

PORT LANDS ACCELERATION INITIATIVE

Appendix 12
Consultation Process Summary Report



Photo of Ship Channel by Jay Morrison

Port Lands Acceleration Initiative

Consultation Process Summary Report

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A Word from the Consultation Team

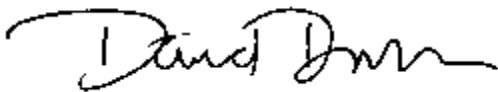
For several decades, there has been tremendous public interest in the future of Toronto’s Port Lands. In November 2011, Lura Consulting and SWERHUN were retained by Waterfront Toronto and the City of Toronto to provide independent consultation and facilitation services for the Port Lands Acceleration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

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

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

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

Sincerely,



David Dilks
Project Co-Facilitator
Lura Consulting



Nicole Swerhun
Project Co-Facilitator
SWERHUN Facilitation and Decision Support

Consultation Process Overview

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

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

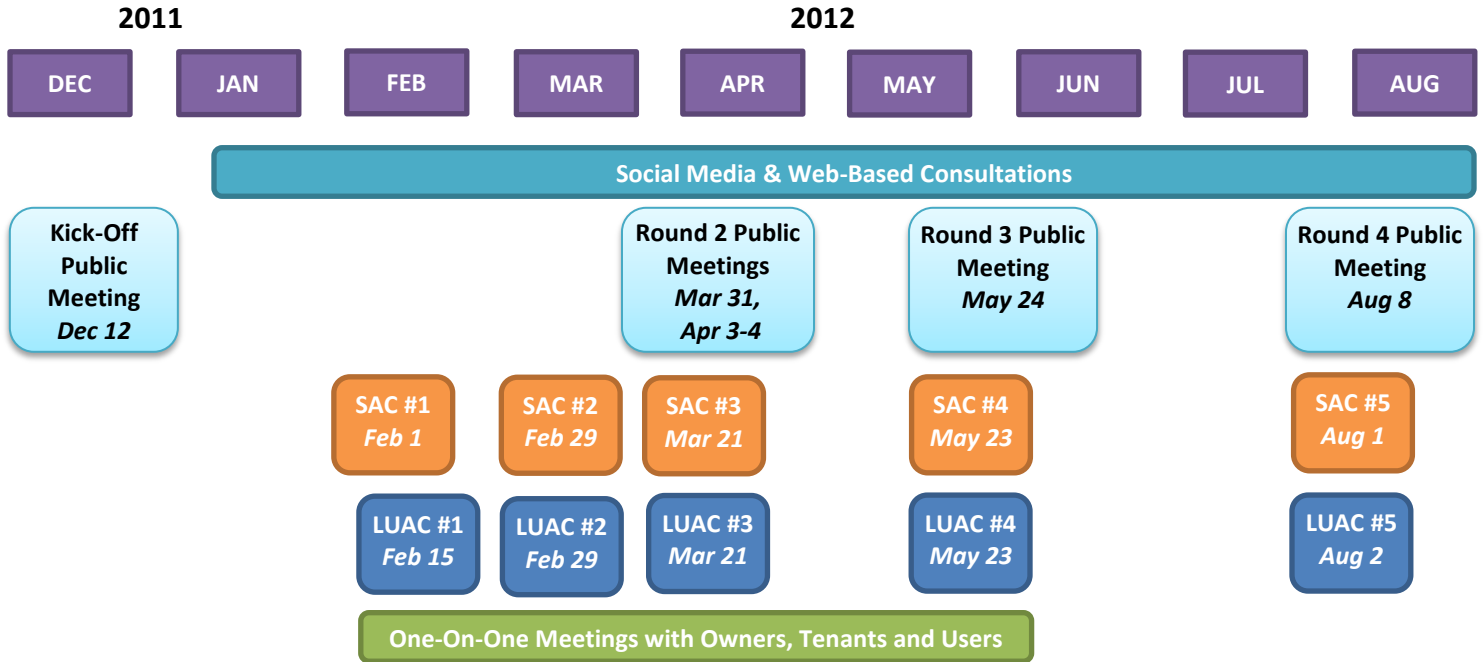
A number of specific engagement mechanisms were employed. There were four rounds of public meetings, including: (1) a kick-off public meeting to solicit goals and ideas; (2) an open house and two feedback workshops to present and seek feedback on key findings and preliminary options; and (3 & 4) two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

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

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

Consultation Process Diagram

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



Summary of Feedback – Six Key Themes

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

1. A Range of Opinion on River Alignment

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

2. Importance of Green Space/Park Space

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

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

3. Support for Phasing as Part of an Overall Plan

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

4. Funding/Financing Development and Infrastructure

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

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

5. The Need for Transit in the Port Lands

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

6. “Lock It In” – Provide Certainty

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

Next Steps

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

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.

[REDACTED]

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,

[REDACTED] (on my 77th birthday)

[REDACTED]

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.

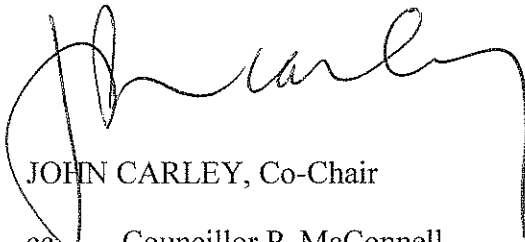
Oddly, the Spit has always benefited from being ignored: however in this instance, we had hoped that greater minds would see the importance of linking the Spit and the Baselands by extensive parkland through to the Lower Don Initiative.

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 initial "J" and "C".

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.

