain updates to the public and participants
- Just in a wait and see mode, but overall pretty good
- Precinct planning for each area, as early as possible
- Continue community consultations; should be part of all next steps, not just the EA
- Lake Ontario Park should be integrated, potentially as a part of the area south of the shipping channel
- More public consultation meetings should be set up
- Participants feel the existing plans are too vague, more public consultation will help the citizens of Toronto to better understand the plan
- Development of public transportation and cycling infrastructure. This needs to be a priority and move along quickly
- We need to consider Ontario's role in this, provincial partners or impediments?
- Physically separated bike lines
- Uni-directional
- Look at decreasing the speed of traffic to 30km/h in the area
- Put efforts towards developing a traffic flow that protects cyclists and pedestrians from moving traffic
- Consider Official Plan amendments
- Tie density with transit and put the numbers together
- Height restrictions → in the contract at sale, make a commitment to build low
- Limit height, but not density
- More interactive park space, i.e.: community gardens, not just as a means for transportation
- Greenway paths → to ensure connections to the rest of the city
- Ensure connections to greenway paths from city are consistent
- Find some way of acknowledging historical uses of the area → acknowledge historical bogs
- Clarify responsibility
- Who gives approval? This needs to be more clear, is it the city or the province
- More input from city parks and design staff, do they back it?
- Concerned about a lack of power in Waterfront Toronto, can they drive it forward?
- How far can council and the community go to alter plans?
- Show council the visualization for nature-only plans
- More detailed briefing to explain everything in finer detail

- **Governance → it's extremely important that Waterfront Toronto be reaffirmed as the lead to ensure that the process remains apolitical, to the greatest degree possible**
- **Would like to see an "open source" approach to plans, business plans, financials, etc....**
- **Transformational use could be a 'Toronto Museum'**

Any other advice?

- Wondering about how parks will work
- 1.4 million
- Need clearer picture of residential plan, number of people at built form
- 9,700 residential units seems like a lower number
- What are the population estimates
- You can put a lot of density in the city without high-rise, though high-rise is appropriate in some places
- Don't just include rapid transit, pedestrian and vehicle ways, but include bicycle as a means of primary transit
- Concerns re: residential so close to the airport, will mid-rise be okay?
- Health staff on committee → or if they have been involved let us know
- Would like to see process and research not just the results of the business case
- Encourage growth of the movie industry since facilities are nearby
- Ensure it's all green, because there is no excuse! Don't wait for criticisms after: use solar panels, renewable energy sources, other energy sources using the lack, look to Ontario Place
- No large condos! 4 storey max
- Include family amenities and schools
- We are currently pleased with the degree of communication of information and consulting public input
- First Nations consulted? The land was never ceded
- Affordable space for working artists and not just major cultural institutions
- "They came a long way down"
- Bikeways, water, bike trail volume and additional 'users' don't seem to project capacity → recreation vs. a real commuting route
- Real value in environment
- See this as similar to the island
- Safe access and making connections to existing neighbourhood needs more attention, sharing the 'space' complete street approach is essential

ATTACHMENT B.
Feedback from Completed Individual Discussion Guides

What refinements, if any, would you make to the updated findings and draft recommendations for the Port Lands as a whole?

Aug 8th

- You have put the river into another ship channel, Cousin's Quay – with the shipping quay down one back
- The Port Lands development is separate from the completion of the mouth of the Don. It has overwhelmed the Don Mouth work and the current plan will make the EA very difficult
- Need for overall plan that connects the precincts and shows a total community development that makes sense together. How will the industrial sites be related to the residential?
- Make sure we don't lose the strong environmental standard of the original plan – eg. Buildings placed to sun and wind to conserve energy
- need to be clearly established
- sustainability
- sports facilities, especially indoor and varied outdoor needed
- Don't lock into BRT for initial phases without defining standards. If BRT is to include private right of way the savings are often very marginal compared to rail options. Any BRT option must also be explicit in phasing intent, minimizing throw away work when LRT is implemented – permanent BRT on Commissioners is unacceptable.
- Current transit implementation appears to assume a developed Queens Quay East, rail options must be developed to respond to short term rail implementation on Queens Quay.
- Strongly consider very minimal BRT and through routing via the Esplanade to avoid bus service interfering with LRT intentions
- Happy to see shipping/industrial uses. Any light industrial/commercial lands here now, near the film studio?
- Designate the entire area as a "Gateway to the Port Lands to highlight the area's importance to the City as a hole (i.e its transportation, industrial, river valley/wetland)
- Residential, commercial, office development is vague, artists' impressions leave 'ghost' high-rises (makes area seem open, but actually quite closed in if developed in such a manner)
- We already have 'lost' the high-rise condo battle along Queens Quay and the railway lands
- Also, high buildings surrounding the wetlands for migratory birds seems illegal
- I like the idea of lots of green space, public space, but not if it means walls of high-rises
- And what happens to the dinghy sailing clubs south of Uniwn Ave? They should be considered part of the 'fun' component of your opening remarks, the source of the lovely boats in the artists impressions!)
- Width of cycle and pedestrian paths
- Public park – phase one, rugby field, Lake Ontario Park
- Phase Three – lower parcel, 4WS
- Flood plane, No2 – plan evolution
- River park north, 4WS, high water table
- 4WS revised still has a strong right angle
- more mixed use/income housing
- Liked the green arteries
- Elaborate on soil remediation?
- Uses/Activities for winter? Especially on Commissioner's
- The relationship between the Port Lands and the rest of the city (transportation, land uses, open space network, built form ...)
- The Don Valley Trail is great
- Designate the Port Lands as a special sustainability zone
- Require all buildings to be LEED certified

- **Coordinate transit plan with plans for East Bay Front and the West Don Lands**
- **Infrastructure plan for the whole area is needed**
- **Include local park space in development parcels during precinct planning**
- **BRT to LRT phasing is a very good plan. Will it be the wide-gauge Red Rocket system, standard gauge new LRT or both serving the Port Lands?**
- **If it will be a major residential and commercial space, it will need regional rail (ie. GO) service, perhaps a 'Union 3" will be needed**
- **How will the Port Lands connect to the DVP and Gardiner?**

What refinements, if any, would you make to the updated findings and draft recommendations for the Lower Don Lands/River Configuration?

Aug 8th

- It may be time to create new permanent links to the Island, either a bridge or a tunnel from the Port Lands
- Emphasis n water/sewage purification through use of parkland and wetlands
- Could the city save money by building sewage infrastructure on the industrial side?
- West of Cherry St. wholly for civic space for cultural amenities
- Keating Channel → commercial and cultural water channel like in some European cities
- Are industrial ships able to share the channel with private commercial craft?
- Pollution concerns from said industrial operations
- 4WS revised, the right elbow, will it not cause problems?
- Promontory Park Plaza
- \$ 2 Billion – 30 years, \$100 million shortfall
- River route, flood plain parkland looks good
- But the rest of the development should be compatible with the naturalized river mouth
- Little detail about the area east of the Donway
- Designate river configuration with wetlands and meadows as a migratory wildlife area/transition zone for wildlife.
- Let's celebrate this area as a stepping stone habitat
- Looks fine, don't mind the changes to retain shipping.
- River naturalization is much better than the horrendous acceleration plan
- Ensure Trinity bridge is completed as early as possible
- More consultation about details of use and layout of Keating Channel area
- Reform the Bring Back the Don River City Committee, maybe with a new name

What refinements, if any, would you make to the updated findings and draft recommendations for the Business Case?

Aug 8th

- Lessening the impact of Toronto on Lake Ontario, continuing the RAP
- Major employment? In what industries?
- Government cannot just decide not to contribute – this project belongs to the whole city which will benefit hugely over the long term
- All levels of government need to be committed to the decision and process
- Governments can endorse borrowing facility
- Ask accountability of the council
- Premise is that the development money fall back is property taxes, which our elected Mayor has refused
- And the development has been spoken against often in this consultation process
- DC overall citywide increase → residential only? Not for commercial?
- Bonds?
- Borrow money against future land sales? How?
- Reconsider the Tax Increment Financing option for financing the redevelopment of the Port Lands
- Dedicated property tax (industrial, commercial, residential) to help fund the redevelopment
- Too broad and vague to be clear and able to be commented on
- Why should we be trying to “break even” or “make money on this”?
- It is a huge civic development project – if the idea is to make it something to benefit the city as a whole, the city should retain control of it (not just in broad strokes, with -wide scope for private developers
- Planning bylaws, etc. will be important, when will this be in place? How can citizens endorse something that is vague enough to be potentially disastrous
- Precinct plans will be crucial
- 150 – 300 million – 850 acres
- public transit connection for business community
- Federal funding!!
- More holistically, keep it natural
- Use THO Parks to fund it, people will come to be in park space
- Make money such as concepts like the Highline in New York; get public paying into the park creating a community
- Parking charges within the area (parking increment finance?) for transit infrastructure?
- TIF district only within boundary area of Port Lands would not impact other areas of the city if Toronto does not back the bonds
- What kinds of strategies are prepared for employment lands?
- How to draw not just industrial, but office, commercial, retail functions in the area?
- What regulations exist to discourage big box retailers?
- Meet the mandate of C-40 cities (through the World Bank) to get funds for the Port Lands development
- The business plan shows there is high risk and low return. Why not think outside the box? Maybe condos and offices are not a good business plan. There is a need for international destinations for Toronto, such that could generate returns, as in the Highline in New York. Look at the Hoover Dam, what can Toronto offer the world that would generate the money to build it?
- Studies show tourists greatly prefer rail based transit as it is viewed as a more sure option to get somewhere

What refinements, if any, would you make to the updated findings and draft recommendations for the Next Steps?

Aug 8th

- Transit first development could be incorporate better
- Any anticipated tourist traffic?
- Zoning laws can be modified to allow or force solar energy optimized buildings, ie. Control of buildings shadows over neighbouring property
- Thought and effort to make sure developers don't get their way using the OMB – land should only be sold under certain conditions!
- Have detailed briefing on precincts ASAP to give time to respond at the Executive Committee meeting
- Publish staff report and all auxiliary material ASAP to give time for a considered response at the Executive Meeting
- Vision of the Port Lands → the world class attractions for tourists to experience
- No film studio!
- Keep public informed
- Building height restriction → sell land with height restrictions in the sale
- Report Waterfront Toronto
- I would urge low to mid rise buildings, max. 8 – 10 storeys, such as was envisioned in the Railway lands west of Spadina 25 years ago, but has been abandoned now)
- Include significant mixed-use residential (gear-to-income, co-op, social housing, etc...)
- Make bike lanes, not just bike paths (part of stereotype, part of a commuter network)
- Clarify responsibility of powers of the 'precinct process'
- Input of city park's and design staff
- Do research wealth v. wellness
- Forest, laketown, airport
- Clarify what research has been done
- What pauses do councillors have?
- Can they have alternative visions?
- Attempt to fund precinct planning for entire Port Lands at earliest possible date
- Begin to emphasize integration with Lake Ontario Park publically
- Full implementation of Lake Ontario Park should be emphasized, particularly in terms of section 37
- The dedicated transit study needed soon, irrespective of timeline concrete plans needed to avoid cost escalation and unexpected complications (like what happened on Queen's Quay east)
- Lakeshore LRT east of Cherry highly questionable from all perspectives
- Unwin Ave needs consideration, would be desirable to route truck traffic via Unwin, Leslie, and Lakeshore but will require upgrades, particularly to bridges
- More detailed plans for precincts and overall connective idea
- Residential south of the Slip
- Channel along Cherry Park
- EA's → the 1990s, 20 years
- Combine Commission and the Bring back the Don processes
- Impervious impacts of Toronto on the various measures of health of Lake Ontario – what are the changes expected from this development?

Any other advice?

Aug 8th

- The exercise to change the negative impact of the Don River watershed on Toronto's area of Lake Ontario has been going on for over 20 years
- The Port Lands exercise or project has been added in the last few years and in this iteration, the problems of the Port Lands in the current government fiscal environment has overwhelmed the long term work and planning of the Don River – The Port Lands and Bring Back the Don are at the moment, not a good marriage
- It will make for a very tough EA process
- Affordable housing % should be combined
- Smaller park areas in residential areas, eh. Playground facilities and local use
- How can the raised Don Roadway NOT divide the Port Lands?
- I very much like the greenway, better than before and better for wildlife to move to Lake Ontario Park from the Don Valley
- I like the focus on pedestrian walkways and bike paths. Let's keep this in focus as development progresses
- Overall, I think this is a useful outcome and not too far from the original and can be phased in!
- Well-done Waterfront Toronto!
- The concept of "Complete Streets" should be a guiding principal for shared SAFE use for transit/cars/motorized cycles/bicycles/pedestrians (including children and the elderly)
- The visuals show recreational/individual cyclists, however, there is a growing trend for bicycles to be used by commuters, reducing the need for car use
- There appears to be attention focussed on Phase 1 and sequential phasing, what about considering some logical exception, such as the Leslie Street Greenway, which would make the Leslie Spit (Tommy Thompson park) safely accessible
- Also, considerations for connecting neighbourhoods such as Lesliville to the "Port Lands"
- There are opportunities for a multifaceted approach using responses to emerging challenges and opportunities
- Attract people to the flood plain development with the two rugby fields, which is a low cost start up.
- Will the flood protection greenway be an active/used space?
- Will the bike network implement separated lanes?
- Will there be any bike showering facilities → for any employees who work in the Port Lands?
- Will Cherry Beach have better sand and rock removal?
- Will the abandoned wharfs off Ward's Island have any public seating/paving improvement to provide views of the Port Lands
- Will the abandoned power plant be reused?
- To David Kusturin: Is the methodology used to estimate the project costs released in public? A brief into to the methodology/assumptions would be helpful in understanding presented numbers
- Take advantage of the water's edge
- Sustainability
- LEED certified zone
- Place to live, but also cultural/social place
- To be a world class tourist destination
- No film studio, the Port Lands is too valuable to allow such an industry; Toronto has a lot of space for that but not in the Port Lands
- Transformational use: City of Toronto Museum
- Is bridge over the Keating Channel at Munitions St. included this time? It wasn't shown in the presentation
- Keep Waterfront Toronto as the principle developer

- Westons and Thompsons can finance, see Musée Carnavalet in Paris
- The industrial harbour as a theatrical feat is a great idea, but it has to be developed: commercial venues, tourist attractions, video projections on ships, water sports shows, the sky is the limit!
- Add a major rail station, it will almost definitely have to be underground however, very expensive
- A possibility with climate change and global warming is an up to 6 foot drop in Great lakes level; do any plans incorporate that statistic? This change may occur within the 120-180 year plan presented
- Bicycles for transportation to and from downtown and east of Toronto and within the Port Lands (and the rest of the Waterfront) not just for recreation
- Financing options – fund investment in advance of revenues
- DCs, section 37
- Borrow money
- Public/private sector model
- High cost to develop b/c of flood zone
- Brownfield, poor ground conditions, high water table, poor infrastructure
- \$2b to build infrastructure
- fin. Analysis Approach – real estate developers and financiers
- forecast GTA market demand
- Port Lands development scenario
- Maintain port operations
- Phased industry relocations
- Enable flood protection
- River channel and mouth
- Create dynamic and new communities
- Public spaces – sidewalks and paths
- Promontory Park – edge of river and lake
- Putting the mouth of the Don into Cousin's Key (instead of Keating Channel) is a bad idea – for a lot of reasons, mostly green ones
- Discount rate 10% - 8%
- \$20 million residential
- \$65 million DC → city wide?

ATTACHMENT C.

Feedback from Other Written Submissions

Dear Sir,

It the hope of the rugby community the two rugby fields receive positive representation allowing its construction in advance of 4ws realigned or 4ws preferred. If this not possible the fields be located in Cherry Beach

Respectfully Yours

██████████

Dear Sir,

New York City has conducted an ambitious recyclable landfill development waterfront. This program was highlighted on Trashopolis creating park space and unnecessary dumping in land fills.

The flood plain can be expanded to handle larger concentrations of water with shoreline with a ready supply of material.

Sincerely

██████████

Hello to who it concerns. My name is ██████████ from Scarborough and I unfortunately missed the August 8 Waterfront Toronto forum. I've been missing a number of them lately. So I'll try to give my input through e-mail. Regarding the issue of the portlands, I love the thought of the Gardiner Expy. east of Yonge being torn down. But I don't think that's going to happen, but I still have an idea about that. If we look at Montreal, I think a portion of highway that straddled some waterfront was re-routed to make way for some waterfront parkland. If we look at Gardiner east of Cherry St., part of it (as well as Lakeshore Bl.) straddles that Keating Channel. What about re-routing Gardiner and Lakeshore to allow for some parkland that's not cut off from Keating Channel. That part of Gardiner Expy. is a bit curved like a pretzel anyway, making for more travel distance if you're going to or coming from Don Valley Pkwy. Also, I made a comment at a forum a few years ago that had to do with that grand film studio at the portlands. But I'm not sure if it's recorded down. I'm wondering if there should be some portlands development with some film-related theme to it. Maybe something similar to Hollywood with it's film studios and its surroundings. Who knows, maybe it will influence the usefulness of that studio (I think it's called Filmport). This is all I can think of for now. Thanks and all the best

INPUT SUGGESTION

Sirs:

I am peripherally involved with visits by Canadian Naval and other ships to Toronto. So far, for many years, the berthing and visitor access arrangements have been not only poor but very embarrassing. I like the city, and would welcome visitors. But when HMC Ships are berthed near the foot of Yonge Street, accessible only via a poorly paved commercial parking lot, with no entrance sign, pathway or anything for visitors, this is an embarrassment for anything like a major city. Windsor, Hamilton and others - 1/4 our size, do far better.

To be part of the solution rather than just part of the problem, I suggest the following:

Dedicate an eight-foot pathway, lined with small trees in urns, or a fenced area leading from Queen's Quay to the dockside, to a paved lot. With an arched sign indicating, on the ships' side "WELCOME TO TORONTO," and on the Queen's Quay side "VISITING SHIPS" or something. This would be a modest beginning. It need not even be permanent - removable for winter time if necessary.

At the moment the arrangements, in the opinion of visitors in the ships, and those going down to see them, are shoddy in the extreme, the sign of a really 3rd rate city which this should not be.

Regards



Good morning:

Here are my thoughts on the plan as presented at the August 8 meeting.

General Impression

As with the third iteration of the plan, I still feel that there's a sense that the stuff everyone wants to see comes rather late in the game and may not ever be built. It's noteworthy that you use images of the parkland as the "sizzle" to sell the plan, but the most important part of that park is in Phase 3 when the river finally gets its new exit to the lake. Given Toronto's long history of failing to execute, or at least complete, projects, I can't help thinking this borders on false advertising. If the land where the river should be (south of Commissioners, west from Don Roadway) remains fallow ground, a major attraction of the new layout will be missing.

To that end, what seems to be omitted from the presentation (but may be in the background documents, and if so requires greater prominence) is a look at alternative staging plans. For example, if

the revenue expected to pay for a lot of the work depends on future development, there are (at least) two ways to go about it. One is to pay as you play and hope that there's enough development to more or less keep up with infrastructure investments. The other is to go full steam ahead on infrastructure and let development catch up.

Waterfront Toronto's history has actually been on the latter course because of the seed investment from other governments. Now that you have to pay for stuff with new money, you are shifting to a pay as you play model, and trying to concoct financing schemes that may interfere with expeditious project delivery by dragging out the process.

Council should at least have the option of knowing what a project scheme with increased public investment up front would look like including timelines to deliver the new infrastructure. The decision appears to have been prejudged in light of the original Council motion about minimizing investment.

Transit

I am very disappointed that the whole discussion of the East Bayfront appears to already have been settled in WFT's mind as a BRT for the foreseeable future. This runs counter to the motion about looking at advancing the EBF LRT including the Cherry connection. Again this is a case of the study prejudging the outcome rather than presenting alternatives with financial scenarios.

Of particular note is the fact that Cherry will be realigned south of the rail corridor in Phase 1, but the LRT won't join in until Phase 3. We need to know what's involved in advancing this step so that a through service from Cherry to EBF and Union can be delivered sooner rather than later.

A related question is the demand projections. The whole EBF/Port Lands/Cherry LRT system was justified mainly based on substantial demand from the Port Lands. There should be an update showing the evolution of demand from all of the pending developments that these lines will serve.

A question about the retail development in the Studio district: how are people supposed to get there? If this is not intended as big box retail surrounded by parking, then the only alternative is transit. However that does not materialize much beyond some improved service on the Pape bus in the timeframe when these lands would be developed. Saying that the area will not be developed as big box is cold comfort to those of us who wonder just what the transportation arrangements will be. Of particular note is the fact that this area is nowhere near high capacity transit and likely the best it will ever see is the Commissioners LRT line.

A related problem is that although you show many future north-south connections into the Port Lands, the transit is very much on an east-west axis. The north-south links may never be as important for transit, but they will have a role in connecting the waterfront communities to the existing older city. As a general point, you have illustrations showing LRT operations, but by your own admission the LRT is way off in the future. There is an error in the presentation, by the way, where you show LRT in the cross section of Bouchette Street when on the maps it is actually on the Don Roadway.

There needs to be a discussion of how the transit infrastructure will be built so that an LRT conversion does not require complete rebuild. For example, provision for track, power feeds, platforms of sufficient size, etc need to be in the initial build. The transit link east to Leslie and Commissioners also

needs to be discussed in the context of providing a dual connection to the TTC's yard. This is not a WFT issue per se, but part of the larger discussion of the evolving LRT/streetcar network.

The cost associated with transit should be made clear. From a conversation at the meeting, I learned that the costs shown are only for BRT. This is misleading especially if you really do have LRT in Phase 3. There needs to be more detail in the cost breakdown so that Council and the public understand the component costs and whether anything has been omitted. It's one thing to talk about moving parts of the project between phases, but if there are some costs not even included, that's a nasty "gotcha". Indeed it would imply that you actually don't ever expect the LRT to be built.

Development Rollout

Even for those of us who follow the waterfront plans in detail, there is a lot to stay on top of. One big problem is that each precinct is treated in isolation, and we rarely see how everything fits together. A while ago, the Design Review Panel had a drawing made showing the waterfront in its future, built-out condition. However, what is badly needed is a map showing the known and likely developments (including those that are not strictly part of Waterfront Toronto's property) over the next 20 years or so. This will put whatever happens in the Port Lands in context as well as showing the buildout, the evolution of neighbourhoods and the expanding demand for transit.

This needs to be keyed to show when various developments will come online, and you may need a set of maps showing the evolving layout over time. Accompanying info would show the evolution of units, population, etc in various areas.

Financing

Some of the possible financing tools involve developers paying for infrastructure. Previously, the waterfront lands were upgraded from your nest egg of government contributions, and it is unclear how much of this investment was actually recouped. I can't help thinking there is some double counting of revenue because of the inclusion of both land sales and development charges. If the DCs are regarded by developers as part of the price of a site, then one has to look at total revenue and how increasing DCs could simply depress the market value of the land. This gets to the whole problem of the relative value of serviced vs unserved land.

The idea of "private sector" investment is mentioned, but it is unclear what model is being discussed. If this is simply another word for DCs (and similar schemes), that's really not a private sector "investment", it's a tax by another name. If on the other hand, the private sector builds infrastructure for you in return for something (like cheaper land), well that's just another way of slicing the revenue pie. If the private sector builds public infrastructure with a hope of a leaseback return, then that creates a future expense stream that must be accounted for. You need to be a lot clearer about just what you are proposing here.

I was glad that the idea of city-wide DCs was downplayed in the presentation. Everyone wants to dip their hand into the pool of general revenues (for which a city wide DC is only one example), but this presumes (a) that such a charge would be politically acceptable and (b) that the waterfront would be an agreed high priority recipient of such funds. There is a similar issue with the proposed transit tax revenue, and that will be made even more difficult by the uncertainty about which body – local municipalities, a GTA agency, or Metrolinx – gets to administer it and decide on priorities.

In the discussion of the business case, your goal is to get to a “positive return”. However, some of the ways you achieve this hypothetically are simply a matter of accounting – shifting transit costs onto a new revenue stream. It’s still an investment in the Port Lands even if someone else pays for it. If you are going to throw around phrases like “business case” you have to be honest about the total public investment.

Conclusion

I cannot help thinking that too much of this report prejudices the outcome, if only by failing to present alternative scenarios and showing how you arrived at the one that is presented. In this I am not talking about the built form of the flood protection, but of the more general rollout of infrastructure, investment and development in the whole waterfront.



Thank you for the update and comment opportunity on August 8.

What refinements, if any, ...

i) Port Lands (as a whole)

It would be helpful if you could explain the residential density target you have suggested. I see a target of 8,700 - 10,700 units, which at 2011 PPU extends to 22,000 - 27,000 people. Is that a reasonable share of the 673,460 additional people that the Province forecasts for the City of Toronto by 2036, for the Port Lands land area to carry? Will the residential density be comparable to the average density for Toronto (approx 4,000 / km²)? Is this new population sufficiently large to support the ongoing municipal operating costs for this size area? I assume your suggestions are sensible, but they are not explained clearly relative to the acknowledgement that "this is the last large development area available in the city."

You suggest the "modified plan includes generous public spaces and..."

That expression is subjective and wishy-washy. It would be better to say the "modified plan reserves nn% of the area in public spaces and..." I think most people would be impressed if you reserved 51% of the Port Lands excluding Lake Ontario Park; if you are proposing something closer to 3%, then less people would be impressed.

I heard one speaker suggest that the bridges at the shipping channel would be mechanical (lift or swing). That is unfortunate. With that style of bridge there is at least a theoretical risk that the mechanical bit would break seriously at the least convenient time and perhaps for weeks before repairs could be completed. That could leave ships locked out, or locked in, and even if the bridge was working it might impede fire, ambulance and police vehicles at the wrong time. I think it would be worth the effort to look seriously at fixed bridges similar to our existing railway overpasses within the city, and then consider how the bridge can become a social and commercial venue in its own right rather than just an awkward bit of transportation infrastructure. Why couldn't a really wide bridge also be a restaurant

patio, beer garden, winterized dining room, or all of those things with a remarkable view of the inner harbour?

ii) Lower Don Lands / River Configuration

It may be useful to add a diagram to illustrate the peak water levels along the river course if we experienced a wet storm with twice the volume of a normal once in 300 year storm. Illustrate what the mess would look like if the run off was sufficient to overwhelm both the Keating channel and the Don River mouth, and race at volume through the spillway. Is the shipping channel dock wall east of the spillway

sufficient to prevent flooding of the Film precincts from the south.

The containment structures you have illustrated protect that area only from the west. That assumes that all the water that makes it into the shipping channel will turn west into the harbour. I would assume the water would flow both west and east in the shipping channel until the turning basin filled up enough to push it back out against or over the flow from the spillway, but I don't know that the north wall of the shipping channel is high enough to prevent back flooding into the north precincts. Another way to describe the situation is to answer the question, how big is the storm that could do that? Is it only 50% larger than hurricane Hazel was (likely), or is it ten times the size of Hazel (unlikely)?

iii) Business Case

It would be helpful if you would outline to what extent the City can influence investment in the Port Lands development by prohibiting development outside the Port Lands. It might be true that developers would like to, or prefer to, build in other areas of the city, but the City has some influence through control of building permits .. I least, I assume the City has some influence.

iv) Next Steps

As soon as the Acceleration Initiative is stamped by Council, then step on the accelerator. Make an heroic effort to get the detailed precinct plans and zoning by-laws completed before December 31, 2013.

Regards,

A large black rectangular redaction box covering the signature area.

Please review these comments about the Portlands Acceleration Initiative. I am a young Toronto resident entering planning school who has been following Waterfront Toronto's work for a number of years.

I like the regularization and expansion of the two development blocks in the Lower Don Lands area. The waterways cutting through the site will isolate those neighbourhoods to a certain extent. So, the shape of the development blocks must not constrict them further. And each of the blocks needs a critical mass to ensure self-sustainability. Moving and straightening the spillway is also a good idea.

But the fatal flaw of the phasing plan is the provision for the Lafarge plant to continue operations indefinitely. As long as that remains, we're really talking about a three phase project that ends without the full naturalization of the river mouth. The plan should not concede this accommodation.

Similarly, the concession to keep the dock walls along the promontory park and south block are too accommodating of the port users to the detriment of the public spaces. Only the ship channel should be used for mooring. The idea that irregular coastline impedes navigation is laughable when GPS is considered.

██████████

What type of Business Plan would it take to incorporate the reality and rarity that already exists and has world class recognition?

We are recognized internationally as one of the largest cities on the continent with an unique native wilderness at it's centre. The Don Valley that can be seen from space, and now with the spite, are the core of the Central flyway in North America for migratory birds. This is a precious and rare reality that could be easily destroyed by over planing and building all the Portlands.

We need someway to plan and maintain a passive natural connection between Tommy Thompson Park and the Don valley for the flora, the fauna- the animals and the birds to maintain a healthy regional realty. Maintaining nature is better business than the cost and upkeep of a zoo to see nature.

A business plan that could help to enhance what nature has given us to honour and enjoy could include a concept centre in the west Donlnds connecting these two natural features. It could be a wilderness information centre for tourists and teaching centre for students of any age.

Having a wilderness school in the centre of the city would have world class uniqueness. Students residences, observation pathways and observation station locations would be justified, along with an educated population on natures reality, to care for and treasure. Whose business is it, if not ours?

With respect and best regards,

██████████ (on my 77th birthday)

████████████████████
████████████████████

Hi, Mr. Campbell:

I appreciate the public forum that you convened recently (public mtg #4). I found the presentations highly informative and was glad to have the chance to pose questions to the experts in attendance, and provide my feedback and have the discussion at our table. I would strongly request and suggest that you continue to keep the public informed and continue to conduct such public meetings at suitable intervals in the future. This will help to build support and should diminish the chance that the public will be presented with any unpleasant surprises.

With respect to the recommendations, I have the following comments:

I am generally supportive of the draft recommendations for the implementation, flood protection and land use planning.

I have concerns about the financial components of the business plan, and would strongly suggest that they be addressed substantially before the recommendations and business case are sent to Toronto City Council.

Brownfield remediation: while this is mentioned in the presentation, the related costs do not appear to have been included in the business case yet. Since these costs could easily amount to tens of millions of dollars, if not hundreds, it is critical that they be estimated and accounted for somewhere in the business case. Either the city will have to bear the cost directly by organizing and paying for the work, in which case the developers will pay normal market rates for the land, or else the developers will be asked to pay, in which case they will naturally deduct the cost from the price that they pay for the land. In either case, the city will bear the cost, either directly or via reduced revenue. City council must have an idea of the scale of this cost before they can make any responsible, informed decisions.

Infrastructure: while the business case included infrastructure costs, it was not clear how expansive the meaning of infrastructure was. Is it restricted to utility-type components, such as roads, bridges, and systems such as sewer, water, natural gas, phone, cable and hydro? Or does it include such necessary city-run facilities such as new schools, fire halls, police stations, libraries, recreation and community centres, and city maintenance yards? If it does not, then their capital costs should be added into the business case, as should their operating costs.

Thank you for your attention. I wish you continued success with the rest of the process.

Regards.

██████████

Ward 39

Dear Consultation Team,

Thank you for all of your work in supporting public input into this process. Here are my comments in response to Public Meeting #4:

Suggested Refinements to findings and recommendations:

Port Lands (as a whole)

Need for a Master Development/Land Use Framework

- Waterfront Toronto, in partnership with the City should proceed immediately to develop a master development/land use framework for the full Port Lands in order to provide an integrated approach to development, even for parts of the Port Lands that may not be developed for many years.
- A master development framework should, among other things:
 - set out over-all objectives for Port Lands development in keeping with the principles of the Central Waterfront Plan
 - lay out the lands to be protected for the course and mouth and green infrastructure association with of the Don River and Don Greenway
 - Identify and recommend methods to secure important public assets such as Lake Ontario park lands, established or anticipated land and aquatic recreation uses, sensitive wildlife and fish habitats.
 - identify the areas that have been designated in the medium term, at least, as reserved for activities integral to port and city operations
 - Identify important view and vista locations and corridor
 - incorporate a high level street and block plan that will ensure opportunities for connections to the rest of the city, particularly South Riverdale and Leslieville are identified and prioritized
 - Incorporate a high level Transit First /bike/pedestrian plan that will similarly ensure coordination with the overall transit planning and promote multiple north-south connections between the Port Lands and the rest of the city.
 - incorporate a high level servicing plan that identifies potential short and long term servicing needs and critical issues to ensure coordination with servicing plans outside of the Port Land
 - Incorporate a high level community services plan
 - Identify initiatives currently underway, such as the Leslie Street transit facility that need to be incorporated into a Port Lands development framework
 - locations, identify precincts that need to proceed to detailed precinct planning at this time
 - layout and characterize potential development precincts and special planning areas within the Port Lands

- Identify the precincts or features that need to move into detailed precinct planning at this time
- identify ownership and control issues affecting development
- Identify events that would trigger the need to move additional precincts into the active precinct planning process

Social Sustainability

- As with other parts of the waterfront, better strategies for funding affordable housing will be needed to ensure income mix and access for essential workers, seniors and low income families and individuals

Lower Don Lands/River Configuration

- Although much has been achieved, continued work needs to be done in refining the naturalizing and green infrastructure concept for the river course and river mouth as part of the next steps in completing the EA. Michael van Valkenburg should be invited to continue the work he has done to date, particularly with respect to the new concept for the promontory park and the Greenway.
- Waterfront Toronto, TRCA and the City should move quickly to do what is required to complete the EA.
- Waterfront Toronto, in partnership with the City should be directed to immediately commence detailed planning for the Don Greenway, the Quays (and the film studio district)
 - No development proposals should be sought or entertained until a public precinct planning process has been completed and approved by the City
- More detailed transit planning and transit financing work is needed to ensure that the Lower Don Lands transit plan can deliver the high order transit identified as critical in the market soundings with the development industry and to ensure that LDL transit can be integrated as soon as possible with East Bayfront and West Don Lands transit initiatives.

Business Case

- It would be helpful to have more information about the development assumption behind the land valuation modelling, including the built form assumption, land use assumptions, etc. that have gone into making the business case
- Net revenues from Port Lands leasing activities should be identified and specifically included in the potential sources of infrastructure funding.
- It is important that the emphasis on City-building, sustainability excellence in design and creation of an outstanding public realm that has inspired waterfront revitalization not take a back seat as we look for creative ways to finance Port Lands development. We need to have a clear idea of what we want to achieve in each precinct before we can understand the appropriate balance of private-public sector investment to meet those goals.

Other feedback:

- The reputation, expertise and social capital developed by Waterfront Toronto is a huge asset for Toronto - as is its tripartite structure that keeps the other government levels involved, even though short-term funding prospects have been affected by the global financial crisis. The past year has been an intense period of joint and highly constructive collaboration with senior city staff. It is hoped that coming out of this, Waterfront Toronto will be unequivocally confirmed in the continuing role of master developer for the waterfront, including for the Port Lands.
- Thanks to all, especially the members of the Executive Steering Committee and their staff for all of the work done over the last year and for careful attention to the concerns of the community.



COMMENTS

FINAL PUBLIC MEETING

PORT LANDS ACCELERATION INITIATIVE

Comments are provided as per the handout structure.

1) Port Lands (as a whole)

The overall land use planning areas – and related stages – are well thought out and reasonable, given the dual parameters of (1) continued operation of the Toronto port functions and (2) recognition of the continued operation of the southernmost Cherry Street cement plant sitting on land owned outright by the operating firm.

Some improvements should be made however in the transit plan component; however, if the comments that follow are deemed worthy for follow up lead then the lead on this aspect should be through the City of Toronto’s Planning Department (transportation planning section) and the TTC network planning/service design departments.

It is obvious that there must be acknowledgement within the overall port lands acceleration initiative of a transit plan (both short and long term) but general ‘route lines’ on a map within a land use planning exercise do not necessarily translate into a concrete integrated waterfront transit network.

The word “LRT” is used in order to indicate to the public and developers that the longer term intent is to provide LRT service. Really!

Technically LRT is an intermediate capacity rail mode, utilizing coupled vehicles in trains, on a segregated right-of-way (RoW) with periodic stops that are less than standard subway stop distances BUT much greater than the frequent stops of conventional streetcars, operating either within mixed traffic or on its own dedicated RoW.(e.g. St Clair and Spadina car lines)

The final draft should be very clear with respect to what is meant by LRT in the context of the Port Lands Acceleration Initiative.

While the public meetings have made it very clear that in the short term transit service will be by bus, the plan must also make it clear that the very first priority in developing the transit plan (in the context of the recommended development phasing’s) *must be* the securing of the segregated RoW’s for the longer term ‘Spadina/St. Clair’ type LRT service (different from the

new Eglinton/Finch/Sheppard LRT lines which will be operating on standard gauge railway track).

I think that it is important to have (as an appendix, to the Acceleration Report) the long term transportation plan pertaining to the proposed future Portland LRT services *in the context of the broader waterfront "LRT" network and further transit network connectivity/integration.*

Perhaps the current west harbour front transit route services; those being the Union Station-Exhibition Park service and the Spadina-Union service, can serve as a template and model for the service implementation east of Bay street. Consider the following service routes as a possibility.

- Union Station – Broadview Station via Queens Quay East, Cherry/King Street, Queen Street and Broadview Avenue (tunneled)
- Continuation of the Parliament Street bus via Cherry Street to Cherry Beach (In order to serve Cherry Beach and the new Lake Ontario Park
- Continuation of the Parliament Street bus via Cherry Street to Cherry Beach (In order to serve Cherry Beach and the new Lake Ontario Park Continuation of the Parliament Street bus via Cherry Street to Cherry Beach (In order to serve Cherry Beach and the new Lake Ontario Park.

2) Lower Don Lands/River Configuration

Given the constraints stemming from the (1) ongoing port activities and (2) the fact of the private ownership of the lands occupied by the southerly cement distribution facility, the river configuration is much improved over the last iteration of the plan.

Most welcome is the re-assignment of some of the overall Portland open space/park assignment to act as a tableland buffer between the 'as constructed' river valley and the adjacent tableland.

A proportion of this park tableland immediately adjacent to the river valley should be dedicated to developing symbolic (at minimum) upland forest

3) Business Case

The broad approach and key principles underlying the development of the business case are fine. In particular, I support the principle that a suite of financial tools be utilized and that in certain cases the burden of the specific tool may be property, precinct or area specific; as well as city wide (e.g. the Lakeshore bridge widening/replacement project component)

For broader public (and Council) understanding, the overall project cost/financing risks perhaps could be presented in the final report in terms of: (1) known known's, (2) known unknowns and (3) unknown unknowns . Due diligence requires proof that all known risks are outlined and an appropriate upper limit contingency funding plan is in place.

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

John Campbell CEO/Waterfront Toronto
Nicole Swerhun/David Dilks: Facilitation Team

9th August, 2012

Re. **Final Public Meeting**: Port Lands (Acceleration) Initiative

Just three (3) comments relative to the August 8th Public Meeting.

(1) as someone who has attended Waterfront Toronto Revitalization Meetings for more than a decade, the room-filling attendance at the Toronto Reference Library is **testimony to the ongoing/committed interest of Torontonians in avoiding a repeat of the "stolen waterfront" along Queen's Quay East & West.**

(2) while I can accept the redesigned Don River Mouth Revitalization proposals from Michael Van Valkenburgh Associates (Preferred 4WS/Amended), scrapping the Promontory Parks to pacify the Toronto Port Authority is unacceptable.

The Toronto Port Authority **continues to be a cancer in the city**. Desperate to justify its continuing existence, in spite of its ever diminishing role, we've had the Rochester Ferry Terminal fiasco; the expansion of Island Airport activity (Porter Airlines)(Mayor Daly of Chicago had the right idea when he ordered the bulldozing of that city's waterfront airport); now we see the Port Authority causing Waterfront Toronto to scrap the two Promontory Parks. The 1% served by Porter ignores the needs of the 99%.

The **"acceleration initiative" reduces park space by 25% (to 10.8 hectares) and increases development area by 15% (to 41.6 hectares)**. One hopes we are not replicating the Queen's Quay East & West fiasco to once again satisfy developers.

As I've pointed out in previous correspondence, my interactions with the new Canadian/immigrant communities made me aware of the importance these groups attach to Toronto's Islands & Waterfront. These are their spring/summer/fall playgrounds given that the Muskokas/Kawarthas/Temagamis are often out of reach. The Toronto Port Authority executive/board is clearly disinterested in this fact.

(3) I remain concerned with issues of (a) **visual corridors/viewscapes of the lake from the city core** and that (b) **building heights near waterfront areas be restricted and set-backs for stories beyond the third story be required.**

Thanks John and Nicole for the opportunity of participating in the redevelopment of Toronto's waterfront. I remain concerned with the Ford induced "acceleration" component. It's already having a negative effect.

copies: Councillor Mary-Margaret McMahon; Councillor Doug Ford; TorStar



DON WATERSHED REGENERATION COUNCIL

August 17, 2012

BY EMAIL: info@PortLandsconsultation.ca

Neutral Community Facilitator's Office
720 Bathurst Street, Suite 308
Toronto, ON M5S 2R4

Dear Mr. Kusturin:

Re: Port Lands Acceleration Initiative: Comments from the Don Watershed Regeneration Council on the Findings and Draft Recommendations

The recommended Plan represents an evolution of the original idea based on the realities of existing and continuing industrial uses, and the financial realities of encouraging new development. The Don Watershed Regeneration Council (DWRC*) is pleased to see a more natural river alignment and generous green space, as compared with the greatly constricted "channel" represented in the May 12, 2012 version. The iconic character and magic quality of a new river should not be underestimated as a catalyst in attracting design and development interest, both local and international, as in the case of the West Donlands. Our primary goal in the Port Lands is to achieve a completed, naturalized river and mouth of the Don as soon as possible and the DWRC will support every initiative to move forward to this goal.

We also acknowledge and commend the work of the consulting team in presenting the detailed, peer reviewed, estimates in the draft business plan, which provides a realistic and tangible base for developing financial mechanisms to implement the plan. In summary the DWRC supports the consultants' recommendations with the following additional comments:

- Protection of lands for the river corridor is the first step in ensuring the river will be implemented and should be addressed in the City of Toronto's Official Plan, currently under review. However it is not a guarantee. Strong policies are also needed within the Official Plan to ensure that the river and adjacent wetlands are the only uses permitted within this corridor, and that they will be the only option permitted to achieve flood protection for the identified areas.
- The two "parkways" along the Don Roadway and Commissioners Street offer attractive potential for development of the adjacent lands and therefore present a strong argument for earlier development of the river (as well as the spillway), rather than leaving the naturalized river and mouth to Phase 3.
- The DWRC support the relocation of the "community parks," as depicted in the May 12, 2012 version, to create more open space and a more natural river corridor. This will give the wetlands a better chance to be established and be protected from heavy public use, which may not otherwise be the case with the limited public green space in the May 12, 2012 version.

.../2

- In adding to the green space along the river, the DWRC is concerned about the lack of neighbourhood parks for a potential population of 20,000. This was not sufficiently addressed in the presentation materials. There are adequate mechanisms in the Planning Act to ensure the provision of local parks as a condition of development. Open space and recreation needs must be calculated at the precinct level, and the lands must be protected for public, and not private, use within the Secondary Plan.
- The DWRC recognizes that the Port Lands will continue to be an active port for the foreseeable future. These activities do not necessarily detract from development potential (for example, Vancouver's False Creek has a functioning cement plan), and the ships that overwinter on the dock wall are a potential visitor attraction. The location of the industrial uses, and their environmental impact, are the only concerns. In this regard, Lafarge is currently located in the middle of Polson's Quay - the development of which is scheduled for the first phase - and may represent a significant deterrent to initiating private investment in the Port Lands. The DWRC underlines, once again, the importance of Waterfront Toronto and the City in taking an active role in finding a suitable site and assisting Lafarge in relocating.
- The plan identifies two potential "catalyst" sites for arts/cultural or other special attractions: one on Cousins Quay and the other on Polsons Quay. As these sites will establish a brand, or signature, for the Port Lands and thereby attract development investment, Waterfront Toronto and the City should actively seek out appropriate uses rather than rely on market forces.
- The DWRC was pleased to see the residual value analysis with a realistic methodology and an optimistic result confirmed by the peer review. Good work has been done to this point. As we move forward, it is important that the projections be replaced with hard numbers at regular intervals in order to make the case for public investment at all levels – municipal, Provincial and Federal. The Port Lands is a long term project and the current financial downturn will eventually be replaced with a new growth cycle, creating opportunities for new revenue streams through carefully timed and targeted public investment.
- The landowners and stakeholders have a long standing investment in evolution of the plan and now, the final recommendations on development of the Port Lands. It is important that they continue to be consulted at regular intervals on the business plan and financing mechanisms, as well as precinct plans, and that these be available and transparent to all interested groups and parties for review and comment.

Yours truly,



Phil Goodwin
Chair, Don Watershed Regeneration Council

PG:MB:aw

cc: Gwen McIntosh, Director, Waterfront Secretariat, City of Toronto

***Don Watershed Regeneration Council**

The Don Watershed Regeneration Council (DWRC) is a formal community-based committee established by the Toronto and Region Conservation Authority (TRCA) in 1994 to help restore the Don River watershed to a healthy, sustainable natural environment. The DWRC reports to the Authority on a regular basis and is composed of community members, elected officials and representatives from businesses, agencies, environmental groups and academic institutions located within or concerned about the future of the Don River watershed

A new, updated regeneration Plan "Beyond Forty Steps" was endorsed by the DWRC and approved by TRCA in 2009 and guides the DWRC in commenting to other government agencies (federal, provincial and municipal) on matters pertaining to the future of the watershed. The new Plan addresses the broad watershed issues of sustainability including water and energy efficiency and emerging challenges such as climate change.

Friends of the Spit

P.O. Box 51518
2140A Queen Street East
Toronto ON M4E 3V7

info@friendsofthespit.ca
www.friendsofthespit.ca



10 August 2012

BY EMAIL AND MAIL

Waterfront Toronto
Mr. J. W. Campbell, President and Chief Executive Officer
20 Bay Street, Suite 1310
Toronto, Ontario
M5J 2N8

City of Toronto
Mr. J. Livey, Deputy City Manager
11th fl. E., 100 Queen Street West
Toronto, Ontario
M5H 2N2

The Toronto and Region Conservation Authority
Mr. B. Denney, CAO
5 Shoreham Drive
Downsview, Ontario
M3N 1S4

Re: Final Port Lands Public Meeting, August 8, 2012

It has become clear to Friends of the Spit that the Port Lands Acceleration Initiative should be renamed: renamed simply to be the Lower Don Acceleration Initiative.

From a Friends of the Spit perspective, the Spit, the Baselands, and all lands south of the Ship Channel have been ignored. Only the errant squiggle of a Planner's stylus to indicate a completely inappropriate bike trail through the Baselands is the sole initiative visible on the plans.

A glorious opportunity has been squandered: an opportunity to plan a complete parkland system south of the Ship Channel. By concentrating strictly on the economic necessities of acceleration and construction in the Don, the focus for parkland opportunities and initiatives south of the Ship Channel has been ignored.

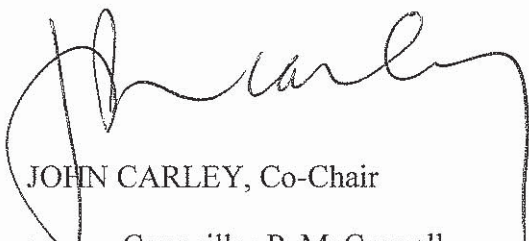
Oddly, the Spit has always benefited from being ignored: however in this instance, we had hoped that greater minds would see the importance of linking the Spit and the Baselands by extensive parkland through to the Lower Don Initiative.

There is still time to plan this parkland as part of this current initiative. At the very least, do review Friends' "Parkland in the Port Lands" proposal of May 31, 2012, which was previously forwarded to you as part of our SAC involvement in this planning process..

Yours sincerely,

FRIENDS OF THE SPIT

per:

A handwritten signature in black ink, appearing to read "John Carley". The signature is fluid and cursive, with a large loop at the beginning and a long tail extending to the right.

JOHN CARLEY, Co-Chair

cc: Councillor P. McConnell
Councillor P. Fletcher
Councillor M-M. McMahon
P. Tabuns, M.P.P.
M. Kellway, M.P.
Craig Scott, M.P.
CodeBlueTO
Interested parties

PORTLANDS FEEDBACK SESSION-PUBLIC MEETING #4
(August 8/2012)

TOPIC: FLOOD PROTECTION, NATURALIZATION AND GREEN SPACE

Question #1: What refinements, if any, would you make to the updated findings and draft recommendation for the:

(i)Portlands (as a whole):

I disagree with several of the draft recommendations in the final report but before listing them, I must say that I think it is a mistake to combine the development of the lower Don Lands River Configuration with the development of the Portlands east of the Don Roadway.

As outlined in the Amended EA for the Don Mouth Naturalization and Flood Protection Project (April 11/2012), the naturalization of the river mouth is a major **public** works project with strong multiplier effects phased over 10 years. (pg 2 of Appendix Q)

Waterfront Toronto should respect this finding and consider the Don Mouth Naturalization as a separate project to be funded primarily by public money. The Portlands east of the Don Roadway will likely take place over the next 30 years and be funded primarily by the private sector.

In reference to the naturalization of the river as being a major public works project, it should be noted that the Federal government recently committed \$143.7 million over 10 years to develop Rouge National Urban Park. If the Feds can allocate money for this project, then surely they can find some money for the Don Mouth Naturalization and Flood Protection project.

In terms of the draft recommendations, the following is a summary of my comments:

a) Initial revitalization should focus on flood protection and the naturalization of the mouth of the Don, not on revitalization of Cousins Quay, Polson Quay and the Film Studio precincts.

The Amended EA (April 11/2012) (pg 14 of Appendix Q) illustrates two examples of increased property values in neighbourhoods adjacent to the development of high quality open space. I would bet that putting the development of the Don river mouth and flood protection ahead of the revitalization of Cousins Quay etc would result in a larger increase in property values in the area west of the Don Roadway.

b)The recommendation “confirm and employ additional sources of funding and financing if required to supplement private sector investment “ should be changed to “confirm and employ additional sources of funding if required to supplement **public sector** investment” when applied to the Don Mouth Naturalization project.

c) The recommendation “endorse option 4WS realigned for the DMNP EA should be changed to “endorse the 2010 DMNP preferred alternative 4WS plan.

d) Don't revise the Lower Don Lands Class EA Infrastructure Master Plan but retain the April 11/2012 Amended EA for the Don Mouth Naturalization and Flood Protection project.

e) The recommendation "maintain existing critical port and industrial uses in the Port Lands" is a red herring with respect to rejecting the original 2010 preferred alternative 4WS plan.

On page 7-49 of the Amended EA(April 11/2012),it states that while the construction of the original promontories will have a negative effect on current port operations, this negative effect can be minimized by mitigation measures outlined in the EA.(refer to table 7-40)

On the same page(7-49),it says quote" that construction phasing strategy can be modified to provide continued dock wall and waterlot access for Lafarge at their current location while the rest of the project is being implemented until such time as an alternative location or resolution can be identified."

With respect to the Lafarge operations in the Polson Quay area, **why can't these operations be moved to the Lafarge property that is part of the Concrete Campus adjacent to the turning basin?**

With respect to Redpath's need to have winter mooring in the Cousins Quay area, **why can't this winter mooring be switched to the dock wall along the south side of the shipping canal?** Page 18 of the handout for the public meeting #4 shows a large ship moored along that dock wall.

(ii)Lower Don Lands/River Configuration:

a) Revert to the configuration in the 2010 DMNP preferred alternative 4WS plan.

Subsequent to the May public forum, one of the respondents said that the 4WS preferred plan is the interesting one while the 4WS realigned plan is the Wal-Mart plan.

The analogy that comes to my mind is the story of Cinderella's step sister trying to squeeze her foot into the tiny glass slipper. Whereas the sister failed to fit the glass slipper on her large foot, Waterfront Toronto has been successful in squeezing the mouth of the Don into a narrow band that suits the Mayor's aims for more and faster private development.

b) Another feature of the 4WS realigned plan that I think is faulty is the conversion of Commissioner's street into the major east-west street at the expense of Villier's street which now becomes a secondary road.

A 40m wide Commissioner's street with its large traffic volumes (because it will connect with the Film district to the east of the Don Roadway) will certainly not enhance the beauty and the natural wonder of the river park north. (think of busy Parkside drive adjacent to High Park)Further, it will serve as a barrier between the park and the residents who reside north of Commissioner's street.

Question#2: What refinements, if any, would you make to the updated findings and draft recommendations for the:

(iii)Business Case:

a)Port lands market data and land value assumptions:

(i)How valid are they? Predictions out 30 years have a high degree of uncertainty

(ii)Financial and land use data in the April 11/2012 Amended EA compare quite favourably with the data presented at the August 8th meeting. Specifically, on pg.2 of Appendix Q of the Amended EA, it says quote:“the DMNP project will have a strong multiplier effect, resulting in total economic activity of more than \$1.2 billion and 8,800 full-time job years of employment over the life of the project”. On pg.11 of Appendix Q, it states that over a 20 year time period, 8,100 residential units and 0.5 million ft² of commercial development will take place in the Don River precinct east of the Don Roadway.

Which set of data is more reliable? Do you know?

(iii)To cover the transit funding requirements, Waterfront Toronto should make sure that all of their transit priorities get included in Metrolinx’s priority projects so that they will be eligible for money raised by Metrolinx’s fund raising tools.

(iv)Petition the Federal Government for funds for the naturalization of the mouth of the don portion of the Port Lands project. If the Federal Government can contribute \$143.7 million for the Rouge National Urban park, it can contribute money for the naturalization of the mouth of the Don.

(iv)Next Step:

Review the public feedback comments from all four public forum meetings to quantify the public’s perception of the preferred 4WS vs. the realigned 4WS plan. I am sure that you will find that a majority of the public thought the preferred 4WS was the better plan. Make sure you include this observation in any report you make to the Executive Committee.

What refinements, if any, would you make to the updated findings and draft recommendations for the.....

1) Port Lands as a Whole

- Need a “Master Plan” of the whole Port Lands – a framework that will include protection of green space and public realm, outline road, bike trails and transit connections, include plans for sustainability and a commitment to affordable housing. This must be done before any precinct plans are completed.
- Need a clearer understanding of how Industrial use areas and Residential areas will co-exist

Transit

The proposed BRT is not ambitious enough and should not be considered acceptable for a development of this magnitude. More work with the TTC is required to create a system of LRT's or streetcars that will provide seamless transportation from Union Station along Queen's Quay linking East Bay Front and the Port Lands. Also, the continuation of Cherry St streetcar south of the railway. A further connection north from the TTC yard at Leslie would complete the route to enable people from all areas to have easy access to this showcase development especially when the Catalytic Sites/Cultural Buildings are created.

2) Lower Don Lands / River Configuration

While the MVVA revised version of the realigned 4WS is an improvement over the previous 2 versions, there is still a lack of understanding that the **River is the** transformational event.

- fear that phasing means that the final result will never happen or will take too long to complete.
- What will attract people to purchase housing or visit the area without the naturalized river mouth?

The phasing needs to be faster or more compressed.

3) Business Case

- Need more information about the magnitude of revenue that can be expected by each of the possible funding sources
- Not mentioned – revenue from the current leases in the Port Lands – will it be directed to seed development? How much would that be?

4) Next Steps

Governance – Waterfront Toronto must continue as the lead agency in the development of the Port Lands. As an agency of a tripartite agreement, the development can remain apolitical. This will help ensure any approved plans are locked down to prevent them from being overturned by successive changes in government.

Port Lands Acceleration Initiative

Response to public meeting #4, 6 Aug, 2012

From: [REDACTED]
[REDACTED]

I wish to recognise the immense labour involved in producing the plans we saw on 6 August in less than one year and to applaud the proponents' openness to community concerns and requests.

Suggested Refinements to findings and recommendations

1. Port Lands as a whole

(a) A comprehensive infrastructure plan must be in place before detailed precinct plans are developed or any sites made available for development. This would include utilities, roads and transit, designated open space. This must be a legally protected document with no loopholes for compromise, especially in the protection of designated open space.

(b) The full value of early development sites cannot be realised without a transit system that can be taken seriously, one with a minimum of transfer points. As well, if these sites are to be developed with a minimum of space given uneconomically to vehicle storage and accommodation, attractive transit must be in place when the first residents and businesses arrive.

The transit plans shown in phases 1 and 2 are inadequate. There is no way for passengers on the proposed Cherry St. busway to transfer to the West Don Lands LRT and it is assumed that the East Bay Front will also be served by a busway. Unless decisions have been made secretly and in contradiction to the process explained to the stakeholders at a recent meeting, the decision to instal a busway on the East Bay Front has not been taken.

The sites indicated for development in phase 1 will be particularly dependent on good transit connections to other parts of the city; otherwise their isolation will make them undesirable. A route to the Bloor-Danforth subway could be established if the Cherry St. LRT were extended southward. The EBF and phase 1 development would benefit from a continuous LRT across the waterfront as a whole.

(b) Plans for the port lands must be protected from the changing whims of governments after every election. To ensure this, Waterfront Toronto must be master developer. If it is necessary to give WT additional authority in order to protect the future of the area, this should happen as soon as possible, on the condition, of course, that its record of public transparency and consultation be maintained. Other public agencies must not be allowed to derail plans and projects approved through full public process.

2. Lower Don Lands/River Configuration

It is a widespread concern that the postponing of rivermouth naturalisation until the last phases of the exercise could lead to this being abandoned or compromised even more than it has been during the PLAI exercise. Whatever documents are to be approved and adopted by the various governments must contain safeguards that naturalisation is protected and that ways be found to make it happen in the shortest possible time.

3. Business case

It must be understood that the current fashion for governments to go to the electorate boasting of the money they have not spent is detrimental to the long-term health of the economy as projects whose pay off comes over decades, not electoral cycles, are not undertaken.

Waterfront Toronto must be supported by all three governments in undertaking work with a long-term payoff period which will eventually return many times its original investment.

Long-term social and environmental benefits and the opportunity costs of not proceeding must be included in all cost-benefit calculations, even if only approximately quantifiable.

4. Next steps

The report to the Executive Committee with its accompanying documents must be made available to the public as soon as possible so that groups wishing to participate in its journey through council have time to read and discuss their response with members.

5. Other feedback

Re: Catalytic or transformational projects

The transformational project is the naturalised rivermouth. This is what will provide amenity and quality of life for the whole GTA for centuries while in the short run making sites attractive to the kind of development hoped for. However the work is phased, the naturalised rivermouth must always be top of mind as the central purpose.

If some additional “catalytic” project or public institution is to be sought, however, ephemeral events like world’s fairs do not necessarily leave anything behind that will improve their surroundings for subsequent decades. An educational institution and/or museum would have more enduring value. The City of Toronto doesn’t have its own museum; perhaps a few of the wealthy citizens who have benefited from the City’s growth could be persuaded to finance one on the port lands. This would only be feasible if a more realistic transit plan than the one shown on August 8 were in place.



1. First priority: River Configuration, Naturalization and Parks

Priorities for the Portlands and its advancement:

- **The physical base and grounding for the Don lands should be the naturalization of the mouth of the Don and the integration of parks for wetland and human use.**
- **Is this to be separate from the rest of the proposed plan for the Don lands? One cannot separate completely the two aspects if some infrastructure is required – for example bridges and transit and city utilities. However, using the naturalization as a basis allows for the modicum to be created and other projects would be allied with it.**

Financially:

The \$15million required for the naturalization facilitates an early start on this project.

Culturally and aesthetically –

- The mouth of the Don is a function of the ongoing history of the waterfront. There are currently three rivers running more or less unimpeded into the waterfront. This one should be assured as well.
-
- Recognize the natural aspects of the waterfront more than in small parts and parks.
-
- Why remove the open waterfront that we have or could have by constructing more buildings and impediments to the advantage of a natural and healthy waterfront?
-
- Take advantage of the linkage to Cherry Beach. As yet there is not natural link along the waterfront albeit there are parks yet to be constructed.
-
- The construction of homes along the area should be secondary to the natural waterfront.
This does not imply that no homes should be built in the general portlands area. As have the Pan Am games area been provided for, so should residential areas be located so as not impede the natural waterfront but be created to allow for taking advantage of living with it.
-
- The Brickworks was mentioned as a potential guide for the interrelation of parks and wetlands. Another example is the Tommy Thompson Park, where science, naturalization and recreation are matched.

Input:

- The call to protect the planning for the portlands came from the residents. I understand there are to be various levels of input, at the city committee level and

this should continue within the full procedure at various levels. However, city staff and other staff and professionals should speak to the project.

Climate and Health Safety:

- In the existent Ontario environmental assessment for this area there is mention of concern over climate change. Wetlands and other modes of naturalization can deal with rising and falling water, pollution, and provide for existent climate that is built into the elements in relationship to the water such as wind.
- This plan should include provisions for not just an environmental assessment but also health and safety assessment including changing climate, the cleanliness of the ground and water.

2. FUNDING, FINANCING AND BUSINESS CASE PROJECTIONS

- My understanding of the financing is that it is wholly projected and dependent upon developer interest and taxation to at the outset create the required infrastructure and then carry out the building that is being allowed for in anticipation of developer buy in.
- Thus, the whole constructed portion of this project is an ‘imagined’ one heavily dependent upon developers and taxpayers input.
- It appears then that developers are being invited to imagine and create a public waterfront.
- I query the use of taxpayer dollars for a project that may not be to their liking, and is not required for the essential maintenance and use of what is at basis a natural feature – a lake front..
- I agree that this plan may not be more than hypothetical based on current developer and design interests.
- **Therefore – DOES THIS PLAN AS SUBMITTED PRECLUDE ANY CHANGES IN THE DESIGN TASTES, ACKNOWLEDGES NEEDS OF THE CITY AND ITS CLIMATE AND THE WANTS OF THE TAXPAYERS AS SPOKEN FOR BY THEIR COUNCILORS AND THEMSELVES?**
- **What other levels of government will be assisting on this project and most importantly how fast can the underlying base be facilitate – i.e. the naturalization of the mouth of the Don?**

- **At least putting in this feature will guarantee clean land, cost comparatively little, and provide for less expensive by maintaining the area as clean and responsive to climate change.**

TRANSIT, EXISTING USES AND TRANSFORMATIONAL USES

TRANSIT

- I am pleased in general with the transit plans for the area, most particularly, the LRT and bike and walking plans. These should be integrated with existent and planned transit. Currently when walking along the waterfront the pedestrian must cross the road at a few points to have access to a sidewalk. A proper visioning of the possibilities for all modes of transportation should be done.
- There should also be several links of linkages along the waterfront :a recreational link to the beaches, as part of a ‘green corridor’ and cultural corridor that would include the projects further north.
- I for one do a lot of walking, street car using and biking. It is a growing pattern in the city and will facilitate the living aspects, including commercial along a revitalized waterfront.

EXISTING USES –

- There are still commercial and port usages along the waterfront as well as cultural ones and now educational ones. The commercial and port usage will probably not move until they are able to relocate if ever. However, a long term plan should be created to deal with this, and of course, health issues for any kind of increased human and wildlife use should be researched.
- Having an educational campus on the waterfront should be an invitation to the students to participate in its sustainable growth.

TRANSFORMATIONAL USES

- There does not seem to be a grasp as yet, of the potential to transform this area. There are as yet more park areas to come in. However, there is still a tendency to create boxes of shaped culture isolated from nature and the existence of a ‘lake’.
- The growth of a more sustainable culture along the waterfront must take this into consideration not just recreationally, and aesthetically but as a health issue - cultural potential to grow a ‘lake town’ perspective along the Waterfront.
- Much of Toronto is highlighted and recognized as a adjacent to and a part of World Heritage areas such as the Niagara Escarpment, and now the federal

recognition of the Rouge. Why can this not act as a stronger basis along the Waterfront?.

-
- I too would like clarification of the funding available for the Waterfront. Perhaps Waterfront Toronto should make evident its continued role, its responsibilities to council, and its funding plans at this point.

PROCESS MOVING FORWARD

Waterfront plan as a whole

It is my understanding there has been consultation all along with the public with which I have participated. However, I still am not happy with what has occurred and was glad that a city councilor stepped in to speak up for what was newly being proposed. However, I would like the city proper, its councilor's, staff and its people to be more involved on an expedient basis for what is occurring. The waterfront seems to be isolated from new and important trends such as Ontario Place and the Rouge. There should be new clarity in the role of Waterfront Toronto.

NEXT STEPS

There is very little time between when executive committee of the city and city council reviews these plans.

I suggest that:

- The priorities of city council and its current budget and abilities be applied to this plan. This whole process was put in place to accelerate the process during a period of an attempt not to raise taxes that would point again to the considerations of cleaning the land, and naturalizing the mouth of the Don.
- City staff and TRCA and other relevant researchers should continue to address their expertise to this plan in a transparent manner.
- Citizens should be informed of their ability to input to committees on this project.

Appendix 2 – Stakeholder Advisory Committee Summaries

Stakeholder Advisory Committee Meeting #1

February 1st, 2012

Stakeholder Advisory Committee Meeting #2

February 29th, 2012

Stakeholder Advisory Committee Meeting #3

March 21st, 2012

Stakeholder Advisory Committee Meeting #4 (Combined Meeting with Landowner and User Advisory Committee)

May 23rd, 2012

Stakeholder Advisory Committee Meeting #5

August 1st, 2012

Stakeholder Advisory Committee Meeting # 1 – February 1st, 2012

STAKEHOLDER ADVISORY COMMITTEE MEETING 1

4-6pm, Wednesday February 1st, 2012

Waterfront Toronto, 20 Bay Street, Suite 1310

The first meeting of the Port Lands Acceleration Initiative Stakeholder Advisory Committee (SAC) was attended by one representative from each of 35 member organizations (see participant list attached). The purpose of the meeting was to brief SAC members on the Port Lands Acceleration Initiative and review the SAC mandate and responsibilities (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the SAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of the SAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. This was the first of several Stakeholder Advisory Committee (SAC) meetings that will take place between February and May of 2012. Please visit the project website (portlandsconsultation.ca) for more information.

FEEDBACK SUMMARY

Feedback from SAC members focused on four key areas related to the Port Lands Acceleration Initiative, including: the Purpose/Scope of the Initiative; the Process that will be followed; the Don Mouth Flood Protection and Naturalization Environmental Assessment (EA); and Financing. This summary reflects the advice shared by SAC members with Waterfront Toronto and the City of Toronto.

PURPOSE/ SCOPE

The Acceleration Initiative needs a very clear problem statement. It's also important to be clear on how acceleration will help solve the problem. In terms of framing the overall work, it's important to be clear that the study area includes the entire Port Lands rather than just the Lower Don Lands and Keating Channel.

PROCESS

The process that will be followed to make decisions regarding the future of the Port Lands needs to be very clear. It was suggested that as the project unfolds it will be important to share more detail regarding:

- The work that will be completed as part of the Acceleration Initiative;
- The timing of this work, and when each part of the work will be completed;
- What information decisions will be based on; and,
- How advice from the SAC will be considered in decisions.

THE EA

It is important to recognize the technical work that went into arriving at the preferred option for flood proofing the Port Lands and naturalizing the Don River Mouth (as included in the Environmental Assessment). Waterfront Toronto, the City of Toronto and the TRCA need to be clear on how much of the technical work would need to be repeated if the preferred option is changed.

FUNDING

SAC members offered a few suggestions regarding funding of development in the Port Lands. These included:

- Not discounting the possibility that public funding mechanisms (e.g. bonds, TIFs) will be available to support implementation;
- The importance of acknowledging the impact of market absorption rates on implementation;
- Recognizing that this is much different than greenfield development for a number of reasons, including flood protection required and soil contamination; and
- Breaking the costs of development into different categories, including the costs associated with providing:
 - A basic level of infrastructure (roads and servicing) that developers already contribute to;
 - A second level of infrastructure (transit, major roads and bridges) that might still reasonably attract a developer contribution, but probably not to the same extent as the basic level; and
 - A unique level of infrastructure (flood protection) which is necessary and is not something that the private sector has traditionally taken on, either financially or technically.

Next Steps

The meeting wrapped up with representatives from Waterfront Toronto and the City of Toronto confirming that an important role of SAC members is to share information with the constituencies they represent, and to bring information/perspectives from those constituencies to share at SAC meetings. The following information will be available online from SAC meetings to facilitate that exchange:

- the final meeting summaries (including the meeting agendas and organizations participating);
- the Terms of Reference for the SAC; and
- the SAC membership list.

SAC Meeting 1 Attendance

Beach Waterfront Community Association
Building Industry & Land Development Assoc (BILD)
Canada Green Building Council
Canadian Urban Institute
Canadian Urban Transit Association
Code Blue Toronto
Don Watershed Regeneration Council
Evergreen
Film Ontario
Federation of North Toronto Residents Assoc.
Friends of the Spit
Greater Toronto Civic Action Alliance
Kingsway Residents Against Poor Planning
Lake Ontario Waterkeepers
Martin Prosperity Institute/Institute for Competitiveness and Prosperity
Midland Park Community Association
Outer Harbour Sailing Federation
Real Property Association of Canada
Sherwood Park Resident Association
South Riverdale Community Health Centre
St. Lawrence Neighbourhood Association
Toronto Association of BIAs
Toronto Board of Trade

Toronto Centre for Active Transportation
Toronto Cyclists Union
Toronto Field Naturalists
Toronto Green Community
Toronto Industry Network
Toronto Island Resident Association
Toronto Park People
Toronto Passenger Vessel Association
Tourism Toronto
Waterfront Action
West Don Lands Committee
Weston Residents Association

Regrets

Canadian Advanced Technology Alliance (CATA)/Intelligent Community Initiative
Retail Council of Canada
Toronto Youth Cabinet
Urban Land Institute of Toronto

Observer from LUAC

Port Lands Landowners

SAC Meeting 1 Agenda

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE MEETING # 1

Wednesday, February 1, 2012

Waterfront Toronto, 20 Bay Street, 13th Floor

PROPOSED AGENDA

- | | |
|----------------|--|
| 4:00 pm | Welcome, Introductions and Agenda Review
Nicole Swerhun, SWERHUN Facilitation & Decision Support |
| 4:10 | Project Overview
John Campbell, Waterfront Toronto & John Livey, City of Toronto |
| 4:20 | SAC Mandate and Responsibilities
Nicole Swerhun, SWERHUN Facilitation & Decision Support |
| 4:30 | SAC Member Briefing
Chris Glaisek and David Kusturin, Waterfront Toronto
David Dilks, LURA Consulting <ul style="list-style-type: none">• Overview of the Port Lands and history of planning• Review of existing plans• Overview of Technical Working Groups and work underway• Project deliverables• Feedback from Kick-Off Public Meeting (December 12, 2011) |
| 5:10 | Facilitated Discussion
SAC Questions, Feedback, Advice |
| 5:45 | Next SAC Meeting |
| 6:00 | Adjourn |

STAKEHOLDER ADVISORY COMMITTEE MEETING 2

4-6pm, Wednesday February 29th, 2012

Waterfront Toronto, 20 Bay Street, Suite 1310

The second meeting of the Port Lands Acceleration Initiative Stakeholder Advisory Committee (SAC) was attended by over 30 representatives from the member organizations (see participant list attached). The purpose of the meeting was to brief SAC representatives on the Port Lands Acceleration Initiative and seek their feedback and advice (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the SAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of the SAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. This was the second of several Stakeholder Advisory Committee (SAC) meetings that will take place between February and May of 2012. Please visit the project website (portlandsconsultation.ca) for more information.

FEEDBACK SUMMARY

Feedback from SAC representatives focused on the four consultant studies presented (Market Sounding, Market Analysis & Revenue Potential, Funding Alternatives, and Flood Protection and Naturalization) as well as general advice for the Project Team. This summary reflects the advice shared by SAC representatives with Waterfront Toronto and the City of Toronto.

MARKET SOUNDING

- Consider more interviews with sovereign wealth funds (e.g. China, UAE) – these funds are investing in infrastructure around the world and may be willing to take on immediate short term risks.
- Consider conducting a “market sounding” with the three orders of government to get an idea about their thoughts on economic benefits and contributing to future revitalization, including “matching funds” contributed by private sector.
- Consider interviewing developers that have done work on other parts of the waterfront (e.g. Camrost Felcorp).

MARKET ANALYSIS & REVENUE POTENTIAL

- Consider the extent to which development in the Port Lands will be affected by uptake in East Bayfront and West Don Lands.
- Important to know where industrial fits into the “best mix” of uses that will be recommended for the Port Lands. The amount of industrial uses could affect the future viability of the current port functions.
- Range of opinion on “quality of jobs” as a criterion for assessing mix of uses in Port Lands.
- When assessing retail potential, it is important to consider retail uses that function as gathering places (e.g. cafes).

FUNDING ALTERNATIVES

- Consider site-specific development charges (e.g. Chicago rail yard revitalization) or phased bond issuance/financing as a way of getting better reception and uptake.
- Consider creative/non-traditional funding models for dealing with waste/energy infrastructure provision (e.g. Project Green by airport).
- Further information on risk transfer would be useful, including how the City backstops debt issued by another entity.

FLOOD PROTECTION

- Further information on TIFs would be useful, including: definition of dedicated use, impact of TIFs on housing affordability, benefit of value windfall for city as a whole.
- It would be useful to have further information on total property tax currently collected from Port Lands and a comparable area of Toronto in terms of the level property taxes required to fund TIFs.
- It would be useful to have further information on how financing of Port Lands development may impact financing of other major projects that are underway (e.g. Crosstown) or are being considered (e.g. Sheppard subway).
- Consider impacts of temporary flood protection (i.e. raising grade on specific development sites) on areas outside of or adjacent to Port Lands – which may be affected by flooding.
- It would be useful to have further information on the optimized alternatives presented, including: change in size of floodplain, scale of new development blocks, costs of different alternatives, and costs of components of each alternative.
- Concern that flood protection is taking precedence over re-naturalization and park space and that phasing of flood protection could push off completion indefinitely.

OTHER ADVICE

- Encouraging public support for investment is just as important as creating a business case to encourage government investment. Concern about how public support for development in the Port Lands may be impacted if changes are made to the Don Rover alignment.
- It is important to consider the impact of not developing the Port Lands (e.g. how much greenfield land would not be developed as a result of Port Lands development).
- It would be useful to provide greater context and graphic illustrations/comparators for some of the numbers presented, including: geographic size of global examples, comparative statistics between Port Lands and global examples, and built form visualization of the gross floor area numbers of different uses.
- It would be useful if maps of the Port Lands included the eastern gap of the Toronto Harbour.

Next Steps

The meeting wrapped up with a request from SAC representatives for additional time to provide feedback on the briefing materials delivered to date. Representatives from Waterfront Toronto and the City of Toronto confirmed that it would be helpful to the Project Team if SAC representatives could share the briefing materials from the first and second meetings of the SAC with their organizations' members, and provide their members' feedback for inclusion as an attachment to this summary report. To facilitate this feedback, the following will be provided for distribution to SAC organization members:

- From SAC Meeting #1: The powerpoint presentation that provided SAC members with background and context to the Port Lands Acceleration Initiative;
- From SAC meeting #2: An updated version of the series of background "primers" developed primarily by consultants to the City of Toronto and Waterfront Toronto to help inform the Port Lands Acceleration Initiative; and,
- A Feedback Form with focus questions from the second SAC meeting.

SAC Meeting 2 Attendance

Beach Waterfront Community Association
Building Industry & Land Development Assoc (BILD)
Canada Green Building Council
Canadian Urban Institute
Canadian Advanced Technology Alliance (CATA)/Intelligent
Community Initiative
Canadian Urban Transit Association
Code Blue Toronto
Corktown Residents and Business Association
Don Watershed Regeneration Council
Evergreen
Federation of North Toronto Residents Assoc.
Friends of the Spit
Gooderham & Worts Neighbourhood Association
Greater Toronto Civic Action Alliance
Martin Prosperity Institute/Institute for Competitiveness and
Prosperity
Midland Park Community Association
Outer Harbour Sailing Federation
Retail Council of Canada
Sherwood Park Resident Association
South Riverdale Community Health Centre
St. Lawrence Neighbourhood Association
Toronto Association of BIAS
Toronto Board of Trade

Toronto Cyclists Union
Toronto Field Naturalists
Toronto Green Community
Toronto Industry Network
Toronto Island Resident Association
Toronto Park People
Toronto Youth Cabinet
Urban Land Institute of Toronto
Waterfront Action
West Don Lands Committee
Weston Residents Association

Regrets

Film Ontario
Kingsway Residents Against Poor Planning
Lake Ontario Waterkeepers
Real Property Association of Canada
Retail Council of Canada
Toronto Centre for Active Transportation
Toronto Passenger Vessel Association
Tourism Toronto

Observers

Port Lands Landowners (LUAC)
Councillor Pam McConnell's Office

SAC Meeting 2 Agenda

Port Lands Acceleration Initiative
STAKEHOLDER ADVISORY COMMITTEE MEETING # 2
Wednesday, February 29, 2012
Waterfront Toronto, 20 Bay Street, 13th Floor

PROPOSED AGENDA

- 4:00 pm** **Welcome, Introductions and Agenda Review**
SWERHUN | Facilitation & Decision Support
- 4:05** **Update Briefing**
1. **Overall Context**, City of Toronto
 2. **Market Sounding**, PricewaterhouseCoopers
 3. **Market Analysis & Revenue Potential**, Cushman & Wakefield
 4. **Funding Alternatives**, Scotia Capital
 5. **Flood Protection**, AECOM
 6. **Toward the Business and Development Plan**, Waterfront Toronto
- 5:05** **Facilitated Discussion**
- 5:55** **Next LUAC & SAC Meeting**
SAC Meeting # 3 - Wed, Mar 21
- 6:00** **Adjourn**

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE MEETING 2

4-6pm, Wednesday February 29th, 2012

Waterfront Toronto, 20 Bay Street, Suite 1310

ATTACHMENT A.

SAC Member Feedback Forms

Received from the following organizations (listed in alphabetical order):

Building Industry and Land Development Association (BILD)
Canadian Urban Transit Association
Corktown Residents and Business Association
Don Watershed Regeneration Council
Federation of North Toronto Resident Associations (FoNTRA)
Friends of the Spit
Gooderham & Worts Neighbourhood Association
Outer Harbour Sailing Federation
Waterfront Action
Windsor Salt (LUAC Member)

Three Individual Submissions (organization not identified)

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

1. Does the information presented “ring true”? If not, why not? Are there any gaps?

- People generally found the information in the primers to ring true. In fact the comments that came back were often. "just as we already knew.... You can not flood the market with any type of space, residential, industrial, commercial, retail. AND yes it will take decades to build out the Port Lands, AFTER the Flood protection is done"
- **The one area that had people reacting was the "realignment of the River Mouth"**
- Complete opposition to # 2 and #4W, - not acceptable.
- With some serious questions about #4SW realigned.
 - How does the creation of larger parcels of land fit with an earlier brief stating that the parcels of development need to be small, for developers to handle (NOT larger).
 - This realignment ends the Mouth of the Don in another concrete unnatural channel.
 - This proposal reduces the amount of Naturalized space/Park space and also reduces the amount of water frontage. This would appear to reduce the total value of the waterfront properties.
 - Are we looking at pennies saved on making this a truly beautiful inspiring river mouth? Are there forces at play to create large parcels of land and for what particular reason?
- This portion of the briefings was the part that raised most people's concerns. All the rest contained no real surprises.

2. The Port Lands Business and Implementation Plan will need to include both a short and long term focus. How can we focus our efforts in the short term to ensure we don't exclude opportunities in the long term?

- One specific reply summarized other similar thoughts:
"The only way we can focus our attention on the short term is to invest in the infrastructure, flood protection, naturalization of the Don, soil remediation, transit etc. that are necessary for further development to take place. We must NOT jump the gun and enable one-off development projects to proceed. The phrase "unlocking the value of the lands" has been bandied about at City Hall. If we "unlock" this value before public infrastructure investments are made, we will sell or lease the land at bargain prices. We must resist any "fire sale" impulses of small parcels of land that will result in loss of future revenue streams and more importantly jeopardize or hamper orderly long-term development. If we are unable to stop a sale or any kind of deal and it is forced through in the short term, SAC should insist that the revenues be returned to WT and utilized to further Port Lands development. A strong communication strategy spelling out the will of the public as heard in the SAC consultations MUST make such rash deals politically unpalatable."

3. If there is no clear private sector solution to funding Port Lands infrastructure, what case can/should be made to make it a priority project for funding by the public sector?

- Generally, people realize that "private sector money" comes with the expectation that they will get a real return on their investment, so NO ONE is surprised that there is no private sector solution for the infrastructure. Public Sector funding should be promoted and viewed as an INVESTMENT in the future growth and health of the economy of not only the city, but the province and the nation.
- Again a comment from one of the respondents:
"Waterfront Toronto has followed a policy of orderly development whereby developers' investments in the waterfront fund future waterfront initiatives. That is a policy that should stay in place and will eventually allow for long term development of the Port Lands. Some of the mechanisms proposed by the consultants such as TIFs should be tried. We have already lost our waterfront once in the Harbourfront area. We have only one chance to develop the Portlands. We must take our time and do it right."

4. Do you have any other comments or advice?

- The Revitalization of the Port Lands is NOT an easy task, as has been pointed out in the primers by the Consultants. We already knew this. This project must be done without the constant pressures of the changing administration of city hall and the personal wish list of anyone there. This is why the planning for our waterfront had been put into the hands of an agency that could focus on it, call upon the expertise necessary at each stage of the process.
- Simplistic solutions are not available. Hard decisions for investment are required. The financing is complex and will require buy in from all levels of government. Private Public partnerships are wonderful, but they come at a cost. The members of WaterfrontAction worry about those costs and fear that what happened at Harbourfront will happen on the Port Lands.

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

1. Does the information presented “ring true”? If not, why not? Are there any gaps?

- It is an impressive amount of info, that i would trust

2. The Port Lands Business and Implementation Plan will need to include both a short and long term focus. How can we focus our efforts in the short term to ensure we don’t exclude opportunities in the long term?

- Retain as much flexibility in short term development so to minimize constraints on long term

3. If there is no clear private sector solution to funding Port Lands infrastructure, what case can/should be made to make it a priority project for funding by the public sector?

- Up front commitment to ensure affordable housing included in residential uses
- Ensure compliance with highest environmental and sustainable standards
- Retain ownership of land and only provide long term (100 year) leases to private development
- Unsure innovative and maximum "green" planning, architecture and servicing approaches

4. Do you have any other comments or advice?

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

1. Does the information presented “ring true”? If not, why not? Are there any gaps?

- Absolutely! The information to date rings true and should be enhanced from the comments made by the SAC feedback.
- Assuming that this project is an incremental process with the naturalization of the Don Mouth and the lower Don River along with the flood protection and sediment and debris management being the first steps to be addressed, I would recommend a total cost of this phase to be established followed by an appeal to provincial and municipal governments to address a potential hazardous and costly concern.

2. The Port Lands Business and Implementation Plan will need to include both a short and long term focus. How can we focus our efforts in the short term to ensure we don't exclude opportunities in the long term?

- Infrastructure concerns (a second major phase) such as a redesigned Lake Shore Blvd., an integrated road and transit plan, and water and waste water concerns, etc. should be addressed through increased development charges. Once these are addressed, long term opportunities should be more appealing to further partnerships with the private structure.

3. If there is no clear private sector solution to funding Port Lands infrastructure, what case can/should be made to make it a priority project for funding by the public sector?

- Other city and provincial projects, along with the enormity of the site are competing with this ambitious project. Funding, therefore, has to be innovative. Using a tax incremental approach might be the appropriate means to address the costs in the long term.
- Other approaches such as a partnership with developers and the school boards, similar to the rebuilt North Toronto CI project, would address the costs of building schools and other public buildings.

4. Do you have any other comments or advice?

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

Other Comments or Advice

I would like to see that not only the Eastern gap but the entire port lands boundaries are always used as the default template in a further SAC meetings and future public presentations, except of course when there is the necessity for fine detail of one specific area, but then this area should then default back to its proper size in a new slide showing its position in relation to the larger map. From my point, this will put the boat clubs on the map most of the time within the port lands boundaries, and I think it's a good idea in public meetings that when you guys present, you don't confuse the public by showing islets of proposed development changes that become visually lost within the broader picture.

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

Other Comments or Advice

snip snip: Right-wing politicians have a default option for balancing budgets without increasing taxes: Sell off public assets while reducing and privatizing public services. Just don't ask how many of those politicians apply the same logic to their own personal finances.

In the short term, the quickest way to pay off your debts is to sell the house and work longer hours. Yet the long-term consequences -- in terms of shelter, financial security and a legacy for your children -- can be severe. Wise individuals plan for the future, taking on debt to acquire and develop property, improving themselves through training and education and maintaining their health through exercise and vacations.

Tragic consequences

Michael Byers, Vancouver Sun, September 8, 2007

<http://www.naomiklein.org/shock-doctrine/reviews/tragic-consequences>

The Shock Doctrine: The Rise of Disaster Capitalism
by Canada's Naomi Klein

Read her book online for free:

<http://www.infoshop.org/amp/NaomiKlein-TheShockDoctrine.pdf>

<http://www.naomiklein.org/shock-doctrine/excerpt>



Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

Other Comments or Advice

In reviewing the material, I was struck by the top line comment in the market sounding report that “without transit, no developer will commit to doing any medium to large scale development (whether residential, office, retail or mixed-use). More importantly, without a guarantee that transit access will be provided to the Port Lands, any master plan to guide the redevelopment of the lands will be viewed by the development community as unattainable.”

This is a very powerful point and I was surprised that it was not covered anywhere in the summary.

Furthermore, I would suggest that if major flood and soil remediation work is planned, that transit infrastructure should be incorporated into the same concept to benefit from economies of scale and early implementation.

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

1. Does the information presented “ring true”? If not, why not? Are there any gaps?

- What scale and type of development is truly possible, due to soil conditions, historical contaminants, and soil/ground condition – Port Lands built on a marsh.

2. The Port Lands Business and Implementation Plan will need to include both a short and long term focus. How can we focus our efforts in the short term to ensure we don’t exclude opportunities in the long term?

- Would be beneficial to have a clear knowledge of what can and cannot be built on site, ground conditions, stability of soil.

3. If there is no clear private sector solution to funding Port Lands infrastructure, what case can/should be made to make it a priority project for funding by the public sector?

- Site originally built for dock operations. It is important for a large city such as Toronto to have a working port for feasible movement of products and goods.

4. Do you have any other comments or advice?

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

1. Does the information presented “ring true”? If not, why not? Are there any gaps?

- The feedback from developers does not ring true - what were the specific questions asked of them? The question always guides the answer. And the fact that at the last meeting, we were informed that in answer to the question "Would you buy it for \$1.00?" in fact one developer had said "give me 6 months" and another had belatedly said "yes". That then provides a TOTALLY different response than in the PWC report which says "no developer would be interested". That clearly is not the case, although the interest may have been limited.
- There is one developer/infrastructure-funder on the PWC list whom I have heard say "we don't get out of bed for less than \$200million projects and over \$1B begins to get us going for real". With one developer/funder taking on the whole project for infrastructure with an agreement which says that they get their profit out of the resultant development of the various precincts within the Port Lands, and with three levels of Government guaranteeing the infrastructure costs be paid if development doesn't happen, which is HIGHLY unlikely, surely there must be some interest. The right questions have not been asked!
- It may be in earlier studies and documentation but there is nowhere which shows the rationale for maintaining major ship access to the ship channel and turning basin? Is this a real requirement or simply the Port Authority trying to protect its existence? The solutions for dealing with large ship docking, repair, etc. would be far easier on the main harbour wall than the cost of swing bridges and the like.

2. The Port Lands Business and Implementation Plan will need to include both a short and long term focus. How can we focus our efforts in the short term to ensure we don't exclude opportunities in the long term?

- The short-term focus must be on removing or at least minimizing uncertainty on the Port Lands. The short-term plan must resolve the flood-plain issues to remove the largest uncertainty from the lands and unlock the currently hidden value - that will see a larger positive response from developers. The short-term plan must also include completion of a viable master plan for the whole area which will also remove many questions of uncertainty; it must be contemplated that the plan will change with time since the social and economic factors at play when the plan is created will be different at various stages of implementation.

3. If there is no clear private sector solution to funding Port Lands infrastructure, what case can/should be made to make it a priority project for funding by the public sector?

- First off, there must be more exploration of the many possibilities for private sector funding including public/private cooperation before the notion of private funding is shelved. The information given in the PWC report does not give comfort that the conversations with developers have been anything more than superficial.
- Once those private possibilities have truly been exhausted, which should absolutely not happen, a full economic evaluation of the development of the Port Lands over its entire development life

must be undertaken to demonstrate the benefit to the City of Toronto and ultimately the Province and Country. The economic, social, and cultural benefits must be monetised to show the costs to City, Province, and Country of NOT developing the Port Lands.

4. Do you have any other comments or advice?

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

1. Does the information presented “ring true”? If not, why not? Are there any gaps?

There are no surprises in this report. It only confirms with more detail what was being told at all the city council and other ad hoc meetings in August and September.

I would like to have some idea of how much time and money it will take to properly complete the planning process of the whole area including public consultations.

2. The Port Lands Business and Implementation Plan will need to include both a short and long term focus. How can we focus our efforts in the short term to ensure we don't exclude opportunities in the long term?

The number one priority needs to be the flood protection. Short term focus for other development needs to look for opportunities that will not limit future development. This means designing transit and vehicular access and other infrastructure systems that are easily expandable. Are there areas in the Port Lands that are outside of the flood plain and currently have good servicing that could be developed for commercial use? And would this provide a stepping stone to further development in neighbouring areas?

3. If there is no clear private sector solution to funding Port Lands infrastructure, what case can/should be made to make it a priority project for funding by the public sector?

Flood protection - this is mandatory to protect businesses and residents in the Port Lands and South Riverdale.

Funding will be recovered by way of property taxes, property sale and development fees. Since most of the land is currently owned by the city, the tax base would be increased exponentially with residential, commercial and retail taxes.

4. Do you have any other comments or advice?

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

1. Does the information presented “ring true”? If not, why not? Are there any gaps?

- I have a concern about the three flood protection scenarios shown in the Feb 29/12 summary. I thought scenario 4WS was the winning design selected a few years ago based on the fact that it was the “most preferred” alternative.
- Question: Why is it now being included in an additional comparison with 2 and other designs?

2. The Port Lands Business and Implementation Plan will need to include both a short and long term focus. How can we focus our efforts in the short term to ensure we don’t exclude opportunities in the long term?

- You need to focus on the following:
 - Complete development of West Donlands, East Bayfront and Keating Channel precincts.
 - Ensure that adequate public transit (LRTs, not buses) has been completed in the area.
 - Initiate soil remediation work in the Port Lands starting with the areas closest to the Keating Channel.

3. If there is no clear private sector solution to funding Port Lands infrastructure, what case can/should be made to make it a priority project for funding by the public sector?

- Push the Province to include Port Lands transit infrastructure in Metrolinx’s 25 year GTA transportation plan. This would allow Port Lands precincts to share in the revenue generated by the funding tools that are to be recommended by Metrolinx.

4. Do you have any other comments or advice?

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

1. Does the information presented “ring true”? If not, why not? Are there any gaps?

- The information presented did ring true for the most part as it highlighted the many and various challenges associated with the Port Lands. Based on the information presented we now clearly see that after more than a century of missteps the area is not suited for development. Superficially what looks like prime waterfront real estate is in fact a toxic waste landfill site on top of a marsh and has a high water table. There are many feet >100 of a soup of toxins and unstable soil before the bed rock.
- What the presentations didn't clearly address was the impact of any development of the Port Lands on the adjacent wilderness park, residential, industrial, harbour, recreational and ship docking facilities.

2. The Port Lands Business and Implementation Plan will need to include both a short and long term focus. How can we focus our efforts in the short term to ensure we don't exclude opportunities in the long term?

- The challenge for the plan is to ensure that any modifications in the short term are consistent with what is envisioned in the long term and that the limitations as covered in the presentations are given due consideration.
- It was obvious from the presentations that the major hurdle is the relocation and refurbishment of the mouth of the Don River. The best approach would be to start this remediation process as soon as possible in an organized manner in order to reduce the risk of flooding and associated costs.

3. If there is no clear private sector solution to funding Port Lands infrastructure, what case can/should be made to make it a priority project for funding by the public sector?

- The private sector doesn't have an interest in investing in this area based on the information presented. It is a hard case to make to expect them to put in a large investment with little potential for returns on their investment in the near and short term. The Don River flood plain itself will require a huge investment to create a large area of land (water course and flood plain) which will not be available for any construction and development. However, the work on the flood plain is critical to undo the thoughtless destruction of Ashbridge's Bay and the resulting threat of flooding associated with the mouth of the Don River.
- Since it was poor planning on the part of a multitude of previous governments it makes sense that it is a public sector problem. Though the remediation is expensive it is necessary to ensure a viable future for this part of the city and to re-naturalize the mouth of the Don River and to ensure that there is a sustainable wildlife corridor from the Don Valley to the lake and Tommy Thompson Park.

4. Do you have any other comments or advice?

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

Other Comments or Advice

I am impressed by the cost of the remediation.

And by the immensity of the tract.

And obviously, the private sector wants the public sector to kick in, and vice versa.

In the short run, it looks hard.

In the long run, however, given the ever more acute shortage of places to grow, south of the Greenbelt, it looks like a very wise investment. By somebody.

Now, to my eye, the Railway Lands / City Place (50 towers, up or coming, by Concord-Adex from Skydome (Rogers Ctr) to Spadina, are depressing, lacking in street life and vitality, as far as can be from the Jane Jacobs vision of cities as rich and varied. Walking there feels like strolling in an architectural morgue, even if the buildings, one by one, are OK. You meet nobody, you attach nowhere. Nothing at all happens.

How to avoid that on Port Lands? I have seen the conceptual drawings, and they remind me of City Place.

How to have mixed scale and serendipity when the up-front costs are massive, needing massive pockets of private capital? Not an easy one to solve. It would probably be better not giving vast tracts to developers of vast, homogenized swaths of big apartment buildings. Unless they were canny and urban and happy to employ a clone of Ken Greenberg.

The whole will work a lot better if there is work there, and not just sleeping and shopping and consuming. How, in our present economy, to make work go there, is an interesting question. I am told that businesses like the 905 because you can drive and park for free and offload the costs (the externalities) on the biosphere and human health. Short of taxing the externalities (or the parking in the company lots, via Queen's Park, or the drive), how do we convince IBM etc to prefer the Port Lands to Markham? It has to be a really good mix, for the employers: short commutes, happy staff who jog to work, a fine view of flights of cormorants and wide horizons over the lake.

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

1. Does the information presented “ring true”? If not, why not? Are there any gaps?

- DWRC members are pleased to see this, more serious approach, compared with ad hoc suggestions from the Mayor’s office which had no basis other than wishful thinking
- Although the information presented may ring true today, it may not ring true under future conditions. The information is assuming that the market conditions that exist today will continue into the future. No one can foresee the changes that are coming in 15-20 years as a result of national and international uncertainties. A best and worst case scenarios may be necessary.
- The information presented is assuming that the stated growth projections are true across Toronto. While some areas of Toronto may experience the projected growth, some areas may not.
- There needs to be a clear statement why the accelerated version is stronger and more realistic than the option put forward in the E.A. for approval. The “Primers” are a good reality check. Acceleration seems to be a fantasy in view of the very large and difficult site with contaminated soils, poor subsurface conditions, high water table, multiple ownerships and leases, flooding, financing uncertainties etc.
- More information is needed on similar Canadian projects – False Creek , Vancouver . For example, in Vancouver’s experience, have people moved back into the area for jobs? Has Vancouver seen an increase in Service Employment Areas?
- There is concern regarding the reduction in greenspace to accommodate increased waterfront development which would be incompatible with the Secondary Plan core principle to “Build a Network of Spectacular Waterfront Parks and Public Open Space” and would make the area less attractive for development.
- There is concern regarding private sector funding. The private sector cannot carry the burden. Government participation in financing/ guarantees is also critical.

2. The Port Lands Business and Implementation Plan will need to include both a short and long term focus. How can we focus our efforts in the short term to ensure we don’t exclude opportunities in the long term?

- The short term plan must be the first phase of a long term plan. Ensure that the short-term goals are a component of the long-term objectives. Implementation should be conducted in a step-by-step process.
- A naturalized river with wetlands and open space for public enjoyment is the first step to attract the private sector to invest. Even if some residential development (ex. a Keating precinct) should proceed first, the new residents would insist on a timely implementation of the green network.
- It is important to adhere to the Core Principles of the Secondary Plan in the short-term.
- Provision of transit as well as pedestrian and cycling trails to connect the Port Lands with downtown is also critical in the short term.
- In order to promote a vibrant community, a mixed population and family-friendly accommodation with supporting infrastructure is important. Community facilities and

greenspaces, are critical for families to establish roots and for the new community to avoid becoming a “singles” enclave like Liberty Village.

- Use innovative ideas to make the best use of the available land to ensure early provision of community facilities . For example, a new condo development at Yonge-Eglinton has incorporated a school on the ground floor of a condo.

3. If there is no clear private sector solution to funding Port Lands infrastructure, what case can/should be made to make it a priority project for funding by the public sector?

- It is critical to promote the key issues that will encourage public funding, For example:
 - The project will unlock the value of these lands to maximize the return on development.
 - It is important to quantify the costs and anticipated revenues and make a proper business case.
- A business case needs to be made to all levels of government. I.e., tax and value will be created out of this project alongside the environmental benefits.
- Concern with the public carrying all the risk and developers’ expectation of a 20% return on Investment. The risk must be equally shared among the public and private sectors.
- Implement appropriate development charges to developers.
- Include messaging such as “work where you live” which is a big draw for people to live down there, and subsequently for developers to build there. As the development potential of the downtown core decreases, the appeal of the Port Lands increases.
- Efficiencies are readily available as the construction machinery can be transferred from the downtown to the Port Lands as demand shifts.
- It is critical to ensure that developers do not lead the process – they must work within the framework of the Plan, once approved.
- The Plan for the Port Lands is an excellent example of sustainable City building on a complex , brownfield site which will attract international attention and ,possibly, design and build investment .

4. Do you have any other comments or advice?

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

1. Does the information presented “ring true”? If not, why not? Are there any gaps?

- THEY DO GENERALLY “RING TRUE”. SOME GAPS AROUND THE DETERMINATION OF A STRONG CRITICAL PATH WITH CONCRETE TIMELINES. IF DEADLINES ARE NOT PLACED, WILL WE JUST CONTINUE THE DISCUSSION WITHOUT ANY ACTION?

2. The Port Lands Business and Implementation Plan will need to include both a short and long term focus. How can we focus our efforts in the short term to ensure we don’t exclude opportunities in the long term?

- THERE ARE NUMEROUS INFRASTRUCTURE AND ENVIRONMENTAL CONSTRAINTS THAT ARE HINDERING THE UNLOCKING OF THESE OPPORTUNITIES. IT WILL BE TOUGH FOR DEVELOPERS TO ‘PIONEER’ IN THE PORTLANDS UNLESS THIS HAPPENS.

3. If there is no clear private sector solution to funding Port Lands infrastructure, what case can/should be made to make it a priority project for funding by the public sector?

- THERE’S A HUGE ECONOMIC ARGUMENT TO BE MADE FOR THE CITY TO CLEAN UP THESE LANDS AND SEE THEM DEVELOPED. WHAT LEVEL OF DISCUSSIONS HAS THE CITY HAD WITH THE FEDERAL AND PROVINCIAL LEVELS OF GOVERNMENT. THE MAJORITY OF LAND IS OWNED BY THE THREE LEVELS OF GOVERNMENT. IT WILL ONLY UNLOCK THEIR POTENTIAL AND ACT AS A CATALYST OR AT LEAST TAKE A HUGE LIABILITY OFF OF THEIR HANDS.

4. Do you have any other comments or advice?

- AS A GENERAL COMMENT, THE INTERVIEWS CONDUCTED WITH THE VARIOUS DEVELOPERS AS PART OF THE MARKET SOUNDING REFLECT FOR THE MOST PART THE POSITION OF BILD AS MANY OF THEM ARE MEMBERS OF BILD.

Stakeholder Advisory Committee Meeting # 3 – March 21st, 2012

STAKEHOLDER ADVISORY COMMITTEE MEETING 3

4-6pm, Wednesday March 21st, 2012

Waterfront Toronto, 20 Bay Street, Suite 1310

The third meeting of the Port Lands Acceleration Initiative Stakeholder Advisory Committee (SAC) was attended by over 30 representatives from the member organizations (see participant list attached). The purpose of the meeting was to brief SAC representatives on the Port Lands Acceleration Initiative and seek their feedback and advice (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the SAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of the SAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. This was the third of several Stakeholder Advisory Committee (SAC) meetings that will take place between February and May of 2012. Please visit the project website (portlandsconsultation.ca) for more information.

FEEDBACK SUMMARY

Feedback from SAC representatives is organized here into six areas, including: Support for the work to date, but also some reservations; Don Mouth optimization/alternatives; Support for phasing and flexibility, and certainty; Need for political will; Concerns about green space; and Concerns about specific uses.

SUPPORT FOR WORK TO DATE, BUT ALSO SOME RESERVATIONS

- A number of participants expressed support for the work completed to date. The phasing was well received, and participants also liked that the work looked at “the big picture” and was built around infrastructure. SAC members also noted that they understood that the work was evolving, and that they felt good work had been accomplished in the project time frame thus far. That being said, there were also significant concerns expressed by some participants who were disappointed about the lack of beauty and vision in the evolving work, the sense that opportunities to create a great asset for the city were being compromised through this review process, and worries about the potential for big box retail.

DON MOUTH OPTIMIZATION /ALTERNATIVES

- There was general support for the optimized 4WS alternative, and the effort made to explore flood protection options. Some participants would like to know more about differences between the optimized and non-optimized versions. This includes any changes in the amount of hard edge versus soft edge, any changes in the width of the river/flood plain area, and effects on business relocation.
- There was a desire for further information on the criteria/analyses that were used in assessing all of the Don Mouth alternatives presented. Participants would also like more information on other alternatives from the EA that were not presented (e.g. 3 and 4 South).

SUPPORT FOR PHASING AND FLEXIBILITY, AND CERTAINTY

- Several participants expressed support for starting development/infrastructure in the area north of the Keating Channel.
- It was felt that the development phasing should be flexible enough to accommodate changes in developer appetite/market conditions.

NEED FOR POLITICAL WILL

- A number of tools for kick-starting development in the Port Lands were suggested, including: an expedited approvals process; identifying quick win opportunities; and using market sounding for specific sites/projects.
- Beyond specific land uses, several participants expressed a general concern about the potential for the “whittling away of plans” – that is that elements of a plan may be compromised or sacrificed as the plan is developed and implemented over time (e.g. Downsview Revitalization).
- Participants expressed interest in a Business and Development Plan with clear timelines – and in seeking approvals that would make sure plans are “locked in”. This would help minimize uncertainty for current Port Lands users in their leasing and investment decisions. Once these plans are locked in, there was also some interest in exploring ways to minimize the bureaucracy required to take action (e.g. waivers, expedited approvals, etc.).
- There was concern that the gap between revenue and costs in Port Land development meant that implementation would require a huge amount of political will and long term vision. Without this political will and vision, there was concern that the work done in the Port Land Acceleration Initiative would be repeated again in the near future. One suggestion was to consider the public costs that would be incurred if a Hurricane Hazel-like storm damaged communities in the flood plain, and use that to persuade governments of the value of investing now to prevent the damage.

CONCERNS ABOUT LOSS OF GREEN SPACE

- Concerns were expressed about what appeared to be a reduction in green space. There were a number of potential impacts of this reduction identified, including slower/lower land value growth and/or a “tug of war” between recreational uses and natural uses. One participant felt that all land south of the Ship Channel could be turned into parkland since development was not likely to occur here over the short- to mid-term.

CONCERNS ABOUT SPECIFIC USES

- Participants expressed concern about the prospect of big box retail and/or a regional shopping mall in the Port Lands. It was felt that planning for retail uses should take into account effects on street retail on Queen Street and other impacts on the surrounding community.
- One participant expressed concern over the uncertainty faced by the screen-based industry (film, television and interactive/games) in the Port Lands, noting that some businesses are on month-to-month leases which make business planning and expansion difficult. *City of Toronto staff noted that the screen-based industry is a very important economic sector that should be encouraged to grow in the Port Lands and that staff are committed to working with the industry to maximize their current and future opportunities.*

Next Steps

The meeting wrapped up with representatives of Waterfront Toronto and the City of Toronto confirming that the second round of public consultation would be a two-step process. Key findings and preliminary options will be presented at an open house drop-in session on March 31st, and then public input and comments will be sought at two identical workshop meetings on April 3rd and 4th. An official notice of the upcoming public consultation will be distributed to SAC representatives.

SAC Meeting 3 Attendance

Beach Waterfront Community Association
Building Industry & Land Development Assoc (BILD)
Canada Green Building Council
Canadian Urban Transit Association
Code Blue Toronto
Corktown Residents and Business Association
Don Watershed Regeneration Council
Evergreen
Federation of North Toronto Residents Assoc.
Film Ontario
Friends of the Spit
Gooderham & Worts Neighbourhood Association
Greater Toronto Civic Action Alliance
Midland Park Community Association
Outer Harbour Sailing Federation
Real Property Association of Canada
Sherwood Park Resident Association
St. Lawrence Neighbourhood Association
Toronto Association of BIAs
Toronto Board of Trade
Toronto Centre for Active Transportation
Toronto Cyclists Union
Toronto Green Community
Toronto Industry Network
Toronto Island Resident Association

Toronto Park People
Toronto Youth Cabinet
Tourism Toronto
Waterfront Action
West Don Lands Committee

Regrets

Canadian Advanced Technology Alliance (CATA)/Intelligent
Community Initiative
Canadian Urban Institute
Kingsway Residents Against Poor Planning
Lake Ontario Waterkeepers
Martin Prosperity Institute/Institute for Competitiveness and
Prosperity
Retail Council of Canada
South Riverdale Community Health Centre
Toronto Field Naturalists
Toronto Passenger Vessel Association
Urban Land Institute of Toronto
Weston Residents Association

Observers

Port Lands Landowners (LUAC)
Councillor Paula Fletcher's Office
Toronto Port Lands Company

SAC Meeting 3 Agenda

Port Lands Acceleration Initiative
STAKEHOLDER ADVISORY COMMITTEE MEETING # 3
Wednesday, March 21, 2012
Waterfront Toronto, 20 Bay Street, 13th Floor

PROPOSED AGENDA

- 4:00 pm** **Welcome, Introductions and Agenda Review**
SWERHUN | Facilitation & Decision Support
- 4:05** **Introduction**
John Campbell, Waterfront Toronto
- 4:10** **Update Briefing**
1. **Environment**, TRCA
2. **Market Analysis and Land Use Demand Forecast**, City of Toronto
3. **Development Planning and Phasing**, Waterfront Toronto
- 5:00** **Facilitated Discussion**
1. What do you like about the directions emerging?
2. What, if anything, concerns you? Why?
3. What refinements, if any, would you like to see explored?
- 5:55** **Next Steps**
- 6:00** **Adjourn**

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE MEETING 3

4-6pm, Wednesday March 21st, 2012

Waterfront Toronto, 20 Bay Street, Suite 1310

ATTACHMENT A.

SAC Member Correspondence

Friends of the Spit

P.O. Box 51518
2060 Queen Street East
Toronto ON M4E 3V7

Tel: (416) 699-3143
e-mail: fos@interlog.com



23 March 2012

Mr. Michael H. Williams
Economic Development and Culture, General Manager
8th fl. E., 100 Queen Street West
Toronto, Ontario
M5H 2N2

Re: Stakeholder Advisory Committee Meeting No. 3
Portlands Acceleration Initiative, March 21, 2012

Dear Mike,

Following up on our discussion at Wednesday's SAC Meeting No. 3, we felt that we should elaborate on the Friends of the Spit position regarding the Portlands and the Hearn Generating Station.

As early as 1990, Friends of the Spit advocated, through various media and public consultation meetings, that the entire Portlands area south of the Ship Channel be designated and zoned as parkland. We proposed that the parkland would blend from intensive recreational in the west, to the passive recreational urban wilderness area of the Baselands and Spit in the east.

Within this proposal, we recognized the Port Authority's western dock wall and staging area, which we suggested be retained as is; and we recognized the Hearn Generating Station as an industrial relic.

Friends of the Spit believe that the Hearn Generating Station should be maintained, as an industrial icon, as evidence of past use, and simply for its architectural placement. This industrial relic would exist within the overall park space.

23 March 2012

Mr. Michael Williams

Re: Stakeholder Advisory Committee Meeting No. 3, Portlands Acceleration Initiative,
March 21, 2012

We have advocated this position consistently through the nineties and the last decade, particularly with Waterfront Toronto, and the planning of Lake Ontario Park. Friends of the Spit felt that the Lake Ontario Park mandate should include all the land north to the ship channel, and, again, that the park have a "gradient" of uses, ranging from the most active in the west to the passive recreational uses in the east. Again, we saw the Hearn being retained as an industrial relic.

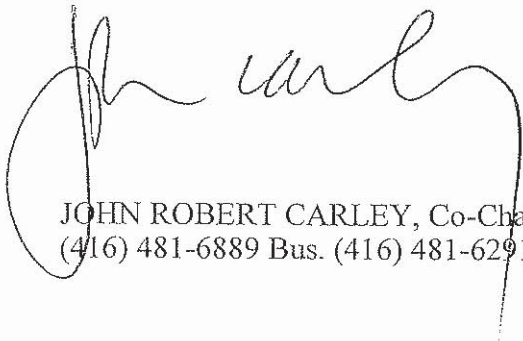
However, the retention of the Hearn must only occur with a use compatible to the surrounding green space.

In our coming discussions, it is the compatibility of the use proposed for the Hearn, coupled with the attendant traffic flow and circulation requirements, which will be of paramount importance, and frame our discussion. As an outlandish example, repurposing the Hearn as a casino would be totally inappropriate!

We wanted to elaborate on the brief discussion at the SAC meeting so that you would more clearly understand our position and our thinking in this matter.

We welcome further discussion, and look forward to those discussions.

Yours sincerely,



JOHN ROBERT CARLEY, Co-Chair
(416) 481-6889 Bus. (416) 481-6291 Bus. Fax



GARTH RILEY, Co-Chair



BUILDING A GREATER GTA
Building Industry and Land
Development Association

March 28, 2012

Ms. Nicole Swerhun
Facilitation & Decision Support
Portlands Stakeholder Advisory Committee
720 Bathurst Street, Suite 308
Toronto, Ontario
M5S 2R4

Dear Nicole:

Re: Stakeholder Advisory Committee

Thank you for allowing BILD the opportunity to be represented on the Portlands Stakeholder Advisory Committee. At the last meeting of March 21st, the BILD representative in attendance posed a series of questions that we have formalized in this correspondence.

The key focus of that meeting was to determine the best approach for diverting the Don River, taking into account all of the objectives that Council had set, addressing both environmental, economic and conservation issues. Upon reviewing the matter in greater detail, please see the following questions for your review and consideration:

1. Have each of the 3 alternatives under consideration: alternatives 2, 4W and 4WS been properly costed out? Clearly, reducing costs significantly will allow the project to be more easily financed and proceed to be accelerated.
2. Under alternative 4WS, has the costing to date taken into account the cost of remediating the impacted lands and as well, the cost of building what will apparently be 3 bridges making access into the balance of the lands affected by the relocation of the Don?
3. When can the group expect to receive all of the backup analysis on these 3 alternatives in order that a final decision of the Committee is made to approve any one of the 3 to go back to Council? Although it is commendable that alternative 4WS apparently has achieved some cost savings, a total budget of over \$800,000,000 is quite significant and our representative is not certain whether it does in fact include remediation and bridge building costs. Our understanding is that the other 2 alternatives produce much greater savings, as well as more land available for economic development which is desperately needed to ensure that funds are available for the Port Revitalization Project. We also understand that all of these 3 alternatives are within the 4 or 5 choices which were submitted under the existing environmental assessment and would not require a full restart of the environmental assessment if one of the other alternatives is chosen.

Many thanks for your consideration and we look forward to receiving the information requested.

Yours very truly,

Paula J. Tenuta, MCIP RPP
Vice President, Policy & Government Relations

20 Upjohn Rd, Suite 100
North York, ON M3B 2V9

Tel: 416.391.3445
Fax: 416.391.2118

www.gthba.ca

Stakeholder Advisory Committee Meeting # 4 (Combined Meeting with Landowner and User Advisory Committee) – May 23rd, 2012

STAKEHOLDER ADVISORY COMMITTEE/ LANDOWNER AND USER ADVISORY COMMITTEE

COMBINED MEETING 4

6-8pm, Wednesday May 23rd, 2012
EMS Training Centre (Toronto Fire Academy)
895 Eastern Avenue

The combined fourth meeting of the Port Lands Acceleration Initiative Stakeholder Advisory Committee (SAC) and Land Owner and User Advisory Committee (LUAC) was attended by over 60 representatives from the member organizations (see participant list attached). The purpose of the meeting was to brief SAC and LUAC representatives on the current findings and recommendations from the Port Lands Acceleration Initiative and seek their feedback and advice (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the SAC and LUAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of both the SAC and LUAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. Please visit the project website (portlandsconsultation.ca) for more information on the Port Lands Acceleration Initiative's public consultation process.

FEEDBACK SUMMARY

Feedback from SAC/LUAC representatives is organized here into six areas, including: More Information on 4WS Comparison; Timing and Order of Phasing; More Information on Costs (and Opportunities to Review Numbers); More Information on Peer-Review; More Information on Detailed Design; and Greater Certainty for South of Ship Channel.

MORE INFORMATION ON 4WS COMPARISON

- Comparison of original and realigned 4WS could benefit from additional information, including: hydrological modeling; provision of wetland; impacts on health, environment, quality of life, and land value ; more detailed breakdown of cost, including phase by phase cost for original 4WS.

TIMING AND ORDER OF PHASING

- Support for idea of phasing with suggestion to consider implementing parks and public realm as early as possible to ensure implementation and increase land value.
- More information on the projected timeline for completing phases 1 through 5 would be helpful.
- Some concern that the land released for development as a result of phase 1 flood protection might not be the best place to start development. Consider performing phase 1 and 2 of flood protection together so that film district lands (where there is already activity) can be released earlier.

**MORE
INFORMATION
ON COSTS AND
OPPORTUNITIES
TO REVIEW
NUMBERS**

- It would be useful to have more detail on the costs of the different phases, particularly the cost of flood protection in phase 1 and 2.
- Consider presenting costs on a year-by-year basis in addition to the phase-by-phase basis presented.
- Consider including the net benefit of additional development land in the business and implementation plan – it currently isn't clear how much more funding this additional land will contribute to paying for the cost of flood protection and other development-enabling infrastructure.
- Consider the full cost of transit (capital and operating).
- Would be useful to have greater opportunity to dive into numbers in more detail (e.g. having copy of presentation before meeting, having physical copy of presentation at meeting, additional Advisory Committee meetings). Would like to fully understand the costs, benefits, gains and losses so that SAC/LUAC representatives can communicate an accurate picture to the communities that they represent.

**MORE
INFORMATION
ON PEER-
REVIEW**

- Would be helpful to have more information on the scope (e.g. specific elements of PLAI to be reviewed) and procurement process for the peer-review.
- Consider conducting a peer-review of the realigned 4WS, including costs and value of additional development land.

**MORE
INFORMATION
ON DETAILED
DESIGN**

- It would be useful to have more information on detailed design, including process (e.g. what agency will lead and who will undertake design work) and timing (e.g. detailed design of naturalized space before or after finalization of EA).
- Consider continuing to seek the Waterfront Design Review Panel's comments on realigned 4WS as it undergoes detailed design.

**GREATER
CERTAINTY FOR
SOUTH OF SHIP
CHANNEL**

- Even though the lands south of the ship channel are not the focus of this discussion it would be useful to have greater certainty on what will happen there, particularly with respect to the green link to Lake Ontario Park from the ship channel.

Next Steps

The meeting wrapped up with representatives of Waterfront Toronto and the City of Toronto confirming that the timeline for completing the Port Lands Acceleration Initiative has been extended, with a report going to Executive Committee in September, and Council in October 2012. This extension will provide an opportunity for a peer-review of the business plan, the continued development of the business and implementation plan, and an additional round of public consultation. These activities will ensure that the emerging framework is based on sound financial modeling, fits within a broader city-building context, and allows for incremental implementation.

SAC/LUAC Meeting 4 Attendance

309 Cherry Street
3C Lakeshore
475 Commissioner Street/75 Basin Street
Arhon Investments
Beach Waterfront Community Association
Building Industry and Land Development Association (BILD)
Canada Green Building Council
Canadian Salt
Canadian Urban Institute
Castlepoint
Chai Poultry
Cherry Beach Sound
CIMCO Refrigeration
City of Toronto - Real Estate Services
Citizen Development
CodeBlueTO
Colliers
Corktown Residents and Business Association
Councillor Fletcher's Office
CycleToronto
Don Watershed Council
East Toronto Community Coalition
Eastern Marine
EN Consulting (on behalf of Castlepoint)
Essroc
Fasken Martineau (on behalf of Sifto)
Federation of North Toronto Resident Associations
First Gulf Don Valley
Friends of the Spit
Goderham Worts Neighbourhood Association
Infrastructure Ontario
Johnston Litavski Ltd.
LaFarge
National Rubber Technologies
Ontario Power Generation
Outer Harbour Sailing Federation
planningAlliance
Port Land Owners Group
Redpath Sugar
Rideau Bulk Terminal
Rose Corp
Sherwood Park Resident Association
South Riverdale Community Health Centre
Toronto Board of Trade
Toronto Field Naturalists
Toronto Green Community
Toronto Industry Network
Toronto Park People
Toronto Port Authority
Toronto Port Lands Company
Toronto Waterfront Studios Development Inc
United Rentals of Canada
Urban Strategies Inc.
Waterfront Action
West Don Lands Committee
Weston Village Residents' Association

SAC/LUAC Meeting 4 Agenda

Port Lands Acceleration Initiative
**STAKEHOLDER ADVISORY COMMITTEE/
LAND OWNER AND USER ADVISORY COMMITTEE
MEETING #4**

Wednesday, May 23, 2012
EMS Training Centre (Toronto Fire Academy)
895 Eastern Avenue
6:00 – 8:00 pm

PROPOSED AGENDA

6:00 pm Welcome, Introductions and Agenda Review

Nicole Swerhun, LURA/SWERHUN Facilitation Team

6:10 Executive Update

John Campbell, Waterfront Toronto
John Livey, City of Toronto

6:15 Briefing on Current Findings and Conclusions

David Kusturin, Waterfront Toronto

Questions of Clarification

7:00 Facilitated Discussion

1. What do you think about the current findings and recommendations?
2. Do you have any suggested refinements to the current findings and recommendations?

7:55 Next Steps

8:00 Adjourn

Port Lands Acceleration Initiative

**STAKEHOLDER ADVISORY COMMITTEE/
LANDOWNER AND USER ADVISORY COMMITTEE**

COMBINED MEETING 4

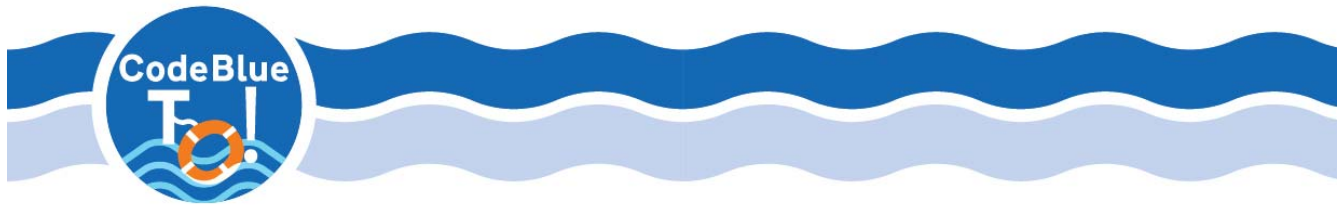
6-8pm, Wednesday May 23rd, 2012

EMS Training Centre (Toronto Fire Academy)

895 Eastern Avenue

ATTACHMENT A.

Additional Feedback



CodeBlueTO: response to Round 3 of consultations on the Port Lands Acceleration Initiative

CodeBlueTO has a number of concerns, questions and comments about progress on the Port Lands Acceleration Initiative (PLAI) that we wish to express at this stage.

However, we first want to indicate our gratification that the PLAI review of the Environmental Assessment's flood protection options has confirmed that the preferred alternative (4WS) continues to be the optimal approach to flood protection of the Port Lands – albeit with suggested realignments. We also recognize the value of the additional phasing and costing analysis, which has identified a potential strategy for staged implementation for flood protection and development. Although few details have been made available, it also appears that there is some optimism that the process will lead to concrete funding or financing strategies that can start to make the first steps of Port Lands revitalization feasible, even in these challenging economic times.

While important progress has been made on the business planning side of the initiative, we are concerned that the analysis is seriously underdeveloped in areas that are critical to the success of the PLAI – both for building broad support for the work in the short run, and for achieving the important city-building goals of the Central Waterfront Plan over the longer term. As a result, we have a number of questions, concerns and comments about the work that has been shared to date, as well as some specific suggestions as to what steps might be taken over the next phase.

1. Naturalization and River Design

... to establish and sustain the form, features, and functions of a natural river mouth within the context of a revitalized City environment while providing flood protection up to the Regulatory Flood.

– *Terms of Reference: Goal of the Don Mouth Naturalization Project Environmental Assessment*

NATURALIZATION: First, CodeBlueTO wants to stress that naturalizing the Don River in the Lower Don Lands is a separate and distinct issue from resolving the issue of flood protection for surrounding areas. Indeed, we know from the work on the West Don Lands Flood Protection Landform that the engineering requirements for flood protection can, in fact, stand in the way of habitat restoration.

No evaluation of naturalization potential for the realigned 4WS (4WSR) proposed by the PLAI has been provided. However, we feel that the proposal's reduction of the size of the flood plain, combined with a reduction in the overall green space, will limit aquatic habitat value while also drastically reducing the

potential terrestrial habitat value – unless the open space devoted to active recreation is severely curtailed, which no one would wish to see. Simply put, a naturalized Don River mouth with virtually no tree canopy would be a serious choke point for migration of neotropical passerine (perching) birds, the very birds that currently pass through. Even as compared to existing conditions in the Port Lands, such a revision could pose a negative effect on bird migration.

Members of **CodeBlueTO** are also very concerned that construction of a naturalized river mouth will have to wait until phases 4 and 5 of redevelopment, which requires waiting until the agreement with the adjacent landowner over use of the dock wall expires – i.e., until the adjacent landowner moves from its present location. This leaves us wondering whether a naturalized river mouth will be achieved in our lifetimes. Indeed, we wonder what the impact of dock wall uses will be on adjacent aquatic and terrestrial habitat in the interim.

Although an extended and detailed discussion of naturalization choices and strategies for the river mouth was an important part of the public consultation and technical work under the existing Environmental Assessment, there has been no similar discussion as part of the PLAI. It is essential that the specifics of naturalization be addressed as part of the current initiative. Each phase of development of the river and its related ecosystems – whether in three phases or in five – must include a specific commitment to naturalization. In other words, completing part of the overall naturalization plan should be a commitment in each phase of the development, with associated costs identified in the plan.

The recommendations that go forward must address how a naturalized river will be achieved – including technical details as to how a realigned 4WS will be designed and implemented in order to:

- Optimize aquatic and terrestrial habitat;
- Improve linkages between habitats;
- Enhance biodiversity of aquatic and terrestrial species;
- Accommodate future changes in the environment.

– *Terms of Reference: Don Mouth Naturalization Project Environmental Assessment*

This would require articulating a comprehensive definition of “naturalization” to determine whether or not modifications of existing plans for the Lower Don Lands conform to the EA’s requirements.

We recommend that a series of stakeholder workshops be convened over the next two months to evaluate the capability of a realigned 4WS to meet the naturalization goals set out in the EA Terms of Reference. These workshops should consider:

- The options for terrestrial and aquatic habitat creation along the course of the realigned river mouth, The Don Greenway, and in upland areas;
- The implications of proposed dock wall retention where the river meets the Lake; and,
- Options for implementing naturalization components at each phase of development.

RIVER DESIGN: As was noted repeatedly in the stakeholder and public meetings, there is significant concern that, in optimizing for cost and development potential, the current river design has lost the “magic” and transformative power of the existing design by Michael Van Valkenburgh Associates (MVVA). There has been repeated criticism of the decision to reduce green space along the river course – moving it instead

to mid-development blocks. There has been criticism of the river path itself, which appears to reproduce the same unnatural 90° turn as the Keating Channel. There are concerns that bringing the river out in its final stretch saves a few acres of development land at too great an expense to naturalization and place-making.

We believe a better result can and must be achieved from an urban design perspective. We are recommending that a design process be initiated immediately with stakeholder involvement from the outset to enhance the river design and integrate work from the naturalization workshops. We further recommend that the MVVA team be invited back to lead this design process, as they have already worked extensively with all of the parties, including community stakeholders, and have advanced knowledge of aspects of the relevant technical requirements. This process could start with an interactive planning event resembling the Don Greenway charrette, which provided a productive and creative opportunity for education, visioning and consensus building.

2. Transit

We share the concerns of many at the SAC/LUAC and public consultation meetings that planning for transit has not been adequately undertaken.

As the PLAI research has indicated, high quality rapid transit in the Lower Don Lands and Port Lands is essential to attract the kind of private sector investment that is necessary to achieve the City's aspirations for economic revitalization. Creating quality of place through the provision of viable, rapid, high quality transportation is a critical necessity for creating livable new mixed-use neighbourhoods. In our view, a bus right-of-way – even as a stop-gap measure – does not constitute adequate planning for the area. The negative reaction of investors in East Bayfront to the failed delivery of the promised Queen's Quay LRT should confirm this point.

As with plans for other infrastructure for the area, we expect that a detailed plan for funding and implementation of high-quality rapid transit – transit that can support the concentration of workers and residents projected for the area – will be included in the next round of public and stakeholder consultations.

3. Business Plan

A great deal of work has been accomplished on the business plan side of the PLAI. Many consultants have been retained to analyze infrastructure implementation and phasing costs, potential development pace, potential revenues, potential financing and funding mechanisms. The SAC/LUAC and public have been given a very high-level report on the results of this work, but the information received to date has tended to raise more questions than it has answered.

For example:

- When comparing the PLAI realigned 4WS with the EA's preferred course for the river, has there been an evaluation of whether the revised version improves or diminishes potential land value? Is there a loss of economic value to having development on only one side of Don Roadway and Commissioners Street?

- Is a “main” street with retail at grade best served from an urban planning viewpoint by single loading it? Commissioners and the Don Roadway may not be envisioned as this kind of street but, if this is the case, what are the “main” streets?
- Is there any reason why the EA preferred course could not have been phased in a way that is similar to the phasing being proposed for the realigned version?
- Has naturalization along the river course and within the Don Greenway been included in the infrastructure costing? If so, what has that costing been based on?
- How would the costs and phasing strategy change if some part of river naturalization were included in each development phase?
- What and where is the land that is being reserved for a future “transformational” use?
- Will it be recommended unequivocally that any revenues or development charges from the Port Lands will be reinvested in Port Lands infrastructure costs? How will those arrangements be secured? Will the arrangements include any kind of contribution towards the “River Precincts” and “River Mouth” phases of the flood protection?
- Given fiscal constraints, does it make sense to rule out Tax Increment Financing and other value capture tools completely, when jurisdictions around the world have found ways to use such tools for *sine qua non* projects like transit-building?
- And, of course, the big unanswered question: Where does the first instalment of funding come from?

Again, we are requesting that one or more technical briefings be conducted on the business plan issues to allow stakeholders to review the analysis in more detail and to explore questions about the analysis. We recommend that one briefing be held relatively soon to deal with questions coming out of the SAC/LUAC and public meeting, and that a second briefing be held toward the end of the summer to allow a more in depth discussion of the specific funding or financing recommendations.

4. Comprehensive Planning for the Port Lands

At the beginning of this process, it was understood that the PLAI was intended to look at the Port Lands as a whole – a goal that has had broad support from a public that did not want to see one-off developments approved without an overall road map in place.

To date, some very preliminary steps have been taken in the form of identifying possible planning precincts and articulating certain values – such as the Central Waterfront Plan “core principles” – that are intended to guide planning. But it seems fair to say that, so far, what has been shared with the public has been very rudimentary.

We are aware that implementing comprehensive planning for the whole Port Lands is a daunting task – particularly given that for much of the Port Lands, the development horizon is a long way off. At the same time, there is a need to move quickly to a greater level of specificity in areas that might be ripe for development. An example can be found in the film precinct, where private land owners / leasees have begun to put together precinct planning proposals on their own. There is a need to integrate that process with initiatives in other areas, such as South Riverdale, in order to seize every opportunity to create better connections between the Port Lands and the rest of Toronto.

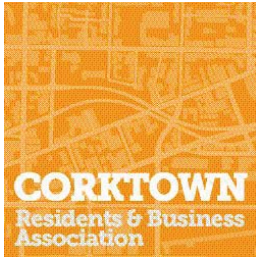
We note that developments in the concrete campus area are in varying stages of approval. Vacancies on the Hearn site, the Lever site and Cascades site present large-scale immediate opportunities for public open space and transportation infrastructure. These projects need to have a bigger planning framework to establish promontories, pedestrian and cycling networks, and view corridors and to connect in with the longer-term plans for development and open space centred on Cherry Street. As well, a framework is required to formalize needed connection improvements at Cherry Street, Carlaw and Leslie. Such a framework will provide some certainty for employment uses that will continue to exist in order to secure well paying jobs in the Port Lands. They need buffers and safe passageways through to ensure compatibility with existing and future uses.

By the end of the PLAI, we expect to see a program for advancing high-level framework planning for the full Port Lands, with a specific time table for initiating precinct planning in key precincts. And, as with all waterfront planning and development processes, we expect confirmation that Waterfront Toronto will continue to be the planning, development, and implementation lead for the Port Lands.

CodeBlueTO would like to thank you for the opportunity to comment on this phase of the PLAI initiative.



CodeBlueTO is a coalition of individuals, organizations, and groups that support the people's plan for Toronto's Port Lands, as developed by Waterfront Toronto. We defend the vision of a beautiful, revitalized urban community developed in a financially astute manner for this ecologically sensitive area. We believe in maintaining a transparent process that continues to involve the broader community. Our city. Our waterfront.



Response to the combined SAC/LUAC Meeting #4 - May 23, 2012 and to the Public Consultation #3 – May 24, 2012

June 8, 2012

First, let me say that on behalf of the Corktown Residents & Business Association, we wholeheartedly endorse the positions expressed so thoroughly by both CodeBlueTO and by the West Don Lands Committee. We are closely allied with both organisations.

We also have the following specific points to add or perhaps the same expressed from a slightly different angle. Perhaps several angles since there is some repetition but that might be necessary to get the points across.

Funding

While no concrete plan has been put forward for funding of the flood protection and Don realignment and naturalisation, it is pretty clear that it will have to come from multiple sources and methods. And so at every turn, the planning must maximise every opportunity for the lands. So every aspect must have big ideas – transit, Master Plan, Don realignment and naturalization. Until the business plan and proposed composite funding is in place, or even proposed, there can be no compromising on the “grand plan”.

Great effort needs to be expended on exploring the possibilities for Waterfront Toronto to be able to create or take on debt, in some form, in order to add to the list of possible funding tools. Since no one funding vehicle will be able to carry all this weight, there must be multiple possible vehicles the sum-total of which stands a chance of making this all a reality.

This dictates two key comments:

1. Aim high – if we start compromising already at the planning stage, we know the process will be one of compromise and whatever plan is put in place will be watered down. So don't start by cheapening the plan to save dollars – go with the grandest vision that can be created.
2. The more catalysts that can be created and realised, the greater the possibility is to generate income from which at least a portion of the infrastructure costs and funding plan will be drawn. There are already catalysts ready and waiting to go – in the Film Precinct for a start. Provide them with the planning tools to proceed and create their plans.

Transit

Every planner, developer, architect, and knowledgeable citizen knows that good transit is the key to workable and sustainable development on a large scale. There is no comprehensive transit plan leading the process here – it's all band aid ideas with the hope that in the future, it will be brought up to the standard needed. As someone said to me recently: “Hope is not a business strategy”. Without a comprehensive transit plan which must have LRT as its backbone, development of the kind possible in the Port Lands simply won't happen, and talk of acceleration and land values is pointless. Even if it isn't yet known how to fund such transit, it must be made the key element of the planning – then there is a chance that it will be funded. Without such a plan, the money will never materialise, and neither will the grand possibilities for the land.

Don Mouth Realignment and Naturalization

The award-winning plans drawn up by MVVA and originally approved by Council in 2010 as scheme 4WS has been dramatically downgraded in 4WS Realigned. It has been cast cleverly as a slight change to 4WS but it is by no means slight. The river in 4WS has become a channel in 4WS realigned and the splendid naturalization at the mouth has become an outlet with almost nothing natural to be seen. Basically it is Keating Channel South. This is compromise at the start of the process. Since every development process inevitably sees compromise as it proceeds through design and refinement and approvals and finally implementation, where will this modified plan actually end up. Something resembling a ditch which will do nothing to enhance the value of the development lands being created. The calculations presented at both the SAC/LUAC meeting and the following Public Consultation simply ignored the issue of value creation and instead focused on reducing cost. It is short-sighted and will simply lead to a second-rate outcome which future generations will look upon and say about the folks who let this happen – us – “what were they thinking!?”

As stated earlier – we must aim high – this is not the point in the process to be making compromises. We haven't see a coherent business plan yet and we are making compromises already?

Catalyst for Port Lands development

We all know that the entire Port Lands area needs a catalyst and there is a catalyst ready to go with two major developers already involved in what is now thankfully designated as precinct – the Film Precinct. But they need to know how their plans might work in the larger context. The current fine work produced by MVVA does not extend east of the Don Roadway – it needs to be extended so that the film precinct can proceed.

Master Plan

A Master Plan for the whole Port Lands is essential - the Film Precinct is the first likely development, the true catalyst that everyone wants - how are they expected to produce a cohesive and workable plan for their lands without a comprehensive context, and how is the City and other bodies having jurisdiction able to give approvals without the same Master Plan?

Phasing

While on the face of it the ability to phase more readily in 4WS Realigned is attractive for many reasons, the fact that the Phase 5 work on naturalizing the Don south of the Lafarge site cannot happen until Lafarge has ceased operations at the site begs a major question. What has been done to cost out relocating them earlier and analyze the other benefits of doing so? The naturalization of the Don mouth is the creator of the major value in the Lower Don lands and yet won't happen until the end of the process. This must be re-examined if anything of real, value is to be created here.

Thank you for this opportunity – we look forward to the next steps in the process and to seeing the ideas put forward by so many credible parties incorporated into the final result which will then end up as a plan of which everyone involved and future generations will be proud.

Larry Webb

President

Corktown Residents & Business Association

info@corktown.ca



DON WATERSHED REGENERATION COUNCIL

June 7, 2012

BY EMAIL: MNoble@waterfrontoronto.ca

Ms. Michelle Noble
Director Communications & Marketing, Waterfront Toronto
Suite 1310 – 20 Bay Street
Toronto, ON M5A 2N8

Dear Ms. Noble:

**Re: Portlands Acceleration Initiative, Public Consultation Round 3 – May 24, 2012
Comments of the Don Watershed Regeneration Council on the Findings and
Recommendations**

The Don Watershed Regeneration Council (DWRC*) supports the following:

- Retention of the 4WS option for the river rather than either of the other two that were under review (options 2 and 4W);
- Phasing, which provides a more realistic approach to the huge costs of flood protection and servicing by dividing the very large area into manageable pieces and providing some preliminary suggestions regarding sequencing;
- The realignment of the spillway eastward, which will create a “parkway” along the Don Roadway and Commissioners Street, and which will release a large portion of the flood prone lands from potential flooding in the early phases; and
- The provision of neighbourhood parks within the new communities.

However, these positive comments are qualified by a large number of detailed concerns, particularly regarding the character and implementation of 4WS realigned.

The realigned version of the river leaves the impression of a very constrained waterway, beginning with a sharp westward turn (not unlike the current flow into the Keating Channel) and a narrow river course created by the more restricted land area allocated to it. A naturalized mouth can only be achieved at such time as Lafarge relocates. In the meantime - and perhaps long after development has occurred – the river will be squeezed into a narrow, existing slip.

We understand that the realigned concept meets the hydrological requirements, but in diminishing the natural green areas on either side, it has sacrificed the iconic character of a meandering river offering pleasant walking trails along tree lined banks. There is no question that the new river will be an important catalyst in creating value and raising the development potential of the whole area.

.../2

Therefore, it seems unnecessary to severely constrain the river concept at this early stage. The river is the single most important transformative element that will leverage maximum value out of the Portlands. The more generous and aesthetically pleasing it is, the higher the adjacent land values will be, regardless of the shape of the development blocks. The DWRC proposes that a deeper reserve south of Commissioners Street to accommodate the original alignment and adjacent vegetated areas should be included in the recommendations going forward to Council, and that detailed design work to that effect be undertaken prior to finalizing the land allocation for the river.

There is concern that the delay in construction of the naturalized river (shown in Phase 3) could jeopardize the primary goal of this redevelopment project – to create a sustainable, mixed, urban community, and give new life to Toronto’s waterfront. This is not to diminish the value of expanding the studio precinct (Phase 2), but requests that serious consideration be given to including the river construction in Phase 2 in recognition of its regenerative role for the whole area.

In addition, full implementation of a naturalized mouth of the new river will be impossible until Lafarge ceases operation or relocates. This indeterminate timing creates a real risk that this essential element may never be realized, by virtue of the absence of hydrological “necessity” and escalating implementation costs over time. The DWRC recommends that consideration be given to actively assisting Lafarge to relocate at an early stage of the implementation plan by offering financial and fiscal incentives, and exploring alternate sites for its facility.

In the preliminary phasing plan the naturalized mouth appears only in the final build out (Phases 4 and 5). In the opinion of the DWRC, the river is the primary catalyst for attracting investment. Therefore, the DWRC underlines the importance of early construction of the new river in its entirety – in Phase 2. The challenge is one of the financial mechanisms needed (with special assistance to relocate Lafarge) rather than exclusive reliance on market forces and revenue from development.

Once an agreement is reached on the land area for the new river, the major concern will be how to protect it from temporary uses and intrusions until a market for the Portlands materializes. Policies and designations in the Official Plan and the Zoning By-law are the logical first steps. However, these are always open to applications for further amendments. Exploration of additional legal tools that can guarantee long term protection of the designated land area should be incorporated into the implementation plan.

In conclusion, the review to date suggests that market forces alone will not be sufficient to accelerate development in the Portlands. “Stimulus” uses, such as those particularly suited to a waterfront location (e.g., a water research facility), can be effective and there is general agreement that proposals will be received and reviewed with an open mind. Beyond these speculative possibilities, acceleration of the build-out process will require a strong commitment by government to create the necessary conditions to attract private investment. In the case of the Portlands, a new river regenerated out of a desolate brownfield can be the inspiration and catalyst for development of a first class community.

All three levels of government will need to participate, as they did in the Environmental Assessment. Once the current uncertain financial cloud has lifted, then the time would be right to present the business plan for the Portlands to the senior levels of government. This is the opportunity to make the case for the anticipated revenues (taxes, fees, special levies, etc.), compared with a “do nothing” scenario, together with the additional reward for government foresight and the potential international recognition for a unique waterfront recovery project.

Yours truly,



Phil Goodwin
Chair, Don Watershed Regeneration Council

PG:MB:aw

cc: Gwen McIntosh, Director, Waterfront Secretariat, City of Toronto

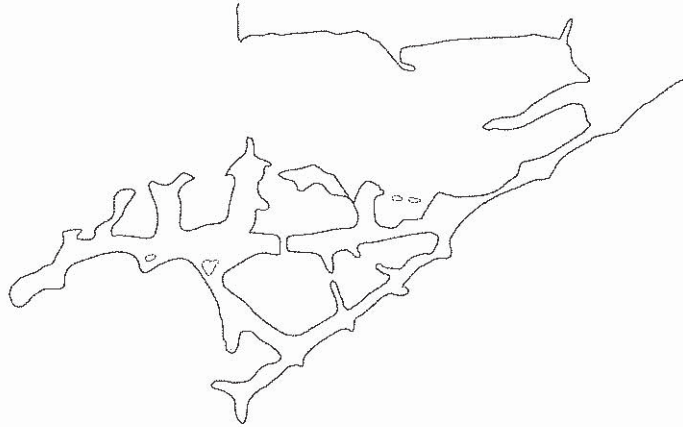
***Don Watershed Regeneration Council**

The Don Watershed Regeneration Council (DWRC) is a formal community-based committee established by the Toronto and Region Conservation Authority (TRCA) in 1994 to help restore the Don River watershed to a healthy, sustainable natural environment. The DWRC reports to the Authority on a regular basis and is composed of community members, elected officials and representatives from businesses, agencies, environmental groups and academic institutions located within or concerned about the future of the Don River watershed

A new, updated regeneration Plan “Beyond Forty Steps” was endorsed by the DWRC and approved by TRCA in 2009 and guides the DWRC in commenting to other government agencies (federal, provincial and municipal) on matters pertaining to the future of the watershed. The new Plan addresses the broad watershed issues of sustainability including water and energy efficiency and emerging challenges such as climate change.

Friends of the Spit

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Toronto ON M4E 3V7
info@friendsofthespit.ca
www.friendsofthespit.ca



31 May 2012

BY EMAIL AND MAIL

Waterfront Toronto
Mr. J. W. Campbell, President and Chief Executive Officer
20 Bay Street, Suite 1310
Toronto, Ontario
M5J 2N8

City of Toronto
Mr. J. Livey, Deputy City Manager
11th fl. E., 100 Queen Street West
Toronto, Ontario
M5H 2N2

The Toronto and Region Conservation Authority
Mr. B. Denney, CAO
5 Shoreham Drive
Downsview, Ontario
M3N 1S4

Port Lands Acceleration Initiative
Commentary following the Public Consultation Round 3 – Public Meeting

Dear Colleagues,

Members of Friends of the Spit have participated in all Stakeholder Advisory Committee meetings and in all public consultation meetings. We have appreciated the opportunity to be a member of the SAC and contribute; likewise the public meetings have been informative and well-run. It is now time for us to place our comments before you.

As you know, our all-volunteer advisory group was established in 1977 expressly to preserve the entire Leslie Street Spit as a public urban wilderness, car-free, with no admission charges. Since 1977, our organization has been represented at, and has participated in, every planning forum pertinent to the Spit and Port Lands at large. Our “corporate” knowledge of the history is unparalleled.

In general, it has become obvious to us that economic forces will dictate the pace of Port Lands development, and that acceleration is unlikely. The hope for a transformational or catalyst use is only that: a vague hope.

Secondly, what has also become obvious is that the original plans for the mouth of the Don (the original 4WS), and the plans gradually being formulated for the rest of the Port Lands, were well-thought-out and well-delivered.

Thirdly, by re-opening the public participation and consultation, a great service has occurred. The general public has awoken, and is now interested in the Port Lands at large. This is a tremendous thing, as from personal experience at the various meetings, we have seen hither-to-fore uninvolved individuals stepping forward and, almost to a person, declaring that there should be more parkland and more public realm. They fear a repetition of Harbourfront: they fear that the wall of condos will continue further east, they fear that the public realm will be sacrificed at the cost of acceleration or expediency, they fear almost to a person that 4WS is not enough – that 4WS is simply a good start that will be forgotten and not amplified; or worse, never realized in full.

Therefore, our first recommendation, from Friends of the Spit, is that the public realm be built and that the parkland and associated green uses be expanded from 4WS throughout the Port Lands. The 4WS scheme for the Don is the best, and should form the starting point. [As part of the ongoing Port Lands Acceleration Initiative, we ask that the implementation phasing analyses applied to “4WS Realigned” also be applied to 4WS.]

From the Friends of the Spit perspective, the green connection must be made large, wide, and viable between the Leslie Street Spit, the Base Lands, and the mouth of the Lower Don. Anything less will be seen by future generation as meagre and unworthy of the city.

Coupled with the public realm of parkland, a satisfactory transit infrastructure must be built so that people can be brought to the parkland areas and so that people can use the areas irrespective of ownership. Again, from Friends of the Spit perspective, the Spit is poorly served by public transit (it, currently, seasonally stops at Commissioner’s) and all Spit users will benefit from better transit service.

The public consultation discussions have been interesting, wherein consultant after consultant spoke of a “higher order” of use for land, and then referenced housing, or retail, or corporate campus uses. Our organization believes that parkland is the highest order of use and that all other development must be subservient to that parkland imperative.

In order to create this public realm, a number of things must happen. First, the Spit and Baselands boundaries must be enshrined and protected. No incursions of errant canal rowing courses and the like, through the Spit, can be tolerated. In other words, Lake Ontario Park touches gently to the Spit and Baselands.

Secondly, Lake Ontario Park must be enlarged. For decades, Friends of the Spit have advocated that all lands south of the Ship Channel be parkland: parkland of varying recreational intensities. Our suggestion always has been that the active recreational uses be at the west and taper in intensity through to the passive recreational areas of the Spit.

In the course of the various meetings in the last six months, two things became clear. First, as acknowledged by the City and Waterfront Toronto, there won't be any development by Waterfront Toronto or any other agency south of the Ship Channel for at least 30 years! Secondly, the port users have made a strong case that some of the leased lands around the Ship Channel are important and valuable for the functions that help run our city. Both of these mean that there will be no residential development south of the Ship Channel, and, again, that is logical as there is presently no servicing and no amenities.

Far better then to declare all land south of the Ship Channel as parkland, and proceed on that basis to ensure that, as leases expire, as uses change, that the lands enter the public realm and be developed and maintained as parkland. That is a legacy worth striving for!

In the interest of stimulating discussion, we have attached our map of "Parkland in the Port Lands". For ease of comparison, we have used the Port Land Acceleration Initiative's mapping, and modified it to show our proposal.

In the current context, this green space would fit admirably to an expanded 4WS parkland scheme and provide the desired green connections.

It would take strength and political will to achieve this, but, from what we saw at the various public meetings, this would be universally applauded by the vast majority of those attendees.

Finally, the former Hearn Generating Station is a tantalizing structure: tantalizing, because so many people are willing to put their aspirational uses to it; and as stated at the May 24th meeting by Mr. Kusturin "something may or may not happen to the Hearn". If something were to happen, the first stricture would be that the use has to be compatible with parkland. It would be crazy to place a casino there; it would be crazy to put a stadium there. Secondly, whatever function it takes, it should be serviced by bridges and access from the north side of the Ship Channel. In other words, automobile traffic and truck servicing traffic south of the Ship Channel should be limited. Again, this would take a brave planner with a strong sponsoring organization.

These suggestions emanate from our organization's constant involvement in all matters of importance to the Spit since 1977. We are hard put to think of another organization with such a long history of having such a significant impact. The enjoyment that the Spit provides to the citizens of Toronto and beyond, to the hundreds of thousands of visitors annually who come to the Spit, could also be translated to the lands west of the Spit, south of the Ship Channel. As Toronto grows and expands, these lands would be essential for the enjoyment of the citizenry in both active and passive recreation.

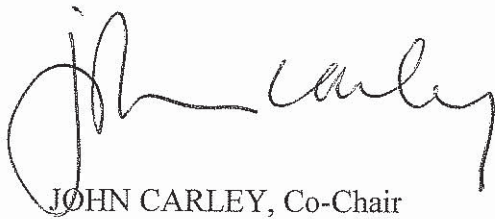
This is the time and this is the place for a grand gesture. Go for it!

"Parkland in the Port Lands!" Go for it!!

Yours sincerely,

FRIENDS OF THE SPIT

per:



JOHN CARLEY, Co-Chair



GARTH RILEY, Co-Chair

cc. Councillor P. McConnell
Councillor P. Fletcher
Councillor M-M. McMahon
P. Tabuns, M.P.P.
M. Kellway, M.P.
Craig Scott, M.P.
CodeBlueTO
Interested parties



“PARKLAND IN THE PORT LANDS”: This map has been prepared using the Port Lands Acceleration Initiative mapping in order to illustrate the parkland imperative for all lands south of the Ship Channel.



Gooderham & Worts Neighbour Association response to the Port Lands Consultation 3

We would like to express our appreciation for the amount of detailed analysis that has been done to date and the opportunity for the public to provide feedback. We are gratified that the preferred option for the flood protection and naturalization 4WS has been confirmed as the best option. We are also pleased to see that between Consultation 2 and 3, in response to the public feedback, there has been great effort to bring back some of the lost green space.

We do, however, still have some concerns.

The river is *the* transformational initiative

It is the beauty and the magic of the river that will make this area valuable. The approved river plan maximises the amount of waterfront land, i.e. maximises land values throughout the Lower Don Lands. The revised version puts roads along the water thus reducing the value of many parcels. As well, the diminished amenity value of the revised version will have the same effect.

What do you think about the current findings and recommendations?

Naturalization

- Need for more technical information about the naturalization of the river – **are the costs to naturalize included in the Flood protection?** Naturalization should not be confused with flood protection – they have 2 different purposes. We would like to see these costs broken out.
- Loss of the river mouth estuary in the final phases, 4 and 5 if Lafarge does not want to leave – that is the major part of the naturalization – **how much park and open space is included in those phases?** We have already lost 8.3 hectares with the realigned plan if fully implemented

-

- Realigned 4WS has the river making a sharp right turn similar to the current situation which has been established as a non-preferred option in the process. All the grace of the river form is lost.
- Realignment along the Don Roadway means less opportunity for trees. This has an impact on the bird migration. Many of the species that cross the lake to head north are nesting birds that need trees to rest along their way. A channelized floodway and spillway means no trees can be planted.
- In addition, the realignment and phasing will impede the ability to realize some of the Terms of Reference in the EA to enhance the biodiversity of aquatic and terrestrial habitats and encourage the restoration of the species that have been lost through our neglect.

Transit

- This appears to have been an afterthought. Discussions with developers have proven that, without an effective transit system approved or in place, there will not be a market for any development either commercial or residential. A transit system plan is required as one of the pre-requisites to the infrastructure work. This does not mean a bus way as proposed for the East Bay Front precinct. This was a last minute proposed solution because there is no official transit plan in place for the LRT the developers and landowners have been fighting to have. What is needed is a fully planned rapid transit system.

Business Plan

- Need to understand the amount of opportunity costs due to lack of green space and phasing of the river naturalization. For instance, Phase 1 of the flood protection will allow for development in Cousins Quay and Polson Quay. This could be built without any of the naturalization beauty and magic of the river and with brownfields across Cherry St that may be decades away from development. **How much value could be gained by waiting for the completion of the river?**
- Transformational Initiative – **where is the land that is being retained for this?**

- **Will any funds revenues or development charges be retained for use in the further Port Lands development? How will this be guaranteed?**
- **More information about the possible financing – what about granting borrowing powers to WT? Have TIF's been discarded too quickly because it is not necessarily an easy solution?**

Comprehensive Planning for the Port Lands

- Need to see the street plans – bridge to extend Munition St to north of Keating has been removed – what about the 2 pedestrian/bicycle bridges connecting the west side of Cherry St to north Keating and the one that connects to the West Don Lands east of Cherry? Central Waterfront Plan places an emphasis on North/South connections as well as East/West
- The planning shown to date does not include all of the Port Lands. The lands south of the Ship Channel and the section east of Carlaw have not been included in the analysis to date. A high level framework plan is still required. We would like to ensure that at least some planning of roads and services are included so there are no major surprises when that day comes.

What do you have any suggested refinements to the current findings and recommendations?

- Bring Michael Van Valkenburgh back to consult on the realigned 4WS
- Once there is an approved plan, lock it down so every time a new council is elected, we do not have to go through this process all over again.
- We would like to see some public workshops or a charette to delve deeper into the analysis of the realigned 4WS to ensure it can meet the naturalization goals of the EA

Response to Round 3 Public Meeting Presentation
Port Lands Acceleration Initiative

John P. Wilson
June 8, 2012

Naturalization:

My observations about the most recent round of presentations focus largely on naturalization, the matter I have the most experience with. I'm going to omit the usual acknowledgement of great effort on the part of the PLAI team and go straight to the point:

Anything positive about the naturalization opportunities presented on May 24 derives from the original work on the DMNP EA, Option 4WS and the Lower Don Lands Framework Plan. What I see here is a step backwards.

First, simple metrics: It is proposed that the land area available for naturalization be reduced by 8.3 ha. Park Space has been reduced 3.7 ha. and the Flood Plain has been reduced by 4.6 ha. These two categories totaled 45.1 ha. originally; they are now proposed to total 36.8 ha. for a reduction of close to 20%.

Second, potential conflict with other uses: Park Space, and perhaps also Flood Plain, must accommodate shared use between naturalization and other uses such as active recreation, community centres, passive-use lawns, event space, community gardens, etc. This places already-constrained naturalized areas in conflict with space reserved for playing fields, etc. It is likely that naturalized area will be reduced more than the other uses (meaning that naturalized area will probably be reduced significantly more than 20%) unless naturalists engage in unwanted and unnecessary conflicts with other park users.

Third, quality of naturalized area: We must remember that the DMNP EA was only part of the picture in the Lower Don Lands. The full MVVA plan, as it came to be expressed in the Lower Don Lands Framework Plan, included not only flood plain naturalization, it also had eight "Wooded Prospects". These reflected the work of an ecology team who provided terrestrial habitat for migratory birds. Four of these woodlots aligned with the Don Greenway link between Lake Ontario Park and the Don River Valley. Two along this alignment, as well as a third in Promontory Park, appeared to approach 1 hectare in size – small woodlots, no doubt, but comparable in size to very productive wooded areas of the Baselands in Tommy Thompson Park, where migratory neotropical birds (and bird-watchers) flock each Spring and Fall. By contrast, the realignment of 4WS shows nothing but flood plain along the orientation of the Don Greenway, where woody plants (even shrubs) will be excluded by flood plain requirements of the province.

Simply put, a migratory route for passerine birds without trees is like a wetland without water. Unless the realignment of 4WS is radically altered, for terrestrial creatures it would be worse than the current condition!

Even with regard to aquatic habitat, the narrower flood plain would make for smaller “total area of wetland”, and smaller “patch size of wetland” – crucial “Indicators” in the DMNP EA (Appendix E-2). Also the narrower river mouth, greater amount of dock wall and other features of the land-water interface suggest that there would be smaller, poorer open-water aquatic habitat.

It appears certain that 4WS “realigned” would significantly underperform 4WS “preferred” in Naturalization as evaluated in the DMNP EA. From the information provided my guess is that six of the nine “Criteria” would be worsened by the “realignment”, as regards reaching the Naturalization objective of the EA. This is unacceptable.

City-Building:

A great deal of weight has been given to increasing the area of developable land, as if all developable land were of equal value. But there is a significant body of research that indicates that, by impoverishing the open spaces of the Lower Don Lands, the city would reduce the value of developable lands. To quote from a 2005 study by Wilder Research, *The Economic Value of Open Space: Implications for Land Use Decisions:*

“Almost all studies of urban areas indicate that parks have a positive and significant impact on the prices of homes located very near the park, but the magnitude of the results vary widely... Natural parks and passive use parks tend to have more impact than active use parks... (Page 11)

“Natural parks could add as much as 20 percent to the value of nearby homes, and the effect seemed to extend much farther from the park than for other open spaces. Moreover, they also found that the larger parks had the largest effects.” (Page 13)

Finally, it was stated during the most recent round of public consultations that the relation of city to open spaces would be improved by the realignment because the Lower Don Lands Framework Plan places the backs of development lots against the open space. This is incorrect.

The Lower Don Framework Plan by and large places residential or smaller streets facing open spaces (all the more to improve land values). Where that Plan does not show a street facing open space, there are great park-related uses –a trail, school, community centre or day care. It would seem to be rather unusual and a lost opportunity to place an arterial street or commercial boulevard abutting much of the open space.

Much more work needs to be done, with intensive public input, to make the PLAI Round 3 effort acceptable.

Quite a while ago I sat on the Gardiner Expressway EA hosted by Waterfront Toronto. When we toured the mouth of the Don River Kevin Bouchard mentioned that there was a relationship with the Clinton Climate Change Initiative. My understanding was that the offer was not for funds but rather for expertise. Could we not use them for the planning for the mouth of the Don? It was evident after the Thursday public meeting that most are not happy with the revised plan, “the accountant” design. Is there a way we could tap into their expertise?



West Don Lands Committee response to the May 2012 SAC/LUAC and public consultations on the Port Lands Acceleration Initiative

The West Don Lands Committee endorses and adopts the response of CodeBlueTO, including the requests for stakeholder briefings and the initiation of a design process for Don River Mouth alignment, naturalization and public realm plan. The WDLC adds the following comments:

1. A naturalized Don River Mouth must be recognized and promoted as a transformative feature in itself. A spectacularly designed river:

- Creates a powerful symbol of regeneration, transformation and sustainability within the Port Lands;
- Contributes to rebranding a challenged brownfield site;
- Contributes a critical component to the creation of a continuous wildlife corridor from the Spit through to the Don River Watershed;
- Provides highly valued public amenity space;
- Creates a river edge amenity that significantly enhances the land value of adjacent and neighbouring development parcels - even to the extent that additional costs of this approach may be more than fully recovered by increased land value;
- Is strongly supported by the public who are concerned about the loss of opportunity to create a more balanced relationship to nature within the City.

It would be a mistake to stint on this feature for the sake of gaining as little as 4 hectares of additional developable land.

2. Strengthening Linkages -The Keating Channel:

- A core principle of the Central Waterfront Plan is making connections to bring the waterfront back into the life of the city. This couldn't be more important for the Port Lands, which are isolated logistically and psychologically from the city centre and from neighbouring communities, such as the West Don Lands and East Bayfront.
- The Keating Channel precinct will be an important connector between these communities and we are concerned that the City has pulled back from revitalization of 480 Lakeshore and the east Keating area at a time when certainty around development on both sides of the Channel is important for creating a positive investment context.
- We are also concerned that elements that would reinforce the north-south connections over the longer term, such as the vehicular and pedestrian bridges over the Keating Channel are no longer included in the infrastructure plan.
- We would recommend that precinct planning for the Keating Channel East be incorporated into the work plan coming out of the PLAI and that enhancing connectivity between 480 Lakeshore and the Lower Don Lands be identified as an objective to be explored through that process.



3. Strengthening Linkages – Transit planning:

- A clear commitment to transit is a key to acceleration according to the market sounding done in connection with PLAI.
- It is critical that the current business plan incorporate an upfront commitment to higher order transit, building on the work done to date in the Waterfront Transit Environmental Assessments.
- Both public sector contributions and value capture techniques to access private sector contributions must be employed to provide funding for transit in the Port Lands.
- The transit commitment needs look beyond the boundary of the Port Lands to ensure that the Queens Quay and West Don Lands LRT lines are developed and connected to the Port Lands in a timely way.

4. Creating a positive investment context

- Certainty as to the planning context will naturally accelerate development. We know this from the WDL precinct planning process, which has significantly accelerated private sector investment in neighbouring areas such as Corktown.
- A commitment to a spectacular public realm also spurs private sector development and that public realm planning must be moved ahead in the Port Lands.
- Building consensus through the kind of robust consultation process undertaken by Waterfront Toronto is another way in which certainty and investor confidence can be enhanced. It is critical that the Waterfront Toronto's high quality work in this area be continued.
- Identification of a planning and consultation timetable, including consultation on the precinct structure and precinct planning priorities should be part of the deliverables for the PLAI.

5. Financing and Public Sector Investment:

- The PLAI work to date has reinforced lessons learned from development of the West Don Lands: These are complex development lands that require the public sector to lead with public realm investments in order to attract and maximize private investment.
- Spectacular public realm planning spurs private sector investment.
- While the current fiscal environment is difficult, it is reasonable to expect that a visionary plan will attract public sector investment at a future date.

6. Waterfront Toronto must continue to lead the planning process

- It is the only entity with the capacity to carry out the complex planning work.
- It has a demonstrated track record.
- It is highly regarded by the public and has built up invaluable social capital with government and regulatory agencies.
- And very importantly, it is structured to engage all levels of government.





WESTON VILLAGE RESIDENTS' ASSOCIATION

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416.243.0686



Wednesday, June 13th, 2012

Nicole Swerhun,
Swerhun Facilitation & Decision Support
720 Bathurst Street, Suite 308
Toronto, ON M5S 2R4

Dear Nicole:

Re: Port Lands Acceleration Initiative

Thank you for allowing me to comment on the revised plan. After leaving the SAC/LUAC meeting on May 23rd, I could not help but think "what is the real gain and for whom?" The anticipated cost savings of \$150 million when you look at it amortized over centuries is marginal at best and make the land much less valuable in the long run and more importantly, less likely to leave a legacy of quality for generations to come.

One of my comments at the meeting (which I did not see recorded) was that "the 4WS "realigned" plan looks more like the Rideau Canal than a majestic river like the Humber." This re-configured plan has lost its "magic" and is common and crude in its execution. In particular, the naturalization of the river mouth has been altered so as almost not to be recognizable as the same award-winning design.

Finally, why must we keep re-visiting plans that have already been decided on by the politicians of the day in consultation with the public? As someone at the meeting said, we, the tax paying public MUST be protected from this! Talk about "respect for taxpayers"! Plans like Transit City and now the Port Lands are used by an ego-driven Council as bargaining chips in tough economic times - penny-wise, perhaps but pound foolish in the long run. We need to "stay the course" with respect to this award-winning design. I believe that some very minor "tweaks" could have been made without stripping the plan of all its beauty and integrity.

Sign Me,

Not Impressed with a Ditch!

Laura Alderson
Vice-Chair
WestonVillage Residents' Association

Cc: John Campbell, Waterfront Toronto,
John Livey, City of Toronto
Councillor Frances Nunziata

Stakeholder Advisory Committee Meeting # 5 – August 1st, 2012

STAKEHOLDER ADVISORY COMMITTEE MEETING 5

4:00-6:30pm, Wednesday August 1st, 2012

Metro Hall, 55 John St. Rm 308/309

The fifth meeting of the Port Lands Acceleration Initiative Stakeholder Advisory Committee (SAC) was attended by approximately 20 representatives from member organizations (see participant list attached). The purpose of the meeting was to brief SAC representatives and seek their feedback on the updated findings and draft recommendations (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the SAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of the SAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. Please visit the project website (portlandsconsultation.ca) for more information.

FEEDBACK SUMMARY

Feedback from SAC representatives is organized here into four areas, including: Support for Lower Don/River Configuration; Clarify Demand and Revenue Projections; Clarify Precinct Planning Process; and, Other Advice.

SUPPORT FOR LOWER DON LANDS/RIVER CONFIGURATION

- Participants felt that the look of the Lower Don Lands and River Configuration had improved greatly since the last iteration, and that it was good to see that elements of the original EA plan had been incorporated. Some thought that the north edge of the park along Commissioners Street could be improved to make it seem less straight and hard edged.
- While the reasons for focusing on the Lower Don Lands and River Configuration in the presentation were appreciated, participants felt that an effort should be made to better show the planning and analysis that has been done on the Port Lands as a whole.
- Participants suggested making it explicit that concerns about port navigation and dock wall access necessitated modifications to the Lower Don Lands and River Configuration.

CLARIFY DEMAND AND REVENUE PROJECTIONS

- Participants suggested making it clear that the “Master Developer Business Case” projections are based on development in the Quays and east of the Don Roadway precincts, and not the Port Lands as a whole.
- A concern was raised that the projected retail/office/residential mix would not come to fruition (as has been the case in other parts of the City). It was suggested that an effort should be made to ensure that a true mix of uses will happen.
- It was suggested that the office demand projection could be clarified – i.e. it does not represent Financial District-equivalent AAA class office space. It was noted that office uses outside of the Financial District often have a large amount of surface parking, and there was a desire to avoid this in the Port Lands.
- Participants felt that it should be made clear that the projected retail demand does not mean that there will be “big-box” format retail.

CLARIFY PRECINCT PLANNING PROCESS

- Participants suggested that the use of s. 37 contributions in the revenue projection should be minimized.
- Participants suggested making it clear that the Central Waterfront Secondary Plan will remain as the guiding policy document for further planning processes in the Port Lands, particularly with regard to park land and affordable housing provision.
- Participants also suggested making it clear that the precinct planning process will involve input from the City of Toronto, Waterfront Toronto, Land Owner Groups and the public.
- There was interest in more information on the composition of Land Owner Groups and their role in the precinct planning process.
- Specific ideas for incorporation into the precinct planning process included zero-net-energy development and ensuring connections between existing adjacent neighbourhoods and the Port Lands.

MORE INFORMATION ON TRANSIT

- It was felt that a greater amount of information about the level of transit in each phase and timing of the transit build out would act as a compelling confidence builder for developers.
- It was suggested that a greater level of investment in transit should happen earlier in the phased build out – while there may not be a desire to provide greater investment before the demand is present, transit investment itself can generate demand through incentivizing development in the Port Lands.
- It was suggested that the progression of transit on Queens Quay (e.g. bus service to LRT) could be used as an example of the progression of transit in the Port Lands.

OTHER ADVICE

- There was interest in more information on the issue of governance – i.e. if it would be addressed within or subsequent to this process. It was suggested that the tri-partite agreement and Waterfront Toronto's role in guiding Port Lands development be maintained.
-
- The significance of the film studio lands was discussed and it was suggested that creative industries already within the Port Lands could be considered as a catalyst use.

Next Steps

The meeting wrapped up with representatives of Waterfront Toronto and the City of Toronto thanking participants for the important role they played in providing feedback throughout the process. It was noted that the Project Team heard a number of issues from participants and that an effort has been made to respond to all of them, ultimately producing a better plan. It was confirmed that the final public meeting for this phase of the Port Lands Acceleration Initiative will be held on August 8th, and that a staff report will be reviewed by the Executive Committee in September and full Council in October. The staff report will recommend directions for the entire Port Lands and include all of the studies created in support of the recommendations.

SAC Meeting 5 Attendance

Building, Industry and Land Development Association
Canada Green Building Council – Greater Toronto Chapter
Canadian Urban Institute
Canadian Urban Transit Association
CivicAction
CodeBlueTO
Corktown Residents and Business Association
Cycle Toronto (formerly Toronto Cyclists Union)
Don Watershed Regeneration Council
East Toronto Community Coalition
Gooderham Worts Neighbourhood Association
Sherwood Park Residents Association
South Riverdale Community Health Centre
St. Lawrence Neighbourhood Association
Toronto Green Community
Toronto Industry Network
Waterfront Action

Regrets

Beach Waterfront Community Association
Canadian Advanced Technology Alliance/Intelligent
Community Initiative
Evergreen
Federation of North Toronto Residents Associations
Film Ontario

Friends of the Spit
Kingsway Residents Against Poor Planning
Lake Ontario Waterkeepers
Martin Prosperity Institute/Institute for Competitiveness and Prosperity
Midland Park Community Association
Outer Harbour Sailing Federation
Real Property Association of Canada
Retail Council of Canada
Toronto Association of BIAs
Toronto Board of Trade
Toronto Centre for Active Transportation
Toronto Island Resident Association
Toronto Passenger Vessel Association
Toronto Park People
Toronto Field Naturalists
Toronto Youth Cabinet
Tourism Toronto
Urban Land Institute of Toronto
West Don Lands Committee
Weston Residents Association
Observers
Councillor Paula Fletcher
Councillor Pam McConnell's Office

SAC Meeting 5 Agenda

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE

MEETING 5

Wednesday, August 1, 2012

Metro Hall, 55 John Street

Room 308/309

4:00 – 6:30 pm

PROPOSED AGENDA

4:00 pm Welcome, Introductions and Agenda Review
Nicole Swerhun, LURA/SWERHUN Facilitation Team

4:10 Executive Update
John Campbell, Waterfront Toronto
John Livey, City of Toronto

4:15 Presentation – Updated Findings and Draft Recommendations
Christopher Glaisek, Waterfront Toronto
David Kusturin, Waterfront Toronto

Questions of Clarification

5:15 Discussion and Feedback

Discussion Question:

What refinements, if any, would you make to the updated findings and draft recommendations for the:

Lower Don Lands/River Configuration

Port Lands

Business Case

Next Steps

6:20 Wrap-Up and Next Steps

6:30 Adjourn

Appendix 3 – Landowner and User Advisory Committee Summaries

Landowner and User Advisory Committee Meeting #1

February 15th, 2012

Landowner and User Advisory Committee Meeting #2

February 29th, 2012

Landowner and User Advisory Committee Meeting #3

March 21st, 2012

Landowner and User Advisory Committee Meeting #4 (Combined Meeting with Stakeholder Advisory Committee – See Appendix 2)

May 23rd, 2012

Landowner and User Advisory Committee Meeting #5

August 2nd, 2012

Landowner and User Advisory Committee Meeting # 1 – February 15th, 2012

LANDOWNER AND USER ADVISORY COMMITTEE MEETING 1

8:30-10:30am, Wednesday February 15th, 2012

20 Bay Street, The Rostie Group – Rainy Lake Room

The first meeting of the Port Lands Acceleration Initiative Landowner and User Advisory Committee (LUAC) was attended by over 50 representatives of Port Lands landowners and users (see participant list attached). The purpose of the meeting was to brief LUAC participants on the Port Lands Acceleration Initiative and seek their feedback and advice (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the LUAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of the LUAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. Please visit the project website (www.portlandsconsultation.ca) for more information.

FEEDBACK SUMMARY

Feedback from LUAC members focused on four key areas related to the Port Lands Acceleration Initiative, including: Understanding Costs/Phasing/Scope; Engaging Landowners and Users; Specific Property Issues; and Other Advice. This summary reflects the advice shared by LUAC members with Waterfront Toronto and the City of Toronto.

COSTS/ PHASING/ SCOPE

The LUAC features a lot of development and financing experience and expertise and given the right information, this experience and expertise can be used to help solve the problem at hand. Specifically, more information on overall infrastructure costs and the scope and costs associated with different phasing options will enable LUAC participants to provide more focused feedback.

It is also important to provide the general public with the same cost and phasing information. This would present a realistic picture of what is feasible and encourage ideas and feedback that are implementable.

Greater clarity should be provided on the scope of potential change for the Don Mouth EA. In particular, participants would like more information on the alternatives being considered for the configuration of the mouth of the Don.

ENGAGING LAND OWNERS AND USERS

There is a need to involve landowners/users as early and directly as practical in the project. Landowners/users need to be involved in order to reduce uncertainty regarding potential immediate and long term impacts of accelerated development on their operations in the Port Lands.

In addition to the LUAC and one-on-one interviews with landowners, it was suggested that meetings between the project team and groups of landowners/users with similar interests might be useful. These meetings could be a means of enabling sub-sets of owners/users with common interests to share their ideas and concerns with the project team and explore solutions.

SPECIFIC PROPERTY ISSUES

There are many specific landowner/user issues that require special attention, including:

- It should be made explicit in all presentation materials that lands on the north side of the Keating Channel are not included in this Acceleration Initiative;
- It should be noted that the Don Mouth EA preferred alternative passes through privately-held property and implies a discontinuation of the existing land use on this property;
- Concern about the long term maintenance of the ship channel and dock wall in relation to impacts on port users' operations; and
- Concerns about specific film sector leases being impacted by the outcome of this Initiative.

OTHER ADVICE

It's important that the role of particular working groups be very clear - that way landowners know who to connect with about specific issues (e.g. who to connect with regarding the status of existing development applications, and who to connect with regarding employment and potential local economic impacts of the Initiative).

It is important that the general public understands the importance of employment and other existing land uses in the Port Lands. The public also needs to be realistic about what can and can't be done in the Port Lands. The Port Lands are such an important area that new thinking around issues specific to this ward may be needed.

Next Steps

The meeting wrapped up with representatives from Waterfront Toronto and the City of Toronto confirming with participants that the LUAC will continue to meet at the same time of day, with a schedule that matches the availability of new information from the project team. The following information will be made available to LUAC participants: Presentations and attendance list from first LUAC meeting; and a list of properties that may be affected under different development scenarios.

LUAC Meeting 1 Attendance

107644 Ontario Ltd	Rideau Bulk
3C Lakeshore	Rogers Communications
3C/Pinewood	Sifto Canada Corp
Aird & Berlis LLP for 3C Lakeshore	St. Mary's Cement Inc
Booth Shore Investments	Telesat
Build Toronto	The Canadian Salt Company Ltd.
Cargill	The Cannington Group
Cherry Beach Sound	The Rose Corporation
Cimco Refrigeration	Toronto Hydro
Cinespace	Toronto Port Authority
Corus Entertainment	Toronto Professional Fire Fighters Association
Fasken Martineau	Toronto Terminals Railway
Hydro One	Toronto Waterfront Studios Development Inc
IKO	TPLC
Intelligarde	TPLC
J Company Holding & Investment	TRCA
Johnston Litavski Ltd	Unit Park
LaFarge Canada Inc	Port Lands Landowners
Maple Leaf Sports Entertainment	Waterford Group
MTCC	
National Rubber Technologies	Observer from the SAC
planningAlliance	West Don Lands Committee
PS Production Services	

LUAC Meeting 1 Agenda

Port Lands Acceleration Initiative

LANDOWNER AND USER ADVISORY COMMITTEE MEETING # 1

20 Bay Street, 12th Floor

The Rostie Group, Rainy Lake Room

8:30 – 10:30 am

PROPOSED AGENDA

- 8:30 am** **Welcome, Introduction and Agenda Review**
Nicole Swerhun, SWERHUN | Facilitation & Decision Support
- 8:45** **Project Overview**
John Campbell, President and CEO, Waterfront Toronto
John Livey, Deputy City Manager, City of Toronto
Mike Williams, General Manager, Toronto Economic Development & Culture
- 9:00** **Landowner and User Briefing**
- Overview of the Port Lands and history of planning
 - Review of existing plans
 - Overview of Technical Working Groups and work underway
 - Project deliverables
 - Feedback from Kick-Off Public Meeting (December 12, 2011)
- 9:30** **Facilitated Discussion**
Questions, Feedback, Advice from Land Owners and Users
- 10:15** **Next Steps**
- 10:30** **Adjourn**

Landowner and User Advisory Committee Meeting # 2 – February 29th, 2012

LANDOWNER AND USER ADVISORY COMMITTEE MEETING 2

8:30-10:30am, Wednesday February 29th, 2012

20 Bay Street, The Rostie Group – Rainy Lake Room

The second meeting of the Port Lands Acceleration Initiative Landowner and User Advisory Committee (LUAC) was attended by over 40 representatives of Port Lands landowners and users (see participant list attached). The purpose of the meeting was to brief LUAC participants on the Port Lands Acceleration Initiative and seek their feedback and advice (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the LUAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of the LUAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. Please visit the project website (www.portlandsconsultation.ca) for more information.

FEEDBACK SUMMARY

Feedback from LUAC members focused on the presentations delivered at the meeting (covering Market Sounding, Market Analysis & Revenue Potential, Funding Alternatives, and Flood Protection and Naturalization) as well as general advice for the Project Team. This summary reflects the feedback shared at the meeting by LUAC members.

MARKET SOUNDING

- In moving forward with the market sounding exercise, it is important to ensure a wide range of developers are consulted, particularly those who already have an interest in/ownership of land in and around the Port Lands.
- It was noted that the list of those already consulted appeared to consist primarily of builders rather than developers and that the market sounding exercise could benefit from consulting with developers. It was suggested that medium-sized developers (e.g. Streetcar) and first generation investors – in addition to second and third generation investors – could be included in the market sounding.

MARKET ANALYSIS & REVENUE POTENTIAL

- As the analysis moves from investigating historical trends and providing forecasts to suggesting particular building forms, it is important to consider the potential of non-traditional building forms in the Port Lands.
- The Two Kings (King-Spadina and King Parliament) have had success in attracting B and C class office space in non-traditional building forms, and it was suggested that development could start with these lower order classes and move up to higher order classes later.
- Consider conducting market sounding interviews with developers involved in the global examples of port lands and industrial site revitalization.

FUNDING ALTERNATIVES

- Consider looking at existing alternative financing programs that are already available, such as Community Improvement Plans.
- Consider examining the work of Urban Development Corporations in cities like Boston, Baltimore and New York for examples of leveraging land ownership to get financing.
- Further information on the cost of capital and City balance sheet impacts of alternative financing programs would be useful.

FLOOD PROTECTION

- Consider using black (or another colour) to show which properties are privately held or leased as a backdrop for river options. It is important for the public to know what lands are not in public ownership/use when thinking about options.
- Further information on the objectives used in assessing the optimized river alignment alternatives would be beneficial (e.g. the treatment of the Keating Channel in optimized Alternative 2).

OTHER ADVICE

- Consider accommodating transition planning in the overall Acceleration Initiative that seeks to mitigate impacts related to potential displacement of existing users.
- Port Lands Landowners and Users need as much certainty as possible on timing/sequencing of how land in the Port Lands would be developed – even if it's only order of magnitude (1-2 years, 10+ years, 50+ years, 100+ years).
- Consider factoring in cost of relocating existing users to make business case for financial modeling.
- Further information on the project timeline would be useful. Strong belief from at least one participant that pushing the project through in 3 months is too quick, and problems will inevitably result.

Next Steps

The meeting wrapped up with representatives from Waterfront Toronto and the City of Toronto confirming with participants that the LUAC will meet again prior to the next round of public meetings. The Project Team also confirmed that the one-on-one interviews with landowners and users that are being run in parallel to the LUAC are available to any and all LUAC participants.

LUAC Meeting 2 Attendance

Fasken Martineau DuMoulin LLP
PricewaterhouseCoopers
Toronto Port Lands Company
Toronto Terminals Railway
Rose Corp.
Maple Leaf Sports and Entertainment
Rideau Bulk
Castlepoint/3C
Ontario Power Generation
IKO Industries
City of Toronto
MTCC
LaFarge
Toronto Port Authority
planningAlliance
Various Landowners

MMM
Cargill
St. Mary's Cement Inc.
Toronto Hydro
McGregor Industries
Holcim Canada Inc.
Redpath Sugar
Greyhound Canada
Canadian Salt
16 Munition Street
JohnstonLitavski Ltd.
Essroc Canada Inc.
Infrastructure Ontario

Observer from the SAC
Toronto Green Community

LUAC Meeting 2 Agenda

Port Lands Acceleration Initiative
LANDOWNER AND USER ADVISORY COMMITTEE MEETING # 2
20 Bay Street, 12th Floor
The Rostie Group, Rainy Lake Room
8:30 – 10:30 am

PROPOSED AGENDA

- 8:30 Welcome, Introductions and Agenda Review**
SWERHUN | Facilitation & Decision Support
- 8:35 Update Briefing**
1. **Overall Context**, City of Toronto
 2. **Market Sounding**, PricewaterhouseCoopers
 3. **Market Analysis & Revenue Potential**, Cushman & Wakefield
 4. **Funding Alternatives**, Scotia Capital
 5. **Flood Protection**, AECOM
 6. **Toward the Business and Development Plan**, Waterfront Toronto
- 9:35 Facilitated Discussion**
- 10:55 Next LUAC Meeting**
LUAC Meeting # 3 - Wed, Mar 21
- 10:30 Adjourn**

Landowner and User Advisory Committee Meeting # 3 – March 21st, 2012

LANDOWNER AND USER ADVISORY COMMITTEE MEETING 3

8:30-10:30am, Wednesday March 21st, 2012

20 Bay Street, The Rostie Group – Rainy Lake Room

The third meeting of the Port Lands Acceleration Initiative Landowner and User Advisory Committee (LUAC) was attended by over 35 representatives of Port Lands landowners and users (see participant list attached). The purpose of the meeting was to brief LUAC participants on the Port Lands Acceleration Initiative and seek their feedback and advice (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the LUAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of the LUAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. Please visit the project website (www.portlandsconsultation.ca) for more information.

FEEDBACK SUMMARY

Feedback from LUAC representatives is organized here into five areas, including: Support for Phasing; Support for a Strong Framework and Market Driven Implementation; Opportunity is Underestimated; Flood Protection; and, Other Thoughts.

SUPPORT FOR PHASING

Several participants support the proposed approach to phasing development in the Port Lands. They said it made the area “more digestible”, facilitates development, and helps get the revenue to help implement subsequent phases. Other comments related to phasing included:

- Interest in seeing development accelerated on Polson and Cousins Quay because they could contribute significant revenue to the City;
- Support for an approach that uses the market to determine when/if existing uses would like to move rather than requiring relocation;
- Request that areas unlikely to be developed in the next 20 years be identified (since many people on the LUAC have investments beyond 20 years), for example the area south of the ship channel; and
- An observation that the phasing options present a fork in the road for the future of the Port Lands, and that that the decision to raise the Don Roadway means we’re choosing to protect the eastern part of the Port Lands while leaving the western at risk for longer.

SUPPORT FOR A STRONG FRAMEWORK AND MARKET DRIVEN IMPLEMENTATION

Several participants focused on the importance of creating and entrenching a framework plan to guide development in the Port Lands, identifying phasing opportunities and a rough timeframe, and then letting the market decide where and when to act. Other comments/suggestions included:

- Recognizing that a lot of very good planning has taken place through this process, and the importance of entrenching that work in City’s Official Plan and creating bylaws that provide people with regulatory certainty about the future (several participants said they would like to see this happen as soon as possible); and

- Identifying the maximum densities that will be permitted in the area because this is necessary for investment.

OPPORTUNITY IS UNDER-ESTIMATED

Several participants said that they “found the numbers light” and that they felt the process was underestimating the opportunity in the Port Lands. They feel that the Port Lands are a tremendous asset that can capture a greater percent of the market share than estimated, with one noting that “not a week goes by when we don’t get a call from developers who want to buy land in the Port Lands”. Another participant noted that the Port Lands seem quite large, however when land for green space, flood protection and other areas (like the ship channel) are accounted for the remaining land is much less than 1000 acres and much more likely to be developable.

FLOOD PROTECTION

The observation was made that it appears that realigned 4WS was the preferred flood protection option because it delivers the most developable land. There was a request to see the other criteria considered when selected realigned 4WS, and a similar analysis undertaken (e.g. considering criteria such as cost, phasing, land use, etc.).

OTHER THOUGHTS

Other thoughts and suggestions shared by participants included:

- An interest in seeing the breakdown of the \$3 billion in costs associated with infrastructure so that developers can see what they can contribute to/pay for (*Waterfront Toronto and the City noted that they will provide a more detailed breakdown of costs as it becomes available*);
- An interest in understanding how Waterfront Toronto and the City of Toronto will deal with catalytic development opportunities other than a World Fair or an Olympics (*Waterfront Toronto and the City encouraged anyone with ideas around catalytic developments to approach them directly*); and
- A need to receive the presentation materials in a format suitable for sharing internally so that companies have the information they need to provide the feedback that Waterfront Toronto and the City of Toronto are looking for (*It was noted that the presentations will be online and available for public review starting March 31st at www.portlandsconsultation.ca*).

Next Steps

The meeting wrapped up with representatives of Waterfront Toronto and the City of Toronto confirming that the second round of public consultation would be a two-step process. Key findings and preliminary options will be presented at an open house drop-in session on March 31st, and then public input and comments will be sought at two identical workshop meetings on April 3rd and 4th. An official notice of the upcoming public consultation will be distributed to LUAC representatives.

LUAC Meeting 3 Attendance

Canadian Salt
Castlepoint
Cherry Beach Sound
Cinspace Studios
Fasken Martineau DuMoulin LLP
Holcim (Canada) Inc.
Johnston Litavski Ltd.
Lafarge
Metro Toronto Convention Centre
planningAlliance
Redpath Sugar
Rideau Bulk Terminal
St. Mary's Cement Inc.

Telesat
The Cannington Group
The Rose Corporation
Toronto Port Lands Company
Toronto Waterfront Studios Development
Tribal Partners
Van Space Inc.
Waterford Group

Observers

Toronto Green Community (from SAC)
Councillor Paula Fletcher's Office

LUAC Meeting 3 Agenda

Port Lands Acceleration Initiative
LANDOWNER AND USER ADVISORY COMMITTEE MEETING # 3
20 Bay Street, 12th Floor
The Rostie Group, Rainy Lake Room
8:30 – 10:30 am

PROPOSED AGENDA

- 8:30 Welcome, Introductions and Agenda Review**
SWERHUN | Facilitation & Decision Support
- 8:35 Introduction**
John Campbell, Waterfront Toronto
- 8:40 Update Briefing**
1. **Environment**, TRCA
 2. **Market Analysis and Land Use Demand Forecast**, City of Toronto
 3. **Development Planning and Phasing**, Waterfront Toronto
- 9:30 Facilitated Discussion**
1. What do you like about the directions emerging?
 2. What, if anything, concerns you? Why?
 3. What refinements, if any, would you like to see explored?
- 10:55 Next Steps**
- 10:30 Adjourn**

Landowner and User Advisory Committee Meeting # 5 – August 2nd, 2012

LANDOWNER AND USER ADVISORY COMMITTEE MEETING 5

4:00-6:30pm, Thursday August 2nd, 2012

Metro Hall, 55 John St. Rm 308/309

The fifth meeting of the Port Lands Acceleration Initiative Landowner and User Advisory Committee (LUAC) was attended by approximately 20 representatives of Port Lands landowners and users (see participant list attached). The purpose of the meeting was to brief SAC representatives and seek their feedback on the updated findings and draft recommendations (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the LUAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of the LUAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. Please visit the project website (www.portlandsconsultation.ca) for more information.

FEEDBACK SUMMARY

Feedback from LUAC representatives is organized here into four areas, including: Support for the Updated Findings and Recommendations; Clarify Business Case Assumptions; Clarify Precinct Planning; and, More Information on Transit.

SUPPORT FOR UPDATED FINDINGS AND RECOMMENDATIONS

- Participants felt that the Port Lands Acceleration Initiative had come a long way, incorporating advice and feedback and ultimately responding with a superior plan that accommodates land owners and users.

CLARIFY BUSINESS CASE ASSUMPTIONS

- Participants suggested clarifying that the \$1.2B figure on “Master Developer Business Case” slide represents infrastructure costs for the first three precincts, not the entire Port Lands, and this is why there is a discrepancy between this figure and the \$1.9B figure cited on the overall Port Lands infrastructure cost slide.
- It was suggested that the projected build out duration (30 years) may be conservative, especially considering the rapid transformation of the Two Kings and Liberty Village. In light of this, it was felt that the Updated Findings and Recommendations should convey the difficulty of projecting demand with great confidence over long period of time and that projections do not dictate actual duration of the build out.
- It was suggested that assumptions used in the revenue sources could be clarified (e.g. use non-residential development charges, inflation rate of development charges, and other development related fees).

CLARIFY PRECINCT PLANNING

- Participants suggested clarifying who will be involved (e.g. City, WT, Local Owners Group, etc.) in the business case and implementation planning for each precinct, how soon it will commence, and if it will occur in tandem with the precinct land use planning and design process.

MORE INFORMATION ON TRANSIT

- It was suggested that more information could be provided on transit build out (e.g. enhanced bus, BRT, LRT) in relation to transit infrastructure costs in each phase.
- It was also suggested that it could be made clearer that the transit cost assumes that transit infrastructure will exist up to “door step” of Port Lands, and therefore only takes into account transit infrastructure within the Port Lands.

OTHER FEEDBACK

- It was felt that the presentation focused too much on the Lower Don Lands and not enough on the Port Lands as a whole. It was suggested that as the process moves forward, the Port Lands as a whole – including lands east of the Don Roadway – is emphasized.

Next Steps

The meeting wrapped up with representatives of Waterfront Toronto and the City of Toronto thanking participants for the important role they played in providing feedback throughout the process. It was noted that the Project Team heard a number of issues from participants and that an effort has been made to respond to all of them, ultimately producing a better plan. It was confirmed that the final public meeting for this phase of the Port Lands Acceleration Initiative will be held on August 8th, and that a staff report will be reviewed by the Executive Committee in September and full Council in October. The staff report will recommend directions for the entire Port Lands and include all of the studies created in support of the recommendations.

LUAC Meeting 3 Attendance

3C Lakeshore/ Pinewood Toronto Studios
16 Munition Street/33 Villiers Street
309 Cherry Street
Build Toronto
Canadian Salt
Castlepoint
Cimco Refrigeration
Diral Development Corporation
Infrastructure Ontario
Johnston Litavski Ltd.
National Rubber Technologies
Newlawn Developments

Scott Burns Planning Consultants
Showline Ltd.
Sifto
Rogers Communications Inc.
The Rose Corporation
Toronto Port Lands Company
Toronto Port Authority

Observers

Councillor Paula Fletcher
Councillor Pam McConnell's Office

LUAC Meeting 5 Agenda

Port Lands Acceleration Initiative
LANDOWNER AND USER ADVISORY COMMITTEE
MEETING #5
Thursday, August 2, 2012
Metro Hall, 55 John Street
Room 308/309
4:00 – 6:30 pm

PROPOSED AGENDA

4:00 pm Welcome, Introductions and Agenda Review
David Dilks, LURA/SWERHUN Facilitation Team

4:10 Executive Update
John Campbell, Waterfront Toronto
John Livey, City of Toronto

4:15 Presentation – Updated Findings and Draft Recommendations
Christopher Glaisek, Waterfront Toronto
David Kusturin, Waterfront Toronto
Questions of Clarification

5:15 Discussion and Feedback
Discussion Question:
What refinements, if any, would you make to the updated findings and draft recommendations for the:
Lower Don Lands/River Configuration
Port Lands
Business Case
Next Steps

6:20 Wrap-Up and Next Steps

6:30 Adjourn