PORT LANDS ACCELERATION INITIATIVE

Appendix 12
Consultation Process Summary Report

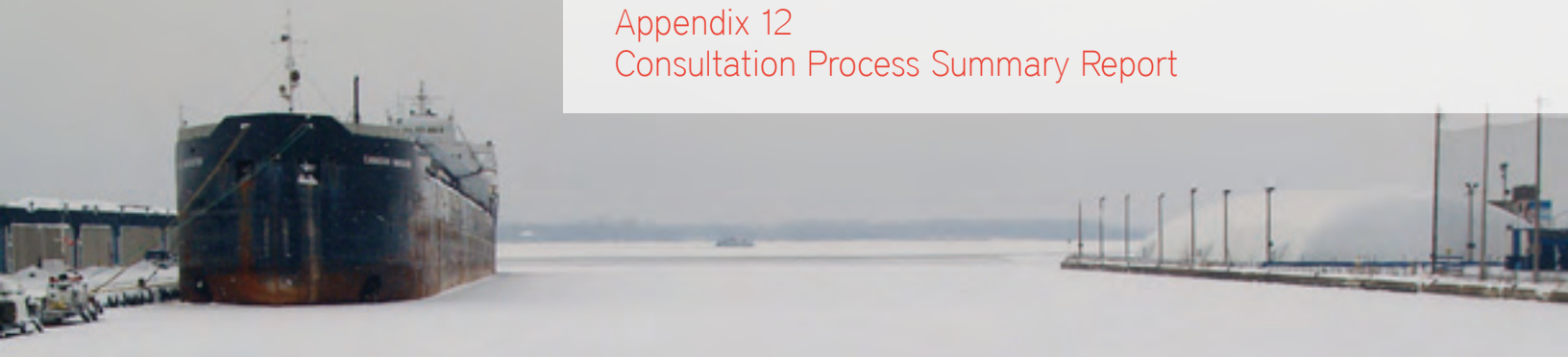

Photo of Ship Channel by Jay Morrison

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Port Lands Acceleration Initiative

Consultation Process Summary Report

Prepared by:

SWERHUN | Facilitation & Decision Support

LURA Consulting

August 22th, 2012

LURA

SWERHUN

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A Word from the Consultation Team

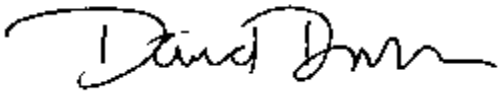
For several decades, there has been tremendous public interest in the future of Toronto's Port Lands. In November 2011, Lura Consulting and SWERHUN were retained by Waterfront Toronto and the City of Toronto to provide independent consultation and facilitation services for the Port Lands Acceleration 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.

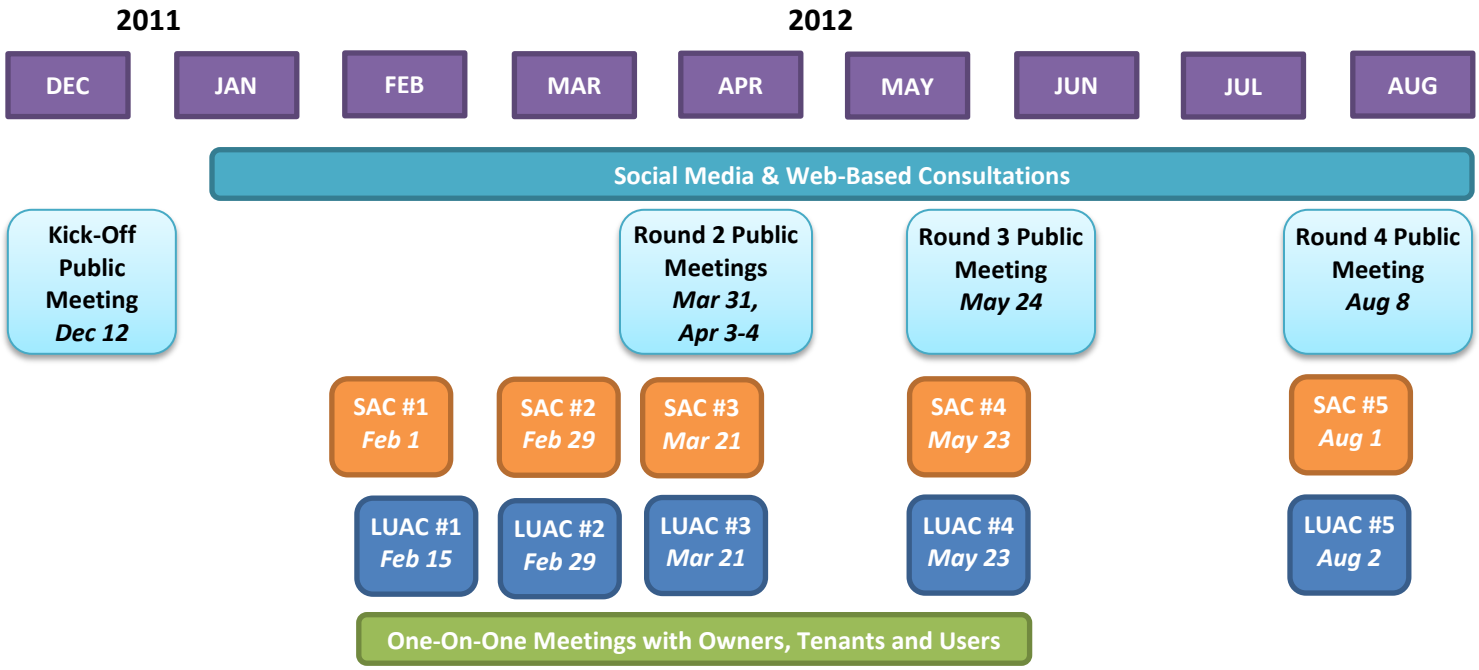
A number of specific engagement mechanisms were employed. There were four rounds of public meetings, including: (1) a kick-off public meeting to solicit goals and ideas; (2) an open house and two feedback workshops to present and seek feedback on key findings and preliminary options; and (3 & 4) two 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.

Appendix 1 – Public Consultation Summaries

Kick-Off Public Meeting
December 12th, 2011

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

Public Consultation Round 3
May 24th – June 8th, 2012

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

Port Lands Acceleration Initiative

Public Meeting Report

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

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

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

KEY THEMES WE HEARD AT THE MEETING

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

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

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

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

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

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

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

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

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

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

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

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

MORE DETAIL ON THE KEY THEMES WE HEARD

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

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

ADDITIONAL DETAIL

- There is a need for greater clarity on the roles and responsibilities of all the actors involved in the Acceleration Initiative. Participants wanted clarity on:
  - Who is in charge of the Acceleration Initiative;
  - The role of different private landowners in the Port Lands;
  - How much land is owned by each order of government in the Port Lands;
  - How the Provincial and Federal governments are going to be engaged to support and move the Initiative forward; and
  - The role of the Toronto Port Authority.

- Several participants expressed support for Waterfront Toronto playing a leadership role in the Acceleration Initiative.

- Several participants also were concerned that the plans may be threatened by political influence – they felt that four year election cycles may induce short-term thinking. Some participants would like to see measures taken so that plans are protected from being re-opened, re-discussed and altered.

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

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

ADDITIONAL DETAIL

- Participants were interested to know if the original plans approved by Council would be maintained through this Initiative, if they would be incorporated into the Initiative, and/or built on by the Initiative.

- Some participants were specifically concerned about the status of the Don Mouth Naturalization and Flood Protection EA, particularly the Michael Van Valkenburgh vision. Others expressed specific concern that the Lake Ontario Park vision might be changed by this process.

- Several participants wanted more clarification on how the Acceleration Initiative would affect the Don Mouth Naturalization and Flood Protection EA. They wanted to know:

  - What process would be used to examine further options for naturalization and flood protection;
  - If the Acceleration Initiative was merely an exercise in due diligence; and
  - Why other options need to be considered.

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

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

ADDITIONAL DETAIL

- Many participants were concerned that the Acceleration Initiative would lead to a compromising of the visions and objectives for waterfront development established through prior Waterfront Toronto planning processes. The West Don Lands and East Bayfront were specifically mentioned as areas where positive results have been delivered.

- Further, some participants were concerned that accelerating development in the Port Lands may impact some of the projects underway in the West Don Lands and East Bayfront through flooding the market with units.

- Some participants were concerned that the Acceleration Initiative would create an impetus to "go the easy way" and realize short-term gain through quick land sales and others were concerned that the Acceleration Initiative may impact the mix of public and private uses in the Port Lands.

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

ADDITIONAL DETAIL

- Participants wanted assurances that the public's contributions through previous consultations would be honoured by this process. Participants also wanted to ensure that this public consultation process will allow their voice to have an effect on the final outcome.

- Some participants tied the need for clarification on what would be explored through the Acceleration Initiative to the public consultation process. It was felt by these participants that a better understanding of what would be being decided through this process would result in greater clarity on what would be open to public influence.

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

ADDITIONAL DETAIL

- Some participants emphasized that they would like to see a continuation of design excellence in waterfront development, and that beauty does not take a backseat to the push for development. Similarly, other participants would like to see the Port Lands developed as a place that is integrated into the fabric of Toronto through design considerations such as pedestrian scale and discouraging "big box" retail.

- Some participants wanted to ensure that the allocation of public space in the Port Lands remains high in quantity and quality and that the public realm is protected and not privatized. Access to the water's edge and an ample provision of park land were two often mentioned examples of public space.

- Some participants wanted the Port Lands to be a best-in-world showcase of sustainability, including energy and environmental design performance standards. A specific example of sustainability is making the Port Lands an "off grid" neighbourhood – one that supplies its own renewable energy, and deals with all wastewater and garbage on site.

- Many participants emphasized that that a mixed-income and affordable housing component should be maintained so that many different people can afford to live downtown, thereby increasing diversity. Some participants wanted greater clarification on the target proportions of affordable housing versus market rate housing in the Port Lands.

- Some participants wanted to see the construction of effective public transit made a top priority. While some participants wanted to see transit construction prior to development, others thought it would suffice to have a comprehensive transit plan with gradual implementation as development occurs. Several participants specifically mentioned Light Rail Transit as their preferred option for public transit within the Port Lands.

- A number of participants felt that any plan for the Port Lands development should realistically and concretely acknowledge and accommodate current users, including industrial and port users, and community sailing, rowing, paddling and yacht clubs. In particular, some participants would like clarification on how compatibility between industrial and residential uses will be considered in any plan for the Port Lands.

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

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

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

ADDITIONAL DETAIL

- In addition to suggesting several innovative funding models to be explored, some participants would like more clarification on the following:

  - If there are any immediate sources of funds – public or private – available for constructing required infrastructure;
  - What are the precise financial requirements for renaturalization and other infrastructure needs; and
  - What financial models are already under consideration.

- Participants who supported phasing did so for the following reasons:
  - As a means of achieving the greatest overall return on land value;
  - As a means of demonstrating the overall feasibility of the plan through realizing success on a smaller-scale first; and
  - As a means of controlling the pace and facilitating a more organic type of development.

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

NEXT STEPS

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

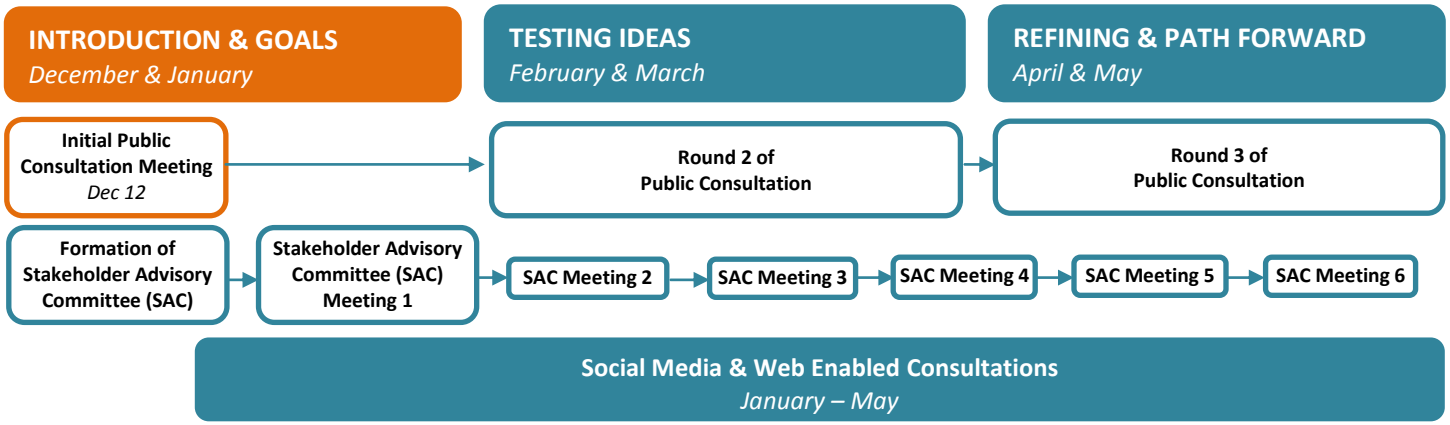
- This is just the start of the public consultation proces, and there will be two more rounds of public consultation, with the next round anticipated in February 2012 (see process overview below);
- Participants representing organizations are encouraged to apply for membership on the Stakeholder Advisory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

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

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

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

Overview of the Process



Port Lands Acceleration Initiative

Public Meeting Report

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

ATTACHMENT A. Questions of Clarification

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

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

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

ADDITIONAL QUESTIONS

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

A. Current Plans/Principles
B. Acceleration
C. Timeline
D. Status of Don Mouth Environmental Assessment
E. Authority
F. Financing
G. Transportation/Infrastructure
H. Existing Land Uses/Existing Buildings
I. Environmental Implications
J. Land Use Planning
K. Parks and Recreation
L. Process/Public Consultation
M. Public versus Private Development
N. Other

A number of similar questions were asked within each of these 14 categories, so in many cases one question has been identified by the Independent Facilitation Team that represents the intent behind several similar questions. This process reduced the total number of questions from 265 to 45. These 45 questions and answers to these questions are in the left column in the table below while all 265 questions are documented in the right column of the chart below.

#	Collapsed Questions and Responses	Detailed Questions
	A. CURRENT PLANS/PRINCIPLES	
1	**Why is the plan being re-examined when we already have a plan?** **Response:** *Because City Council asked us to undertake a review as part of the work to create a high-level road map for accelerating development and maximizing the value of the Port Lands as a city legacy.Note that the review is looking at the whole Port Lands and not just the Lower Don Lands areas.*	• Are we being asked to compromise on all the good work that's been done before? Is this about compromising or accelerating? • Why "Stay with the Keating Channel" isn't still an option? Without the 600 million up front investment?) • Why not go ahead with the existing plan? • Status of existing plan? • Are we following the original agreed upon and previously approved plan? • Is there a danger that politicians could re-discuss and alter the current vision? • Why are solid plans – good plans – being revisited? • Where does the Port Lands plan that has already been created sit? How will it be incorporated in to plans as they move forward? (Michael Van Valkenburgh) Design in particular • Is there any way to protect what has been accomplished now from side swiping? • What can we do to protect this process from being derailed again like it has been in the past? • How does this "acceleration" initiative actually speed things up, given that we are re-examining work already done?

2	**What was the original plan? Why was it inadequate?** **Response:** *In 2003, the City of Toronto adopted the Central Waterfront Secondary Plan, which outlines the planning framework for the designated waterfront area, including the Port Lands. There have been a number of plans specific to the Lower Don Lands area in the Port Lands, including:* • *The Lower Don Lands Framework Plan;* • *The Preferred Option from the Don Mouth Naturalization and Flood Protection EA;* • *The Lower Don Lands Infrastructure EA;* • *The West Keating Precinct Infrastructure EA;* • *Official Plan amendments 388 and 389 to support the above plans; and* • *The West Keating Precinct Plan Zoning By-Law amendment.* *A Lake Ontario Park Master Plan has also been completed but not submitted to Toronto City Council. The review was initiated, not because of inadequacy, but to determine how to deliver the Port Lands vision in light of fiscal realities.*	• What was the original waterfront plan? • Was it complete? • If so, what was inadequate about it?
3	**What impact will this process have on plans Waterfront Toronto already has in place?** **Response:** *While building on existing goals for waterfront revitalization and the Lower Don Lands, changes to existing plans may be considered if they can provide an improved financial picture that will help offset the costs of Port Lands development. Phasing options that advance these goals may also be considered, but only within the existing Terms of Reference for the Don Mouth Naturalization and Port Lands Flood Protection EA.*	• How will WT and the City build on, if at all, on previous work done in the Port Lands such as 2008 Port Lands business and improvement plan? • What work is being done to integrate new Ashbridges streetscape schedule and Port Lands transit? • Where do the Pan-Am games fit in to the Port Lands? What do they mean to the Port Lands plan? • If accelerated, will any Waterfront Toronto objectives be sacrificed? (sustainability, affordable housing) • What goals not willing to sell? • What happens to the previously done background and planning studies, for example the Transit and Don River EAs and Lake Ontario Park? • What happened to the Lake Ontario Park Plan? • How will phasing or priorities be consistent with acceleration process?

4	**Will the flood protection, naturalization and healthy city building that are the central principles behind the Don Mouth EA be compromised in this accelerated process?** **Response:** *No. The objectives identified in the Terms of Reference of the Don Mouth Naturalization and Port Lands Flood Protection EA will be adhered to, and include:* *1. Naturalize and rehabilitate mouth of the Don River* *2. Provide flood protection for Spill Zones 1 and 2* *3. Manage sediment, debris and ice* *4. Integrate infrastructure* *5. Encourage recreation, cultural heritage opportunities and accessibility* *6. Contribute to revitalization and sustainability of waterfront* *7. Design and implement this project in a sustainable manner* *Also principles are included in the City of Toronto's Official Plan and Central Waterfront Secondary Plan.*	• Will the Waterfront Toronto vision be preserved?
	B. ACCELERATION	
5	**What does acceleration really mean?** **Response:** *It means studying the Port Lands overall, undertaking economic and market analysis and due diligence of existing plans to see if there are any viable opportunities to move development of the area forward more quickly.* *The intent is to take a fresh and wide-ranging look at the challenges and opportunities of developing the Port Lands, including examining phasing options, higher-value interim uses, and the feasibility of modifying or removing existing constraints.*	• What does acceleration mean? • What are you accelerating? • What is the purpose of acceleration? • What is result of accelerating or other adjacent areas (WDL, EBF)
6	**Why are plans being accelerated?** **Response:** *Acceleration is necessary because without a plan to minimize public sector funding of development of the Port Lands, it is very likely that revitalization of this important waterfront asset will not happen and piecemeal development will continue to define the area.* *See response to #5 above.*	• Why does this need to be accelerated? • Why is there a need to accelerate the development of this area? • I am still confused about why acceleration is necessary? • Why are we exploring new ideas? • Why are you accelerating? • Is the plan changing to avoid slower (20 to 25 years) residential development to speed up money back to the city? • What is the urgency? Why accelerate the development in the Port Lands given the remediation work that needs to be done? • Why do you want to speed up the process and how quickly? • What is the rush? Why the need for sudden acceleration? • What is wrong with taking some time for proper development? • Why is this project being "speeded up"?

7	**What will have to be sacrificed / jeopardized?** **Response:** *Existing plans for the Port Lands may change as a result of the review of acceleration opportunities. Though it is too early to identify the exact nature of any changes, they could occur in any one of the following areas being looked at by the 7 subcommittees:* • *Business Implementation & Finance* • *Planning & Infrastructure* • *River & Constructability* • *Public Consultation* • *Governance* • *Project Management and* • *Due Diligence Review.* *Any proposed changes will be presented and discussed in detail as part of the public and stakeholder consultation process.*	• Does accelerating plan lower environmental, energy, or affordable housing standards? • What will be sacrificed by speeding up development process • Does acceleration oblige us to choose short-term gain or long-term gain from investment? Green infrastructure, no pizza development (balance of uses) • What are you willing to sacrifice in order to accelerate this process? • Will the acceleration of the Port Lands development lower the value of the land because we put too much development on the market at once? • Will the speed (6 months) of this process compromise the quality of the project because we don't want a second rate Port Lands • We are going to focus on the acceleration of the area, what do we have to forgo in other areas? • How is "desire" measured in the definition of the acceleration process and what system is used to represent the "value" characteristic to residents? • If sites outside the flood protection zone are to undergo "accelerated development" will this be conditional on first producing a master plan for the whole port lands, especially for the routing of roads, utilities and other infrastructure? If this is not the case, the danger exists of servicing for a quickly-developed site being in the way of ideal overall development in the long term. (Toronto would presumably not have built the Gardiner Expressway if the current waterfront revitalization had been imagined in the 1950s.) • Does this exercise threaten long-term optimal development by permitting short-sighted installation of roads and other infrastructure to support development of isolated sites?
8	**What is the hard evidence for an actual need to accelerate this process?** **Response:** *The Port Lands have the potential to be a major asset for Toronto; The acceleration initiative responds to Council's request for a review of all viable opportunities to make this happen.*	• What are the benefits of acceleration? Is it just an inherently long process? What is the upside of acceleration? • What options have been considered for accelerating the project? • What are the options for accelerating development? • Does acceleration model affect the funding model in place?
	C. TIMELINE	
9	**What is the desired time frame for acceleration?** **Response:** *The timeline for redevelopment of the Port Lands will be one of the results of this process.*	• What is the timeline for this? • Completion time frames? • What is the timeline? • What is the schedule for completing the building? • What is timeline for acceleration – time to time? • Has Waterfront Toronto been given a timeline? • What is the timeframe for redevelopment? • What is the timetable for political decision making? • What are the expectations and timelines for implementation post May 2012? • If so, what are the timelines for this development? • What are the time lines for forecasting costs? • Timeframe? • Are the time frames being changed?

D. STATUS OF DON MOUTH ENVIRONMENTAL ASSESSMENT

10	**What is the status of the Don Mouth Naturalization and Flood Protection EA?** **Response:** *The Ontario Ministry of the Environment notified the Project Team that the MOE's review of the Don Mouth Naturalization and Flood Protection EA will be on pause until September 30th, 2012.*	• Are we sticking to the original plans, as approved by council? • What are the implications for the Don Mouth and since that is up for review, what else of the original plan is up for review? • Is the naturalization of the Mouth of the Don a priority for the area? • Will this be led by realignment of Don? • What's the status of the Don Delta TRCA Naturalization proposal? • Don Mouth naturalization still? • I don't understand this process in relation to the Don Mouth EA options? • What if we stay with the existing EA? • What is the status of the current Don Mouth Environmental Assessment? • The status of the findings and conclusions of the Don Mouth Naturalization and Port Lands Flood Protection Project needs clarification. The preamble to the documents for the meeting uses the phrase "further options." What does this mean?
11	**Will the naturalized flood plan be altered?** **Response:** *Any proposed alterations proposed to City Council in June 2012 must be within the Terms of Reference of the Don Mouth Naturalization and Flood Protection EA.*	• Is there a plan in place for naturalization and revitalization or is it being set aside? Why re-plan when money has been spent? • What are the options for naturalization of the Don Mouth and costs associated with the EA? • How will the acceleration process alter the current Naturalization plan? • How will we ensure that past planning efforts such as the EA and transit plans for the Lower Don are not reopened? • Will the current exercise produce proposals for different routes for the river or for different interpretations of the meaning of "naturalization" with different proportions of the site being given to marsh, green space, etc.?
12	**Are all the parties committed to naturalization?** **Response:** *All parties are committed to maintaining the objectives identified in the Terms of Reference of the Don Mouth Naturalization and Flood Protection EA. (note that objectives are listed in the response to question 4 above)*	• Due diligence on options of existing EA – How do we ensure that no further options are being examined and being included now? • Given that an EA has been completed for the Don Mouth Naturalization. Why would we be considering other options?
13	**What process will be used to examine the options for Don Mouth Naturalization and flood protection?** **Response:** *Any proposed alterations proposed to City Council in June 2012 must be within the Terms of Reference of the Don Mouth Naturalization and Flood Protection EA.*	• Can anything be built before re-naturalization at river? • What is the minimum amount of green that will be devoted to the naturalization of the Mouth of the Don? • What are the priority projects for developing the Port Lands? What is the phasing? Is naturalizing the Don River the first priority?
14	**How much money is estimated to be required in the actual re-naturalization of the Don River?** **Response:** *It is the purpose of this Initiative to clarify how much money will be required for re-naturalization of the Don River.*	• Re-naturalizing estimates from all the mandatory infrastructure costs. Infrastructure costs such as, transit, roads, soil remediation, etc. are technically necessary, but re-naturalizing costs may be viewed by many Torontonians as an optional luxury. Those advocating the re-naturalizing have been very successful in lobbying Waterfront Toronto to include this aspect into Lower Don Lands plans, but these advocates do not represent a majority of Torontonians • I would like to know the projected cost of the re-naturalizing the mouth of the Don River, distinct from every other infrastructure cost. Currently, you do not publicly disclose the breakdown of the costs.

E. AUTHORITY

15	**Clarify the governance structure. Who are the players? And what are their roles?** **Response:** *A Memorandum of Understanding (MOU) between the City, Waterfront Toronto, and the Toronto Port Lands Company (TPLC) was executed March 31, 2006. This review of the Port Lands will be conducted within the terms of the MOU and will respect the existing governance model and roles including the relationship with the Provincial and Federal government partners.* *The Protocol agreed to by the parties in September 2011spells out the roles and responsibilities of each of the key players: the City of Toronto, Waterfront Toronto, TPLC and TRCA.*	• Who is running the project? Authority is highly confused. • Who will be involved in development in terms of builders? • TPA role? • Role of private owners? • What is the Federal, Provincial, and city ownership? • What is the role of the differing land owners, and authorities – how will private property be dealt with? • Does the mayor and council have the power to alter the carefully constructed plans of waterfront Toronto; for example by selling parcels of the Port Lands for profit and for the benefit of city debt reduction? • Have province and federal gov't agreed and TPA • How are the other governments (province and federal) going to be engaged to support and move this initiative forward?
16	**What is the decision making process going forward?** **Response:** *In June 2012, City Council will receive recommendations from the Executive Steering Committee for the Port Lands Acceleration Initiative, which includes John Campbell from Waterfront Toronto, John Livey from the City of Toronto, and Brian Denney from the TRCA. They work with 7 subcommittees:* • *Business Implementation & Finance* • *Planning & Infrastructure* • *River & Constructability* • *Public Consultation* • *Governance* • *Project Management and* • *Due Diligence Review.* *In turn, their work is informed by the extensive consultation process being undertaken.*	• Is Waterfront Toronto obliged to proceed with any acceleration idea? Who determines when short-term gain beats long-term gain? • The current city admin is opposed to LRT's. Why are you talking about them in your presentation? E.g. Tonight's PowerPoint.

F. FINANCING

17	**What is the financial situation?** **Response:** *Development of the Port Lands requires a significant investment in public infrastructure which, given the fiscal realities of the day, is proving a substantial obstacle to moving forward. As a result, the Port Lands Acceleration Initiative is exploring ways to reduce the development cost to the public.*	• What is really going on re: the financing of this project/area? • What are the financial plans? • It's impossible to make a rational, informed decision about this aspect of Port Lands development without knowing the costs of each part of your plans. The taxpayers who provide funding for Waterfront Toronto deserve the best value possible for their taxes • Detailed and distinct information about each aspect of the plan is crucial for the overall public to judge what they want done. If this Don River cost is not currently broken out of overall estimates, it must be done before any planning proceeds further. It is impossible for the general public to assess relative value otherwise. • What's the ratio of development value to cover the cost of expected $ of required infrastructure? What does it look like?

18	**What existing tools for financing are being considered for accelerating?** **Response:** *The Port Lands Acceleration Initiative will examine a number of different financing tools (including financial and policy tools, incentives, and delivery mechanisms) all of which will be proposed and discussed during the stakeholder and public consultation process.*	• What are the financial models and delivery methods for developing the Port Lands? • Financing model → what different financing models are under consideration? • We've heard a lot about financing and alternate financing in tonight's presentation- what does this mean? • Bond issue practiced in Toronto? Work? Hamberg, NY option applicable? • Existing financing tools that are under consideration? Bond issues? • What are the financial options available to city/Waterfront Toronto? I.e. Debentures • Will development charges be paying for the required work? • What are the ways to creatively finance the project? • What about joint-ventures? • Are there any immediate sources of funds – private or public for infrastructure / flood protection – funding needed to initiate development?
19	**Will a review of financial models be conducted?** **Response:** *Yes. A review of financial models is being undertaken as part of this initiative.*	• Who will evaluate financial models? To what desire will development offset costs? • What will be the status of the report of the financial consultants soon to be engaged? • If they recommend other means of financing the public realm, including the re-naturalization of the river and the infrastructure plans in the DMNPLFP, will these be adopted in place of accelerated development of other sites or will they be shelved as politically unacceptable?
20	**Have you considered TIF's?** **Response:** *Yes. Tax Increment Financing (TIF) is one of the many financial tools that will be considered through the analysis of financial models.*	• Of the possible alternate methods of funding, which ones are we legally allowed to do? For example, I hear that tax increment financing (or one of those similar) is actually illegal in Canada. • What about Tifs?
21	**Does Waterfront Toronto need the ability to borrow?** **Response:** *This would be discussed by the three government partners and Waterfront Toronto.*	• Are the three governments involved prepared to make any necessary administrative or legislated adjustments if the consultants find that Waterfront Toronto should be given authority to borrow or for WT or some other authority to issue bonds or for the city to use Tax Increment Financing?
22	**How will the best financial plan be determined?** **Response:** *The acceleration initiative is the start of determining the best financial plan.*	• How can we have a financial model that encompasses a fair and equitable process? • Financing – will the accelerated plan create an impetus to go the "easy way" (i.e. sell of land)? • What has to be decided and in what order before the report on financing? What is the sequencing of decisions? • Is there an economic analysis of remediation, flood mitigation and accommodating, other environmental considerations/foundations?
23	**Will revenue generated from lands on the waterfront development be invested back into the waterfront?** **Response:** *There is an agreement (the MOU) that public revenues from waterfront revitalization will go back to fund more waterfront revitalization.*	• How will we ensure that revenue for this project doesn't go towards other projects in the city? • Will the revenues generated in the Port Lands development process be reinvested in waterfront development only? • How are the capital requirements for the Port Lands being protected from City cash needs? • Financing – how do we ensure Waterfront Toronto has financial capabilities to implement any accelerated plan? • City protects financial proceeds?

	G. TRANSPORTATION/INFRASTRUCTURE	
24	**How will the Port Lands be connected through transportation to the rest of the city, by car, bike, and all other modes of transportation?** **Response:** *Both transportation and connectivity are key considerations of the business and implementation plan developed through the Port Lands Acceleration Initiative.*	• Cycling and transportation – how will the TTC connect with Port Lands and how will pedestrianization? • Is the transportation plan and transit plan adequate for the planned residents and employment numbers? Adequate transit? Funding? LRT? Metro wide accessible? • Can the TTC keep up with service in Port Lands? • To what extent will transportation (public transit) issues be addressed in conjunction with the acceleration strategy?
25	**Will LRT come before or after development revenue?** **Response:** *At this point it is too early to tell but transit remains a key infrastructure requirement for the Port Lands.*	• Public transit timing and LRT? • How guaranteed is the funding for transit and other public amenities. What are the risks moving forward, i.e., possible ways that this can be derailed, especially with current funding constraints with TTC, the current governance structure, and current mayoral regime? What can we do to help proactively avoid any potential roadblocks, say through proactively gathering public support?
	H. EXISTING LAND USES / EXISTING BUILDINGS	
26	**How does Waterfront Toronto plan to use/deal with existing structures such as the Hearn Generating Plant, LaFarge, and Heritage buildings?** **Response:** *The City's Official Plan outlines the importance of heritage and makes particular reference to the Hearn as a potential catalyst for development in the Port Lands. Discussions with Lafarge, who intends to keep operating in the near term, are part of the consultation process. Waterfront Toronto has developed an overall plan for heritage buildings in the Lower Don Lands. The Plan identifies heritage buildings and seeks not only to preserve these elements but to reinvent them as actively programmed landmarks that enhance the character of the neighbourhood.*	• What are the plans for the Hern to be integrated? • What are the options for existing structures e.g. Hearn? • How will this process resolve Lafarge's fundamental issue with the current plan – i.e. the current plan is premised on the need to close /relocate Lafarge's Polson St. terminal? • If the key issue is time and cost, how will the proponents work with Lafarge to preserve their existing operations? • How will a revised plan accommodate LaFarge cement plant? The current plan rests on the premise of cutting a river mouth through the plant, which LaFarge does not accept.
27	**What guarantees exist to protect the rights of private landowners in the Port Lands going forward?** **Response:** *Landowners are being consulted as part of the consultation process for this initiative.*	• What is happening to existing industrial? • How much expropriation of land privately held is anticipated? Is this really, really necessary? • Are you going to continue to store salt on the waterfront? • Is there a place in the Port Lands for the charter boat industry? • Will the area remain as it is? • What will happen to private lands in the area? • What guarantees exist to protect the rights of private landowners in the Port Lands going forward? • How will acceleration impact existing land uses such as the concrete campus at the east end and other incompatible land uses?
28	**Is there anything that has to remain and what is the alternative?** **Response:** *Existing leasing and planning permissions continue to apply.*	• Information on size/ownership/uses of the land • Is there a suspension on development while we go through this process? I.e. developing and leasing buildings? • Are you going to continue to lease available land?

I. ENVIRONMENTAL IMPLICATIONS

29	**What is the potential for renewable energy generation on site? E.g. wind, wave, geothermal, deep water heating/cooling, etc.** **Response:** *Sustainability is a key principle of waterfront renewal and will be explored as part of overall infrastructure requirements.*	• How will this be powered and will net-zero objectives be considered? • Will this plan integrate sustainability? • When will all sewage be composted, natural gas methane received for fuel, and diverted away from lake • Energy and powering new sustainable buildings • Energy – zero energy is it a priority? • Renewable energy potential on site – infrastructure anticipated?
30	**What are the soil conditions in the Port Lands and how are these conditions being dealt with? E.g. Soil pollution, soil remediation, and depth to bedrock.** **Response:** *Soil and geotechnical conditions are being considered by the consultants tasked with assessing constructability issues. These include soil remediation, depth to bedrock, and ground water.*	• What can be done with the contaminated soil? Does the problem go to another jurisdiction? Can they work around it? Piles – how deep do the footings go? • What will happen in the interim to the pollution that currently exists in the Port Lands? • Flood protection? Global warming – worse than H. Hazel? • Adequate sewage, remediation? • What is the status of soil remediation facility? Results of soil remediation?

J. LAND USE PLANNING

31	**What are Waterfront Toronto target proportions of affordable housing (%) within the Port Lands district?** **Response:** *This will be considered as part of the Port Lands Acceleration Initiative. The targeted proportions in other areas of the Waterfront (i.e. East Bayfront and West Don Lands) are 25% affordable (20% affordable rental and 5% low-end-of-market ownership).*	• What is the affordable housing mix and what is the revenue plan to support it? • Will there be affordable housing? • Affordable housing • Will there be a good mix of affordable housing vs. rampant condo development?
32	**What will the land use designation be?** **Response:** *This process will help determine the land use designations.*	• Is there allocation for a certain % of residential, office buildings vs. open and green space, recreation • Land use – are there agreed upon targets (i.e. recreation, parks lands, condos) that will change through the process? • Is there an allocation for a certain % of residential and office buildings versus open and green space? Ie: land-use designation • Recreation/parkland ratio? • Land use proportions – residential, office • What is the relationship between commercial and recreational? • How are the uses in the area going to be prioritized? • Is there a possibility that there would be commercial development at the northern end at Tommy Thompson Park as shown on the attached map?
33	**Why was the geographical study area selected?** **Response:** *The Port Lands is a clearly defined area in the Central Waterfront Secondary Plan.*	• Why was this geographical area chosen and what uses are to remain? • Why are we looking at the whole Port Lands as opposed to breaking it down in to more manageable components? • Why has the geographical boundary been selected? Anything that has to remain? • Why can't we break it down into smaller more manageable pieces? • Why is the spit and Outer Harbour Marina not included in the Port Lands development plan?

34	**Questions about specific initiatives** **Response:** *See responses in column to the right (in italics). At this early stage, few specifics are known.*	• Is there a plan for continuous green space? *Yes.* • Are there plans to build an airport on the Leslie Street Spit? *No.* • Are you considering the flight path of the planes currently flying into the Island Airport? *Yes.* • Can the Port Lands be used as a major central park? *To be determined.* • Plans for large multi-use sports facility? *To be determined.* • Does this initiative include the development of a yacht club? *To be determined.* • What is the plan for south of Unwin Street? *To be determined.* • Why did the accent in past presentations shift, from an emphasis on parkland and naturalization of the mouth of the Don, to a focus by John Campbell in his CBC interview, the Globe and Mail article, and the presentation on Dec. 12, on condo towers, commercial sports facilities and other commercial developments? *The entire Port Lands is being considered in this exercise, not just the Don naturalization.* • How does the development of the Pan-Am athlete's village impact planning/economics for the waterfront development? *The relationship between all waterfront development and the Port lands will be considered.* • How much (either in absolute number, and/or percentage of development value) are we getting for Section 37 and what projects is it going to? *Too early to tell.*
35	**What are the density requirements? Deviations allowed?** **Response:** *These will be determined through the acceleration initiative.*	• How much (either in absolute number, and/or percentage of development value) are we getting for Section 37 and what projects is it going to?
36	**Is there any new accelerated land-use plan?** **Response:** *The purpose of this Initiative is to produce a business and implementation plan that identifies opportunities for accelerated development.*	• Why wasn't a copy of the proposed land-use plan and current land-ownership map made available for reference? • Is this process directed to an end plan OR are we also looking at interim solutions (phases/temporary uses)? • What will the needs be for port facilities in the future? (Danger of selling off land that may be needed in the future if needs change, due to peak oil or a new ferry service to the US, etc.)
	K. PARKS AND RECREATION	
37	**Where is consideration of the people that use the water?** **Response:** *Maintaining marine uses and access in the waterfront is a long standing principle of Waterfront Toronto and members of the boating community are being consulted as part of this initiative.*	• Community access is not just about viewing the water • What plans are being considered to facilitate secure cost effectiveness, stable, marine usage, specifically access for community sailing, rowing, paddling clubs and yacht clubs? • How does the plan allow for the existing users of the Waterfront and their facilities to continue (e.g. rollerblading and sailing clubs)? • What is the anticipated public water access? • What are the plans and intentions regarding the community sailing clubs e.g. Outer Harbour Sailing Federation? • Do not kick the community sailing clubs off the waterfront
38	**Questions about parkland** **Response:** *See responses in italics provided in column at right.*	• Tommy Thompson park future? *Better connections between Lake Ontario Park and Tommy Thompson Park will be considered.* • Park land connectivity to overall city waterfront? *Yes, will be considered.* • Will everything south of Unwin Avenue be protected as parkland? *Too soon to tell – this will be considered during this Initiative.*

	L. PROCESS/PUBLIC CONSULTATION	
39	**How is our voice translated into the actual design of the Port Lands?** **Response:** *The public is heavily involved in the business and implementation plan for the Port Lands.*	• How is the public still able to implement or affect final design plans? • Is there an opportunity to be involved in the design? • How will design excellence be incorporated? Will there be a design review panel? • Will social media and online consultation include collaborative design?
40	**How do we ensure that there is an effective public consultation process?** **Response:** *A robust and comprehensive public consultation is required as part of the Protocol guiding the Port Lands Acceleration Initiative (signed by the City of Toronto, Waterfront Toronto, the TRCA and the Toronto Port Lands Company). In addition, an independent facilitation team of Lura Consulting and SWERHUN | Facilitation & Decision Support has been retained to help ensure effective two-way communication takes places between the public, stakeholders, landowners, the City, Waterfront Toronto, TRCA and TPLC.*	• Would the public consultation process be demeaned at the expense of early shovels in the ground? • What has been approved, decided and/or received in terms of plans and therefore what is the current opportunity for the public to influence decisions? • Process – how will the existing process factor in? How will it be used? • What is your communications strategy to inform and solicit input from "non-usual suspects" to sell this project which will help as we run into problems with various governments? (inform so public can advocate) • If there are changes to plan it should go back to consult from the beginning
41	**How will the Stakeholder Advisory Committee be chosen?** **Response:** *SAC members represent a range and balance of interests in the Port Lands, both locally and from across the city as well as stakeholder representatives from the business and economic sectors, community sector and other sectors that advocate on behalf of other interests that may be impacted by the development of the Port Lands.*	• How will stakeholders and advisory committee be selected? • Would I be able to join this organization to participate in the implementation of my proposal? Am willing to invest much time and knowledge
42	**Can we see more in depth analysis of other models for waterfront?** **Response:** *An in depth best practices review of financial models of waterfront development in other jurisdictions will be a part of the public and stakeholder consultation process in this initiative.*	• Will the context be examined before looking at the site specifically? • Can we have more in-depth analysis around world class examples to see how they apply here?
	M. PUBLIC VS. PRIVATE DEVELOPMENT	
43	**Will public space be compromised for speed of development?** **Response:** *New public spaces and access to public space are key core waterfront revitalization values.*	• How are we going to make it publicly accessible? • How does this impact the mix (%) of public vs. private enterprise? • What percentage of lands is to remain a public asset versus lands intended for private development? • Is there a guarantee that public realm will not be decreased in quantity or quality? • How much access will the public still have under a public private partnership? • What happens with winter and public realm and water access during all four seasons? • How much public access will there be to the area? • Given the cities not the developer unless things change, is the goal to make money or improve access?

	N. OTHER	
44	**What is the priority, jobs or condos?** **Response:** *The Central Waterfront Secondary Plan calls for a mixed-use community set within the City's functioning port.*	
45	**The presentation talked about co-operation among users. The Toronto Port Lands commissioned a study and did a presentation without Waterfront Toronto knowing. What controls are there on land users, and penalties if that was to repeat itself?** **Response:** *The Toronto Port Lands Company is signatory to the protocol guiding this acceleration initiative.*	

ATTACHMENT B. All Written Feedback Received

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

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

The questions from the discussion guides are as follows:

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

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

TABLE DISCUSSION GUIDES

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

Table 1

Questions for clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 2

Questions for clarification:

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

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

Focus question 1:

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

Focus question 2:

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

Table 3

Questions for clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 4

Questions for clarification:

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

Focus question 1:

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

Focus question 2:

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

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

Table 5

Questions for clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 6 (summary of feedback from people participating online)

Questions for clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 7

Questions for clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 8

Questions for clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 9

Questions for clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 10

Questions for clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 11

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 12

Questions of clarification:

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

Focus question 1:

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

Table 13

Questions of clarification:

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

Focus question 1:

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

people. Create a destination and create value.
- Develop robust financial plan including equity, user fees, tolls, development charges

Focus question 2:
- Explore a catalytic development to draw attention to and attract people to Port Lands
- Mitigate environmental impact of winter on public realm to extend use
- Integration of transit, toads, bicycles, pedestrians to access and navigate the Port Lands

Table 14

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

Focus question 1:
- Addressing flood risk in a manner that facilitates development and connectivity between precincts
- Establishing a clear plan with parameters for what is proposed, permitted, but flexibility to facilitate organic development of communities
- Integration of expert opinions and public input/democracy
- Keeping politics out of decision making

Focus question 2:
- More design competitions
- Urban experiments, eg: cable cars, gondolas, alternative transit
- Organic development instead of planned development
- There is idea fatigue: why do we keep going back to the drawing board?
- Apply ideas that have been successful elsewhere over past 10 years but tweak to local context

Table 15

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

Focus question 1:
- Larger portion of public space than currently in East Bayfront area
- Smaller scale development to allow more diverse development, design, ownership and smaller scale business (main street)
- Uses like a centre for industry, recreation, educational, residential

Focus question 2:
- Start development in areas that are out of the flood plain (ready to go)
- Develop hierarchy governing structure as a home for interim uses
- Semi-permanent home for the cirque du soleil
- Interim sports facilities
- Look for new ideas on how to deal with the 100 year flood from other countries and cities

Table 16

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

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

Focus question 1:

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

Focus question 2:

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

Table 17

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 18

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Other comments:

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

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

Table 19

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 20

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 21

Focus question 1:

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

Focus question 2:

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

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

Table 22

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Other comments:

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

Table 23

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 24

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 25

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 26

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Other comments:

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

Table 27

Questions for clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 28

Questions for clarification:

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

Focus question 1:

- Environmental Sustainability
- Economic Sustainability

Focus question 2:

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

Table 29

Questions for clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 30

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 31

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 32

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 33

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Other Comments:

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

Table 34

Questions of clarification:

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

Focus question 1:
- Various types of transportation and parking facilities
- Lots of recreation opportunities
- A focus on sustainability and making sure what is built lasts
- Maintain wilderness
- Consideration for potential issues with incompatible uses
- Build on a human scale (e.g. Yonge Street)

Focus question 2:
- A cultural or public institution to act as a destination → something to attract tourists, something with an economic impact
- Multi-use sports complex/winter recreation
- A nice neighbourhood on a human scale
- See TRCA for ideas (e.g. fishing) → ecotourism

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

Table 35

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

Focus question 1:
- Achieve a balance between small and existing local business owners and big business funding
- Encourage safe and active nightlife and entertainment facilities
- Provide infrastructure for charter boat industry as charter boats allow the greatest number of Torontonians to get out on the lake and harbour

Focus question 2:
- Charter boat village – centralize commercial tourism as a tourist destination with proper infrastructure so docks are secure, safe and nice places to be
- Natural Museums – like Montreal's Biodome, focus on butterflies/birds
- Eco-Tourist attractions – things to see and do, cultural complexes, like a "natural" national mall a la Washington D.C.

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

Table 36

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

Focus question 1:
- Create as much public access as possible and maintain access for all Toronto's citizens
- Create high density development but establish viewing corridors/protect key views from key areas
- Create a unique jewel, high quality space, iconic for Toronto
- Need to define public and private responsibility for financing and infrastructure
- Public access/recreation should be right along the edge – no wall of condos
- Affordability for community and residential space to encourage diverse use versus high income
- Focus on end game, not short term

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

Focus question 2:

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

Table 37

Questions of Clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 38

Questions for Clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 39

Questions of Clarification:

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

Focus question 1:

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

Focus question 2:

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

Table 40

Questions of Clarification:

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

Focus question 1:

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

Focus question 2:

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

INDIVIDUAL DISCUSSION GUIDES

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

Individual 1

Focus question 1:

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

Focus question 2:

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

Other Comments:

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

Individual 2

Questions of clarification:

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

Focus question 1:

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

Other comments:

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

Individual 3

Focus question 2:

- Floating wetlands
- Shipping container village
- Crowd sourced design

Individual 4

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Other comments:

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

Individual 5

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Individual 6

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

- Blue flag beach protection
- Realistic

Individual 7

Questions of clarification:

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

Focus question 1:

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

Individual 8

Questions of clarification:

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

Individual 9

Focus question 1:

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

Focus question 2:

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

Other comments:

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

Individual 10

Questions of clarification:

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

Focus question 1:

- Transit in place before development

Focus question 2:

- Connection to Ward's Island

Individual 11

Questions of clarification:

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

Individual 12

Focus question 1:

- Environmental
- Economic
- Sustainable

Focus question 2:

- C40 cities – goals

Other comments:

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

Individual 13

Questions of clarification:

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

Focus question 1:

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

Other comments:

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

Individual 14

Focus question 1:

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

Focus question 2:

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

Other comments:

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

Individual 15

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Individual 16

Focus question 1:

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

Focus question 2:

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

Individual 17

Focus question 1:

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

Focus question 2:

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

Individual 18

Focus question 1:

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

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

Focus question 2:

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

Individual 19

Focus question 1:

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

Other comments:

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

Individual 20

Questions of clarification:

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

Focus question 2:

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

Individual 21

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Other comments

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

Individual 22

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Individual 23

Questions for clarification:

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

Focus question 1:

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

Focus question 2:

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

Individual 24

Questions of clarification:

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

Focus question 1:

- Maintain the original agreed upon and preciously approved plan!

Focus question 2:

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

Individual 25

Questions of clarification:

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

Focus question 2:

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

Individual 26

Questions of clarification:

- Have you considered TIF's?

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

Focus question 1:

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

Focus question 2:

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

Individual 27

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Individual 28

Focus question 1:

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

Focus question 2:

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

Individual 29

Focus question 1:

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

Focus question 2:

- Create humanly scaled development with innovative design

Individual 30

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Individual 31

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Individual 32

Focus question 1:

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

Focus question 2:

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

Other comments

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

Individual 33

Questions of clarification:

- Tiffs

Focus question 1:

- Sustainability

Focus question 2:

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

Individual 34

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Individual 35

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Individual 36

Questions of clarification:

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

Individual 37

Focus question 1:

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

Individual 38

Focus question 1:

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

Focus question 2:

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

Other comments:

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

Individual 39

Focus question 1:

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

Focus question 2:

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

Individual 40

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Other comments:

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

Individual 41

Focus question 1:

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

Focus question 2:

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

Individual 42

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Individual 43

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Other comments

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

Individual 44

Questions of clarification:

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

Focus question 1:

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

Q2

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

Individual 45 (received by email)

Questions of clarification:

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

Focus question 1:

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

Individual 46 (received by email)

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Other comments:

- The proposal is to have at least several types of shipyard zones. For building large, medium, and small ships. Ranging from cargo-ships, and tugs to house-boats, yachts, and personal craft like canoes and sailboats
- Important is to be accessible to Torontonians, people actually living in Toronto. So it's best to have some areas available
- Much boat-building can actually be done outdoors, so infrastructure requirements are minimal. The most sophisticated part is to have a method of transporting heavy boats to the water.
- For the larger cargo-ships it may be wise to create some dry-docks, which would also facilitate the repair of large vessels
- Tourists and citizens alike, could ideally see at least some of the projects as they are under construction, perhaps an elevated walkway or tower could give an overview, though even through a fence most projects would be visible
- The proposed area for shipyards is the along the shiplanes, which could facilitate ease of launch
- The large factory with smoke-stack could be used for making local building-material on site, such as cement, marine-grade-rebar, and wire-mesh
- In terms of public access, it could have black-smiths, with internships available for various roles
- There can be an education area where people can learn how to become boat-builders, with souvenirs such as boat-models available. This could be near the waterfront market
- For that ancient portland feel, it would be great to have a farmers-market or bazaar area, where people can sell imported and local goods
- Can finance all of these shared creative-space location with land-shares, which allow people to buy or rent spaces as small as a m^2 to conduct their proposed activity.

Individual 47 (received by email)

Questions of clarification:

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

Focus question 1:

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

  This land will be part of the site of the future Lake Ontario Park, which will be built largely with taxpayer funds. It must be fully accessible to the general public to be acceptable. Their exclusive use of this land must end with LOP implementation. There are many kilometres of Toronto shoreline that can be used to relocate these clubs elsewhere.
- Waterfront Toronto must be ready to accommodate any use that contributes to the economic prosperity of the whole city. This means it must accommodate diverse uses, not limited solely to 'mixed-use residential'. It must also accommodate a full variety of recreational, institutional, religious and entertainment uses, to make a positive economic impact.

Focus question 2:

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

which should be geared for positive economic impact.

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

Individual 48 (received by email)

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Other comments:

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

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

Individual 49 (received by mail)

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Individual 50 (received by mail)

Questions of clarification:

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

Focus question 1:

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

Focus question 2:

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

Other comments:

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

Individual 51 (hand written note received December 12th)

Other comments:

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

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

Other comments:

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

Individual 53 (received by Waterfront Toronto)

Questions of clarification:

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

Focus question 1:

- Maintaining plan for naturalization

Individual 54 (received by mail)

Other Comments:

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

Individual 55 (received by Waterfront Toronto)

Focus question 1:

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

Focus question 2:

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

Individual 56 (received by Waterfront Toronto)

Focus question 2:

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

Individual 57 (received by Waterfront Toronto)

Questions of Clarification:

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

Individual 58 (received by Waterfront Toronto)

Focus Question 1:

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

Focus Question 2:

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

Individual 59 (received by Waterfront Toronto)

Questions of clarification:

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

Focus Question 1:

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

Focus Question 2:

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

Other Comments:

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

Individual 60 (received by Waterfront Toronto)

Questions of clarification:

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

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

Focus Question 1:

- Global awareness
- Branding
- Canadian "new age" culture

Focus Question 2:

- Television series starring Toronto and David Miller
- Auctions

Other Comments:

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

Individual 61 (received by Waterfront Toronto)

Questions of clarification:

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

Focus Question 1:

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

Focus Question 2:

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

Other Comments:

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

Individual 62 (received by Waterfront Toronto)

Questions of clarification:

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

Focus Question 1:

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

Focus Question 2:

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

Individual 63 (received by Waterfront Toronto)

Questions of clarification:

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

Focus Question 1:

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

Focus Question 2:

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

Other Comments:

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

Individual 64 (received by Waterfront Toronto)

Other Comments:

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

Individual 65 (received by Waterfront Toronto)

Other Comments:

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

- Is Cooperative Housing a Consideration for the Portland?

Individual 66 (received by Waterfront Toronto)

Other Comments:

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

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

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

Individual 67 (received by email)

Focus Question 1:

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

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

Focus Question 2:

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

Other comments:

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

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

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

Port Lands Acceleration Initiative

Public Consultation Round 2
Summary Report

May 3, 2012

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

Part 1.

Summary of Feedback Received at Consultation Meetings

March 31 and April 3-4, 2012

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

Part 2.

Summary of Feedback Received Online

March 31 - April 15, 2012

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

Part 3.

Detailed Feedback (see separate file)

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

Part 1.

Summary of Feedback Received at Consultation Meetings

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

Flood Protection, Naturalization and Green Space

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

Economics, Markets and Finance

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

Development Planning and Phasing

1. **Participants like the idea of phasing development as long as phasing is a part of a clear overall plan.** A number of suggested refinements were made regarding phasing, including examining phasing the original plan, phasing transit at the same time as development, and increasing the amount of naturalization in earlier phases.

2. **A number of people raised concern that there doesn't seem to be a vision for the Port Lands as a whole.** For example, will the Port Lands reflect Toronto's "sense of city" or will it be a cookie-cutter development that can go anywhere in the world? Will housing be affordable for a broad range of incomes? Will development be primarily high density or low density? Will there be public access to the water's edge? What will development mean for existing uses in the Port Lands?

3. **There was concern that any future plans for the Port Lands could again change.** It was suggested by several participants that plans be "locked in" to prevent revisiting.

April 3 Public Meeting at St. Lawrence Hall

April 4 Public Meeting at the Westin Hotel

Part 2.

Summary of Feedback Received Online

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

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

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

NEXT STEPS

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

Port Lands Acceleration Initiative

Public Consultation Round 2
ATTACHMENTS

May 3, 2012

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

ATTACHMENT A.
Feedback from Completed Table Discussion Guides

TOPIC: Flood Protection, Naturalization and Green Space

1. **What do you like about the directions emerging?**

April 3, 2012:

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

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

April 4, 2012:

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

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

April 3, 2012:

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

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

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

April 4, 2012:

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

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

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

April 3, 2012:

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

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

April 4, 2012:

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

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

TOPIC: Economics, Marketing and Finance

1. **What do you like about the directions emerging?**

April 3, 2012:

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

April 4, 2012:

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

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

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

April 3, 2012:

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

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

April 4, 2012:

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

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

April 3, 2012:

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

Mouth Naturalization is a very important public investment.

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

April 4, 2012:

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

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

TOPIC: Development Planning and Phasing

1. **What do you like about the directions emerging?**

April 3, 2012:

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

April 4, 2012:

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

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

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

April 3, 2012:

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

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

April 4, 2012:

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

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

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

April 3, 2012:

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

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

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

April 4, 2012:

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

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

OTHER FEEDBACK OR ADVICE?

April 3, 2012:

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

April 4, 2012:

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ATTACHMENT B.
Feedback from Completed Individual Discussion Guides

TOPIC: Flood Protection, Naturalization and Green Space

1. **What do you like about the directions emerging?**

April 3, 2012:

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

April 4, 2012:

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

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

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

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

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

April 3, 2012:

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

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

April 4, 2012:

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

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

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

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

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

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

April 3, 2012:

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

April 4, 2012:

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

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

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

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

TOPIC: Economics, Marketing and Finance

1. **What do you like about the directions emerging?**

April 3, 2012:

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

April 4, 2012:

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

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

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

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

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

March 31, 2012:

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

April 3, 2012:

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

April 4, 2012:

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

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

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

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

March 31, 2012:

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

April 3, 2012:

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

April 4, 2012:

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

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

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

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

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

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

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

TOPIC: Development Planning and Phasing

1. What do you like about the directions emerging?

April 3, 2012:

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

April 4, 2012:

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

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

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

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

April 3, 2012:

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

April 4, 2012:

- Straightened commercial street, why?

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

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

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

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

April 3, 2012:

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

roadways.

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

April 4, 2012:

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

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

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

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

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

OTHER FEEDBACK OR ADVICE?

April 3, 2012:

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

April 4, 2012:

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

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

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

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

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

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

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

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

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

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

ATTACHMENT C.
Feedback from Other Written Submissions

Sent: March-30-12 5:51 PM
Subject: Please Slow Down - Re: Media Advisory - Port Lands Information Open House and Feedback Workshops

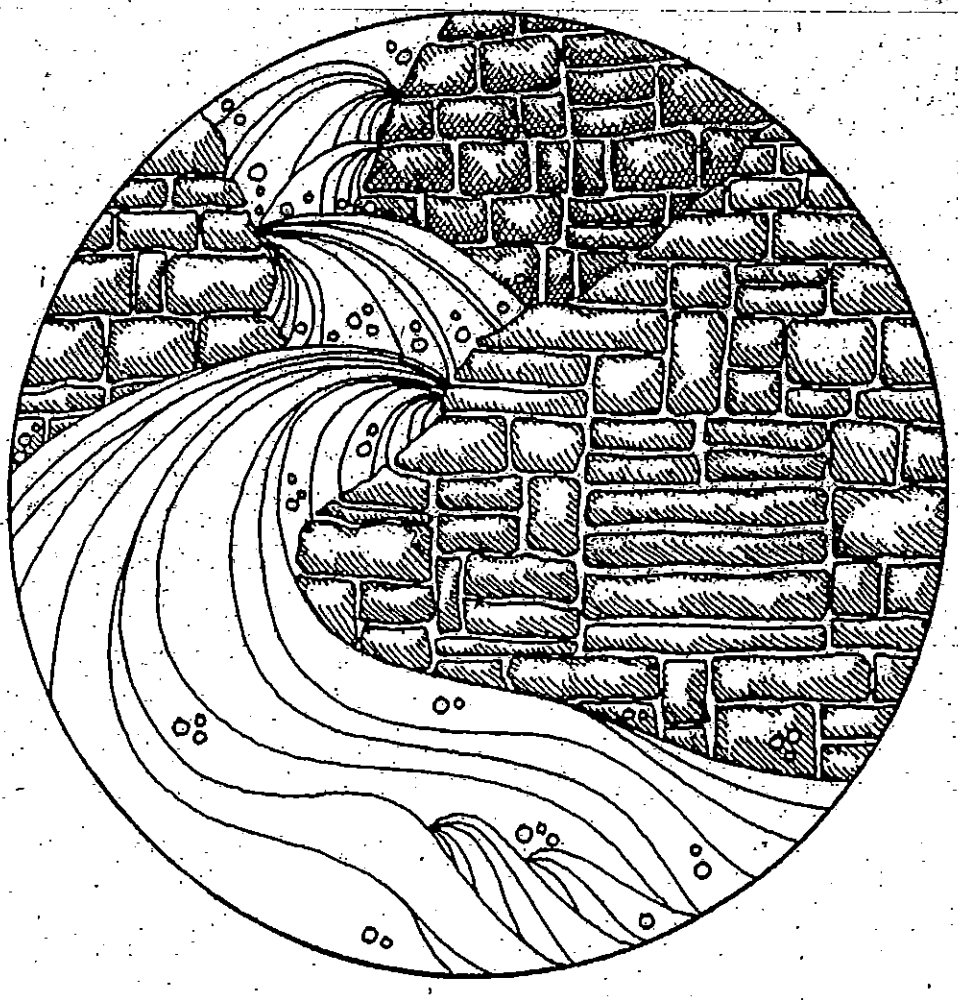
Our PORTLANDS looked like this in the 1830's. Then came our landfill. Then came controversy.

After much ballyhoo and hoopla we all decided to hurry up and slow down.
We slowed down to prevent building shopping malls and giant Ferris wheels.
Then we decided to hurry up again.
After more bureaucratic committees full of even more ballyhoo and hoopla we are finding that we really – really – do need to slow down development of our Toronto Portlands. The facts that are coming out of even further due diligence are all ending up in the same place : SLOW DOWN.

The latest information on why it has to take longer than anyone looking to make quick bucks would like can be found inside of Christopher Hume's latest write up in the Toronto Star : http://www.thestar.com/news/article/1143248--doug-ford-s-port-lands-dream-dies-hard , but it is time we all faced the physical and economic facts of an undertaking this massive. For us living in this neighbourhood, we should be grateful that the PANAM games spurred as much real building as it did, as soon as it did. With the physical construction difficulties and the financial economic shortages at all three levels of government we need to slow down, and be more patient.

Thanks, [redacted]

AQUA TERRA:
Water Concepts for the Ecological Society



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"original"

RIVER REHABILITATION

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

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

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

Some time went by.

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

A bit more time went by. — and very much hard work

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

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

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

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

Illustration by Carl Dermik Buell

*#400,000 for Chester Springs Marsh - size: 7 football fields

then,

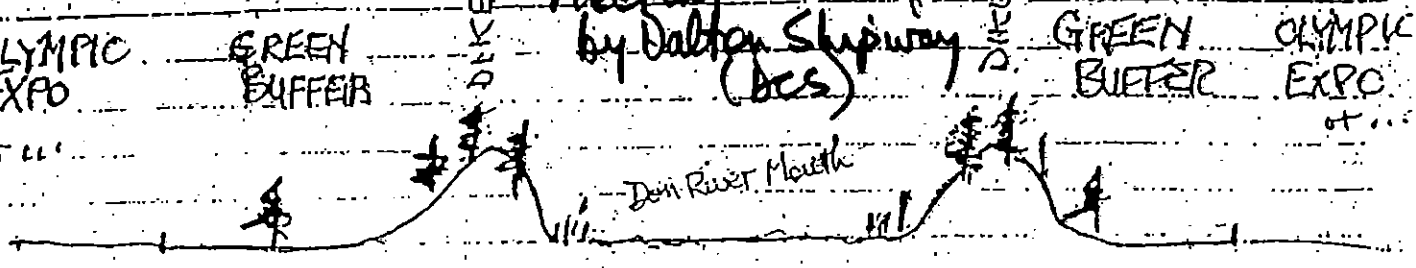
$325,000,000 for Don Lakemarsh - Lake Ontario; City Council Staff report EX.45.15 (year 2010)

Map #1 MARSH AT MOUTH OF DON RIVER

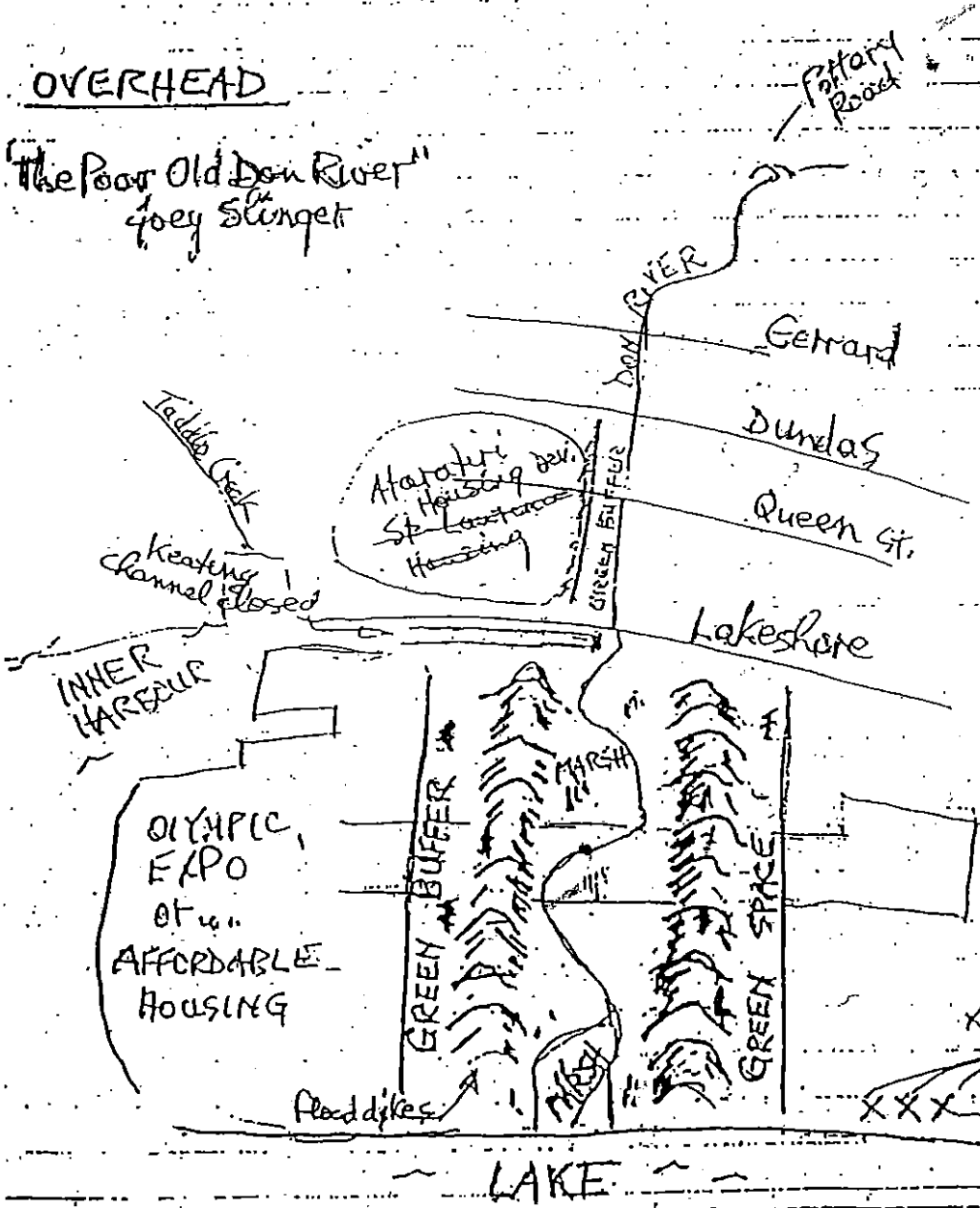
March 8, 1989

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

CROSS SECTION



OVERHEAD



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

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

Newsletter "Bring Back the Don" Fall '89

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

Species List — submitted by Dalton C. Shipway

1100 Yonge Street
11 December 2011

To whom it may concern,

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

The Ecosystem Approach is the way of the future!

We have to follow the Brundtland Commission's direction for sustainable implementation using the famous three legged stool analogy

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

"My Waterfront Has Turtles and Frogs"

It is our duty to Bring Back the Don which means restoring AS MUCH OF THE HISTORICAL ENVIRONMENT AS POSSIBLE in the Lower Don Lands (AKA "Portland") (*)

The lacustrine lakemarsh that was Ashbridges Marsh can now have regenerated habitat.

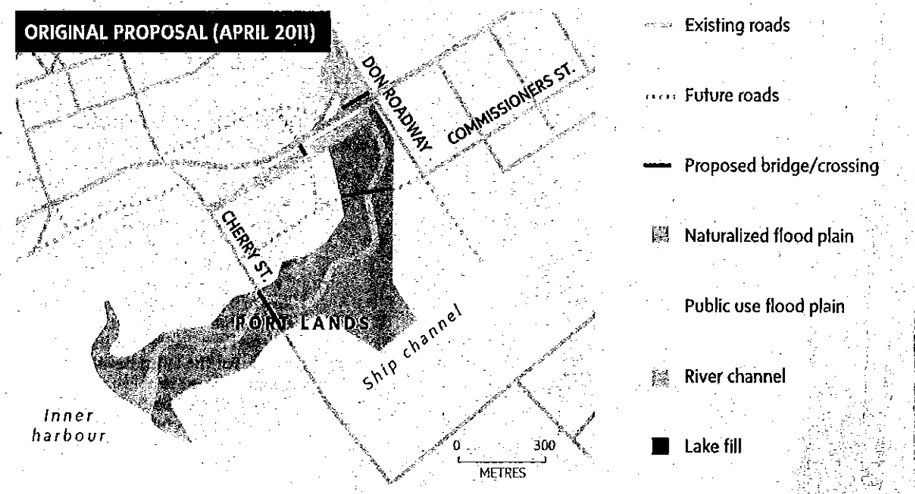
The Target Species for this project should be:
1: Bullfrog 2: Snapping Turtle 3: Wood Duck
4: Northern Pike

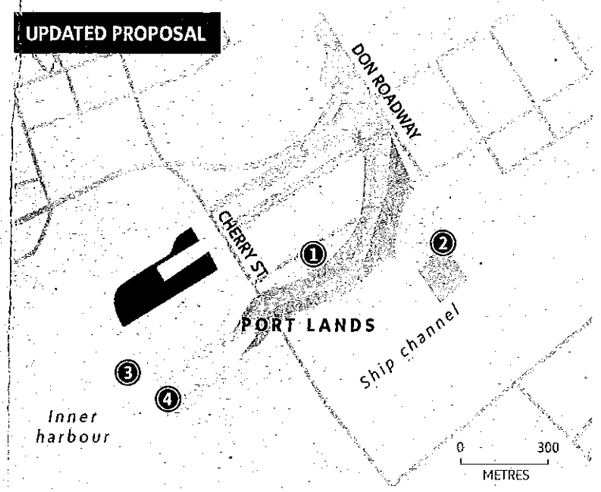
Sincerely, Dalton Shipway
DALTON C. SHIPWAY 11 Dec 2011

(*) since Toronto's functional Port never materialized with the St. Lawrence Seaway completion, the name "Portlands" must be changed to "LOWER DON LANDS"!

cc David Crombie cc C. Paula Fletcher cc: Toronto Star

NATURE MOTIVE over Profit Motive





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

THE GLOBE AND MAIL
SOURCE: TORONTO AND REGION CONSERVATION

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

DEVELOPMENT

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

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

INTEGRATE"

ELIZABETH CHURCH

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

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

Councillor Doug Ford says the study proves his point. It was his musing last summer about fast-tracking development with a luxury hotel, a megamall and a Ferris wheel linked to the downtown by monorail that led to the current re-examination.

> ***The only thing they are missing is the Ferris wheel.***
>
> **Doug Ford**
> *Councillor*

"I told you so. You can print that in big letters," Mr. Ford said. "They are looking at mixed use and one of the critical things is transportation. The only thing they are missing is the Ferris wheel."

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

"He must have a different set of expert reports than I've been reading," said Councillor Paula Fletcher. "It is not a slam dunk. This is a very complicated, long-term project."

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

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

Mr. Ford – long frustrated by Waterfront Toronto's lengthy development timeline – dismissed those findings. "I totally disagree with that," he said. "I'll get another firm to tell you something totally opposite. The market is there." Still, he pledged to continue to work with the agency on its plans. "We are moving it forward," he said.

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

John Campbell, head of Waterfront Toronto, estimates the new design will save between $100-million and $150-million. Its real advantage, he said, is that it can be built in phases, allowing development to begin before all the work is done.

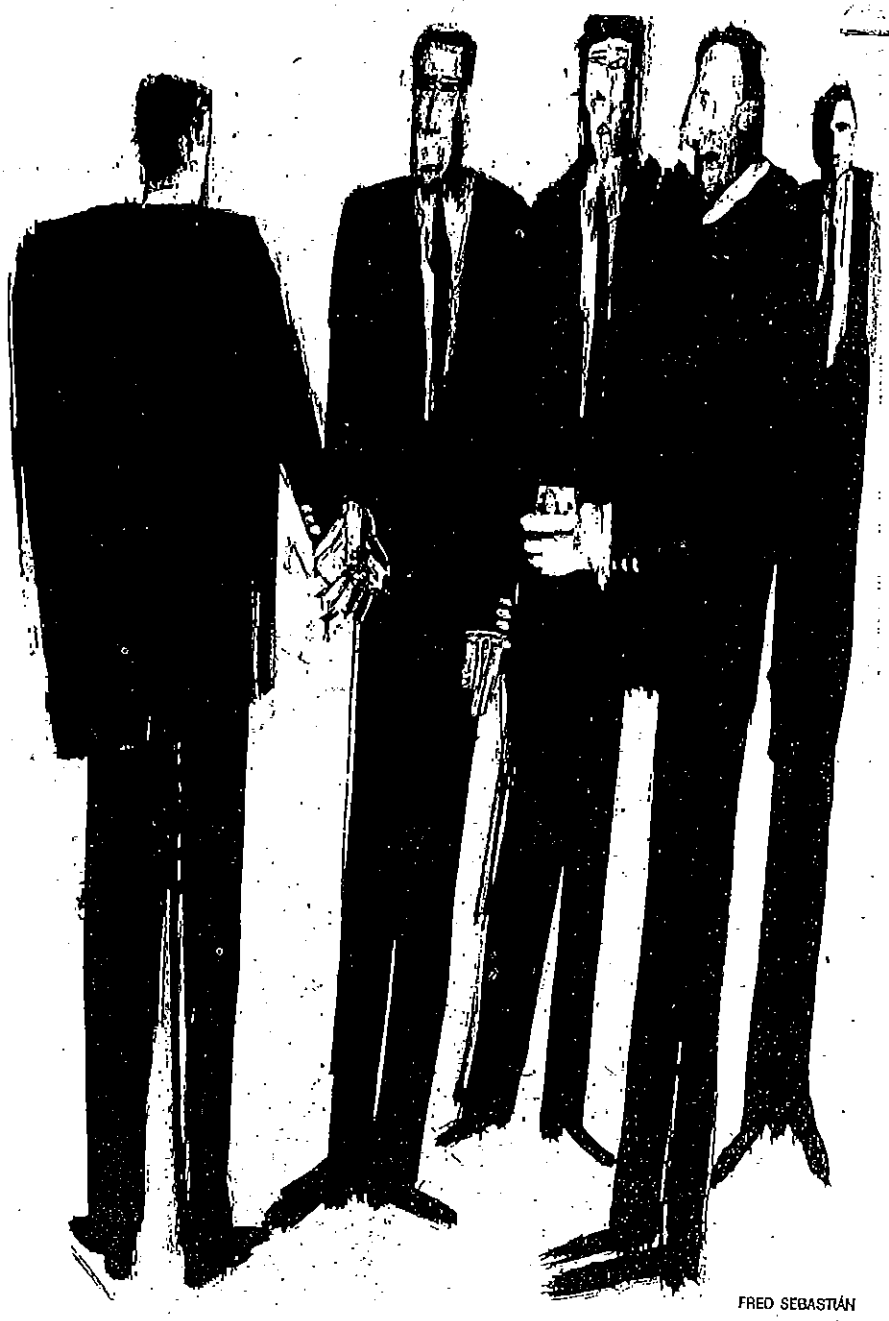
"The dream isn't quite as big as it was, but it is still a naturalized river and green space," he said. Building the project in "digestible chucks" means the costs will be spread. First up would be the "spillway," a stretch of green space that runs south to the shipping channel that he estimates would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

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

TORSTAR 19 JUNE '89 A-14

P.T.O. →

Fool Us Once, "original"



FRED SEBASTIÁN

Won't Be Fooled Again.

P.T.O. →

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

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

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

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

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

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

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

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

Rollo Myers April 4, 2012
rollomyers@gmail.com

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

Reference meeting at Harbour Castle, April 4 2012

1. Development Planning and Phasing

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

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

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

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

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

[redacted]

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

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

"This is not just about numbers or even acres of parkland. It is about our capacity to create a very special place where land meets water and the Don River enters the harbour and Lake Ontario, a place for Torontonians and visitors to enjoy and share.

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

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

Sincerely

[redacted]

Here is the complete article:

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

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

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

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

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

The original Lower Don Lands plan would introduce urban development, native ecologies and public infrastructure on 280 acres accommodating housing for 25,000 residents and 10,000 employees. It would create a variety of hard and soft public spaces at the water's edge, including a major public park at the heart of an urban river estuary with room for organized sports on four regulation-sized fields, informal pickup games, small boat launching, jogging and in-line skating on the trails, and birdwatching, strolling and contemplation along more secluded pathways. All of this has now been judged to be an expendable frill.

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

What is sacrificed is the connectedness of things and their ability to contribute to a satisfying larger picture. The biases of this reductive approach are all too obvious: public space is an unaffordable luxury; we need to cheapen the plan, speed things up, create more lands for condo development and "monetize" the lands by getting them into the hands of developers as quickly as possible with minimal commitments.

Our city is economically robust compared to most others. We are in the midst of a development boom that surpasses by far all other cities in North America, but even our heated market has limits. What is the unholy rush? We have lands on the waterfront in the East Bayfront and north of the Keating Channel that will accommodate development for decades. The most optimistic assumption for additional development in the Port Lands is for 8,000 residential units and 2 million to 4 million square feet of commercial development plus retail in the next 20 years. This would occupy less than 20 per cent of the 1,000 acres. Moreover, experience elsewhere suggests that great parks add value, not diminish it.

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

This is not just about numbers or even acres of parkland. It is about our capacity to create a very special place where land meets water and the Don River enters the harbour and Lake Ontario, a place for Torontonians and visitors to enjoy and share.

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

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

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

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

Re:Portlands Consultation

To whom it may concern

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

"This is not just about numbers or even acres of parkland. It is about our capacity to create a very special place where land meets water and the Don River enters the harbour and Lake Ontario, a place for Torontonians and visitors to enjoy and share.

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Respectfully,

[redacted]

PS:Here is the complete article:

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

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

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

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

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

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

and contemplation along more secluded pathways. All of this has now been judged to be an expendable frill.

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

What is sacrificed is the connectedness of things and their ability to contribute to a satisfying larger picture. The biases of this reductive approach are all too obvious: public space is an unaffordable luxury; we need to cheapen the plan, speed things up, create more lands for condo development and "monetize" the lands by getting them into the hands of developers as quickly as possible with minimal commitments.

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

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

Waterfront Toronto,

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

[redacted]

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

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

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

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

Cheers,

[redacted]

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

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

To whom it may concern:

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

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

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

[redacted]

Begin forwarded message:

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

Is this email not displaying correctly?
View it in your browser.

#CodeBlueTO!

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

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

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

Why? Because, as we explain below:

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

6. **What kind of catalyst will "spur development"?**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONTACT:
[redacted]

[redacted]

And stay engaged – the final public meeting is scheduled to be held some time in late May.
FOR MORE INFORMATION:
Get more details from the Acceleration Initiative information open houses and feedback workshops.

Information about the Port Lands, Lower Don Lands, and Don Mouth projects:
· Waterfront Toronto Port Lands – Waterfront Toronto
· Lower Don Lands Planning - Waterfront Toronto
· Mouth of the Don River - Waterfront Toronto
· Don Mouth Naturalization and Port Lands Flood Protection Project - Toronto and Region Conservation Authority

Check these recent media stories:
· Proposed revisions to Lower Don Lands plan risks repeating mistakes that created Toronto's infamous wall of condos, by Ken Greenberg in the Toronto Star
· On the waterfront: Swapping green space for development lands a lousy trade, by Matt Elliott in Metro
· Doug Ford and the Port Lands: That sinking feeling, by Christopher Hume in the Toronto Star

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

Dear CodeBlue TO,

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

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

Sincerely,

Hello [redacted],

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

Regards,

[redacted]

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

Thanks for getting back to me.

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

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

Thanks again.

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

Good evening [redacted]:

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

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

Kind regards,

Mark

Mark van der Woerd, Lura Consulting
Port Lands Consultation Team | www.portlandsconsultation.ca
info@portlandsconsultation.ca **|** t:647.723.6648 **|** f:416.572.3736

From: [redacted]
Sent: April-05-12 10:59 AM
To: [redacted]
Cc: [redacted]
Subject: Request for information

Hello:

Do you have some kind of fact-sheet that explains the differences between Option 4WS from the earlier discussions and Option 4WS (revised) that is now being discussed?

I'm thinking of a pretty wide-ranging one- or two-pager that sets out changes in timeframe, cost, location of residential and other spaces, route of the river, etc., etc.

I think this would be a very useful document to help people weight the costs/benefits, gains/losses, tradeoffs in adopting one of those options over the other.

Thanks very much for considering this.

[redacted]

To:
[redacted]
School of Urban & Regional Planning
Ryerson University

[redacted]
Centre for Studies in Food Security
Ryerson University

[redacted]
MetroAg Alliance for Urban Agriculture
Centre for Studies in Food Security
Ryerson University

[redacted]
Canada Green Building Council (CaGBC)
Centre for Studies in Food Security
Ryerson U.

Dear Professors,

I would like to bring to attention a proposal that some members of the board of Biochar Ontario have been discussing over the past several months.

The proposal, which is currently called [perhaps unimaginatively] the "***Centre for Urban Sustainability of Toronto***" (CUS-T) is the product of discussions we have had with many people over the past few months, and has culminated in what we hope is an interesting and engaging proposal for a new "hub" of Food and Sustainability activity in Toronto that is complementary to the work that is being done by, for instance, the Evergreen Brickworks.

This e-mail comes to you as a result of a meeting we had yesterday with several people including [redacted], professor and Dean of the Faculty of Forestry at the University of Toronto (CC'd), and immediately following a successful face-to-face meeting with [redacted] at the George Brown College School of Design.

CUS-T is meant to be a project of multi-disciplinary collaboration within industry, including universities and colleges.

We have (at least) three major higher educational institutions in relatively close proximity to the proposed site of this 'Centre', including the ***University of Toronto, Ryerson University and George Brown College***, which is the reason I am contacting you today, i.e. We hope also to have Ryerson University become a part of this project and provide "consultative services" as part of our upcoming **Metcalf Grant application**.

This collaborative exercise is intended to complete the first phase of documentation for public

consultation through exhibitions in Toronto, namely, at the ***Urban Agricultural Summit*** in Toronto this August, at the ***MOVE: Transportation Expo*** in Evergreen Brick Works and at the ***Royal Agricultural Winter Fair*** in Toronto, plus one or two other relevant venues.

Note: The concept of CUS-T came about during a "charrette" exercise that was done in preparation of the MOVE: Transportation Expo that is scheduled to exhibit at the Evergreen Brickworks from June to September 2012.
The completed documentation is intended to be displayed at the Expo.

This is what we have discussed yesterday:

- Biochar Ontario will be the "industry project initiator" as well as a design consultant and manager of the project
- The University of Toronto will be the Metcalf grant applicant as well as a collaborator and consultant in the areas of Forestry (including the development of "Food Forests"), Arts and Science and other Engineering tasks
- George Brown College, in consultation with Biochar Ontario, will manage the design, documentation* and presentation materials

*One of the documentation priorities will be to do a comprehensive "business plan".

We also hope that **Ryerson University** will, in consultation with Biochar Ontario [and possibly also the ***5ivePlanets Foundation***], be able to take on a meaningful role in this project.

My hope is that both the ***School of Urban & Regional Planning*** as well as the ***Centre for Studies in Food Security*** at Ryerson might be able to play an active role in the further development of this project, with, possibly the ***Centre for Advanced Engineering Technologies***** at George Brown College also playing a potentially significant role in developing some of the "core technologies" that would make such an "Urban Sustainability Centre" possible.

** I am hoping also that [redacted] will be able to pass this message along to [redacted], [redacted] Centre for Advanced Engineering Technologies at George Brown. (As well as [redacted], their Director of Applied Research and Innovation.)

Our "Vision" for this project is to have CUS-Toronto become the place where "**Intensive Urban Agriculture**" will take place in the City of Toronto (along with being a place where "Local Food Training" might also take place ~ possibly working with organizations like CRAFT, the "Collaborative Regional Alliance for Farmer Training".)

Our proposal and business plan will be to approach this as a **for-profit enterprise** that generates employment and a reasonable ROI for investors:
i.e. A for-profit "Local Food" enterprise that integrates "Sustainability" and ***"Local Food" production and handling*** into a central "hub" (location) in the Greater Toronto Area.

(Note: One of the *key* aspects of this project is its LOCATION and access to existing ***Transportation*** Networks.)

Income for the project would not only be generated by the **sale of local food** (including eggs from the on-site 'egg farm', honey from the on-site Apiary and fruit and nuts from the on-site permaculture edible forest, the market gardens and "vertical farming" infrastructure), but also through the **sale of Energy** {wind, solar and biomass energy [incl. a micro 'biorefinery' and district heating]} and the **sale of Biochar-amended compost**.
We are hoping, as well, that there will be other local food business collaborations and that this business model can be replicated in other cities across Canada, North America and around the World.
We are, of course, looking for ***Corporate partnerships***, possibly with (a) large Food retailer(s), in moving this forward.

It is our hope also that this Project will become **the "Catalyst" for the revitalization of the Donlands** -- the "game changing" Cultural and Institutional space that becomes the "Iconic Landmark" and 'Publicly accessible space' that will attract new investment into Toronto's waterfront and accelerate the development of the district, turning it into the "***Doorway to the City"***.

Note: The plan would also include 'cultural land uses' that would allow for pedestrian and cycling access etc., since it is proposed that a small portion of the existing "Tommy Thompson Park" be converted over to Urban (food) gardens and "Edible Food Forests" associated with the CUS-T project [buildings/infrastructure, all of which would be designed to be "*off grid*"].

Please refer to the attached PowerPoint file for more information about our proposal for our "local food business" hub project focused on "soils, food and healthy communities".

Please also refer to some additional information in the message below.

Regards,

[redacted]
www.biochar.ca
[redacted]

A nation that destroys its soil, destroys itself.
 - Franklin D. Roosevelt

-------- Original Message --------
[redacted]
April-12-12 7:23 AM
[redacted]
Centre for Urban Sustainability of Toronto (CUS-T)

...CUS-T is more than that. On top of mandatory urban agricultural promotion, it is where various green technology and social innovation would also take place.

In short CUS-T is: That we are creating a "central hub of Urban Farming for the GTHA" ... "to address urban sustainability". It will also be a "local food terminal" ... that will "accelerate intensive urban food production" and help to "meet the mandate of 30%" locally sourced food in Toronto "by 2040", " in an environmentally sustainable and equitable way". It includes a "Biochar Ontario research lab", where we " collaborate with local universities and colleges" to demonstrate and tackle many of the "green energy", "waste management" and other food, energy and climate security issues in the city. Our aim is to be an example for all of the "other C40 Cities around the world".

The idea was incubated while I was involved in the charrette with the group *Challenge 10* ***Food Not Crude***.

It is now developed into stand alone full-blown project with a definitive site in the PortLands of Toronto. We have realistically and strategically thought through where capital may come to fund the project into realisation. There will be operators, businesses and institutions who may wish to take up spaces in the buildings and field(s). The CUS-T design proposal encompasses all the relevant possibilities. It is our position that all the collaborators and consultants disseminate the content details in the proposal and make improvement on what¡¯s already there.

Since Biochar Ontario is registered non-profit organisation *without* a registered charitable number, the fund applicant [University of Toronto] will summit the application (deadline 19th April, 2012). They will ask for max. $100,000CD for a one [1] year project allowed under the Metcalf funding call mandate ¡°***Environment Program – Local Sustainable Food***¡±.

We are happy to see George Brown College to be a vital part of this evolution.

Please contact me if you have any question and we are looking forward to working with you.

Sincerely

[redacted]

Centre for Urban Sustainability of Toronto (CUS-T, CUS-YYZ)

A Centre for Urban Green Infrastructure Implementation in Food Security, Energy, Environment and Social Innovation

BIOchar ONTARIO

Problems in Urban Sustainability

UN and C40 Cities define Urban Sustainability Problem:

Finding job	→	Harder
Energy consumption	→	Increasing as demand goes up
Water consumption	→	Increasing and polluting
Producing waste	→	Mounting and disposal cost going up
Cost of food	→	Going up
Quality of food	→	Going down
Cost of healthcare	→	Going up
Cost of fuel	→	Going up
Air quality	→	Getting worse
Urban population	→	Accelerating
Cost of infrastructure	→	Up to the roof
Traffic congestion	→	Getting worse
Income disparity	→	Gaps getting bigger and bigger

BIOchar ONTARIO

A Key Question

- **How can we create farms in our cities in order to reduce transportation costs and energy consumption?**
- **96% of North America's food has traveled 1000 miles and requires 1 gallon of fossil fuel for every 100 lb being transported.**
- **Today, over 500 million kilograms of food crops are imported from the United States alone to meet growing demand of Toronto.**
- ***Is this sustainable?* – the ultimate question**

- Challenge 10 Food Not Crude Charrette, MOVE: The Transportation Expo

Expanding Urban Sustainability

- One of the ways to address these problems may be found in "Food Mileage". So, Urban Farming will be looked at in this proposal for its sustainability.

- Because food production and distribution in urban environment is complex and intricate in maintaining it in ways that are environmentally sustainable, it requires leadership in research, education and support.

- Hence, **Centre for Urban Sustainability of Toronto** is proposed here for an avenue for its leadership role to address and tackle issues beyond food mileage for its sustainability.

Centre for Urban Sustainability of Toronto

In the given site of the closed Hearn Generating Station, there could be two sites.

Site 1 : the old Hearn Generating Station

Site 2 : A 38 acres lot taken from vacant land adjacent to the Station for the Centre.

- The site is a gateway to Port Lands and Tommy Thompson Park from Leslie Street

Centre for Urban Sustainability of Toronto

Vision:

It will be a central hub of Urban Farming for GTHA as a means to address urban sustainability in the region. The Centre is to advocate, promote and accelerate urban and local food production to meet 30% of produce consumption in the region by 2040 in an environmentally sustainable and equitable way possible along with other issues like pollution and climate change arising from metropolitan cities around the world.

Centre for Urban Sustainability of Toronto

Objective of the Centre in meeting the target:

- Runs on carbon-negative system for the whole Centre
- Supports all the urban spaces available in the cities to produce fresh food in the empty spaces - roof tops, backyards, community gardens including indoors.
- Knowledge and technical/financial support can be learned and acquired from the Centre
- Attracts business as well as tourism and learning as a recreational and educational place to visit all year around – a weekly destination for people in the region.
- Helps build an infrastructure to meet 30% of produce consumption for GTHA urban population by 2040.
- Sets an example for other C40 Cities.

Centre for Urban Sustainability of Toronto

Programs that can be found in the Centre:

1. Complete carbon-negative operational technology can be viewed.
2. All the responsible farming techniques applicable in cities can be taught.
3. Public and private financial support and services will be in.
4. Research and government institutions can be located.
5. Business organisation for urban sustainability can be housed.
6. Spaces for fresh food production on site in the field and plots will be allocated for vegetables, herbs, berries, fruits and nuts plus egg and fish.
7. Spaces will be provided for indoor as well as outdoor functions and activities to facilitate venues and programs including child educational programs.
8. A permanent waste stream management system will be set up on site .
9. Wholesale food terminal for local farmers will be incorporated on the site.
10. Regional environmental assessment in real-time will be broadcasted.

BIOchar ONTARIO

CUST-T / CUS-YYZ - The Centre

Why Centre for Urban Sustainability of Toronto?

In light of issues in urban sustainability and quality of life in cities, the Centre would play a central role to foster an infrastructure in urban farming and its supply chain for urban food security. Its mandate would encourage the farming practices as environmentally responsible and ecologically equitable to address issues for energy and pollution. The Centre would take advantage of its unique geographical and historical location to facilitate and to educate business and public at large, and accelerate local food production for local market to meet 30% of produce demand by 2040.

BIOchar ONTARIO

Proposed Site at Port Lands and Tommy Thompson Park, Toronto

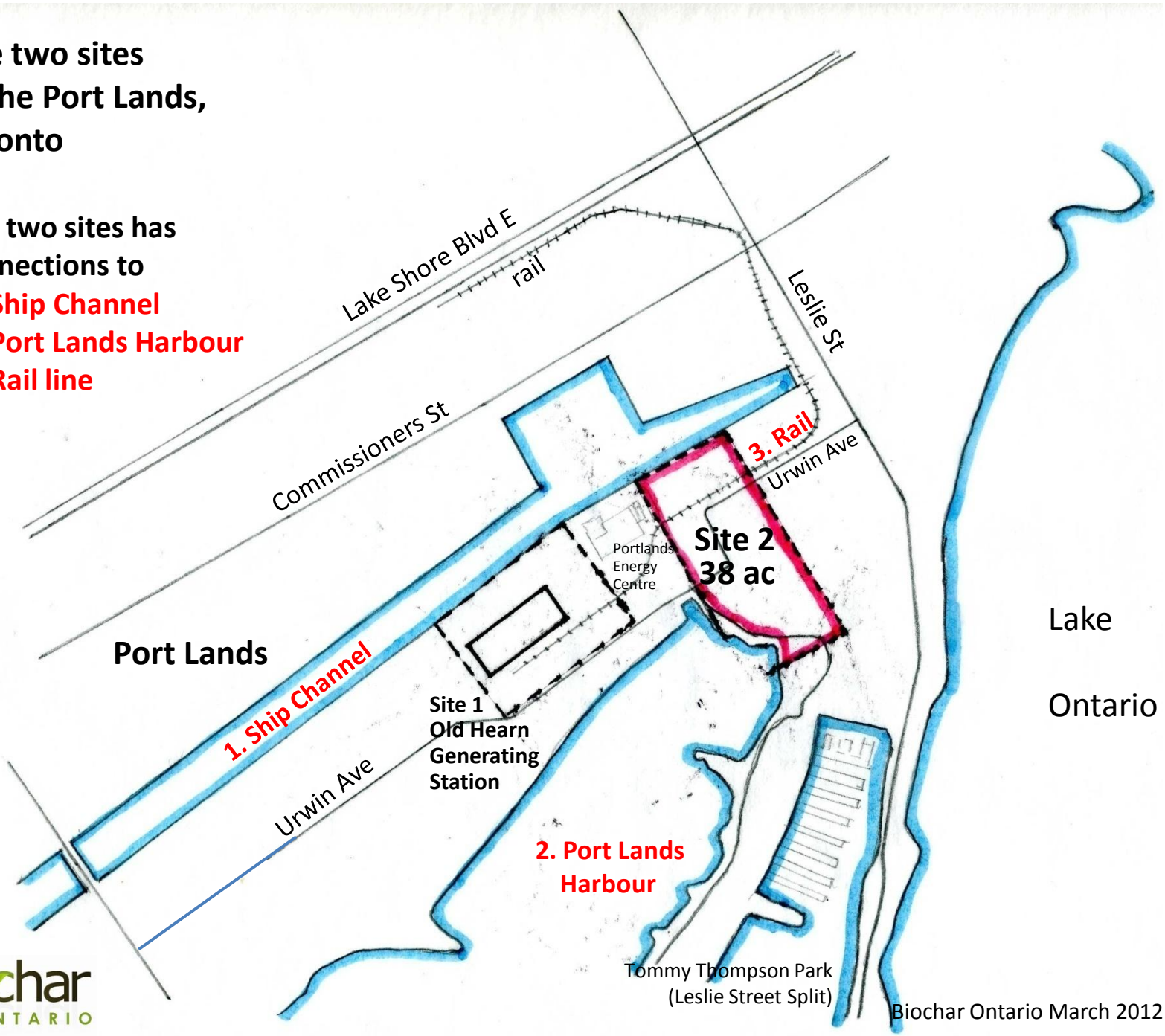
The GTHA Region

BIOchar ONTARIO

The two sites in the Port Lands, Toronto

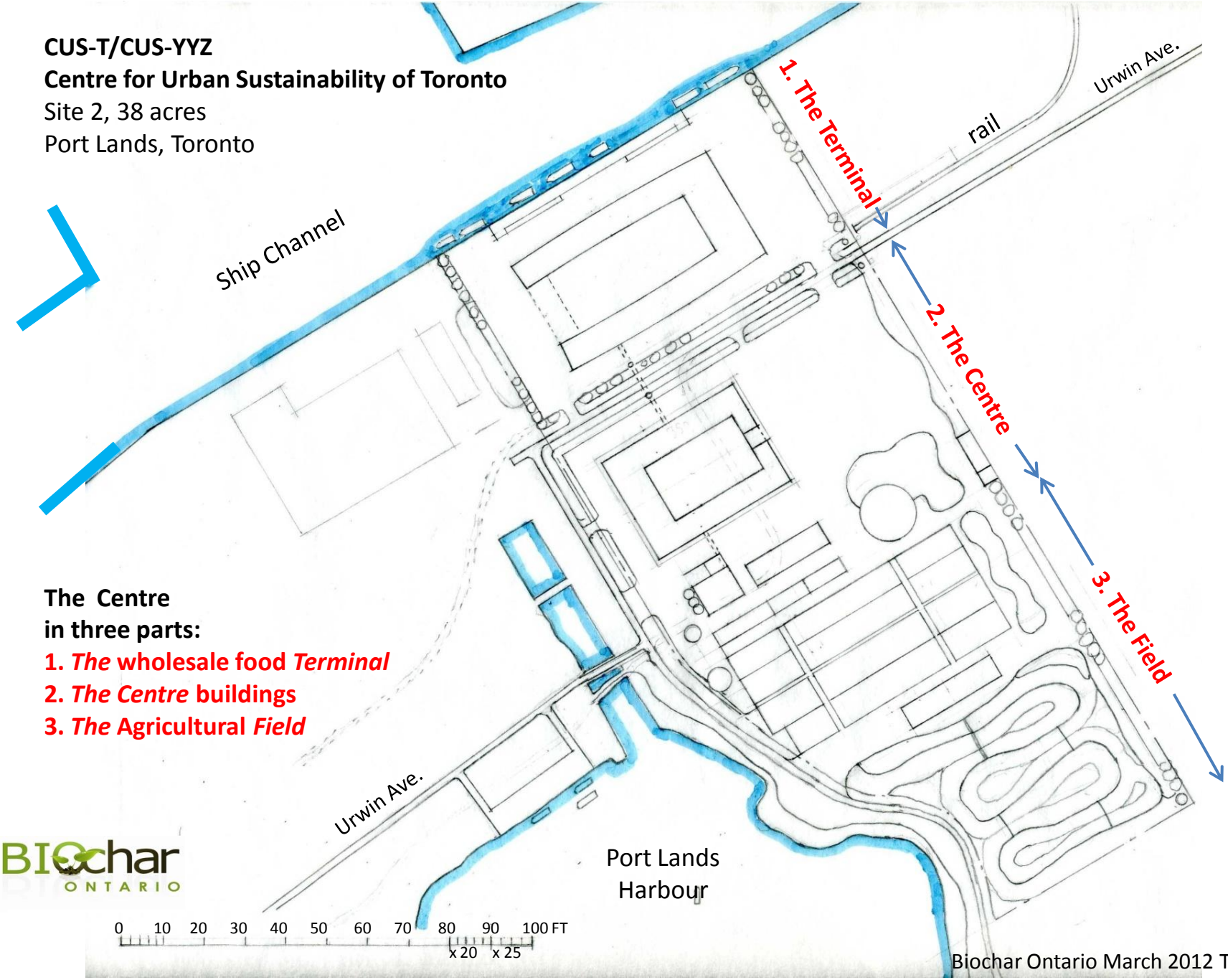
The two sites has connections to

1. **Ship Channel**
2. **Port Lands Harbour**
3. **Rail line**



BIOchar ONTARIO

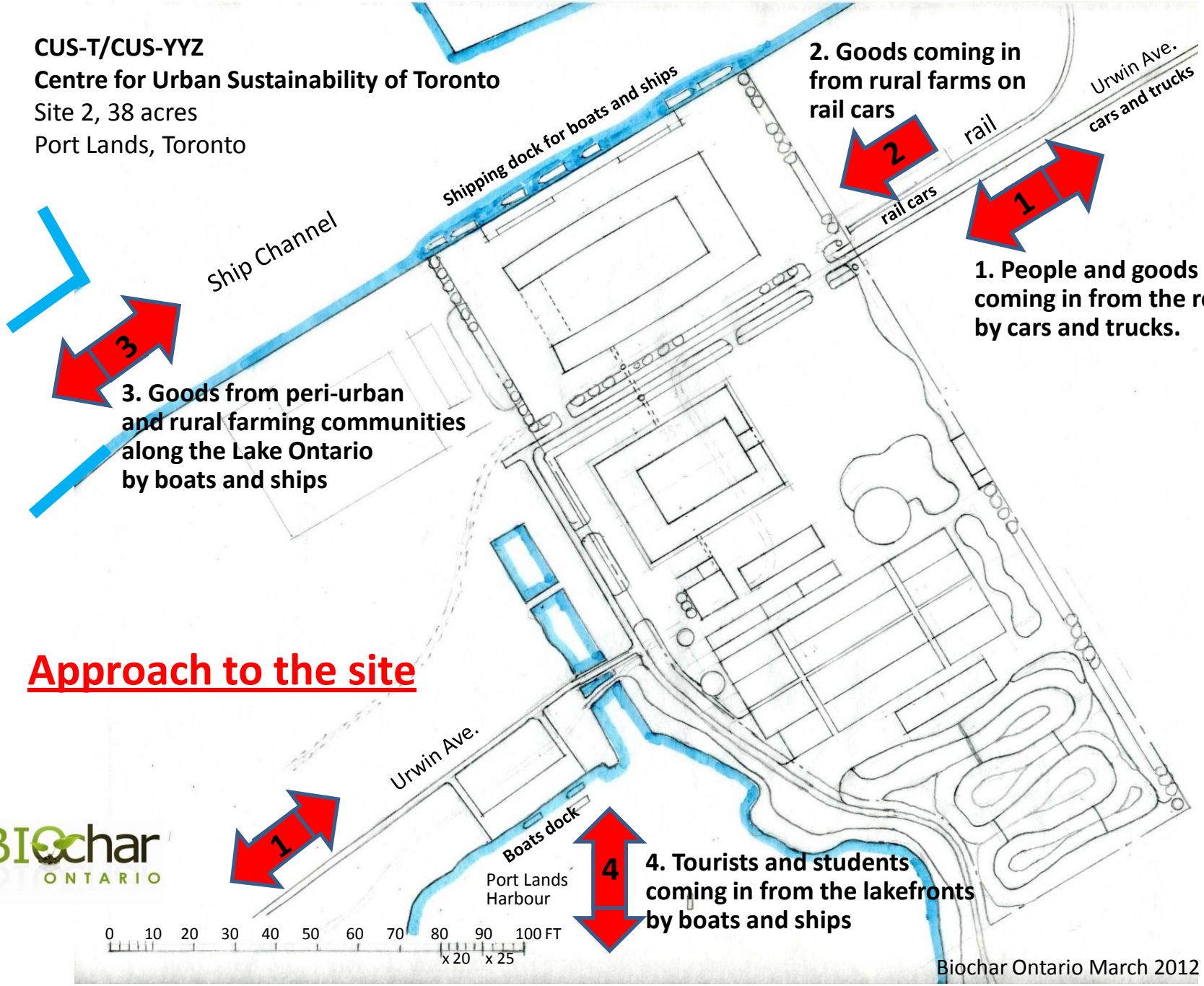
CUS-T/CUS-YYZ
Centre for Urban Sustainability of Toronto
Site 2, 38 acres
Port Lands, Toronto



The Centre
in three parts:
1. *The* wholesale food *Terminal*
2. *The Centre* buildings
3. *The* Agricultural *Field*

BIOchar ONTARIO

CUS-T/CUS-YYZ
Centre for Urban Sustainability of Toronto
Site 2, 38 acres
Port Lands, Toronto



2. Goods coming in from rural farms on rail cars

1. People and goods coming in from the region by cars and trucks.

3. Goods from peri-urban and rural farming communities along the Lake Ontario by boats and ships

Approach to the site

4. Tourists and students coming in from the lakefronts by boats and ships

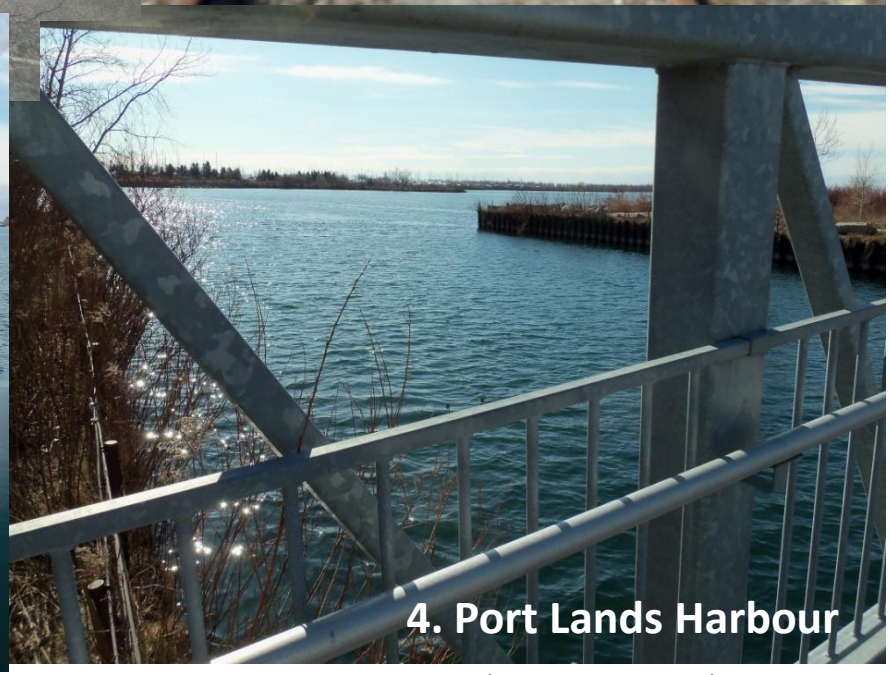
BIOchar ONTARIO

Access to the site

1. Leslie Street leading . . . . to Urwin Avenue

2. Existing railroad track

3. Ship Channel

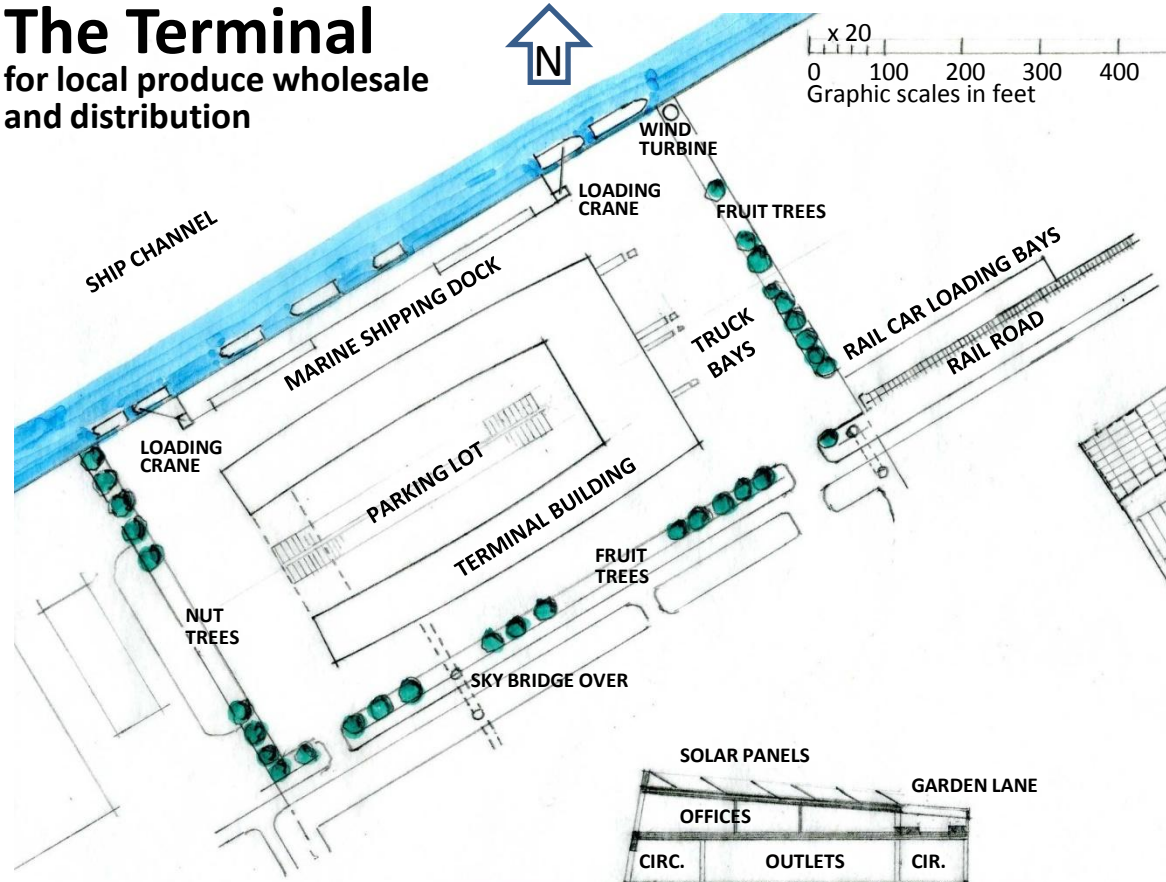


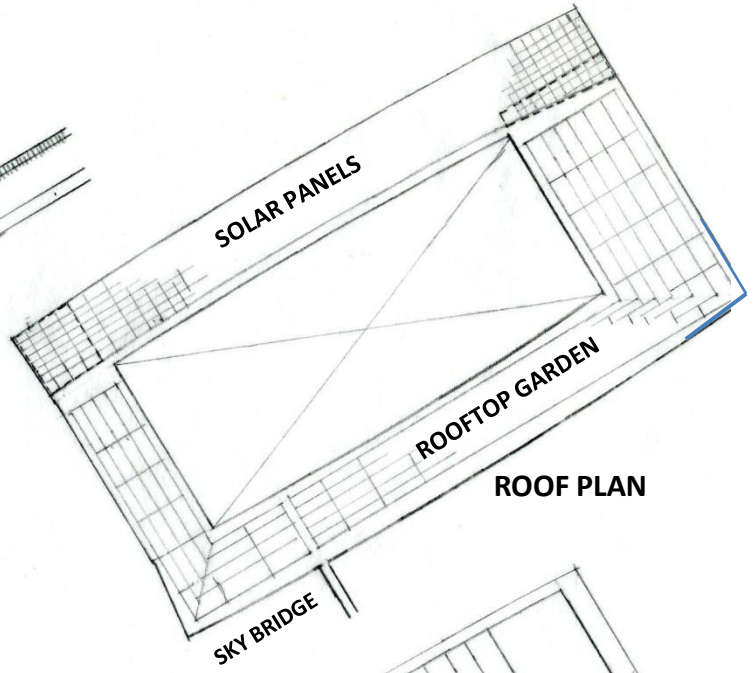
4. Port Lands Harbour

BIOchar ONTARIO

The Terminal

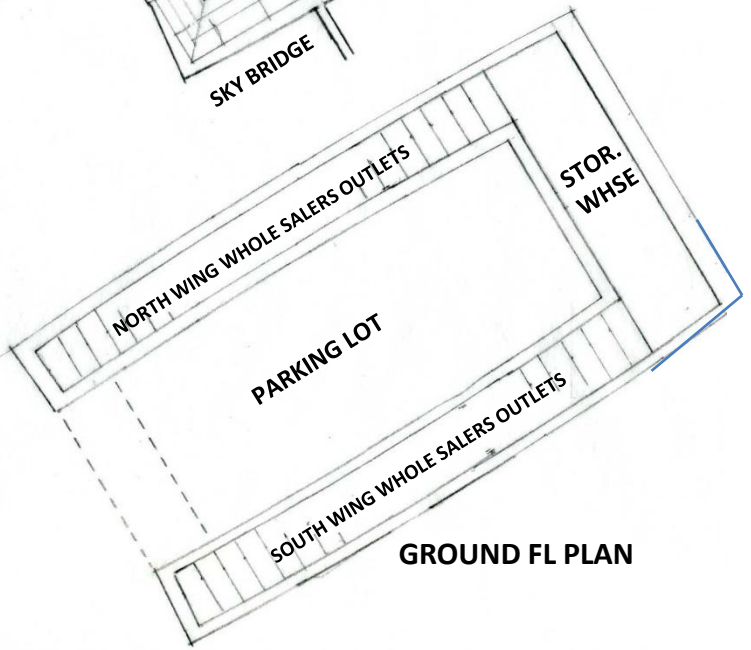
for local produce wholesale and distribution





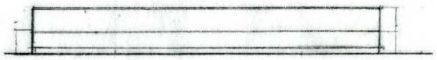
ROOF PLAN

NORTH WING CROSS SECTION

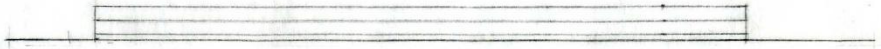


GROUND FL PLAN

WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION

NORTH ELEVATION

BIOchar ONTARIO

Man-made Wilderness Untouched
an ideal site for this proposal

BIOchar ONTARIO

The Centre and The Field

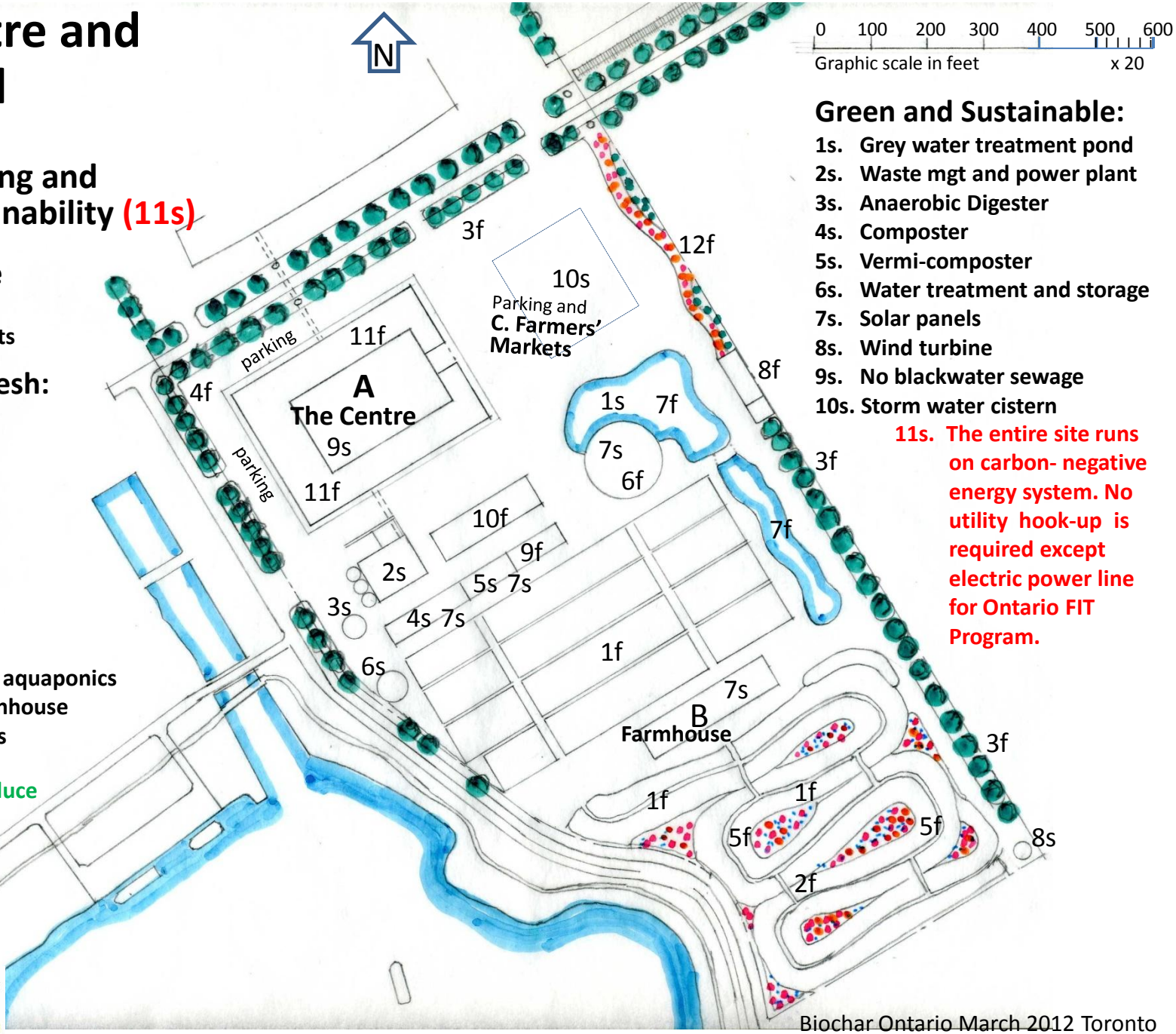
for a hub of Urban Farming and Urban Sustainability (11s)

A. The Centre
B. Farmhouse
C. Farmers Markets

Green and Fresh:

1f. Vegetables
2f. Herbs
3f. Fruit trees
4f. Nut trees
5f. Berry bush
6f. Egg Farm
7f. Fish pond
8f. Honey bees
9f. Mushroom
10f. Greenhouse/ aquaponics
11f. Rooftop greenhouse
12f. Edible flowers

On-site fresh produce can be organic. Its site sets in a pleasing pattern of landscaping throughout.



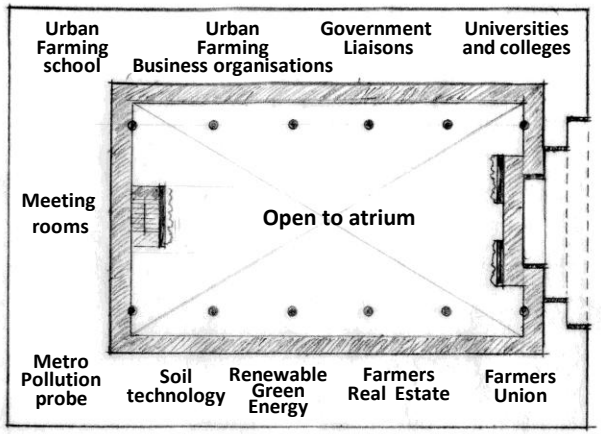
Green and Sustainable:

1s. Grey water treatment pond
2s. Waste mgt and power plant
3s. Anaerobic Digester
4s. Composter
5s. Vermi-composter
6s. Water treatment and storage
7s. Solar panels
8s. Wind turbine
9s. No blackwater sewage
10s. Storm water cistern
11s. The entire site runs on carbon- negative energy system. No utility hook-up is required except electric power line for Ontario FIT Program.

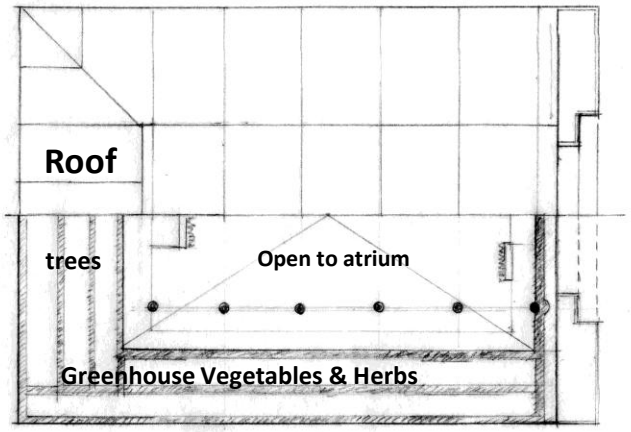
BIOchar ONTARIO

A. the Centre Building the Great Meeting Place

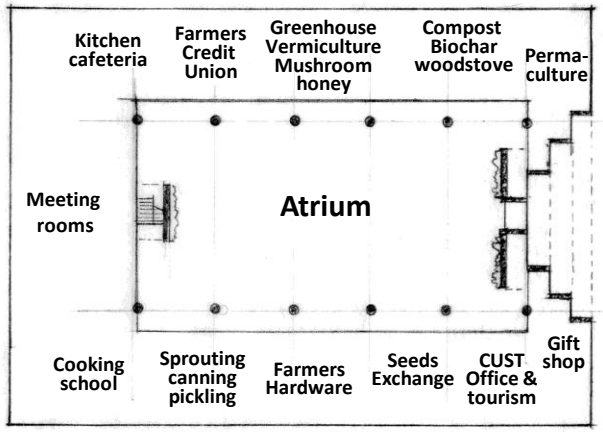
Invest in the Future for industry, business and governments for urban sustainability



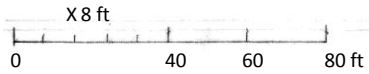
Second Floor

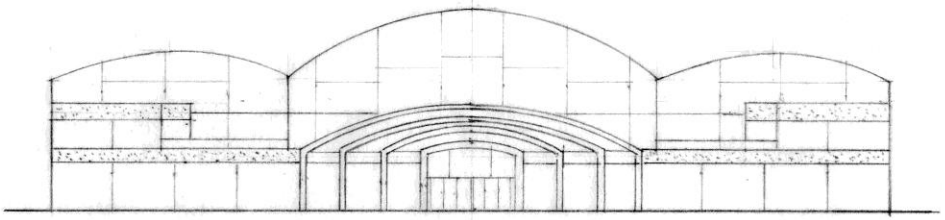


Roof Deck Greenhouse open to atrium

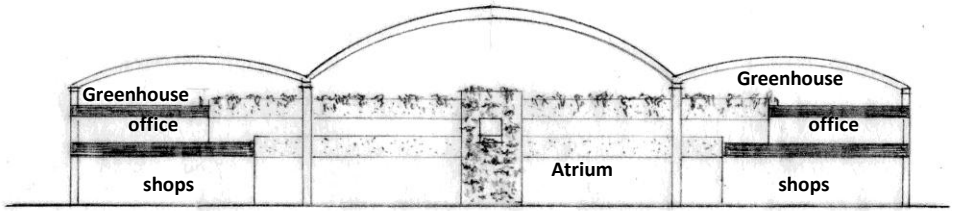


Ground Floor

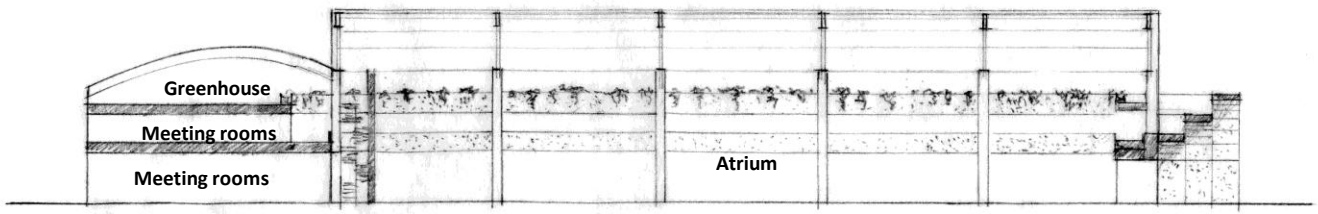




Front Elevation

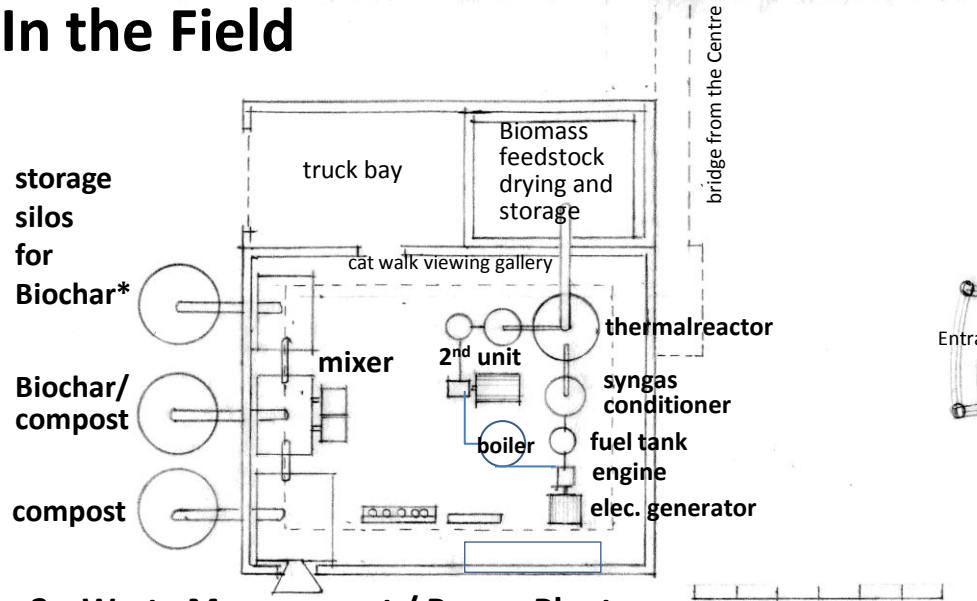


Cross Section



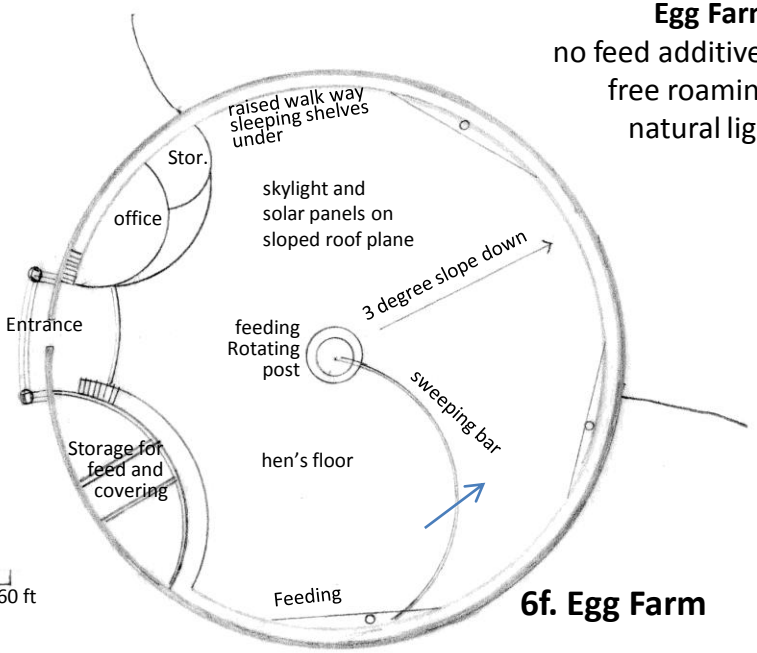
Longitudinal Section

In the Field

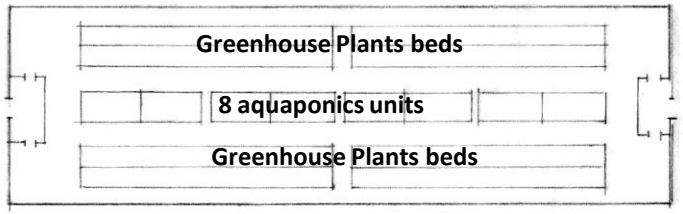


2s. Waste Management / Power Plant of an industrial unit

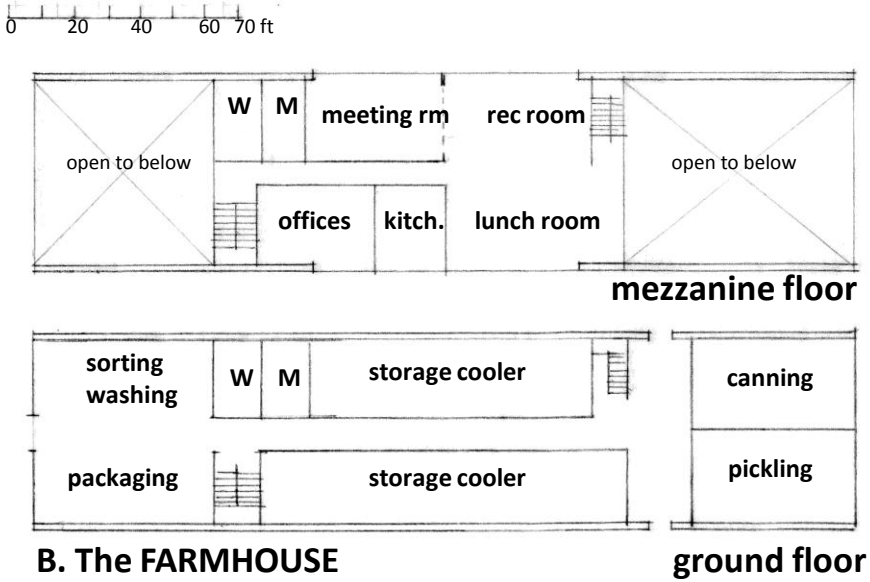
Egg Farm:
no feed additives,
free roaming,
natural light



6f. Egg Farm



10f. Greenhouse/ Aquaponics

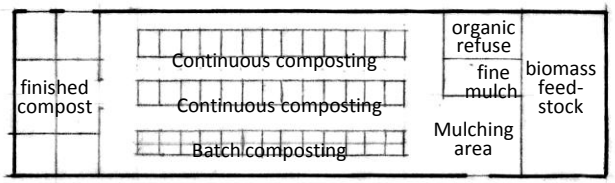


***Biochar**: soil decontaminant, moisture holder, soil nutrients modulator, carbon sequestrator, water purifier, aerator, by-product of biomass energy generation, and lasting 100s years. Biochar is a powerful tool to apply for remediating ecological degradation and climate change.

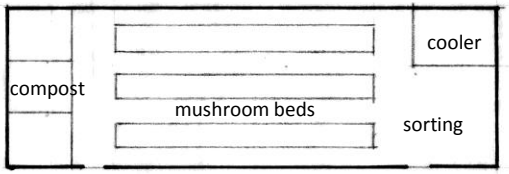
*BIOchar ONTARIO

Waste Stream Management

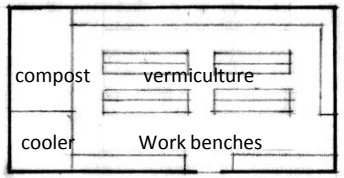
0 10 20 30 40 50 60 70 80 ft
Graphic scale in feet



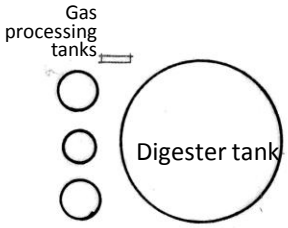
4s. Composting (thermophilic)



9f. Mushroom

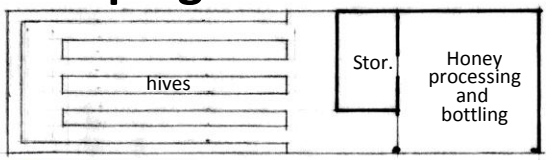


5s. Vermi-composting



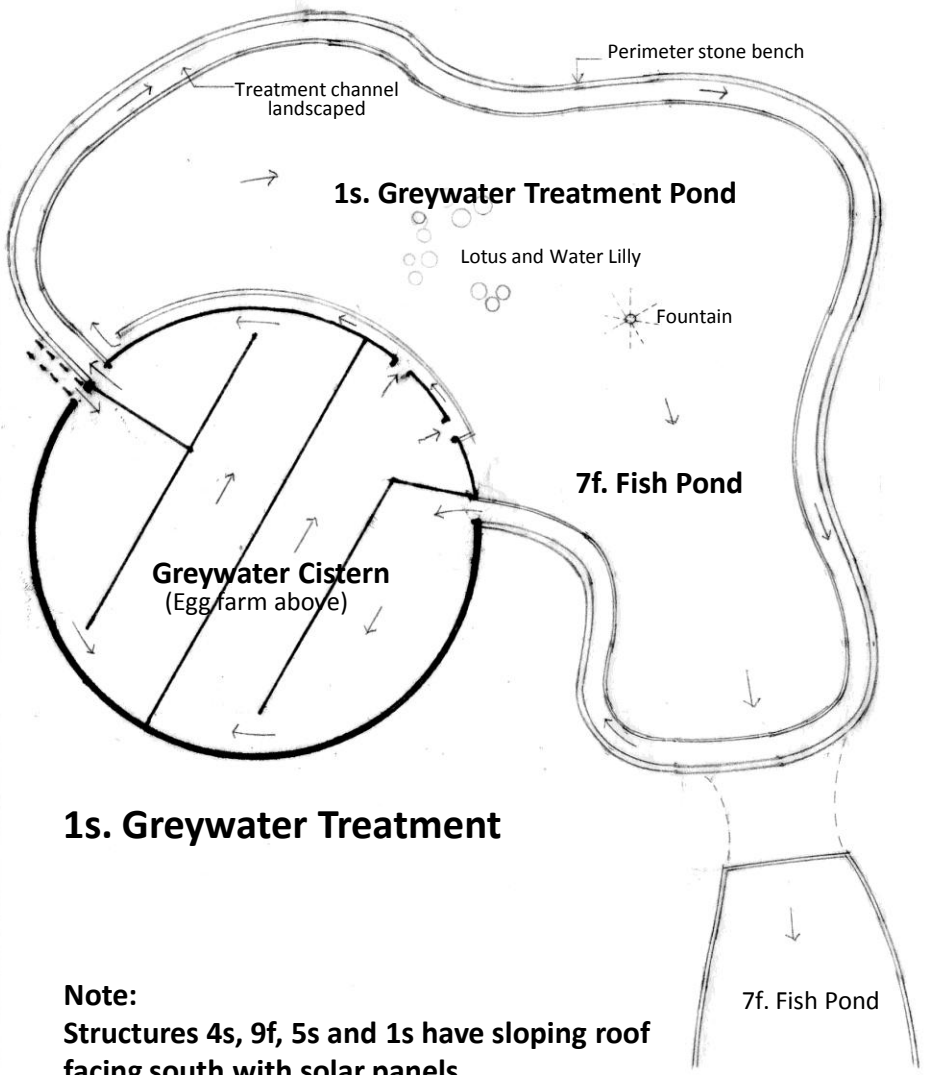
3s. Anaerobic Digester

Beekeeping



8f. Honey

0 10 20 30 40 50 60 70 80 ft
Graphic scale in feet



1s. Greywater Treatment

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

BIOchar ONTARIO

Biochar Ontario March 2012 Toronto

Scenario A

CUS-T unique features of the Development that would:

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

Scenario B

Cost sharing of the development under mandates

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

Scenario C

Revenue and Risk sharing of the operation

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

BIOchar ONTARIO

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

BIOchar ONTARIO

Thank you

Harry Ha
Former senior architect of Arthur Erickson Architects, Toronto
Founder of Sunfoods Natural Inc., Toronto
Director, Biochar Ontario

Lloyd Helferty
Consulting Technologist
President, Biochar Ontario
Principal, Biochar Consulting

Steve Mann
Professor, University of Toronto Faculty of Engineering, Arts & Science, and Forestry
Inventor of hydraulophone

Sandy Smith
Dean and Professor, Faculty of Forestry, University of Toronto

BIOchar ONTARIO

I am writing with considerable concern over the proposed changes to the Don River/Port Lands plans.

The restoration of the Don River to its natural state must be kept in the forefront as should flood control. Once these projects are properly being attended to people can relax a bit and you may restore trust in your good intentions.

Parkland areas should be restored to the earlier plan and probably rules or by-laws should be in place before more plans are developed because citizens have been burned by the havoc and terrible planning of all the new high rise housing in the old downtown area which creates arid neighbourhoods and hides even more of the lake every day.

Speeding up the process is fool-hardy. Rather, you should be explaining to the politicians and the voters what a vast plan this is. Very few people know you are talking about the area of downtown Toronto and that is just part of it. Rome wasn't built in a day, and it looks like the latest addition to downtown Toronto was!

Rather than just putting the unimaginable bottom line for the sum total of all the projects, you should be presenting them in clearly broken down units, of people will just throw up their hands in despair not realizing the area and time line involved.

Public transit must also be confirmed, embedded irreparably in any plans.

Sincerely,
[redacted]

Here is my feedback on the Port Lands Acceleration Initiative.

I am in favour of the original approved Don Lands plan and have serious concerns about the findings of the acceleration initiative.

I very highly value: 1) an ecologically strong naturalization of the mouth of the Don River with surrounding wetland and transitional areas, 2) the creation of parkland, 3) flood protection and 4) the creation of thriving community, with public spaces for people, public access to the water and nature, accessible integrated business and living space developed on a human scale, environmentally forward thinking/ ecological focus (i.e. maximize support for the benefit from natural systems).

Specifically, my concerns with this new proposal are:

1. There is too much focus on rushing the timeframe. If it takes decades to do quality work, with time for market absorption and appropriate consultation and planning, for this much land, so be it. A rushed, degraded vision is not what I want. Years of consulting produced the previous vision. It was approved. It should be respected.

2. Prime parkland is at risk. The "revised" plan for the Don River realignment removes approximately 40 acres of prime public parkland as it was positioned in the council-approved plan.

3. Flood protection cannot be compromised.
The consultants' phasing plan could leave residents and businesses in South Riverdale unprotected for a number of years, since the greenway and berm are only built in phase 2. And it could also mean that naturalization of the mouth of the Don River never gets done – after phase 2 is built, the impetus to getting the rest accomplished may well wane.

4. Naturalizing the Don River might well be set aside. The original plan for revitalizing and naturalizing the new Don River had a ten-year timeframe. Now, with the new phasing plan, it's unclear how long, if ever, it will take before the Don River actually becomes a proper river again.

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

I support the work of CodeBlueTO.

Sincerely,

[redacted]

[redacted]

[redacted]

John Campbell: President/CEO
Waterfront Toronto

6 April, 2012

Neutral Community Facilitator
Waterfront Toronto Consultations

Re. **Portlands Acceleration Initiative/Public Consultation Workshops**

I attended the Saturday March 31st. Open House with my Councillor Mary-Margaret McMahon. I then attended the Tuesday April 3rd workshop at St. Lawrence Hall.

Because the printed responses did not fit with the four (4) comments I wanted to make, I've taken the liberty of responding through this letter.

Background: as someone who attended the initial Waterfront Toronto Revitalization consultations about a decade ago, we need to remind ourselves of two points:

- the large turnouts a decade ago were sparked by a backlash against the "stolen" waterfront resulting from dismal planning and the resulting condos along Queen's Quay East and West including York Quay Centre, Queen's Quay Centre and Westin Harbour Castle Hotel
- corporate greed and poor planning permitted those condos to be constructed

Recommendations:

(1) **"Acceleration" Initiative**: the progress of Waterfront Toronto under the direction of John Campbell has been successful because (a) the pace of decision-making has been careful and cautious, (b) in many cases, internationally recognized planners and competitions have been involved, (c) unlike the early waterfront condo debacles, designing PUBLIC green space has preceded corporate demands for construction

At the Tuesday Workshop it was clear that the word "Acceleration" is seen by the public as a FOUR-LETTER word; it smacks of unnecessary concessions to the Ford Brothers, both of whom have shown a level of incompetence to comprehend the fact that the Naturalization of the Don River is an opportunity to impact Toronto's Waterfront for centuries and future generations.

Personally, **I'm infuriated at the notion of "Acceleration" to meet the demands of individuals who have exhibited an embarrassing level of incompetence on the waterfront, transit and other files**.

(2) **The Naturalization of the Mouth of the Don River**: like many at the meetings, I share Ken Greenberg's frustration in this week's Toronto Star (Latest Temptation for Toronto's Waterfront). The Old 4WS Realignment, prior to the withdrawal of 40 acres from the plan, was excellent.

Industry's demands (read Ford/industry) to compress the 4WS format is nothing but a display of greed/ignorance and total disregard for the significance of a meaningful naturalization format to serve the city for centuries to come.

I recall attending a meeting a few years back where TEDCO and senior executives from the Film Studios group raved about their plans for a major hotel and restaurants on the Film Studios lands. Surely the land leased to the Film Studios was designed for (brace yourself), film production.

Let's have a generous, spacious and meaningful naturalization of the Don's Mouth, one that will encourage abundant wildlife, canoeing/kayaking but more importantly, public usage.

I recall attending many public meetings of new immigrant communities during David Miller's initial campaign for mayor (at the time of the "bridge to the Island Airport debate"). I was frequently approached by men and women who pointed out how important the waterfront and islands were to their communities. The Muskokas, Kawarthas, Temagami may be the summer playgrounds of the more affluent Torontonians, but the waterfront was the spring/summer/fall playground to those with lesser fiscal resources & options.

(3) **Vertical Agricultural Gardening**: at the table I attended on the Tuesday night workshop, I introduced a concept that was enthusiastically received by the participants, namely year-round vertical vegetable/fruit farming as illustrated by LUFA Farms in Ahunstic (urban) Montreal.

Many of the tables at the Tuesday Workshop highlighted the need for local food production in the Portlands Lands in keeping with the "green mandate" for the area.

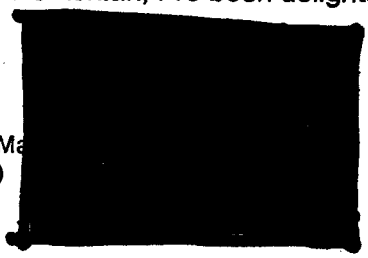
LUFA Farms involves the conversion of a 31,000 square foot rooftop of a commercial building to greenhouses. It is billed as the world's FIRST commercial-scale rooftop greenhouse. Food production is 10 times MORE productive than a traditional farm. Rainwater is captured and recirculated to the crops without a drain on city water supply. Over 1,000 families are expected to participate in the purchase of food boxes weekly. (attached is some data downloaded from the Internet on LUFA).

LUFA (a family organization) is anxious to expand to other Canadian cities; why not The Portlands (it's better than a ferris wheel, big box complex and mega-mall)

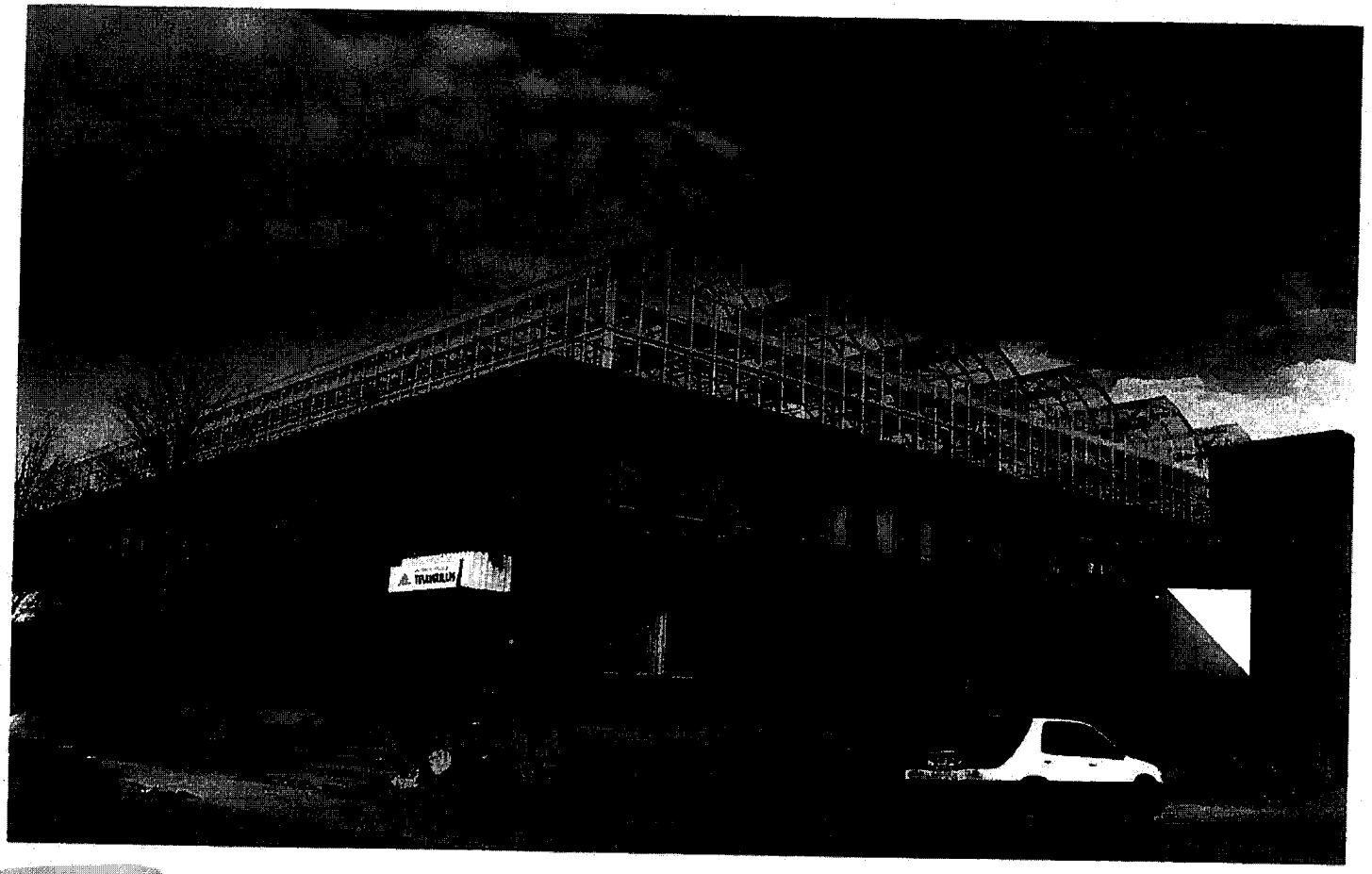
(4) **An Architectural Magnet/Tourist Project**: it's interesting how these workshops spawn creative thinking. John, you were in attendance on Tuesday and heard several suggestions for an "architectural gem" for the Portlands. It's not a new idea but it has considerable merit. The Sydney Opera House is the most frequently highlighted but Canadian Frank Gehry's Guggenheim Museum (Bilbao Spain) is the most recent, together with other Gehry projects, the Weisman Museum of Art (Minneapolis, Minn.), the Zollhoff/Customs House (Dusseldorf, Germany), Walt Disney Concert Hall (LA, CA). Gehry has recently stated his desire to work in Canada. If not Gehry, why not an international competition for a GREEN GEM for the Portlands.

If necessary, return to City Council for a mandate to jettison the "acceleration/ maximize-industrial area concept" and return to the "we're planning for the benefit of future generations, not for fast-track development" concept.

Good luck; as a 74 year old Torontonian, I've been delighted with progress to date !



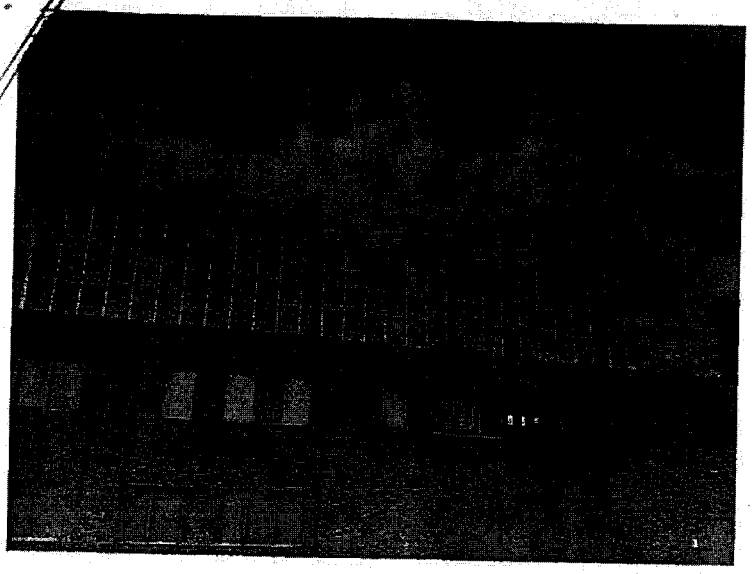
copy: Councillor Mary-Margaret McM
(Ward 32/Beaches-East York)



Lufa Farms

One thing you gotta love about Montreal is... well everything. We love this city and whatever we don't like, we love to hate. One of the latest reasons to love Montreal is Lufa Farms. Lufa farms, located at 1440 Antonio Barbeau in Ahunstic, is the world's first commerical-scale rooftop greenhouse – giving us something else to add to our environmentally friendly c.v. with the likes of the Bixi bike-rental service, a law outlawing wood stoves and the approval of the construction of two new eco-centres to divert recyclable, reusable and hazardous items from landfills.

How is Lufa farms environmentally friendly? Well for one they're basically growing food 10x more efficiently than a traditional farm, on land where food couldn't be grown. What's more is that they capture rainwater and continuously recirculate it to water their crops in order to avoid straining the city's water supply. They also use "biological pest controls" instead of pesticides, which let's face it, nobody wants on their veggies.



Lufa amidst the heavens

Lufa farms has now completed their 31,000 square foot rooftop greenhouse and they will be ready to deliver their first ever harvest to their customers in April 2011. This harvest includes lettuces, tomatoes, cucumbers, peppers, a mix of herbs and a selection of eggplants and bok choy. The 12-week subscription price for a small basket of these vegetables is $264 ($22/week), and $360 ($30/week) for a large basket.

Lufa farms is actually just Lufa farm for now but their goal is to create rooftop farms all over the city and even eventually expand to other cities in North America. It's time for old MacDonald to step aside because there's a farming revolution about to take place and it's all starting from the 499 km-squared island they call Montreal.

For more information visit the Lufa Farms website or follow them (@LufaFarms) on twitter

Published: April 1, 2011
Filed Under: In The News
Tags: farming : green : lufa farms : montreal : rooftop : sustainable : urban

3 Responses to "Lufa Farms – Pioneers in Urban Farming"

1. *kmcols* says:
   April 1, 2011 at 8:45 pm

   this is just insane.

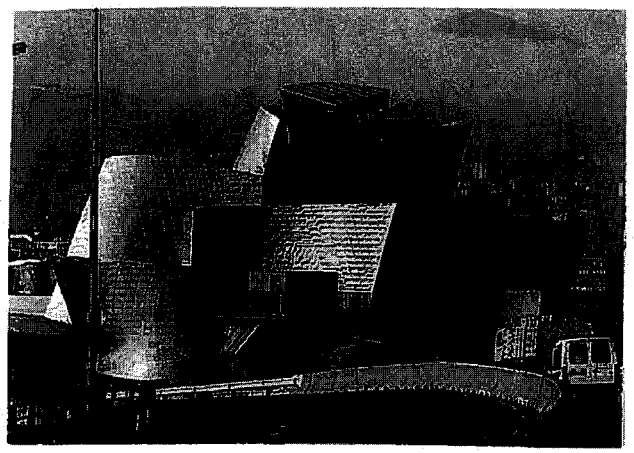
   Reply
2. *nzo* says:
   April 1, 2011 at 8:48 pm

   It makes an old boring office building look like the coolest building in montreal

   Reply
3. *asher zekry* says:

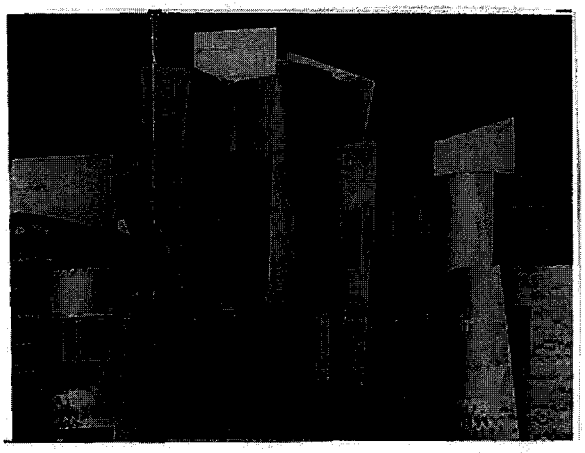
> Federal, provincial govts is refused to provide grant money
> Mohamed Hage a family funded the multi-million dollar project

Guggenheim
Bilbao, Spain



Zollhoff Customs house
Dusseldorf, Germany

Weisman Museum of Art
Minneapolis, Minn.



Walt Disney Concert Hall
Los Angeles, CA

Dear [redacted],

I put an ideal for the New PortLands in a descriptive form, a kind of prose in point.
I may follow up with a physical form for the New PortLands shortly.

[redacted]

Description of PortLands Development Idea

1000 acres of waterfront property for development, the size of downtown Toronto.
A rare opportunity to showpiece of Toronto in what it can be.
A city within a city.
That has never seen it before so beautiful, so vibrant.
Beholden by other waterfront cities.
By tourists and Torontonians alike.

No more jungles of concrete, asphalt, and high-rises.
No more dead streets off-hours and weekends.

All walks of life come and find his own place to mind his business
Yet they come and mingle together as they please.

Art, culture, science, technology, entertainment, in high intensity
Yet all are intertwined with green, parks and trees, flowers and water.
See the connection to nature right where they work.
Yes, even urban farmers grow foods for children to see where their foods come from.
Urbanite grow their own food too.
Right in their back yard and rooftops.

It is a test bed of urban sustainability from waste management to green energy.
Where waste turn to energy, where people see value in energy and conservation.

Torontonians are blessed with water and water fronts.
Water edges are where life meets and life begins.
Full of life , in repose and excitement, is lined along the water edges.
With restaurants of international gastronomy,
With aquatic museums and science museums and sport museums . . .

Everything is laid in balance.
All in human scale.
Small is beautiful.
See each other eye-to-eye and connect each other.
Soothe your soul.
One feel a place to stand no matter who you are, what you have, what you do not have.

It's a place of civic, civil and civilized, for you came to the New Portlands.

-----원본 메시지-----
보낸 사람: [redacted]
보낸 날짜: April-04-12 2:53 PM
받는 사람: [redacted]
제목: Re: Port Lands

Thx - I look forward to your thoughts
-----Original Message-----
From: [redacted]
To: [redacted]

Sent: 04/04/2012 2:18:05 PM
Subject: Port Lands

Dear [redacted],

It was nice we met briefly at the St Lawrence Market Hall yesterday. I was the one who flagged a lack of vision in the planning of the Port Lands Initiative. Toward the end of the discussions in the hall, that was what I felt.

Instead of segmented approach in phasing the whole site development over the years, I felt that there should be a guiding principle with a vision that would make perhaps the last piece opportunity into an achievement Torontonians would feel proud and excited about. There was obviously no such air from the people in the hall.

My experience yesterday forced me to think about what the Port Lands should look like in 50 years. If I get something, I may be back to you to see if you may be liking it.

Sincerely,

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

We expected at the beginning of the PAI process that the preferred design for the Lower Don Lands arrived at in the EA would be "tweaked." What we have seen, however, amounts to a lot more than tweaking. I believe that the changes to the spillway and the river mouth are major enough to need an EA process to study them. I urge that the PAI be put on hold while the EA is reinstated, that the appropriate studies and consultations be reactivated, and the changed configurations be thoroughly examined against all the criteria of the EA.

I am particularly concerned that the EA process examine whether the proposal that the river enter the lake, through a narrow green space with no surrounding wetlands or transitional areas, conforms to the requirement for naturalisation.

[redacted]

Responses to the March 31, 2012 Information Open House

Questions of clarification:

Why did the costs for Flood Protection in the Planning presentation slides not add up to the total presented in the totals slide – i.e. $60M + $140M + $240M does not equal $400M?

Comparing the Planning presentation to the Flood Protection presentation, the former (Planning) slides showed Phases 1, 2 and 3 of (i.e. flood protection for Quays, Film/Lakeshore, and River precincts) as costing nothing for Naturalization. Is it proposed that there is to be no naturalization during the construction of the Don Spillway (aka Greenway), the Sediment Trap location, or the new Don River course as far as Polson slip?

It was stated (without specifics) in the Flood Protection presentation that the "Realigned" 4WS option – the option that is being pursued as the new preferred option – saves a considerable percentage of cost as compared to the original version of 4WS proposed in the EA documents filed with the MoE. In what areas are these savings expected to be realized? Is it proposed to find savings through reduced spending on naturalization? Where else are savings expected over the build-out of the DMNP with the realigned 4WS?

Comments:

It appears that the realigned 4WS option has the advantage of costing a bit less (over a multi-decade build-out), while robbing the Lower Don Lands of features that create value – e.g. parkland and a naturalized course for the Don River within the foreseeable future. Realigned 4WS appears to have no advantage, other than to free up Cousins Quay for early development, rather than creating Promontory Park. Is this the acceleration we were promised?

It is very disappointing to hear presenters dismiss land value capture options like TIFs by simply stating that the province and city finance department will not go for them, essentially throwing up their hands. If this project is to be completed, we cannot leave money on the table; we need leaders who will fight for every potential revenue source, private and public, and use them all judiciously, as they may apply to various parts of the build-out. A TIF seems perhaps to be the correct financing tool for the "but for" project of higher-order transit to the area. ("But for transit, this area would be a development of worldwide appeal.")

If business-as-usual proceeds in the Port Lands, and 20 years of development can be accommodated largely in the Keating and Quays precincts, there seems to be little incentive to complete Phase 2 Flood Protection in the foreseeable future (taking South Riverdale, Film and Lakeshore districts out of the Spill Zone), and no incentive whatsoever to complete Phases 3, 4 and 5 of Flood Protection. The rational choice is to leave the Don River in the Keating Channel and leave the area between Cherry St., Don Roadway, Keating

Channel and Ship Channel in the Flood Zone essentially forever. There will need to be a transformational change in the development plans of the Lower Don Lands to make Don Mouth Naturalization happen.

Acceleration in general has been demonstrated to be a chimera through this process. The PLAI Executive Team needs to look at what value there is in spending the funds necessary to complete this Initiative. The PLAI should recommend to Council an immediate return to the "status quo ante", i.e. April 2011.

It is essential that several pieces of work be done starting immediately:
1. The Don Mouth EA should have the "pause" lifted and should be completed using the original 4WS;
2. The Lower Don Planning regime needs to be finalized to reflect the Don Mouth EA. The Lower Don Framework Plan, OP amendments, revised Central Waterfront Secondary Plan all need to be confirmed, including within the OP Review process, the lands required for flood protection should be protected, and the commitment to great city-building, including spacious waterfront parkland, should be confirmed.

The next steps for Port Lands development should be:
1. Waterfront Toronto should complete the business case for the Lower Don Lands and the framework plan for the Port Lands as a whole. Developers need to know with certainty what they are buying into.
2. We need to end the pattern of each new Chief Magistrate attempting to hijack the waterfront agenda for short-term political advantage or vanity projects. The City of Toronto should enter negotiations with Ontario on renewed governance and expanded powers for Waterfront Toronto. The role of the federal government needs to be reviewed going forward. Waterfront Toronto should be constituted with the powers necessary to lead the Port Lands revitalization long-term, including the powers to borrow money, issue bonds, and otherwise raise funds in the capital markets. There is a need for a single, non-political agency to lead a transformational revitalization of the Port Lands over the long term. The oversight roles of the City and the Province need to be arm's-length, defined through overarching policy instruments like the Official Plan and the Provincial Policy Statement, and exercised through Board appointments (only).
3. Waterfront Toronto should invest in leading-edge, executive-level financing know-how and business-development expertise to drive forward transformational development.

[redacted]

Round 2 Public Consultation - Open House and Feedback Workshops
Comments of the Don Watershed Regeneration Council (DWRC)
April 14, 2012

Topic: Flood Protection , Naturalization and Green Space

The DWRC strongly endorses the naturalization of the river with a new river mouth through the Port Lands and retention of a minimum 15 m. low flow channel and 135 m. floodplain as recommended in the preferred option of the Lower Don Lands E.A.

The DWRC is very concerned about the loss of public green space (estimated at 40 acres) adjacent to the flood plain for public enjoyment and a "reserve" for water absorption in the event of more catastrophic storms with climate change.

The naturalized river with woodlands, parks and trails on either side will create a unique feature of City wide value to attract development interest and public support for redevelopment.

The naturalized river will add significant value to the land. The more aesthetic features and opportunities for public enjoyment the greater the increase in value.

The river is an iconic design feature which enhances the whole waterfront. and has more than just a monetary value in City building in the same way as the selected design for the new City Hall in the 60's.

The new river has an important ecological function in restoring a healthy river system. The valuation of Ecological Goods and Services should be highlighted in the consultants' work going forward.

Flood protection is the top priority for releasing the land for development. Sacrificing a generous allotment of green space in the original 4WS design for the sake of minor savings (250 million less for 4WS realigned) in a total budget of $2^{1/2}$ - 3 billion for site preparation is short sighted.

A maximum amount of green space will be necessary to "soften" the impact of the high density development and minimize the "heat island effect " as well as provide adequate leisure space for the 25,000 residents and 10,000 employees (and perhaps more east of the Don Roadway once a plan is prepared for the remainder of the Port Lands).

The original allocation of parks and green space adjacent to the new river in the E.A. should be locked into the Port Lands Framework Plan and eventually the Official Plan amendment for the area . This provides the insurance over the long term that the concept is protected. Implementation then falls to the various tools in the Planning Act (S. 37, Parks dedication) and new mechanisms being explored through this exercise.

Topic: Economics, Marketing and Finance

Funding is the major barrier to achieving the flood protection and a naturalized river. Government participation has always been a component of any major redevelopment project and should be pursued once the economic climate improves

Approach international companies (not just local developers) to gauge a broader interest in investing in the area.

The marketing projections clearly indicate that there is very limited market potential in the next 20 years (100 - 200 acres.) This seem to be a strong argument for waiting (rather than creating an artificial stimulus) and realizing the natural increase in land value that will accrue when development land in the GTA becomes scarce .Experience has shown that a scarcity of land can also effect the willingness of developers to participate more extensively in financing services.

Developers will need to see a government commitment (in terms of investment in infrastructure) as part of their risk assessment in a decision to embark on development of a brownfield site.

The costs of infrastructure will only increase over time. Therefore it makes sense to proceed now with the basic infrastructure needs (transit . sewer, water , roads) and also to proceed with development on lands that are already serviced - 480 Lakeshore - to generate revenue.

A comprehensive estimate of the monetary benefits of development and naturalization (not just costs) is necessary to proceed with a useful dialogue on how best and when to proceed and to approach the various levels of government for their participation.

Topic: Development Planning and Phasing:

Some discussion was held on "stimulus" uses for the Port Lands. Uses that the DWRC rejected included:

- a casino (because of the social implications in a residential community and the typical "dead zones" around other casino projects);
- a regional mall or "big box" store as it was felt that the GTA is already well serviced and buying on the internet will continue to grow in the future. Also the massive asphalt parking areas are the antithesis of environmental sustainability.

Uses that would be beneficial to the whole area as well as stimulating investment were:

- an institution for aquatic research;
- a campus for knowledge based industries - with support services;
- Toronto museum;
- a multi use sports complex that would be available for traditional and emerging sports (ex. cricket, lacrosse)
- expansion of the film industry.

In general I support CodeBlueTO's comments and observations, but there are a couple of things I would like to stress or add.

First of all, whether or not there are any changes to the flood protection plan—which of course, whatever the changes, must still offer flood protection!—they must not result in any loss of green space. On the contrary, if anything, green space should be enhanced. There is an enormous amount of land that can be developed in the Port Lands. Added green space will enhance the value of the entire area (and of Toronto as a whole). As well, I would like to see more stress placed on ensuring there is a more-than-adequate wildlife corridor linking the spit to the Don Valley. This has been a critical aspect of the whole naturalization of the Don project since the inception of the Bring Back the Don Task Force in the late 1980s.

Second, while I obviously agree that naturalization and green space are catalysts for future development, I think some other things are needed as well. In what I have seen presented, there seems to be little *excitement* about the opportunity the Port Lands offer. It all seems to be pitched along the lines you might expect if this were a suburban subdivision instead of an incredible opportunity to build a 21st to 22nd century city in the heart of a mature city (OK, well along a critical, previously ignored edge of a mature city). There should be more talk and thought about a city-off-the-grid. A community that generates its own electricity, takes care of its own trash, lives largely without cars, is accessible, economically mixed, culturally diverse, perhaps even provides a chunk of its own food. Everyone keeps mentioning "taking the best of what we have in Toronto." Yes, but what about the best of what is being done around the rest of the world?

Finally, another concern I have is tying this area to the rest of the city so that it is not just an outpost, a place somewhat difficult to get to as, for instance, the Beach neighbourhood is at present. That requires more thought being given not just to transit through the Port Lands (I don't think streetcars or at-grade LRT will be the best choice given the need for a safe wildlife corridor). I would like to see discussion of a system like the one that has been operating without a break in Wuppertal since 1901 (and is featured in the movie Pina), and how it might be tied to other downtown transit enhancements.

That's it for now! Above all, this is a long term project that should not be "accelerated" in any way for some short term gain. I'm glad it has become a subject of wide discussion. I hope there will be creative ways to comment on it as it proceeds—along the lines of *Spacing*'s Sims project, Spacington.

[redacted]

To whom it may concern,

This summer, about a year after the WaterfrontTO development process was interrupted by the mayor, the Port Land Acceleration Initiative's results will head back to the Executive Committee. I'll be a deputant there, and I'll do my best to explain what the process was like from my perspective as a member of the public. Very briefly, these are my concerns from the second feedback session, and my hopes for the third:

The Acceleration Initiative was approved by council in order to study ways to fund the flood-proofing and infrastructure underlying the Lower Don Lands Framework Plan, by considering it in a larger context. That was the spirit of the motion at council. And yet, somewhere between two well-attended public feedback sessions, members of the PLAI decided that what council meant was to ignore funding considerations, to remove the public from a discussion of financial instruments, and to make substantial changes to the Lower Don Lands plan. This was an offensive and aggravating position for the PLAI to take: it runs counter to the direction council gave it, and it ignores the majority of the feedback the PLAI has received in support of the existing LDL plan.

Two years ago, council voted to endorse the Lower Don Lands Framework Plan and the Lower Don Lands Infrastructure EA. It did so based on very detailed plans for the waterfront. It was the work of professionals, which won out against the work of other professionals, that was selected as the winning proposal in an international competition by another set of professionals. It's irresponsible for the PLAI to avoid talking about the sunk costs of the current plan when it suggests a new one, and it's disingenuous to talk about cost savings from changing direction on flood protection when all of those costs are borne by the design. In other words: we're not getting the same city for less money.

There were many different ideas put forward for financing after the first meeting, ideas that people were keen to learn more about at the second. Instead, PLAI representative, City GM and TPLC chair Mike Williams stood up during his session on March 31st to tell us that TIF's "were the same as public bonds." (Not true.) A few minutes later, we were treated to a lecture on the "market reality" of developers' interest in building big-box stores. Neither point addressed the problem at hand. Whether the cost to build infrastructure and flood protection in the near term is $400M or $643M, we still need to have that discussion of financing.

This reluctance speak to the financing issue seems to me evidence of a dysfunctional process. In government, as in life, when we don't do what we're asked to do, people tend to wonder: "Why not?" So, has the PLAI, internally, come to some sort of compromise that the public isn't party to? I wasn't the only person to notice that presenters never showed us detailed images from the LDL framework plan, but were happy to let an audience member new to the discussion think that we weren't, as a group, considering taking a giant step back. Presenters were happy to talk about the potentially cost-saving idea to phase flood protection with the revised 4WS option, but didn't say that flood protection could be phased in the original 4WS plan as well.

I'm grateful that there's still time left to have a voice in this process as a member of the public. I'm hopeful that the City, Waterfront Toronto, and the other component groups realize that they must - if they're going to hold public feedback sessions in good faith - go above and beyond in the final round of this process. They're must lay out all of the financing options, show that they've looked at the way other cities have financed their waterfront projects, and show that they've spoken to other levels of government about ways we can move forward together.

If the PLAI doesn't manage to treat taxpayers with respect and address financing well in the final meeting, the Waterfront process will continue to stall at City Council, and the Port Lands 'acceleration' will cost us more $1.6M, and a six month delay.

Thank you,

[redacted]

I couldn't figure out how to get connected and make a comment. So I hope this finds a home somewhere.

FYI I have several opinions. As a former chair of Bring back the Don and member of the TRCA I have been involved with this process for many years.

While the current proposal is very well thought out I disagree with its priorities. I think my comments have already been summed up very well by Ken Greenberg. I really believe that it sells the city short in many respects. Primarily it seems to allow building and development precisely where we need the green space most . where the river meets the lake now. It also takes away a large amount of green space overall. I find that to be very short sighted as it is my belief that that the green space will add value to the development lands. The green space should be the last to go not the first. When we look at other cities proximity to parks increases land value. Examples are legion. Why are they being ignored.

I was very interested in the very logical manner in which the current plan was developed and presented. BUT I have to wonder about the goals and objectives given to those involved were. How different were they from those given to the last group at Waterfront Toronto who made so much progress.

I also wonder how much money will have been wasted by ditching the last plan. (and I don't mean the ferris wheel plan0 I mean the real award winning one)

I hope my comments will be accepted by the consultants.

Sincerely

[redacted]

[redacted]

[redacted]

[redacted]

the TORONTO PORT LANDS - just stop it... just go BACK to the [redacted]

4/11/2012 9:56 PM

To: info@portlandsconsultation.ca;
Cc: [redacted]

Regarding the TORONTO PORT LANDS
and all this revising and rejigging
- **just stop it...**
- just go BACK to the original plan.

Thank you.

[redacted]

[redacted]

I have prepared a physical form based on my description on the idea of Port Lands development opportunity as in the previous email to you. It is by no means ideal or practical but an opener for an dialogue for a better city. A paradigm shift in urban development may be needed from a deep desire to leave a legacy for our future generation. I think that it would serve a purpose if you include my PowerPoint presentation in your Summary Report for general view and discussion.

Sincerely,

[redacted]

New Portlands

Urban Sustainability Special District, Toronto

What you can dream of

April 2012

Description of Port Lands Development Idea

1000 acres of waterfront property for development, the size of downtown Toronto.
A rare opportunity to showpiece of Toronto in what it can be.
A city within a city.
That has never seen it before so beautiful, so vibrant.
Beholden by other waterfront cities.
By tourists and Torontonians alike.

No more jungles of concrete, asphalt, and high-rises.
No more dead streets off-hours and weekends.

All walks of life come and find his own place to mind his business
Yet they come and mingle together as they please.

Art, culture, science, technology, entertainment, in high intensity
Yet all are intertwined with green, parks and trees, flowers and water.
See the connection to nature right where they work.
Yes, even urban farmers grow foods for children to see where their foods come from.
Urbanite grow their own food too.
Right in their back yard and rooftops.

It is a test bed of urban sustainability from waste management to green energy.
Where waste turn to energy, where people see value in energy and conservation.

Torontonians are blessed with water and water fronts.
Water edges are where life meets and life begins.
Full of life , in repose and excitement, is lined along the water edges.
With restaurants of international gastronomy,
With aquatic museums and science museums and sport museums . . .

Everything is laid in balance.
All in human scale.
Small is beautiful.
See each other eye-to-eye and connect each other.
Soothe your soul.
One feel a place to stand no matter who you are, what you have, what you do not have.

It's a place of destination being civic, civil and civilized, for you came to the New Portlands.

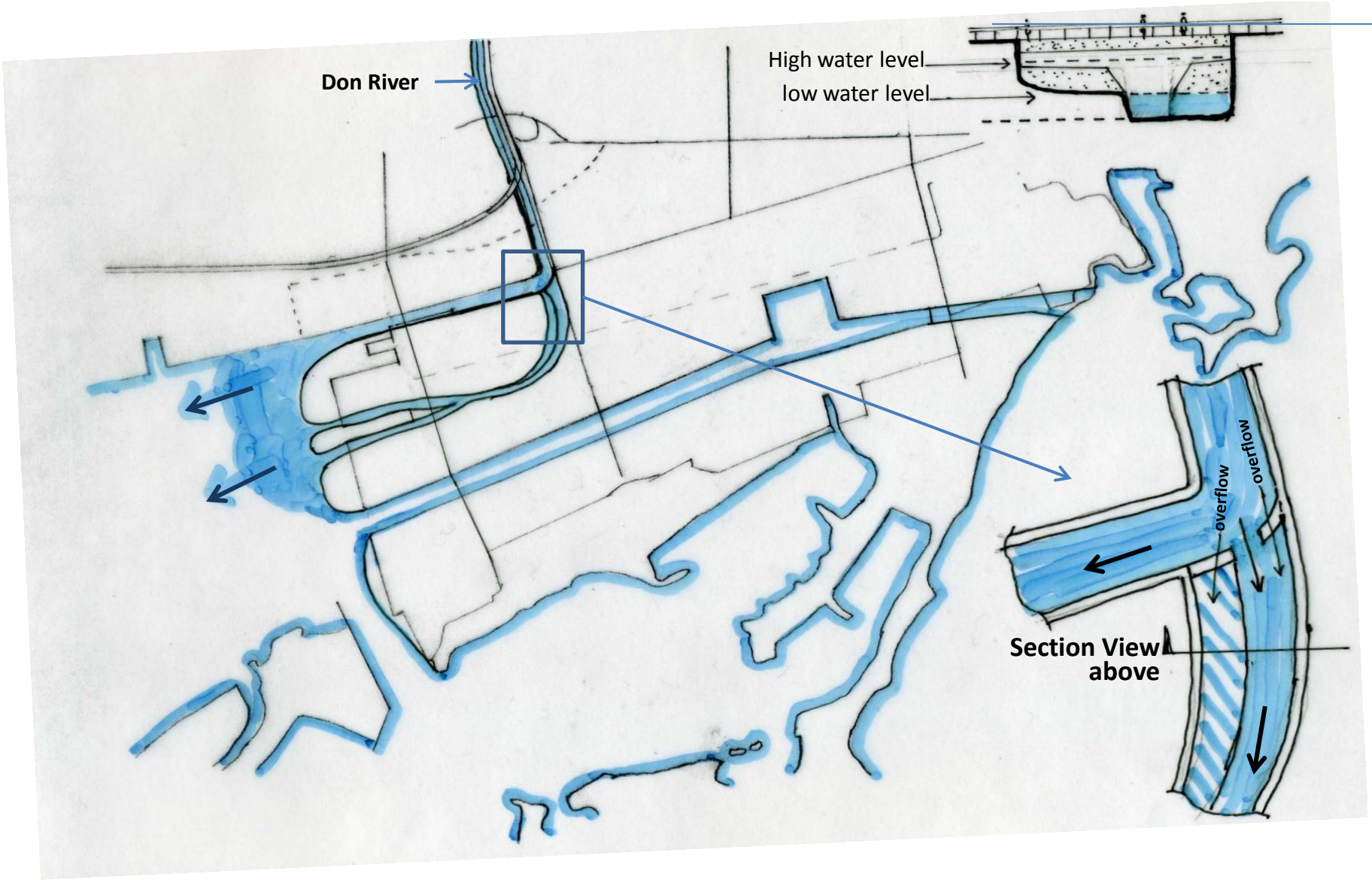
The Natural City: Re-envisioning the Built Environment

Edited by Ingrid Leman Stefanovic and Stephen Bede Scharper

- Urban and natural environments are often viewed as entirely separate entities — human settlements as the domain of architects and planners, and natural areas as untouched wilderness. This dichotomy continues to drive decision-making in subtle ways, but with the mounting pressures of global climate change and declining biodiversity, it is no longer viable. New technologies are promising to provide renewable energy sources and greener designs, but real change will require a deeper shift in values, attitudes, and perceptions
- how to integrate the natural environment into healthy urban centres from philosophical, religious, socio-political, and planning perspectives, recognizing the need to better link the humanities with public policy.

USSD Toronto **New Port, Toronto?**

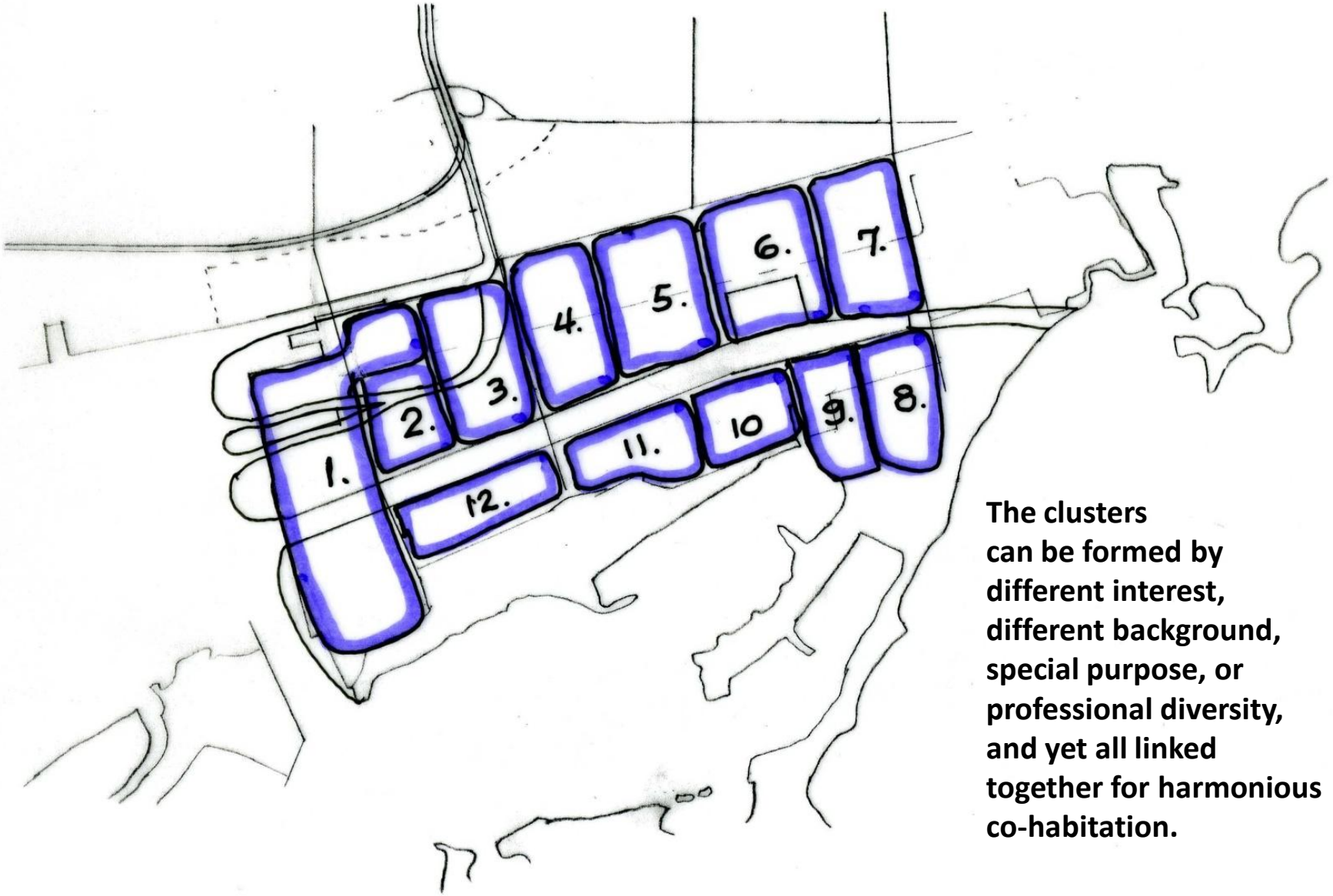
Don River Flood Plan



USSD Toronto

New Port, Toronto?

12 Cluster Communities

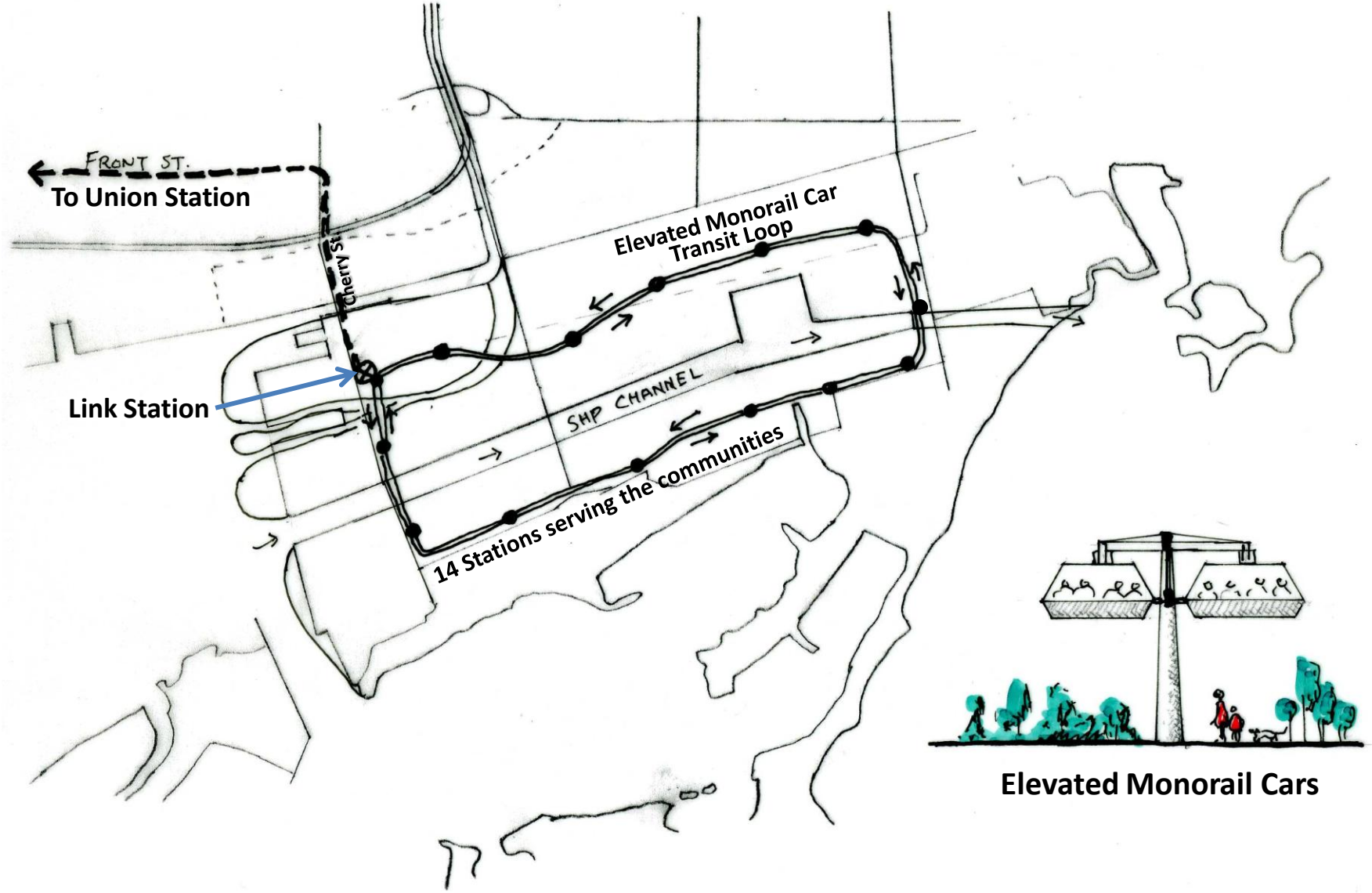


The clusters can be formed by different interest, different background, special purpose, or professional diversity, and yet all linked together for harmonious co-habitation.

USSD Toronto

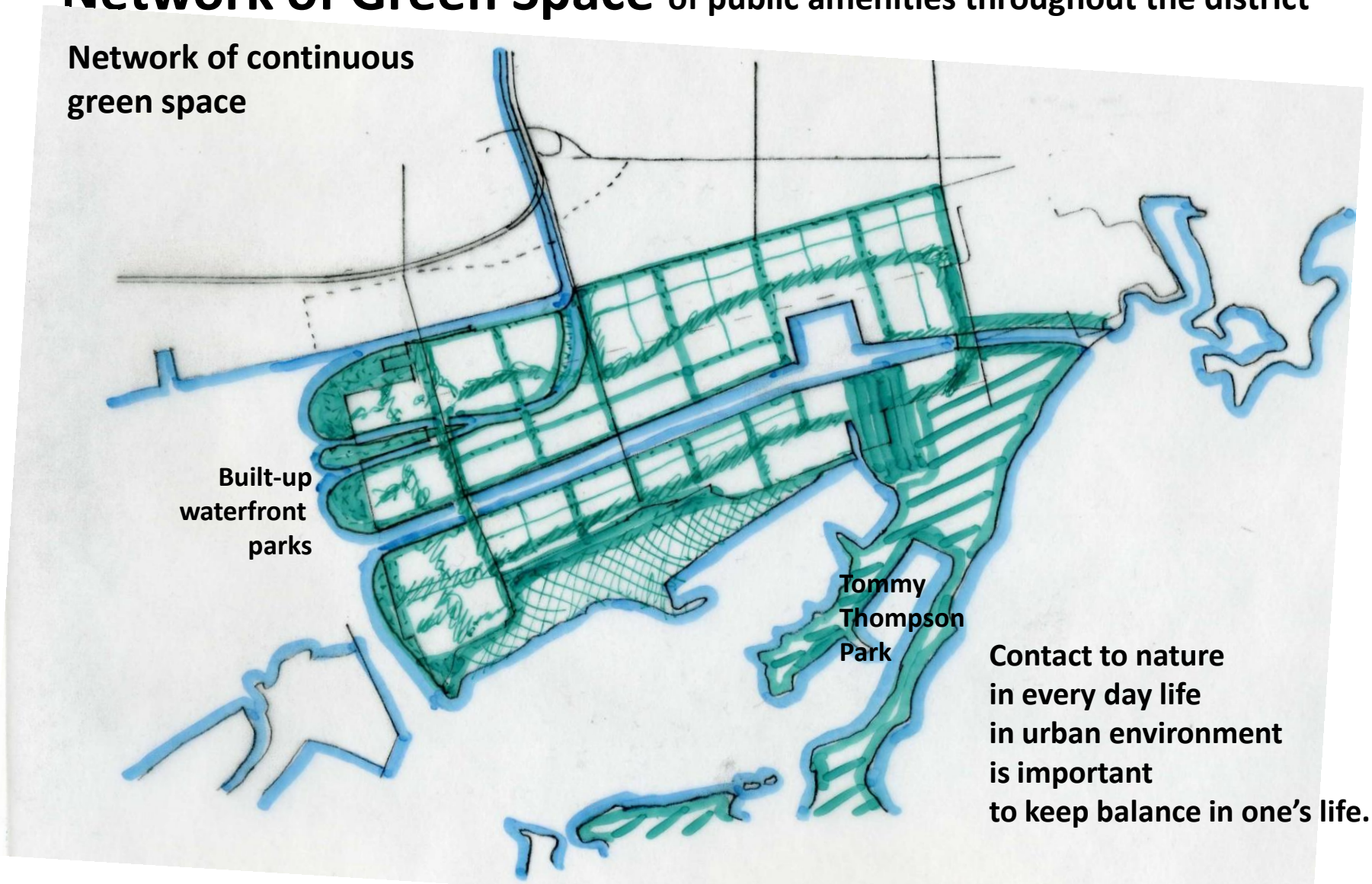
New Port, Toronto?

Elevated LRT Transit Loop linking the 12 communities



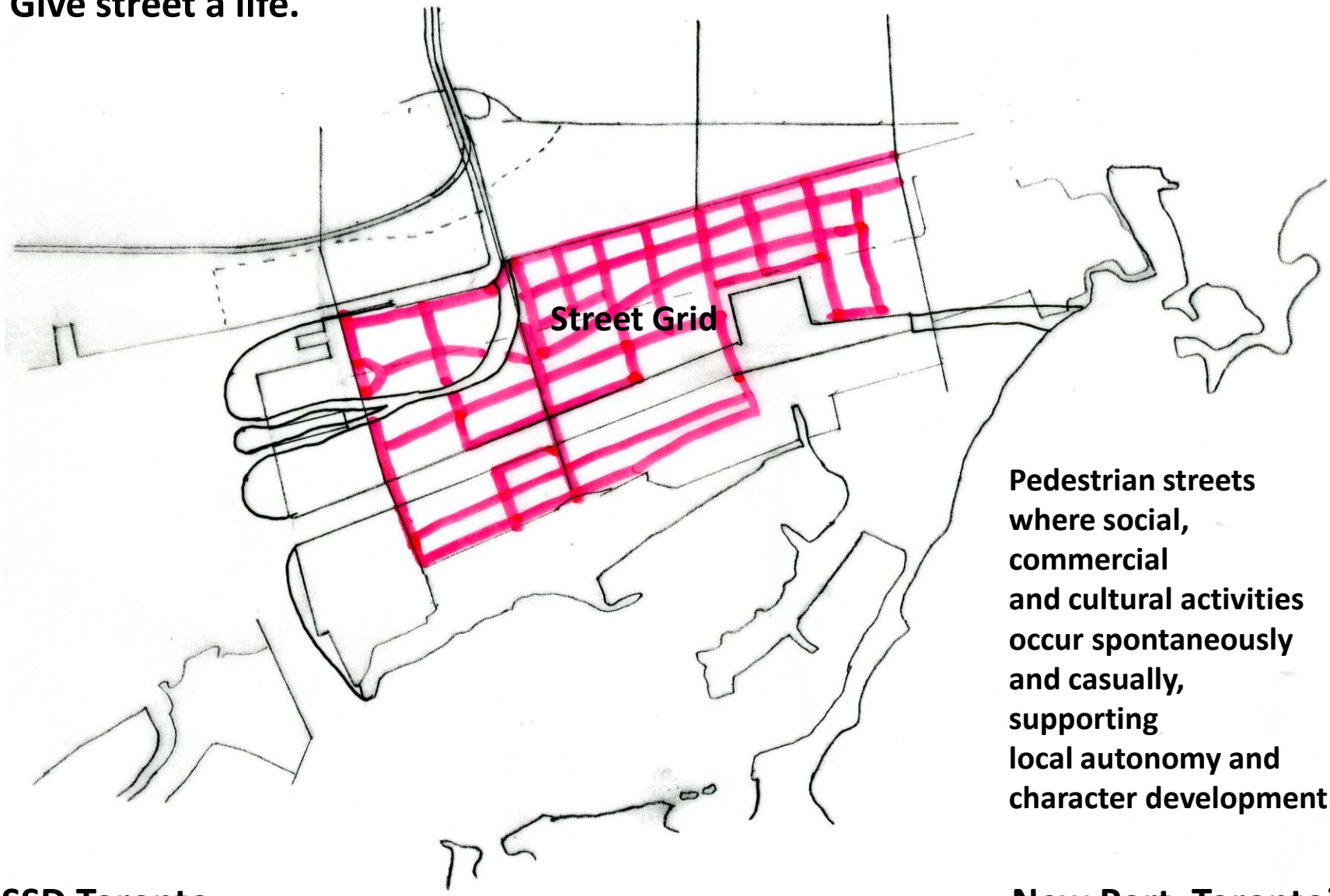
Elevated Monorail Cars

Network of Green Space of public amenities throughout the district



Street Grid for social, economic and cultural activities

Give street a life.



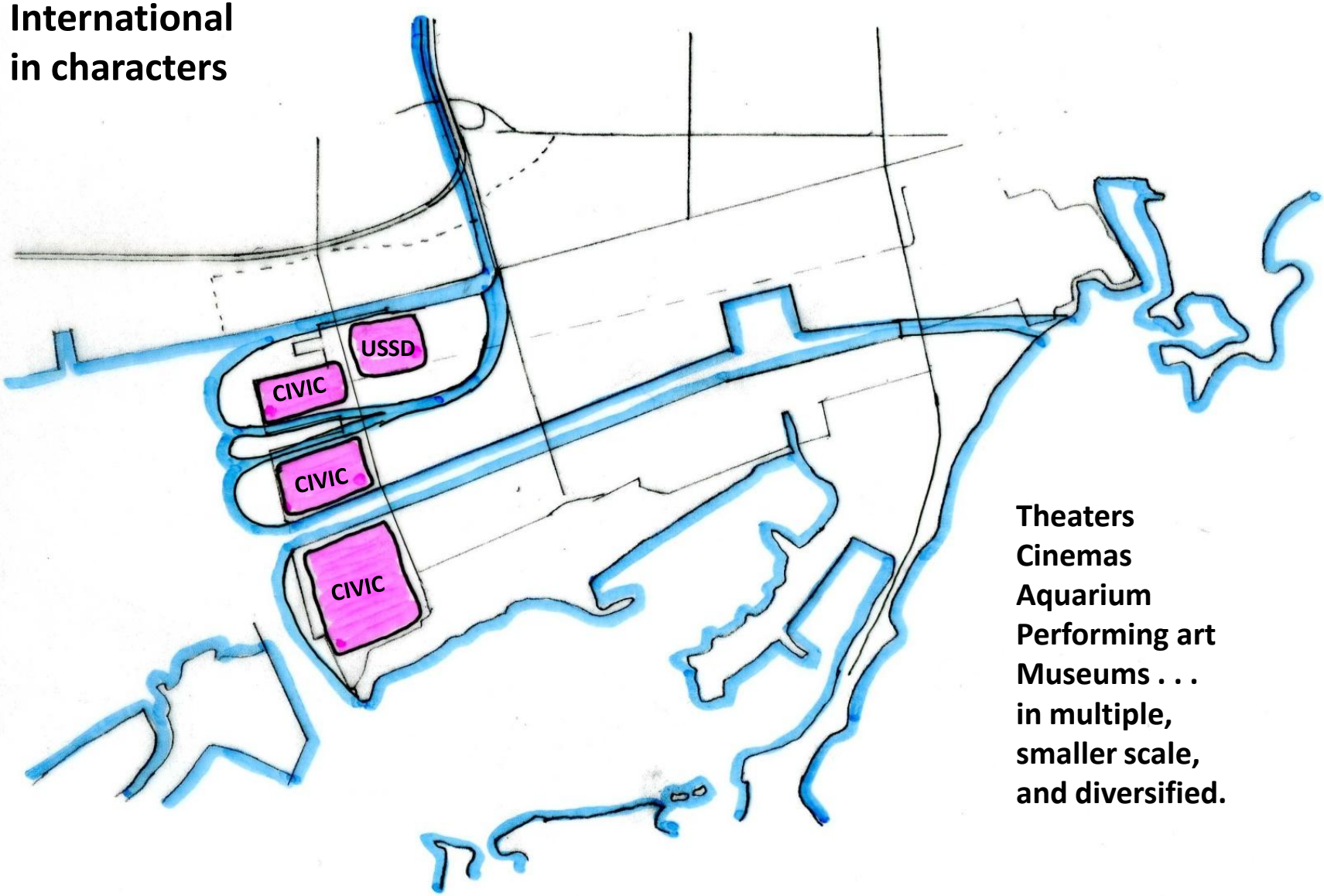
Pedestrian streets where social, commercial and cultural activities occur spontaneously and casually, supporting local autonomy and character development.

USSD Toronto

New Port, Toronto?

Civic Centre Amenities for cultural enrichment

International in characters



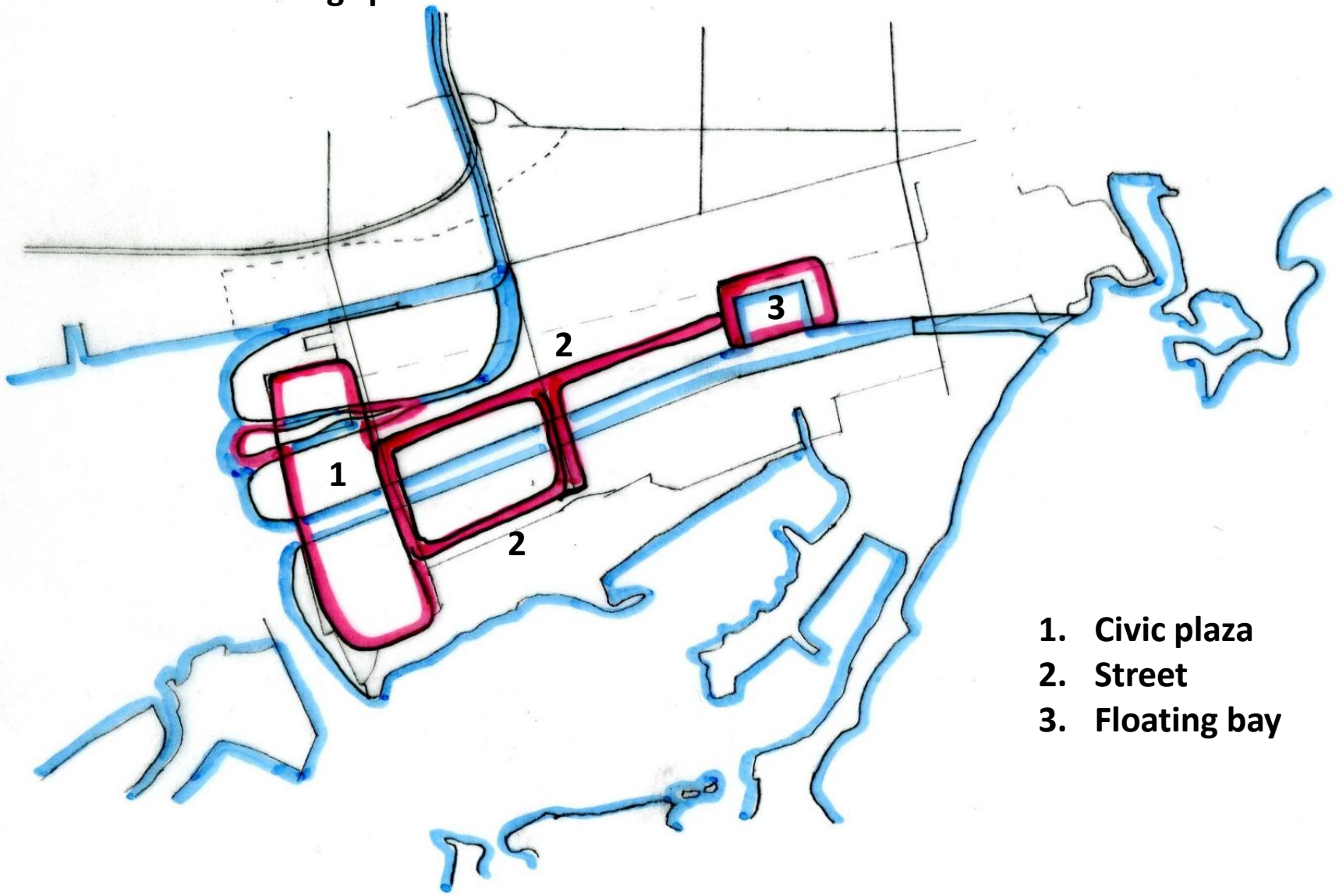
Theaters
Cinemas
Aquarium
Performing art
Museums . . .
in multiple, smaller scale, and diversified.

USSD Toronto

New Port, Toronto?

Entertainment and cultural events and enterprises

can find accommodating spaces



1. Civic plaza
2. Street
3. Floating bay

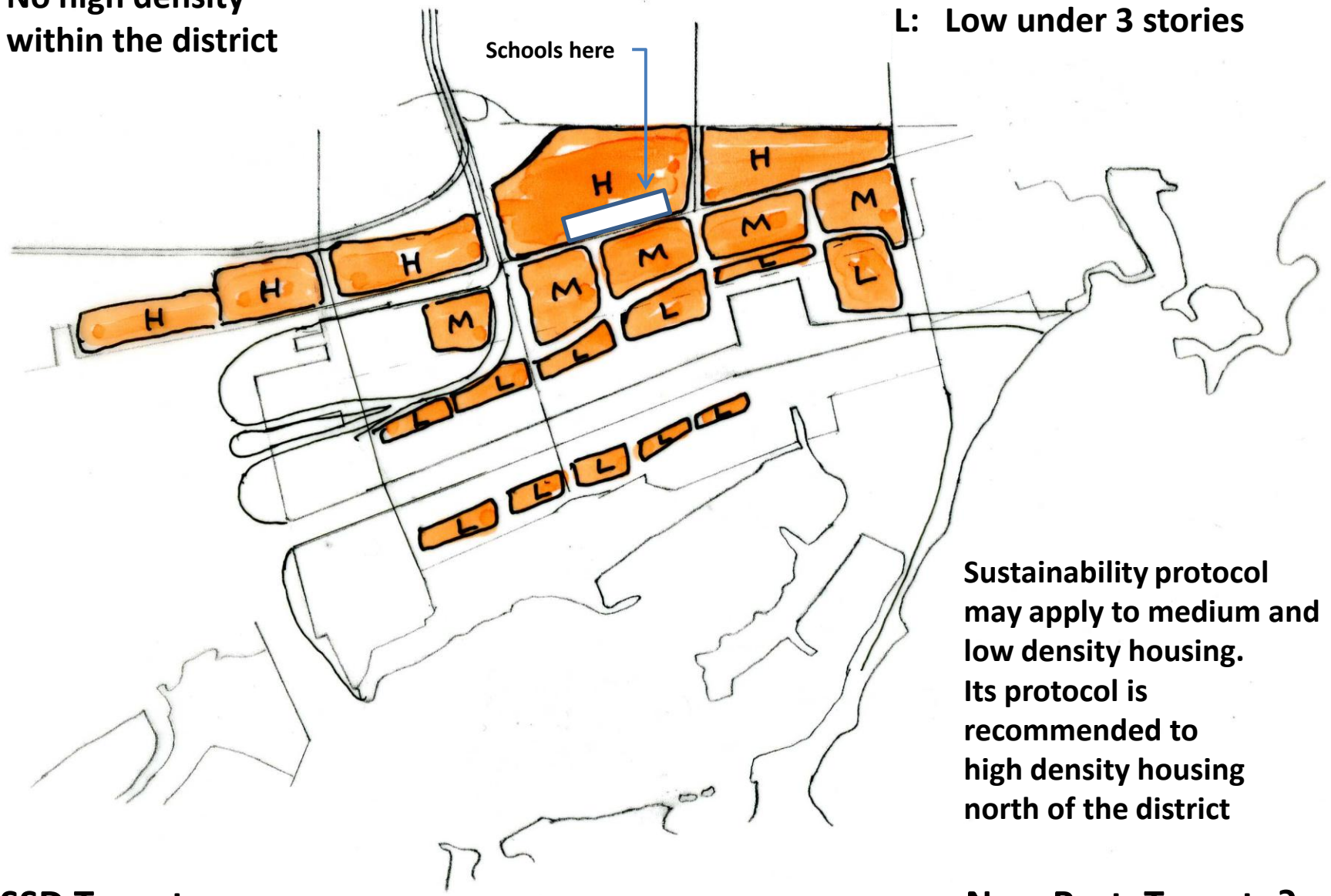
USSD Toronto

New Port, Toronto?

Moderating Housing Density

No high density within the district

H: High over 20 stories
M: Medium under 8 stories
L: Low under 3 stories



Sustainability protocol may apply to medium and low density housing. Its protocol is recommended to high density housing north of the district

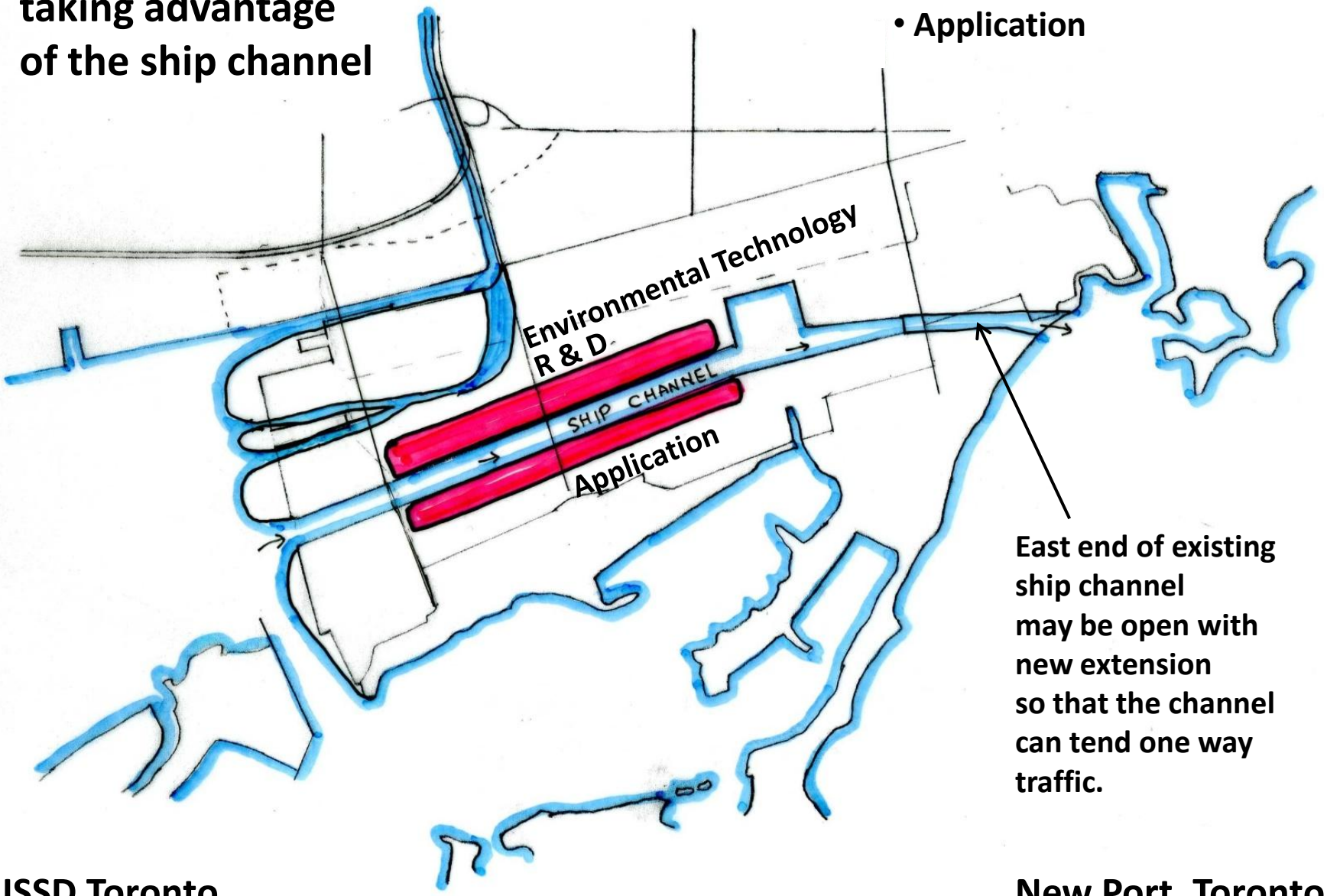
USSD Toronto

New Port, Toronto?

Maintaining Industrial Area

taking advantage of the ship channel

Environmental Technology
- **R&D**
- **Application**



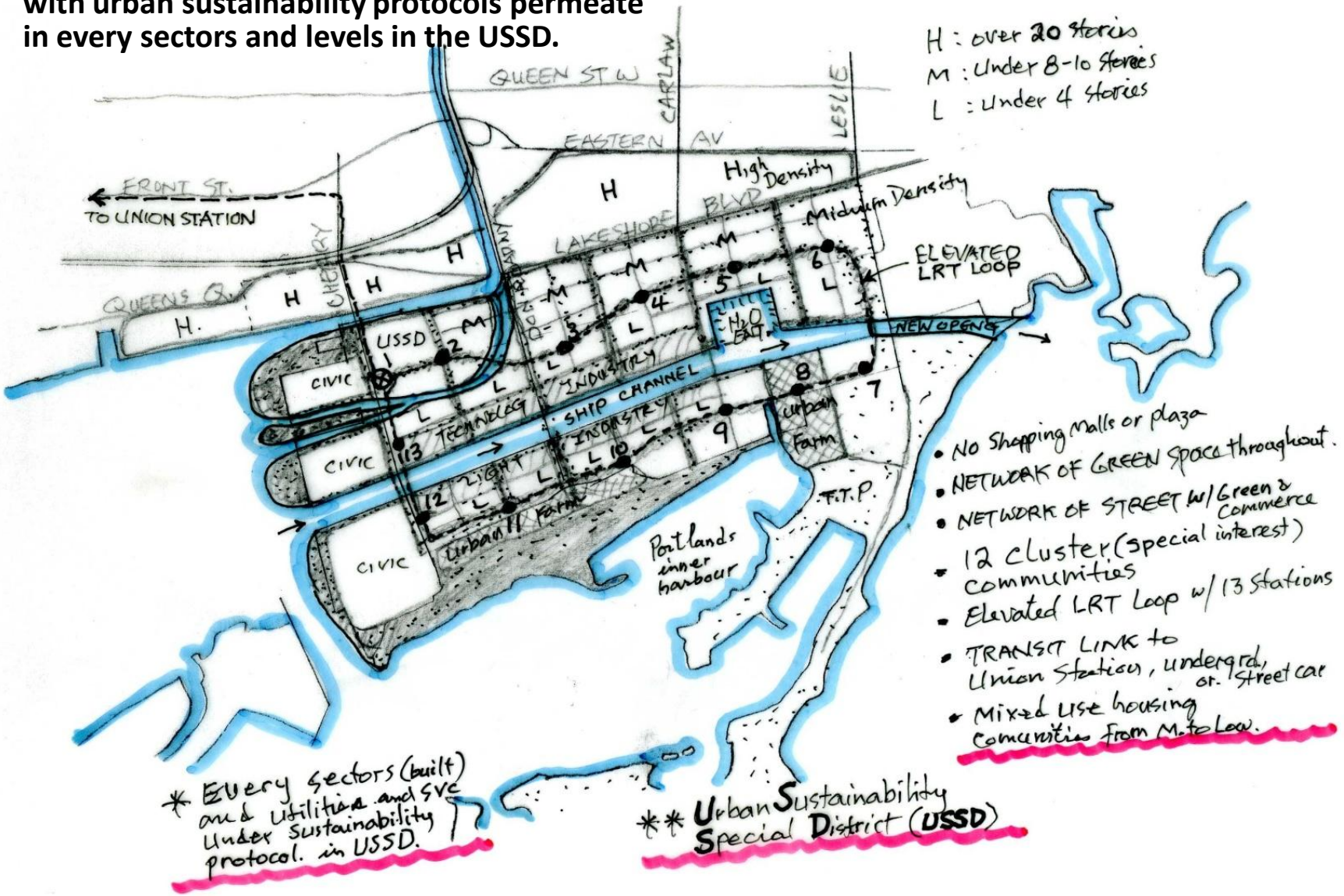
East end of existing ship channel may be open with new extension so that the channel can tend one way traffic.

USSD Toronto

New Port, Toronto?

Amalgamation of thoughts

with urban sustainability protocols permeate in every sectors and levels in the USSD.



USSD Toronto

New Port, Toronto?

Urban **S**ustainability **S**pecial **D**istrict

USSD Toronto that would allow new idea, new practice to take root right in Toronto to make cities environmentally sustainable, and socially and culturally equitable supported by public policy and environmental technology.

Toronto can take steps to call Port Lands, a parcel over 1000 acres land, Urban Sustainability Special District, the first its kind in the world.

Thereby Toronto can lead a role to address the issues in the global climate challenge and in urban livability with nature and humanity.

The Golden Opportunity

This simple exercise is to stimulate our effort to open up the golden opportunity in developing the last piece of land mass that Toronto inherits. In moulding our future, we can find high minds in foresight and in emerging green technology right in GTA where higher institutions like University of Toronto, York University and Ryerson University can be found in close proximity without looking a far. We have this precious chance for not let it pass into oblivion in the norms of lassie-faire approach. Toronto can map as a leader for the world cities in challenging the mounting issues of global climate change in which cities are big part of the cause. Hope can be within our reach.

USSD Toronto

New Port, Toronto?

Port Lands Acceleration Initiative

Public Consultation Round 3
Summary Report

From May 24th to June 8th, 2012, Waterfront Toronto, the City of Toronto and the Toronto and Region Conservation Authority held the third round of public consultation for the Port Lands Acceleration Initiative. The consultation consisted of a public meeting on May 24th, 2012 followed by an online comment period via the project website. Round 3 concluded on June 8th 2012. During this round of the consultation, feedback was sought on current findings and recommendations. This report is a high level summary of the feedback received. It was written by the independent facilitation team for the project (Lura Consulting and SWERHUN). This summary was available for participant review prior to being finalized.

Part 1.

Summary of Feedback Received at Public Meeting

May 24th, 2012

Around 300 people attended the public consultation meeting held on May 24th at the Metro Convention Centre. Feedback at the meeting focused on the following themes: the Public Consultation Process; the River Alignment; Parks; Transit; Phasing; Transformational Uses; Costs, Revenue, and Funding; Existing Uses; and Process Moving Forward. The summary from the May 24th meeting compiles feedback from the plenary discussion as well as the 35 Table Discussion Guides, 25 Individual Discussion Guides, and 25 other submissions received by email and mail following the meeting.

Part 2.

Summary of Feedback Received Online

May 24th – June 8th, 2012

Waterfront Toronto and the City of Toronto utilized an interactive online engagement tool (IdeaScale) as part of the third round of public consultation for the Port Lands Acceleration Initiative. The IdeaScale online engagement tool – accessed at www.portlandsconsultation.ca – allowed members of the public and interested stakeholders to submit feedback, vote on others' feedback and comments, and/or add additional comments to previously posted submissions. The IdeaScale engagement portal was open during Round 3 of the consultation process from May 24th to June 8th, 2012. During this time, 60 people participated using IdeaScale, providing 15 submissions, 7 comments on others' submissions, and 38 votes on the various submissions.

Detailed Feedback (see separate file - Attachment)

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

Part 1.

Summary of Feedback Received at Public Meeting

At the consultation meeting on May 24th, participants were asked two focus questions: What do you think about the current findings and recommendations; and, Do you have any suggested refinements to the current findings and recommendations? The key themes that emerged in response to these focus questions are listed below, with a full record of all feedback following in the attachments to this report.

PUBLIC CONSULTATION PROCESS

- Several meeting participants were **pleased to see that there had been some changes that reflected feedback from previous rounds of public consultation.**
- **Suggested public consultation process refinements included:** improving the communication of information about public meetings (e.g. banner on City of Toronto home page); improved visualizations (e.g. width of floodplain) in presentations; and providing meeting summaries in a timelier manner.

RIVER ALIGNMENT

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

PARKS

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

TRANSIT

- **There was concern that transit did not seem to be a core consideration** – that there was no discussion of an integrated transit plan, that transit would be happening at the back end and not the front end of development, and that a bus service at the outset would not be adequate.
- **Suggested refinements included:** that transit in the Port Lands should be linked to the City's overall transit plan, that LRT should be the option from the outset, and that a King via Cherry Street connection to downtown could be considered in addition to a Queen's Quay East connection.
- It was also suggested that **connections for bikes and pedestrians should be taken into consideration**, with concern over the impacts to pedestrian travel north and south of the Keating Channel with the apparent loss of the bridge at Munition Street.

PHASING

- **There was a desire for additional information on phasing,** specifically around order of magnitude timelines for completion of each phase and how the ability to phase 4WS realigned was superior to that of the original 4WS.
- Suggestions for phasing included: **combining phases 3, 4, and 5** to better ensure that the final work on the river mouth is implemented; that it may be **more financially feasible to develop certain areas earlier than others** (e.g. the area between Cherry Street and Don Roadway); and that **an opportunity can be created to develop new ideas (e.g. transformational uses)** as phasing progresses over time.

TRANSFORMATIONAL USES

- A concern was raised about the **lack of specificity around transformational uses – especially because of the impact such uses would have on all other areas of planning.** Chicago's Navy Pier was suggested as an example of a transformative use that could be considered.
- Several participants felt that **creating a new mouth for the river is a transformational opportunity**.

COSTS, REVENUE AND FUNDING

- **There were concerns about how overall costs were calculated** – especially whether the overall costs included soil remediation and land acquisition. **There were also concerns about funding** – that it was not discussed in the presentation and that "something will be given up" to secure funding.

EXISTING USES

- **Several participants felt that further discussion of and information on existing industrial uses would be helpful, including:** what will happen to existing uses if 4WS realigned is approved; why the industrial operations in the Port Lands are essential to the City; how long Lafarge will continue to operate at its current location; how industrial uses can be better integrated with new uses (e.g. Sugar Beach and Redpath); and how traditional industry fits with the new knowledge economy.

PROCESS MOVING FORWARD

- Participants felt that the current exercise was on a macro scale, and there will be **interest in providing feedback when land use, zoning and detailed design** decisions are made.
- Participants would like **more information on the process moving forward**, including who will make the final decision on the plan, how it will be implemented, who will be accountable for implementation, and what measures will be put into place to ensure the plan is carried out.

Part 2. Summary of Feedback Received Online

Online participants were asked to view presentations and materials prepared by the Port Lands Acceleration Initiative Project Team in advance of providing feedback online. Two focus questions were provided to help guide the online feedback: What do you think about the current findings and recommendations? Do you have any suggested refinements to the current findings and recommendations?

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

KEY THEMES

- The vast majority of **online participants were supportive of the original plan for the naturalization of the mouth of the Don River (4WS)**. Participants expressed concern that 4WS realigned offers less green space and potential for naturalization.
- Many participants encouraged the Project Team to **look beyond cost savings** and explore ways to increase value/attractiveness in the area through naturalization, improved transportation, and sound urban design.
- Participants were concerned that the **revised plan for the Port Lands is not aligned with City's Official Plan or DMNP EA terms of reference.**
- A number of participants were supportive of an idea to **host public tours in the Port Lands** to help members of the public to understand the history and current/potential uses in the area.
- Several participants indicated that they agree with the approach to **phase development in the area.**
- A few participants recommended that **public access to the Don River and Lake Ontario be protected** as both natural habitat and for future recreational uses.
- One participant recommended that **future residential development be planned in a manner that does not impact local industrial operations,** while another recommended that development in the **Port Lands should integrate the principles and practices outlined in the "Climate Positive Development Program".**

NEXT STEPS

The May 24th meeting wrapped up with representatives of Waterfront Toronto and the City of Toronto thanking participants for their contributions and confirming that the timeline for completing the Port Lands Acceleration Initiative has been extended, with a report going to Executive Committee in September, and Council in October 2012. This extension will provide an opportunity for a peer-review of the business plan, the continued development of the business and implementation plan, and an additional round of public consultation. These activities will ensure that the emerging framework is based on sound financial modeling, fits within a broader city-building context, and allows for incremental implementation.

Port Lands Acceleration Initiative

Public Consultation Round 3
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

1. What do you think about the current findings and recommendations?

- **the amount of public space is seen as a positive aspect of the land development**
- **the current findings and recommendations are seen as being the better option when compared to the previous one**
- **if density doesn't increase in the new plan than green space should be increased in its stead**
- **more information on the pros and cons of each option, there is not enough background rationale given**
- **widen green areas, would like to see more green space**
- **activities for older people in the green space**
- **a mix of uses in the green space**
- **better utilize the waterfront land on the south with activities**
- **allotments in the developments**
- **new findings respond well to comments from previous meetings**
- **impact of Lafarge continuing operation amongst development**
- **support for some industrial uses staying, but apprehensive about a conversion to a knowledge based economy**
- **seems to make sense**
- **plans to outer harbour**
- **like to see some possible time lines**
- **comfortable with the strategy**
- **like the river R.O.W**
- **more details on planning transit**
- **phase 1 should start soon**
- **need more details**
- **density reduction given large developable parcel**
- **realignment doesn't depend on change**
- **boundaries of space, same size**
- **phasing**
- **density change only if green space is decreasing → this shouldn't happen**
- **like the division that creates a boundary between film and lands west**
- **like the fact that flood protection is paramount**
- **green space needs to support recreation activities**
- **would like to know what the model is for development changes**
- **phasing makes sense, it's huge area and can't be done all at once, especially because of upfront costs**
- **phasing also has a lot of construction over time which might have negative impacts over time**
- **how will transit come in, is it in developments?**
- **Would like more information in the phasing; what does it entail?**
  Big focal pieces, communities?
- **Will developers be doing the first phase?**
- **How will the development begin? What is the preferred starting point for built form?**
- **Don't feel it is further ahead than before → the process is not moving quick enough and**

there is concern that the method will change again

- **One would like the original 2-Realignment**
- **Another would like the preferred 4WS → recognizes that you need some development and that it would pay for other uses**
- **There are different overflows with the two options, it's difficult to determine how those flows will work**
- **Realigned seems to make sense because it is true to the previous plan, which was a good one**
- **Like the phases because they would be easier to finance**
- **5 phases seems like a reasonable number (10 phases would be too many)**
- **Like the meandering river as opposed to the first option of using Keating channel, which is already failed and not working**
- **Creates green space, which is good**
- **Funding is a major concern that has not been addressed**
- **Don't want the city going into debt to pay for this development but there is also concern about selling out to developers**
- **I can understand why TIF and Group Finance don't work but maybe some sort of bond**
- **Not sure if the public sector can finance it, but the private sector would be able to for sure**
- **Timeline: Talk about phases but how long is each phase?**
- **Concern about what sort of skyline this creates**
- **Like the original plan better because of quality of park**
- **Presentation was mainly on flood protection**
- **Folks are more interested in plans for the entire Port Lands**
- **Current findings didn't address land use**
- **Another individual answered that the council first needs to decide which way to go with respect to flood protection before anything else is decided**
- **Technical issues were reviewed by TRCA experts and their recommendation is accepted**
- **5 phases is more cost effective than the 3 phases with respect to the 4WS Realigned vs. 4WS Preferred**
- **also allows time for new ideas**
- **I'd like to see them get moving on it**
- **Transit seems to be an afterthought here**
- **Hydro, sewage are also not there yet**
- **Why is transit addressed only at the end?**
- **Does not take into consideration importance of mouth and naturalization → this is one of only 3 river mouths in the city**
- **Should not leave river channel and flood plain to the last phase as it relies on money for development infrastructure that may not arrive**
- **Why not begin with the flood plain?**
  Requires decision of eventual/potential development
- **Do natural mouth instead**
- **Re: preliminary phasing; where is the money for the flood plain coming from? Guarantee that**
- **What about a World Heritage Site?**
- **RE: Original environmental assessments dealing with water cleaning and use of wetlands, are these going to be applied?**

- **Are there any cultural/arts venues to be built in conjunction with the area? Perhaps something with a relevance to naturalization**
- **Design looks like it was done by accountants, boring and way too many start lines (pragmatic = boring)**
- **Cost of land remediation lacking**
- **Lacking integration (too many independent precincts)**
- **The picture is still hazy**
- **Mouth of river is restricted**
- **Realignment of Commissioners ST doesn't work for canal type atmosphere**
- **Too many phases, completion is a concern**
- **Phases 4 and 5 are only $15 million**
- **"common place" 4WS Realigned**
- **Revised 4WS has more potential, developed than Original Revised 4WS**
- **What about value? In terms of value a little diamond has more value than a lot of coal**
- **The Original 4WS plan – the value of the land to sell is exquisite**
- **Everything is being done later, instead of left in the plans**
- **4WS Preferred is the interesting one**
- **4WS Realigned is the Wal-Mart**
- **The mouth is being left – it may never happen**
- **5 phases is too many**
- **Lafarge has been around since 1927, the river mouth is never going to happen**
- **Don't believe the river mouth is ever going to happen, acceleration in earnest will never happen with Lafarge in the space**
- **The value of the land would be higher with the original plan; it has more green space, it was like a jewel**
- **"the mouth" is disappointing**
- **the Preferred version is interesting, the new version is a "Wal-Mart" version**
- **it's like putting a glove on something as opposed to structuring something**
- **too many phases**
- **number of loose ends are unbearable – too many things are left "to be determined" in the future**
- **the original plan was approved by council, and we are changing things now**
- **is there a hidden agenda re: transformational initiative?**
- **There's no public trust the process has been tainted**
- **The planners see concrete plans and it scares them**
- **Why did they reject a beautiful plan for an ugly plan?**
- **Naturalization aspect not clear, not addressed this evening**
- **What % of government funding will come from each of the 3 levels?**
- **Percentage of private funding to government funding for project not clear**
- **How much space will be needed for the PanAm games and how will the Port Lands be involved?**
- **Have owner's of industrials site been contacted or consulted?**
- **Where will the working ports actually be located?**
- **How will construction affect local businesses, ie: sailing, etc…**
- **How will it affect the water quality and biodiversity?**
- **Heritage buildings**

- **Preserve green space and allow for more along Cousins Quay**
- **Waterfront and edge water green space needs to be deeper**
- **Polsons Quay should have more parkland and less condo developments and high density housing**
- **Revised 4WS concept, not enough green space along the waterfront areas**
- **Don River would be much improved with more riverside park space**
- **Natural habitat areas for wildlife along the river**
- **4WS Preferred is a better more interesting, less linear**
- **More natural line of the river, with a wider mouth and better location of parkland on Cousins Quay**
- **How will the market support the development in its entirety when we have already been advised that the market isn't there**
- **How do we protect the plan, in the next 100 years, given it can be influenced and changed by politics**
- **Especially considering that there is no market now and in the next 20 years 100-200 acres will be developed**
- **Already well documented issues with industrial uses in the area; Riverdale / Carlaw**
- **South Riverdale Community Health centre, should outreach to them?**
- **Need justification of the example industrial operations such as the Lafarge on being essential to the city**
- **Would like to see data or information on this**
- **Why do they need to stay?**
- **If the industrial will remain, make their operations integrated with the overall vision**
- **Look at the aesthetics of how the industry uses fit in**
- **Can the industrial operations provide both education and drama to the future patrons or residents and the area**
- **Example: Sugar Beach patrons can observe the operations of the Redpath refinery**
- **Could the Lafarge operation provide this as well? Could they provide interpretation centres to patrons/residents to understand their operation?**
- **Well thought out/balanced approach, generally**
- **Some general confusion about the amounts of park space in the two options 4WS + 4WS Preferred**
- **Some discussion of a loss 40 acres of green space between the two options**
- **Some clarification: actual loss was 20 acres**
- **Why was the block bounded by Leslie/Commissioners given up for development?**
- **Waterfront secretariat staff clarified that there were a number of users there already (Canadian Tire, Post Office, Hydro) concrete works, that are not likely to relocate**
- **Prefer to compare images to compare the 4WS Preferred to 4WS Realigned**
- **What is the small green area going to be?**
- **Would like green space to connect across the ship channel as a bike trail**
- **Ship/bridge channel can have pedestrian friendly path**
- **Can the curvature of the grading be increased on the channel?**
- **There are a significant departure from the EA findings**
- **Naturalized area in favour of mixed-use development**
- **Not a refinement but a rewrite**
- **The refinement is a procrastination**

- **An unnecessary paranoia for flooding, an over concentration on the flood plain**
- **Should expropriate more land for development**
- **Loves the public consultation process; sees sufficient substantive changes**
- **Believes expropriation should be a last resort**
- **Get rid of heavy industry so the space becomes more appetizing for developers (no noise, pollution or ugly visuals)**
- **4WS Preferred is the better option over 4WS Realigned**
- **4WS Preferred allows for a more naturalized channel, is visually more appealing and allows for a larger river and mouth**
- **In 4WS Realigned channel is more man made/industrial with a narrower mouth**
- **The study process seems to be operating in a political vacuum → this may be intentional**
- **Fundamental requirements of EA was to naturalize the don; the 4WS Preferred does this, the 4WS Realigned does not**
- **Do not agree with the recommendation for 4WS Realigned**
- **Frustration due to moving away from the original plan to the 4WS Realigned**
- **The reasons for moving away from the original plan are not clearly outlined**
- **What are the cost implications of the original vs the 4WS realigned**
- **There has not been any conversation about wildlife impact**
- **Has the public's input been considered in planning, if so, where?**
- **Need to see more information regarding infrastructure, planning, housing, shopping**
- **The impact of this on traffic management**
- **How does this plan impact other projects such as the Queens Quay and East Bay Front?**
- **Frustrated → looked at the mouth of the Don River years ago to devise a plan, now we are going to a 4WS Realigned**
- **Why can't we still proceed with the original plan? Why was the option 4WS selected? What are the deciding factors? (asked during Q&A by Jack)**
- **Feeling like we are going through a similar "Transit City" process**
- **What disadvantages are there, if any, the selecting the 4WS Realigned approach vs the 4WS preferred?**
- **Participants would like to see a chart that presents a comparison; advantages vs. disadvantages with cost comparisons**
- **How does this portion fit into the "bigger picture" other areas of the Port Lands (taking into account the los of wildlife?**
- **Participants feel a lot of the input gathered at other meetings has not been incorporated into tonight's session**
- **Need more clarity on transit infrastructure improvements and investments (ie: roads/transit)**
- **A plan should be developed to give participants a better idea of the overall connections**
- **Need to see design schemes to provide a better understanding of traffic implications, public realm plans, transit/road improvements/investment, shopping/business**
- **Will completion of this project adversely affect the completion of other waterfront projects?**
- **Like the new phasing opportunities**
- **Moe info needed on transit plan impacts**
- **Concern about funding for the "transformational" initiative; where does this money come from?**

- **Concern that park appear smaller**
- **More clarification needed on parks, stats and "natural" areas; what are the statistics of the new proposal**
- **Concern about east Port Lands; how does this large area redevelop? How is it integrated with redevelopment in Carlaw, south of Eastern**
- **Question of where the additional costs of land clean up with additional development area?**
- **Clarify the soft and hard infrastructure required in each phase (including capital and capacity)**
- **I quite like it**
- **How much will the Realigned 4WS impact the start of construction, it's difficult to say**
- **Get initial R.O.W to northern/southern most limit of river alignment**
- **Pleased at 4WS Realigned, prefer river and riverbank channel**
- **Encouraged by Option 4 for transformational use**
- **Reservation with toying with residential; does that put the public at risk; for example another Sunrise explosion or chemical haze**
- **Seems lack of understanding of current industrial usage**
- **Good compromise**
- **Borrow against potential tax revenues**
- **Tax increment financing**
- **Private companies, potential philanthropic investment**
- **Nice to have planning done**
- **More emphasis on the transit situation**
- **How much public access?**
- **Would prefer frequent and rapid bus transit to begin with, similar to transit to York university**
- **Concerns about engineering of water channels on floodplain, particularly whether channel features will be natural or artificial.**
- **River corridor protection legislation must be guaranteed and invoked early in the project to protect natural areas and environmental integrity**
- **Phases are a great idea**
- **Maintainability incorporated in development plans**
- **Lack of clarity regarding what is lost with the 4WS Preferred proposal and the 4WS Realigned**
- **Loss of connection to the city by the removal of a bridge over Keating Channel at Munition Street like previously proposed**
- **Like the greenbelt to the lake in the 4WS Realigned**
- **Feel there is more commercialism driving development**
- **Feel that the angle of the river is too sharp and would like a consultant to have another look to confirm that the flood plain is stable**
- **Maintain focus on the river as the centre piece**
- **Reduce parkland ?**
- **Change the units from previous presentation (acres to Ha)**
- **How to prevent pollution from coming to the mouth of the Don**
- **No talk of clean/green issues**
- **Seems logical**
- **Balanced approach, seems more workable/reasonable**

- **4WS is Preferred because it is more pragmatic and because it makes use of the Lafarge slip**
- **like the idea of continued access to and the current port use**
- **agree with reconciliation of port uses and not turning it totally residential**
- **glad that we're not maximizing condo development**
- **would like see plans for a wildlife corridor**
- **would like to keep the potential for a transformative initiative; it's important**
- **seems more financially feasible to develop the lands between Cherry St and the Don Roadway**
- **not compromising too much on the original option**
- **not taking the cheapest way out, which is a good thing**
- **environmental standards kept**
- **sustainability → keeping standard; ie: when Stockholm lost its Olympic bid but kept the village**
- **buses vs. rapid transit → if buses start LRT will never come**
- **boring → lack of boating docks, presentation was visually lacking in appeal, everything will be reduced so would like to start with higher standards**
- **re-route of river vs channel**
- **the film area isn't developed enough**
- **how to plan when you don't know what you are tying into**
- **big issue: why buses? Attraction of development = LRT**
- **influence of Lafarge → what is their impact? Can we relocate them?**
- **Water space information**
- **Phasing is a reasonable approach if it means more work can be started/underway sooner**
- **4WS Realigned appears less naturally nice but we can appreciate it's important for shipping infrastructure (wall)**
- **4Ha less green space, but this is not necessarily park space/public space**
- **4WS Realigned still has park space**
- **concern still losing natural green space at the mouth of the river**
- **attractive**
- **need quality of design ensured**
- **would like to see public access to the water's edge**
- **would also like, public parks and spaces and not just commercial but mixed use neighbourhoods there**
- **looks great**
- **The plan is closer to Ken Greenberg's work; which is an issue because more phases=more time**
- **How much money are they saving through phasing**
- **Would like to see more specific numbers on cost**
- **Hanging a lot of phasing, bit o a shell game**
- **No similar comparison model**
- **Why excitement over 4Ha more; we already have a huge area, do we need more parkland?**
- **Wasn't the mission to speed up the build out?**
- **There is still a 30 year build out timeline**
- **Plan is optimized from a business perspective**
- **Now a small centralized neighbourhood parkettes**
- **Like the perimeter path, like Centre Island**

- **Need some small parkettes for kids or seniors with mobility issues but they could be attached the open space along the river**
- **The river needs more of a sweep**
- **Too focused on developing land when the focus should also consider permaculture, and how global warming will affect the production of foods**
- **No details on soil contamination, very helpful to know if more of an agriculture approach will be embedded**
- **A ratio of the number of private sectors should be controlled because it might not be a good idea to have all development when there is so much already in the city**
- **Something should be done to consider relocating the Hearn plant; which allows too much hot water to spill into Lake Ontario**
- **Current zoning plan based on the flood in the 1950s may be over exaggerated (there are options at the table against this point which recognize the need for flood control)**
- **Not enough concern in regards to global warming**
- **Adjusting the channelization of water is great, but development should cater more to agriculture and keeping it natural**

2. Do you have any suggested refinements to the current findings and recommendations?

- **Add more culture for more permaculture, and sustainable and organic foods**
- **Follow current studies at U of T regarding permaculture**
- **Take advantage of the location and access of water to produce homes that generate their own water, heat from solar panels and sustainable all around**
- **A sustainable requirement should be enforced in the Port lands**
- **Improve the river alignment, modify the tight curve**
- **Need an interactive process for consultation**
- **Widen at the river mouth**
- **How much money is being spent on additional phasing**
- **Need a higher level of refinement on development blocks, instead of blobs, show more detail**
- **Need more details on potential financing, others are being discarded like TIFs**
- **Yes, we agree that there is a need for an interim report to city council**
- **Put numbers on the phases**
- **Fine with 4WS Realigned**
- **Want to see more details on the design work, it all depends on these details**
- **Would like to see quality of design**
- **Cousins and Polson quays, could a signature piece of architecture be there?**
- **Signature piece must be public access and not a private condo on the waterfront**
- **How can the public use the Cousins and Polson quays earlier?**
- **Would like to see connections for pedestrians, bike or transit, for example at Cherry St.**
- **Would like to see more public park space on the ends of the quays, including Esrock Quay (over time)**
- **Would like to see more residential/neighbourhood on the developable land, versus a go kart, golf course or casino**
- **Want to keep some naturalized edges and see design details of the river and natural areas**
- **Allow public access to the views**
- **Overall, with the development opportunity the key is to have better public access to the water**
- **Set high standards**
- **Don't let budget dictate**
- **Comments from developers have too much influence and use scare tactics**
- **Praise of the facilitation process**
- **Show alternative international examples of transformational initiatives**
- **Including brief into on the "big picture" of other adjacent Waterfront Toronto projects**
- **Link Carlaw and Broadview to Cherry Beach Park and extend across the shipping channel**
- **Reserve key sites for transformational initiatives**
- **Will there be a process to review phased development and incorporated lessons learned from earlier phases?**
- **Where is the vision? Public real plan**
- **Transitional buses are disheartening**
- **More detailed information on how to handle pollution from getting into the Port Lands**

- **Return to more wetlands along the river lands as part of the Revised 4WS plan**
- **Focus more on naturalized environment**
- **Provide a map online of the land ownership for stakeholder reference**
- **Come up with a plan that is government change proof**
- **Provide timely reports for stakeholder reference and comment**
- **Bring Michael Van Valkenburg back to consult on the river naturalization**
- **Would like to see more information about potential transit plans**
- **Allow for institutional use**
- **Consider long term Port Lands and lake usage that will influence development**
- **Remember that the Port Lands fronts a lake**
- **A slide showing existing and industrial use would be helpful**
- **An understanding of the risk to public safety from existing use (is there a risk of another Sunrise explosion, for example)**
- **Clarify the park land / natural area statistics**
- **Clarify environmental remediation methods**
- **Would like to see higher-order transit, in addition to LRT; including regional rail stations and subway like Canary Wharf in London**
- **How will transit be phased with development phasing (including operation)**
- **Also water-based transit should be included (ie: ferries, water-taxis)**
- **There should be a pedestrian bridge to the Toronto Island**
- **Transit infrastructure in the upfront phases needs to be more than just buses!**
- **Can there be a university campus in the Port Lands?**
- **Need to develop a transit/roadway infrastructure plan indicating linkages, connections, gaps to be illustrated on a laser area map showing impacts, if any**
- **Participants want to know who will make the final decision on the final plans to go forward**
- **Will measures be put in place to ensure that plans/directives agreed upon during this administration remain in effect?**
- **When will the planning go into action? Discussion being had and findings presented; it needs to be put into action**
- **Participants do not want discussions to continue without end**
- **Indicate the impacts minor or major, if any, to the other areas of the waterfront and immediately surrounding areas (ie: traffic, parking impacts, pedestrian impacts)**
- **An overall plan encompassing design, costing information, impact on other initiatives and timelines**
- **Need clarification on "who will be making the final decision," in other words, would a change in political administration have an impact on the road map for this project**
- **It was difficult to understand why one option was better than the other, why was the Realigned option better/easier to phase?**
- **We would like to see more information on this point**
- **More information needed on transit plans in this area**
- **Loss of parkland is problematic, creates more development land but lost park land**
- **The infrastructure cost noted does not specify if this cost deals with the improvements to the floodplain issue as well as providing for increased development/density of these lands**
- **Should expropriate more land vs. Expropriation as a last resort**
- **Get rid of heavy industry so the space becomes more appetizing for developers (no noise, pollution or ugly visuals); these are not compatible uses**

- **Retain public meetings/involvement and incorporate more public presentation**
- **Concern that the refined plan is too far of a departure from the plan that came out of the EA Process**
- **Get on with the project**
- **Would like more planning/design**
- **What would you do to make this more implementable?**
- **There needs to be further clarification on the timelines; when does it start and end? How long anticipated for each of the phases?**
- **The work on the Port Lands needs to be integrated with the Lake Ontario Park Master Plan**
- **Transit seems to be a real afterthought in this exercise**
- **Stage 5 requires Lafarge removal**
- **Concerned that we will never get the development as proposed if Lafarge stays**
- **Need to show how the proposed naturalization will happen as planned when such elements remain**
- **The more complete the natural element (ie: the river and its inputs) the better the impact on the developable lands and increased land values**
- **Need all levels of government involved in the EA process, need the federal and provincial govt's at the table**
- **Feels Original plan is compromised to accelerate the plan**
- **Would like to go back to the Original 4WS plan**
- **Port Land and river mouth matters**
- **Want parkland connectivity not little pockets**
- **Phasing, not clear as to what each phase consists of and the logic behind it**
- **Reserve quays for parkland, green space and cultural venues such as open stages**
- **Lots of venues for families and the public to enjoy the outdoors**
- **Lots of playground areas for kids, creative gardens, wide boulevards areas to sit and relax, quiet areas**
- **Features to draw the public, ie: a contemporary art museum**
- **Wants to see more naturalization!**
- **Maintain heritage**
- **The transformation is the river Don**
- **The naturalization of the river should be the main event, as it was planned initially**
- **The consensus: the Original 4WS was much better, we should go back to it. The 'mouth' looks much better; it has to look more natural and more aesthetic**
- **The Revised plan is ugly**
- **No subway, LRT is good**
- **No casino!**
- **Waterfront needs to be accessible to the residents of Toronto, we already have a lot of private land**
- **Focus should be on the architecture that is appropriate, that includes humans and human interaction with nature within an urban area**
- **The port is not important to Toronto, it should not remain there**
- **We should celebrate the lake and its uses, focus on the history and development of the city**
- **One example would be a history/heritage centre that can exist with residential use; it would draw tourists**
- **Restore the promontories, widen the mouth of the Don as it enters**

- **Go back to the Original 4WS Preferred.**
- **The final mouth should look more natural; in the revised plans the look at the mouth is ugly**
- **Naturalization – people would rather be beside a park than a parkettes in Scarborough**
- **No subways**
- **No casino**
- **No ferris wheel, no roller coaster**
- **Ensure waterfront is accessible to all the people of Toronto, would like to see public ownership**
- **Focus on the architecture of the Port Lands, the tail is waving the dog**
- **The Original concept by designers was an urban estuary, without flow from the filtration plant**
- **Phases 4+5 should merge with phase 3**
- **Real feedback at the design level**
- **Solid transit plan, fully integrated in each of the phases**
- **Make the river the transformative force !**
- **How does the modified proposal address climate change and natural water cleansing?**
- **What can't we have the same ratio of recreation/naturalization/research that we will have in Lake Ontario Park, in the Port Lands?**
- **Why slow down and look for money for infrastructure when we may never get development, why don't we do something like Lake Ontario Park?**
- **Guaranteed different modes of transit/active transportation is essential, including bikes and walking; perhaps along the rail corridor?**
- **Take into consideration the time required for infrastructure**
- **Rather refer to it as green space, whether it is parkland/floodplain etc…**
- **With a reduction of 4Ha of parkland that sounds like a reduction in green space → an increase in hard surfaces**
- **The plan for transit should be from the very start**
- **All infrastructure should be planned now and not done afterwards**
- **How does this tie into the 2015 PanAm transit and other developments?**
- **This area will require a lot of infrastructure upgrades → ie: old, wake drainage system**
- **How does it fit with other developments such as Front St. Transit?**
- **Leslie St Spit needs a continuous connection (including the island) with the Don Valley for wildlife migration**
- **If green space includes large sports facilities, this could be jeopardized**
- **Prefer passive recreation in a wilderness strip**
- **We need a commitment to transit as part of this**
- **Need to maintain open public access to the lake**
- **Wants to know that the casino will not be included in the plan for the Port lands**
- **What's going to happen to the overall area with respect to zoning?**
- **Keep the ship channel**
- **Urban sustainability: not being addressed in the Don Lands area**
- **In future zoning; would like to see urban sustainability to be reflected for the entire subject area**
- **Urban sustainability: perhaps a special district as a specific zone for the Port lands**
- **Zoning: make it a car-free and walk-able community**
- **Minimal road infrastructure for cars**

- **Even make small parts of the Port lands car-free**
- **For the future: map with specific sites and labels showing what's there; Ie: Hope Depot, Lafarge**
- **Legends for red and yellow areas**
- **Land ownership should be illustrated on a map**
- **We already have AGO, ACC, ROM, and the Opera house initiatives at the port lands**
- **Why spend millions of dollars when we can plant trees to drink up the water**
- **Transit plans should be prioritized; it should be the catalytic development**
- **Look at using some sort of BOND; many similar international projects are paid for with bonds**
- **Limited in learning about the planning of the spaces**
- **Provide a commitment or a better idea of how many years are within each phase?**
- **Is there overlap with phases or do they have to be back to back?**
- **Should address max-height**
- **Decisions on location of roads, developments and size, shape and location of park will have significant impact on the ability to create a working neighbourhood, including a quality clean park and the ability to put in taller buildings**
- **Land use planning tests should be connected to the process**
- **Keep the mouth of the Realigned version and the body of the Preferred with the angled spillway**
- **Angled spillway in the 4WS Preferred creates better development land**
- **Transit has to come, roadways must be designed for transit, cars, pedestrians and cyclists,**
- **Keep development beside roads instead of parks**
- **This seems vague → not enough examples of height restrictions, densities, and what other cities have done**
- **What kinds of designs, perhaps it is too early, but that should be explained**
- **How does this section fit into the rest of the Waterfront Master Plan?**
- **Ed more information to allow for more understanding/visualization of what it will look like**
- **Would be a useful tool to be able to visualize what it could look like**
- **What are each of the parcels going to look like?**
- **The website shows design concepts and general plans → it should provide more concepts here**
- **Mixed-use (as on the website) is a good concept, but not described here – it would help to make a connection**
- **We would like more world examples of such a large area**
- **Move boundaries to keep same park space**
- **Keep green space**
- **Green space makes the area developable**
- **Community needs supports for green activity/recreation and community gardens**
- **Focus on waterfront activity**
- **Show diversity of naturalized spaces (ie: beach, meadow, park, forest)**
- **Would like to see more of the above diversity; there is a need for trees and a wildlife corridor**
- **More clarity, specifics of transformational initiative, it could impact planning**
- **LRT shows more dedication and connection, especially in relation to "transformational initiatives"**

- **Bus stops are not adequate**
- **There is no reason to develop the land to the extent that is proposed**
- **Higher development charges on land**
- **Development density should be lower**
- **We would like to see a mixed use ratio of residential and commercial properties, while keeping with the neighbourhood character**
- **We feel that low rise housing is best with the commercial on the main level**
- **Increased transit infrastructure and frequency of service is important to maintain the sustainability of the area**
- **We are concerned with the phasing approach**
- **We would like to see a commitment to complete all 5 phases within a given time frame to ensure its completion**
- **We would also like to see the development of bike lanes, walking paths, etc.. to promote healthy lifestyles and active living and a safe public environment**

3. Other Feedback

- **We have concerns over funding and the lack of commitment from reliable sources**
- **No casino. Anywhere on the waterfront**
- **Original Preferred drawings were missing a bridge and other details too on a wildlife corridor**
- **I came to voice my opinion about a casino. Toronto does not need a casino anywhere. Especially in the Port Lands or on the Waterfront**
- **1st timers could really use quick overview of the lands – if you're going to talk about a space make sure you illustrate it. Perhaps a labelled map available for folks to refer. We didn't know where the places/spaces were**
- **too much information at one time**
- **handouts would be useful with supportive information; more than one per table**
- **a package to take home and read with more technical information on how the Preferred method was reached; otherwise we must go home and look on the website. We feel the material should be provided here as well**
- **as mentioned in #2 participants felt more detailed concept plans would have been beneficial to this discussion**
- **would like to know timelines on how this is all progressing**
- **Casino – could be acceptable at the CNE, but not in the Port Lands which is a family area; who would want to live across from a casino?**
- **Question: detailed planning of zoning: will that come with a reopened EA or as part of another process**
- **Answer: This EA is only for flood control. Future EA for the north part may be re-opened and could look at this**
- **Hard coy of the presentation was well used**
- **See the 2nd question for input on maps for future meetings**
  For future: we would like a map with specific sites and labels showing what's there. For example, Home Depot and Lafarge. Also, legends would be helpful for the red and yellow areas. Also, land ownership should be illustrated on a map
- **We need to minimize motor vehicle traffic**
- **Not much mention of transit or roads to support housing**
- **The cutback in green space makes it hard to trust the city, we need it mentally or otherwise**
- **What uses are proposed for phases 1 + 3?**
- **What are the impacts of having industrial (south of the ship channel) so close to a residential area (north of the ship channel)**
- **If necessary, have totally sustainable; our 1st choice is all naturalized**
- **No casino!**
- **Professional input – consultation re: river naturalization and design**
- **Would like to know a timeline**
- **which level of government has responsibility for these consultations and to the completion of this project?**

ATTACHMENT B.
Feedback from Completed Individual Discussion Guides

1. What do you think about the current findings and recommendations?

May 24th

- **I'm concerned that a lot of the emphasis of justification have been focused on the Realigned 4WS, I feel that the Original plan would have been phased and could be staged; for example, spill way, followed by raising the Don Roadway and the Polson and Cousin Quays will still be able to develop quickly. This could all be done within the original**
- **I don't find the modification of 4WS to be minor, What I do see is "increased land for development" making large square/rectangular blocks which are ugly.**
- **Do we really need 4 more hectares of development when we already have so much**
- **I'm very concerned with the 5th phase especially the southern side of the river as it's now closer to LaFarge and therefore we are dependant on their 'generosity' or the future need to expropriate these lands at a much higher cost to the public purse**
- **Precincts – there always would have been "precinct" planning, so don't claim the Realigned Plan allows for Precincts, that is dishonest**
- **Although I think we've learnt a lot I don't believe all the 'justifications' for the Realigned plan and suggest that we could do this all with the original 4WS**
- **I think that Waterfront Toronto has done a great deal of work and should be commended**
- **However, there is not enough parkland on the Cousins and Polsons quays and I think Waterfront Toronto should have included this option**
- **The existing allocation of parkland adjacent to the water is insufficient. The comparison to other local parks is apt because it demonstrates the inadequacy of what is being proposed for waterfront parkland.**
- **This should be much larger than local-park-sized**
- **In the last consultation, we were told 40 acres of parkland/green space was reduced to 20acres so it wasn't clear how this new design compares**
- **More development space does not mean realizing more value from the land – the Original 4WS would create more value in less land**
- **4WSR is banal, boring, watered-down etc…**
- **putting the river mouth into the LaFarge slip is a travesty – it's changing an existing structure instead of starting from scratch, which compromises quality and potential.**
- **If LaFarge can stay as long as they want, the river mouth – the most important part of re-naturalization of a river that's been channelized for 100 years – will never happen**
- **I don't want a river that is "efficient" I want one that is beautiful and spectacular**
- **Did nobody know the TPA existed until now? "finding" that there's a working port on the Port Lands is simply an excuse for removing the promontories**
- **The 'transformational use" is the river**
- **Its intended as the catalyst for development – we don't need another catalyst**
- **Link to south waterfront**
- **Decreased green space**
- **Mixture of industrial and green**
- **The findings are largely silent on the issue of housing affordability and pays far too little attention to housing needs of families with children**
- **Supportive of transformational initiatives but with such uncertain funding, I question how**

possible it is

- **Somewhat supportive of the 4WS Realignment**
- **Do not agree with a BRT as transit, would much prefer an LRT**
- **Would prefer the most public space possible regardless of cost**
- **Could more park space be used to leverage higher land prices and therefore more tax revenue?**
- **Casino is not a transformational initiative, in my opinion**
- **Revised 4WS: "greater development potential" but what about value; a diamond can be small but still be worth a lot, a chunk of coal can be big, but still of limited value in comparison**
- **A hectare in Manhattan doesn't equal the same amount of money for a hectare in Hoboken**
- **Let's not undervalue the potential of the Port Lands by being penny wise and pound foolish**
- **This whole process is done in bad faith; the catalytic event should have been the transformation of the Don; then you polish the jewel and they will come. Build out of the land**
- **They see concrete; the transformation is the River. The Port Lands were built to be an Industrial city 100 years ago; the transformation of the Don was supposed to be the main event – they are watering it down and it will never happen**
- **When I want to go to Cherry Beach, make it possible to get there**
- **Not buying into it**
- **We need something more compelling**
- **The Port Authority was never voiced before; now we are hearing how important they are**
- **Don Roadways Film – we talked about 2 other areas for the film area – now all of a sudden we are talking about Film Industry. The technology has changed so much; are we investing in yesterday's future?**
- **The Port Land has done nothing but just sit there**
- **The area was supposed to be indestructible to pollution – in a plan 50 – 100 years ago**
- **This is all land fill on the land; the engineering land cost is going to be outrageous. A better plan would tell how much, so we can get private input. It can be very expensive due to the land fill**
- **They have some ideas about 4WS, the market will decide which idea is more valuable**
- **Question the quality of the development area in the new version**
- **Best view is private?**
- **Development blocks seem to have worse road access**
- **Limited development potential because taller buildings will shade the park**
- **In the new version, the park is along a major street and will make the park less usable and more polluted**
- **I'm glad that the PLAI responded to the concerns of the attendees at the last public meetings**
- **Disingenuous to keep campaigning a flood protection plan, when one has been decided. If anything, compare only current "urban planning" to prior "urban planning" (eg: Lower Donlands Framework Plan)**
- **I'm pleased that the 4WS option has been retained. The modifications maintain the principles of the orginal option and I am glad it can be phased over 5 stages to help spread out the cost**
- **It meets the goals of flood protection and more phases allow for acceleration of flood**

protection and development and naturalization

- **I liked the original meandering river and I hope the final design allows the river to meander**
- **I like the lowering of the total cost and the improved development blocks that can be released in phases**
- **We like increased phasing of plan to better match unlocking of land with development**
- **When will we see transit plans for the Port Lands?**
- **Looking into transformative initiatives in the form of a cultural mega-project, but where is the money?**
- **Size of buildings be restricted**
- **Would like to see accessible bathrooms, more women, bike/bixi**
- **4WS Realigned – what will be the real naturalization?**
- **4WS preferred – taking not gridded edges, edge condition should be a blur**
- **Promontories; why can't there be a phased natural promontory**
- **Has phasing been suggested to keep the promontory?**
- **4WS Preferred – have to look at the business**
- **phasing is a much more sensible approach it is more likely to get done**
- **it would be desirable to have the actual mouth more natural and a less formal park development**
- **transformational initiatives (sure) focus more on naturalization**
- **I C → high line NY**
- **Good that we have a boardwalk**
- **Right angle of first bend. Revised**
- **A map of previous land ownership for stakeholder reference**
- **Come up with a plan that is government proof**
- **Set date well in advance so everyone can come for the public meeting**

May 25th – June 8th

- **Why is 4WS realigned easier to phase than 4WS preferred?**
- **Concern about the funding**
    - **As it is a major issue/risk of City "selling out" in order to move process forward i.e. developers**
    - **This should not increase City's debt**
    - **Need to develop a vision for the planned usage and ask developers to build to it → not to their agenda**
- **Flood protection and containment in three channels makes sense**
- **Generally comfortable with findings**
- **Like the approved plan and want to get it moving**

2. Do you have any suggested refinements to the current findings and recommendations?

May 24th

- **Reduce the amount of park space adjacent to major roadways**
- **Development blocks should be adjacent to roads for access**
- **Must consider the skyline view from the lake; will lower buildings close to the water, higher buildings further away**
- **Consider shadow impacts on park, which could limit development potential**
- **Also consider view from park out**
- **Green corridor all the way through is a good thing with this new 4WS revised proposal; the other had a chink in it and wasn't a through corridor**
- **More detail on what is included in the infrastructure development**
- **Transit needs more detail**
- **Can park space from the development process be consolidated?**
- **Will it be natural or a more formal landscape?**
- **Grid use - have a grid with original**
- **Needs some reflections; aesthetic; monotonous fabric**
- **River overall level looks very rigid**
- **Transit seemed like an afterthought**
- **Increasing visualization**
- **The relationship between the meander of the river needs to mirror the landscape /landform**
- **Address the disconnect between the built edge and the water's edge**
- **Connections to existing trails and parks**
- **Can the precinct system be harnessed for other planning such as safety services or community resources?**
- **What about increased water transit options as water-taxis, zip-boats, TTC ferries, etc…**
- **Can the working port be moved? If not, how will they be folded into a largely residential and service, commercial city**
- **When the ocean level rises (which will happen within the timeframe of the Port Lands development) there will be a lot of refugees globally, is that coming issue factored into planning?**
- **Is there any planning to include the optimization of solar energy?**
- **Show us a map of essential uses, please. I don't understand how these industries affect the planning and phasing of the Port Lands; especially the LaFarge plant – what's that all about? Why is it essential?**
- **It would be nice to see transit planning revisited within the Revised 4WS plan**
- **Please keep up the comparisons to the 4WS "preferred" so that we could understand the proposed changes better**
- **Public has to participate in any future design process**
- **Go back to the preferred plan**
- **LaFarge integration does not seem possible**
- **The Port is not important for Toronto, nor is the Port Authority**
- **What about a Great Lakes Museum use of the area**

- **This is a historical place for us to focus on, in the City of Toronto**
- **There is no cultural hub for even the First Nations of this country**
- **We want parks along the port**
- **Would a pedestrian bridge to Toronto Island be possible?**
- **Use of a hallmark event (ie: the Olympics or World Expo) as a transformational stimulant; it could mobilize funding from upper levels of government, bring tourism, business revenue etc…**
- **Potential development acceleration also would strongly support this**
- **It would be inspiring if the city and Waterfront Toronto would direct far more energy than they are now to thinking how the Port Lands can be used as a means of addressing the needs of families with children and particularly to such families who also have low incomes**
- **Has either the city or Waterfront Toronto actually made any effort to understand what families with children actually consider important regarding their housing needs?**
- **I emphasize families with children because these families are already bein squeezed out of the downtown neighbourhoods**
- **The Port Lands provides an opportunity to counter balance the trend towards singles and couples dominating the downtown**
- **The entire process we've been through was tainted from the beginning and has been conducted in a way not conducive of building trust**
- **There was never any indication at these meetings that you've heard or incorporated any of the comments/concerns/recommendations from the previous public meetings – it just seems like you're selling us the same bill of goods in a different way and with more details**
- **Restore the promontories**
- **Bigger mouth of the river**
- **Privilege re-naturalization, not flood proofing**
- **No casino on the Port Lands**
- **We want more and better consultation, which means allowing the public to work on the plans and contribute actively, not just be told what you've done – ie: how the original plan was done**
- **I think there should be no development on the quays**
- **These should be reserved for park and a transformational public building that would be low rise and set back from the water on Cherry St.**
- **there should be a great playground with swings and shade and places for kids to kick a ball around**
- **a transformational building might be a Toronto Museum of Modern Art**
- **A transformational use might be an amazing playground for all ages**
- **Spend more time and energy at really looking at the phasing with the Original 4WS**
- **Spend more time on explaining why some of the financial options are being thrown out**
- **In total, we want more details on how this will be financed**
- **Include more details on TTC (transit) infrastructure; don't reduce the connection to the city**
- **More of the green space needs to be considered next to the River and the park around it**
- **Parks have value that cannot be ignored and the value of this has not been looked at**
- **Thus I'm suggesting/recommending that we evaluate/value the importance and wealth gained long term by park land**

May 25th – June 8th

- **Possible purification of storm water runoff**
- **Density vs. green space – how much is really needed**
- **Concerns from reduced park land**
- **Landmarks could attract tourists but deter residents (e.g. Guggenheim)**
- **Improve presentation – Should introduce concepts at the start**
- **Funding – will there be updates at the next meeting**
- **Timeline – phase lengths, what are they? Merging of phases?**
- **Revised option – green space and roadways?**
- **Concern about the transit plan and integrating higher order transit into a transit system with relief for downtown core**
- **The Port Lands is a people place for the City of Toronto and sports plays a role in development of city youth**
- **Based on tonight's discussion the development of two rugby fields located in Lake Ontario Park**
- **Walk ways and bike paths linking the city and transit allowing the work force direct access to work**
- **Many of today's youth would rather take a bus than drive or purchase a car**

3. Other Feedback

May 24th

- **There are serious issues about the relationship between the built edge and the water's edge**
- **Naturalization is the underlying comment, but it not just about the river, it's the relationship of urban fabric and the river; 4WS Realigned has this disconnected**
- **The built edge should, to any extent, mimic the meander of the river**
- **Realigned mimics Keating Channel morphology, River should govern the built edge**
- **This can be done with respect to keeping the +4Ha of realigned plan; maybe with a loss of only 0.5Ha**
- **Going backwards from the vision of a naturalized Port Lands with the 4WS Realigned; progress made with the 4WS Preferred is lost; go back to the 4WS preferred**
- **Toronto is a becoming a global city and it is imperative that we take the necessary steps of creating a sophisticated and fresh Port Lands that blurs the edge between city and water; 4WS Preferred achieves this**
- **There has been a lot of great and important information gathered but the elephant is still in the room**
- **The 'City" is still trying to maximize the value of their (our) lands for development rather than realizing that these lands should be used for accommodating the river in the best format possible**
- **When will City Hall stop trying to maximize the financial benefits for the NOW without looking ahead to the value for the city as a whole in the future**
- **Short term gain should never deny making this river the jewel in the city's crown**
- **Clarify parks/natural areas statistics between options**
- **We like the phasing plan, manageable pieces but transit needs to be phased in as well in the early phases; not just buses**
- **Would like to see another Union station, new ferries, bike path network**
- **Advanced planning ideas such as zoning/building codes to optimize solar energy**
- **Green space only on the quays**
- **Someone said that the 4WSR is a reasonable memory" of 4WS – this doesn't say much**
- **Please consider how the proposed area would be linked in the south to the Cherry Street Beach and in the north to the PanAm village and to the west to the expanding Harbourfront**
- **It should be done in a bike and pedestrian friendly manner**
- **No casino; it's not compatible with a healthy neighbourhood**

ATTACHMENT C.
Feedback from Other Written Submissions

I think all the work that has gone in by so many applaudable and thank you.

I suspect it is early days but I'm hoping that transit is being considered. Parking in the area is limited and expensive and I visited the area already developed last summer by walking from Harbourfront but who is going to do that if they don't have a car. No doubt this is being looked at and I know it is not priority at the moment but I'm hoping it is definitely on the adjenda. Harbourfront is a prime example. Parking is so expensive that unless you could get there by transit it would not be the centre of activity that it has become. Thanks for all the hard work

Sincerely

[redacted]

Good Morning

I was one of many who attended the public meeting at the Convention Centre and I left with a few questions.

For a number of years, one of the most important aspects of the Portlands was a desire to restore the river and the land to higher land uses from the industrial users of the past.
If we look back, the Portlands was developed in the best way at the time. Having said that, over time we have learnt the best solution to improving water quality is to use nature. All the improvements technology help but nature is still the best and wayout in front. In trying to improve the quality of the Don River and the Lake, the use of marshes is important.

In the preferred option, there is less marsh, is the remaining the minimum required? does the task of improving the quality of the Don River get harder or easier?

If the quality is harder, I would think it would be difficult to justify people buying properties to over the Don River and Lake Ontario if the water quality does not improve. For one of the things the new residents will do is to push council to spend money, lots of it, trying to improve water quality (pay me now or pay me later).

If the preferred option does what the original plan was suppose to do, at a greater than minimum standards then I can support it. If not, let nature help, and if that requires more land so be it.

In the presentation, it was mentioned debt financing or the issuance of bonds was not an option. It seems to me, Waterfront Toronto is essentially a City of Toronto project, if the City of Toronto and its credit facility does not back the bonds, that was short sighted on the part of the goverance of the corporation.

There has been a lot of very good work by Waterfront Toronto and this portion is not going to be done in years but decades, unless Toronto receives the Olympics or some similar sized event. Given that Toronto is not on the list for 2016, decades is more likely. Keep up the good fight.

Sincerely,

[redacted]

[redacted]
[redacted]
[redacted]

From: [redacted]
Sent: June-07-12 10:34 PM
To: [redacted]
Subject: "Transformational" initiative

Hi [redacted]

I'm sure that you have many things to keep you busy but I am concerned about an idea was promoted that the Waterfront Portlands could have some "transformational"
effect on the City of Toronto.

Mentioned were: but TORONTO has:

Sydney Opera House - the new Four Seasons Centre
Bilbao Gallery - newly renovated A.G.O. - same architect Gehry
Boston Museum - recently " R.O.M.
- recently built new Ballet School

We have the Air Canada Centre
and Rogers Centre

SO, what scares me (and why I am putting this in writing) is that someone might just be proposing a "fantasy / transformational" CASINO for somewhere on the Toronto waterfront. CNE i.e.
These guys will not give up easily !!!

(I heard the announcement that a casino will NOT be built at Ontario Place.)

Casino promoters suggest a row of glitzy hotels. 5 or 7 Star (of course) But wait !!!

We have the new Ritz Carlton, Trump International, Four Seasons and soon, the new Shangrila, most within walking distance of the business district and arts venues.

Do we need another 3 or 4 flashy hotels away from the centre of town (at say the C.N.E.) and blocking the waterfront?

I said that the kids coming out of high school and university cannot afford to own a car and want to live downtown anyway.

Mr. Campbell said (with his usual grace and smile) that the kids probably gamble.

Sure, but guess what? They will be sitting in their waterfront condos, looking out at the islands, and gambling with their thumbs.
They don't need to be in a closed hall for hours on end, said casino taking up precious waterfront land.
I am suggesting that before "CASINO ROW" is built, it will be OBSOLETE.

The most "transformative" thing could be that the Portlands are not Flash and Dash, but a classy residential precinct like say the Annex or a medium-rise Rosedale.

THAT kind of restraint, along with some friendly restaurants, near the water, would really impress future visitors.
i.e. what we did NOT do.

I felt that the "Transformative" feature came too late in the proceedings to receive sufficient attention.

After I reminded our table of the arts and sports facilities which are still new and and asked "What, then "transformational", a young man suggested that we could design some really classy street car stations / stops. Of course, they should all be.

It is understandable that Mr. Dwight Duncan is a supporter of a mile long row of glitzy casinos/ hotels/ shopping strips.
He comes from Windsor and the Detroit River is the ONLY significant feature of the landscape.

I know. I was born close by.

But the Toronto waterfront is NOT the Detroit River.
Do we need another 3 or 4 flashy hotels away from the centre of town (at say the C.N.E.) and blocking the waterfront?

Well, I wish everyone the best.

Protecting against a 100-year flood is $$$$$

Cheers, [redacted]

I attended the meeting on May 24 at the Convention Centre.

I was very disappointed in the overall direction that Waterfront Toronto seems to be proceeding.

If it hadn't been for the last paragraph at the end of the presentation, "transit" would not even have been mentioned. That's a far cry from the original declarations of "transit first". It appears that it's transit whenever or whatever!

The changes to the mouth of the Don River, originally, were great, well accepted and the people were looking forward to the start of this project. It too, has fallen by the wayside.

Although not a part of the Port Lands, the Queens Quay East light rail line and the alterations to the highly inefficient Union Station streetcar loop also seem to have fallen off the earth.

Have the buffoon brothers from City Council taken over control of the Waterfront Toronto?

Portlands Acceleration Initiative
Public Consultation Round 3-Public Meeting May 24 2012

Discussion Question #1: **What do you think about the current findings and recommendations?**

I am in total disagreement with the findings and recommendations submitted at the May 24th meeting and strongly believe that we should revert back to the preferred 4WS plan. My objections to the current Waterfront Committee findings are based on the following reasons:

1)The preferred 4WS design was selected by a jury in 2007 as the one which best addresses the objectives of providing a naturalized mouth and creating a comprehensive plan for addressing urban design,transportation,sustainability and other ecological issues. The jury went on to say that the winning design demonstrated the winning team's detailed understanding of soil conditions and remediation, engineering requirements and land ownership issues to produce a plan that is cost effective and achievable.The jury's conclusions were confirmed by the Royal Architecture Institute of Canada in 2008 when the 4WS preferred plan won the 2008 award for "Sustainable Development".
The recommended 4WS Realigned is an inferior plan. Its total area is 4.1 hectares less; it features 3.7 fewer hectares of park space; it features 4.6 fewer hectares of flood plan; it eliminates the promontory parks at the mouth of the Don River. In essence, in the 4WS Realigned plan, the mouth of the Don is not much different from the current mouth which turns 90 degrees into the Keating Channel. The river still features a 90 degree turn augmented by narrow bands of parkland and flood plain along each bank.

2) As an attendee at each of the three public input meetings, I was acutely aware of two concerns expressed by the participants:
a) The realigned plan sacrificed some of the best features of the naturalized river mouth
b) The realigned plan was being proposed on the basis of a faster time-line

Outside of making some minor tweaks to the green space along the river banks, I don't feel the Portlands Acceleration Committee gave much credence to these concerns. **From my perspective, it appears from the outset that the 4WS realigned plan was a "fait accompli" regardless of what the public might think.**

3) **The Portlands Acceleration Committee never provided the public with a detailed comparison between the 4WS preferred and the 4WS Realigned plans**.Specifically, there was no direct comparison of the anticipated time frame for each of the 5 phases of the realigned plan vs. the 3 phases of the preferred plan along with a comparison of the anticipated cost of each phase in each plan. This information is vital in deciding if it is worthwhile to adopt the realigned plan on the basis of time line for implementation and total cost.

4) The key findings seem to be characterized by the conclusion that costs could be reduced and implementation time saved by adopting the 4WS Realigned plan. Somewhere in the presentation material, it was mentioned that the 4WS Realigned plan would reduce costs by $175M.Based on a

projected 20 year time-line, one needs to ask the question: "*is it worthwhile to accept a plan that is 2nd best in exchange for a possible annual cost savings of approximately $8.7M?*

I recently attended a U of T School of Architecture lecture given by John Raulston Saul and Mark Kingwell on the prevalence of a neo liberalist philosophy in today's society.In the lecture,they lamented the fact in today's society,one tends to value everything in terms of its usefulness or its monetary cost. In terms of the Portlands,you can't quantify in a monetary sense the public benefit of enjoying a feature such as the promontory park.

5) The reasons given for advocating the 4WS Realigned over the 4WS preferred are dubious at best.

a) The promontories are said to give navigational risks and loss of dock wall.
Why weren't these listed as problems when the jury picked the 4WS preferred plan as the winning plan in 2007?

b) Maintaining the Lafarge slip for the life of the Lafarge plant wasn't listed as a concern when the winning design was selected in 2007.
Why wasn't the Lafarge plant identified as a "show-stopper" when the jury picked the 4WS preferred plan as the winning design in 2007?
Couldn't the City come to an agreement with Lafarge to relocate at some time within a set time frame (i.e. land exchange at the east end of the ship canal)?

It's my impression that Waterfront Toronto has not historically taken an aggressive stance in promoting its goals for waterfront development.A prime example of this reluctance is the lack of suitable public transit serving the East Bayfront.Originally,Waterfront Toronto called for improved public transit(i.e. LRT service along the eastern section of Queen's Quay) to be in place before development commenced in the area.Today,we have significant development underway with no suitable public transit planned for the immediate future.

c) The 4WS Realigned has a 4 hectare increase in developable land and its phasing characteristics would facilitate the phasing in of the improved development blocks

How important are these facts when there are so many other parcels of land under consideration for development in the West Don Lands, East Bayfront and Keating Channel precincts?

Wouldn't the acceleration of any development in the Portlands possibly cannibalize development in these other areas?

Would developers be willing to invest in these additional 4 hectares if good public transit is not in place?

I've heard some rumours that the units in The Monde(East Bayfront) are not selling quickly. *Is this an example of the adverse affects of poor public transit on development potential?*

Discussion Question #2: **Do you have any suggested refinements to the current findings and recommendations?**

a)In your recommendations to the Toronto Executive Committee and then to the City Council, you need to include the following:

An enhanced comparison of the 4WS preferred and 4WS realigned plans to include the following additions:

i) The anticipated time-lines for each of the 3 phases in the 4WS preferred and the 5 phases in the 4WS realigned plans

ii) The anticipated cost of each of each of the 3 phases in the 4WS preferred and the 5 phases in the 4WS realigned plans

As a city councillor, I would want to see this data in any comparison to make a valid decision as whether to proceed with the 4WS preferred or 4WS realigned on the basis of overall cost and time for implementation.

b)You need to recommend to City Council that they press the Province and Metrolinx to include public transit projects in the waterfront area(including the Portlands) in their list of priority projects that will be funded over the 25 year Metrolinx time frame.

[redacted]

Planners and Engineers can produce wonders for humanity to marvel at. Nature can produce birds and bees and butterflys.

Without the birds, bees and trees we can not enjoy life, we can not live.

Room for nature needs to be a guiding Principal within our plans. A natural canopy, including fruit and nut trees, must be maintained between Tommy Thompson Park and the Don Valley wilderness. A continuity of nature must be maintained for nature to survive to its fullest opportunity.

Such a canopy as well can be a joyful pleasure for pedestrian and cycling pathways within lakeshore views and weather all year round as well as a conduit for the flow of nature. Trees host living ecologys for our appreciation. After soaking up the summer sun, trees have one hugh byproduct, fresh oxygen, much needed in this otherwise proposed toxic environment.

What type of E.A. is proposed to study the impact of the proposed development upon the residential areas immediately north of the Portlands and west, both within the natural airflow pattern? Both these communities have invested a quarter century in cleaning up the Portlands toxic industries that impacted human health, especially children and seniors.

Then there are the butterflys, the Monarch especially. After crossing the lake on their northern migration this area has been a much needed way-station to continue their life cycle.
This area will be rapidly devoid of the milkweed unless we
plan otherwise.

Last century while sitting on the porch with the last resident of the Ashbridge's Estate, she spoke of being a little girl marveling in the spring and fall when the sky would be dark in full sunlight due to the flocks of migrating birds that could also be heard all night while they fed in the rice and marsh lands all along the north shore. Now there are 2 or 3 small Vs quacking by as they struggle across the lake without these historic beds to rest in.

We can marvel at our monumental deeds, nature needs room for its own marvels, we can not live a good life without both.

Mr. David Kusturin
Chief Operating Officer,
Waterfront Toronto

Dear Sir,
Thank You and Mr. David. Dilks LURA/SWERHUN Facilitation Team for your warm reception Thursday evening.

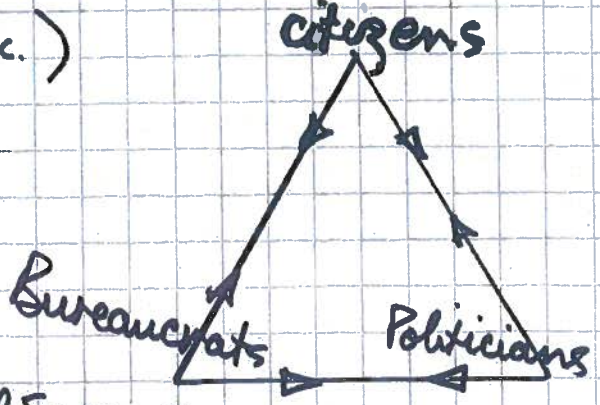
The presentation of the comparison of 4WS and the preferred option for the flood plane was informative in its explanation,and was understood by the audience.

The financing required based on the information is both complicated and complex and requires careful long term considerations This I do not envy but will be worked out over time.
Based on the situation presented would it be possible to have two rugby fields located near Cherry Beach or the park area. The fields are needed because of growth in population and would used every day of the week.
Now that 7 aside rugby is a Olympic Sport played in London the waterfront is a ideal playing and training location for Provincial and National events, I would happy to answer any questions in the next meeting in July 2012.
Sincerely
[redacted]

23 May 2012

Re: F.O.L.D Friends of the Lower Don

- Haven't met for some time.
- Started in 2002 (approx.)



Triangle of Success (need all three)

The future of the Lower Donlands will necessitate constant vigilance: so that ___ are not to encroach on the Greenspace.

(*) I Meeting place (? every 2 months) in a public place – not in a home
City Hall / coffee shop / or ___

II there should be a steering ctee. and General members

III Councillor support is viable

IV Not become a bureaucracy.

Sincerely,
and good luck!

[redacted]

(*) recommend that first gathering meeting be at Front door of City Hall 6:30pm June 21st
Go into Café on the Square, first floor, if open ... or ___

not definite

[redacted]

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

John Campbell: President/CEO
Waterfront Toronto
Ste. 1310, 20 Bay Street
Toronto, Ontario M5J 2N8

Neutral Community Facilitator
Waterfront Toronto Consultations
Ste. 308, 720 Bathurst Street
Toronto, Ontario M5S 2R4

Re. **Don Mouth Naturalization: Preferred 4WS** (May 24th, 2012 Public Meeting)

The so called "Port Lands *Acceleration* Initiative" ("acceleration" being a sugar-coated word for Ford Intrusion/Ford Bullying) is having a damaging impact upon Toronto's unique opportunity to undo decades of damage to a once significant waterway, namely the Don River and more importantly the naturalization of its mouth.

I note with each proposal from Waterfront Toronto in recent months, what appears to be "**industrial creep**" into the originally expansive plans for the mouth of the Don. All participants in the 10+ years of the Toronto Waterfront Revitalization Process are aware of the source of this industrial pressure/creep, on Don Mouth diminishment.

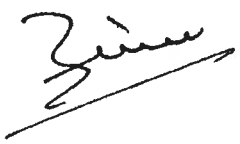
My area of concern is the area previously referred to as "the new delta and wetlands habitat". I note from comments of Waterfront Toronto officials at the May 24th Public Meeting, the area is being further compressed/collapsed.

QUESTION: in recent years I had the sense there was to be a "SPILLWAY" running from the Preferred 4WS Don River redirection (west) scenerio, south to the Ship Channel. The most recent publication (May 24) shows lands classified as, "open space". Is "open space" in fact a spillway? **Will open space be classified a wetlands/ marshlands as should be the case or will this be simply parkland?**

Maximization of Public Access/Public Usage Lands:

As I've pointed out in previous submissions to Waterfront Toronto in the past decade, I've had the somewhat unique experience of interacting with the new immigrant communities through the first Miller campaign for mayor. **Until that period, I was unaware of how critical Toronto's Waterfront and Islands are to new Canadians.** Many of us who grew up in Toronto (I'm 74) assume that Muskoka, the Kawarthas, Temagami, Algonquin Park, Killarney Park etc. are readily accessible. Not so for many new Canadians as any excursion to the Waterfront or Islands makes clear.

The Ford's may want to maximize industry in the Portlands; unfortunately they have a limited, selfish vision for Toronto's future. Waterfront Revitalization and specifically the Naturalization of the Don Mouth, are too important to the city going forward for generations. **Waterfront Toronto has an historical opportunity; don't blow it by bending to selfish politicians.**



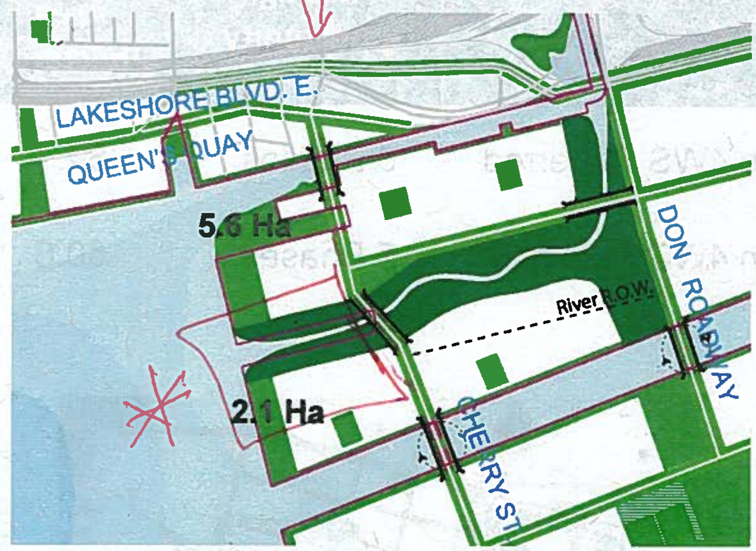
comparison of 4ws preferred and 4ws realigned

- SUGGESTED HYBRID OPTION
① 4WS PREF East of Cherry Street
- Angled spillway
- Roadway away from park

② 4WS REALIGNED West of Cherry
- More efficient
- less costly
- Good to use what's already there.

4WS Preferred

Promontory Parks Total 8.7 Ha



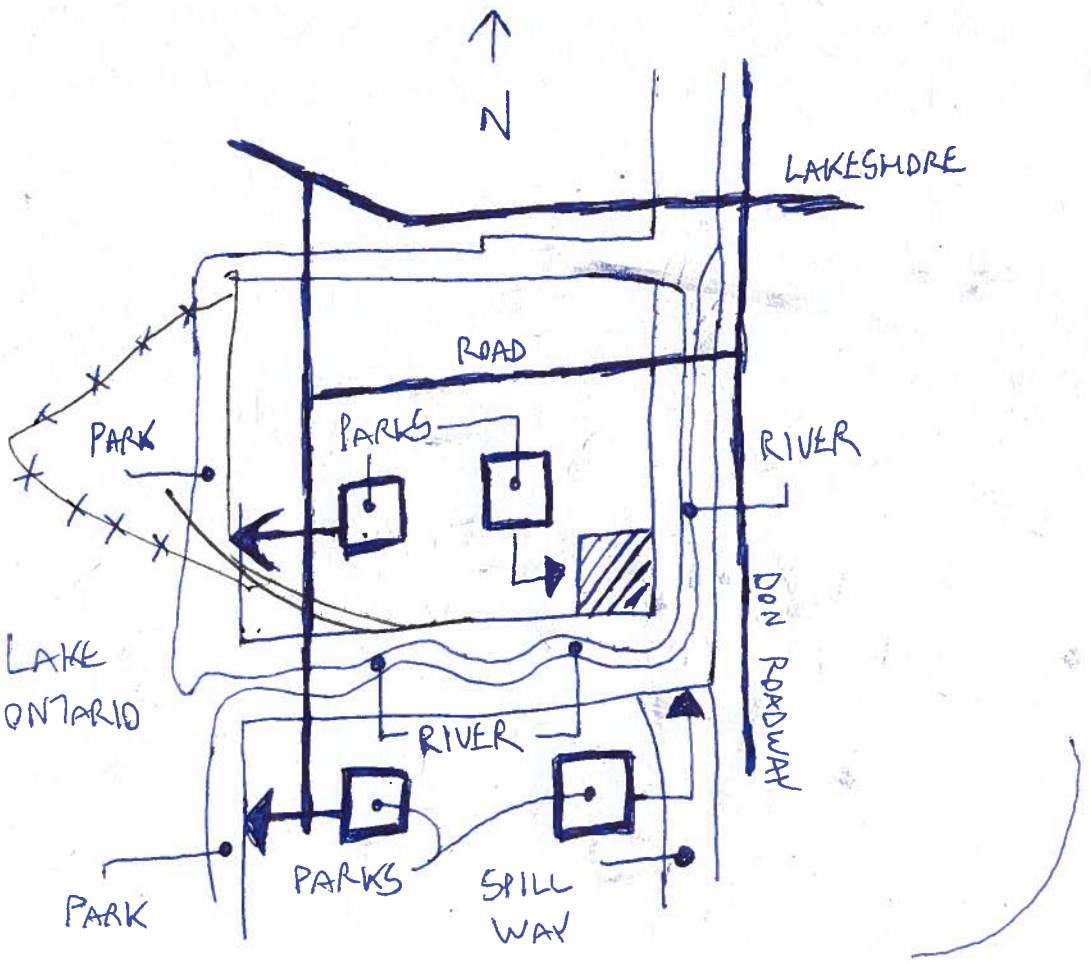
4WS Realigned

Promontory Parks Total 7.7 Ha

Michael Noble #3

TORONTO — Toronto and Region Conservation for The Living City — WATERFRONToronto

2. Do you have any suggested refinements to the current findings and recommendations?



Notes to this feedback submission

I think the 3rd presentation of Waterfront Toronto is an improvement over the previous one in terms of visioning, but main focus is still on 1st phase of Don River Flood Plan. My PowerPoint submission here is an attempt to showcase a broader scope of envisioning a maximum potential. The proposal has been filed in the 2nd feedback, but this has been revised and combined two into one presentation for the 3rd round feedback submission.

Exercise of this proposal is to stimulate public discussion in a broader sense to garner better and grander scale of visioning. I tried a holistic approach to address multiple issues cities facing these days not only in Toronto but around the world. Waste, pollution, congestion, crime, infrastructure service, employment, urban ecology, and so on have been centered on cities where problems are concentrated.

Since the industrial revolution in the Western civilization, fossil-based economy has rather created mounting problems that permeate every sectors of society in financing, environment, food security, geopolitics, cultural and social autonomy, even world peace in spiraling instability. We need to search for a new paradigm shift in the approach to solution – bold and creative. Test it through public engagement with this proposal tabled here. It can be started at academic level where high-minded scholars and engineers who can head their minds together to look at the opportunity that the Port Lands development may present itself for a better future for our children.

There is a possibility that this proposal may be disseminated and organised for charrette by people from academia to business to NGOs to public service to create a platform that can be presented to the City officials for a reference or an adoption. It could be realistic in points of 21 century technology development, job creation, financial reward, or cultural aspiration, but more importantly financially viable through public and private sector participation, locally and internationally. Toronto could be a centre of attention where world leaders may visit to see what Toronto has in store.

Harry Ha with Sandy Smith and Lloyd Helferty

Port Lands
Public Consultation
Round 3

Feedback Submission
- Design Proposal -

1st Presentation

USSD TORONTO

Urban Sustainability Special District, Toronto

Port Lands, what you can dream of

June 2012

Description of Port Lands Development Idea

1000 acres of waterfront property for development, the size of downtown Toronto.
A rare opportunity to showpiece of Toronto in what it can be.
A city within a city.
That has never seen it before so beautiful, so vibrant.
Beholden by other waterfront cities.
By tourists and Torontonians alike.

No more jungles of concrete, asphalt, and high-rises.
No more dead streets off-hours and weekends.

All walks of life come and find his own place to mind his business
Yet they come and mingle together as they please.

Art, culture, science, technology, entertainment, in high intensity
Yet all are intertwined with green, parks and trees, flowers and water.
See the connection to nature right where they work.
Yes, even urban farmers grow foods for children to see where their foods come from.
Urbanite grow their own food too.
Right in their back yard and rooftops.

It is a test bed of urban sustainability from waste management to green energy.
Where waste turn to energy, where people see value in energy and conservation.

Torontonians are blessed with water and water fronts.
Water edges are where life meets and life begins.
Full of life , in repose and excitement, is lined along the water edges.
With restaurants of international gastronomy,
With aquatic museums and science museums and sport museums . . .

Everything is laid in balance.
All in human scale.
Small is beautiful.
See each other eye-to-eye and connect each other.
Soothe your soul.
One feel a place to stand no matter who you are, what you have, what you do not have.

It's a place of destination being civic, civil and civilized, for you came to the New Portlands.

Problems in Urban Sustainability

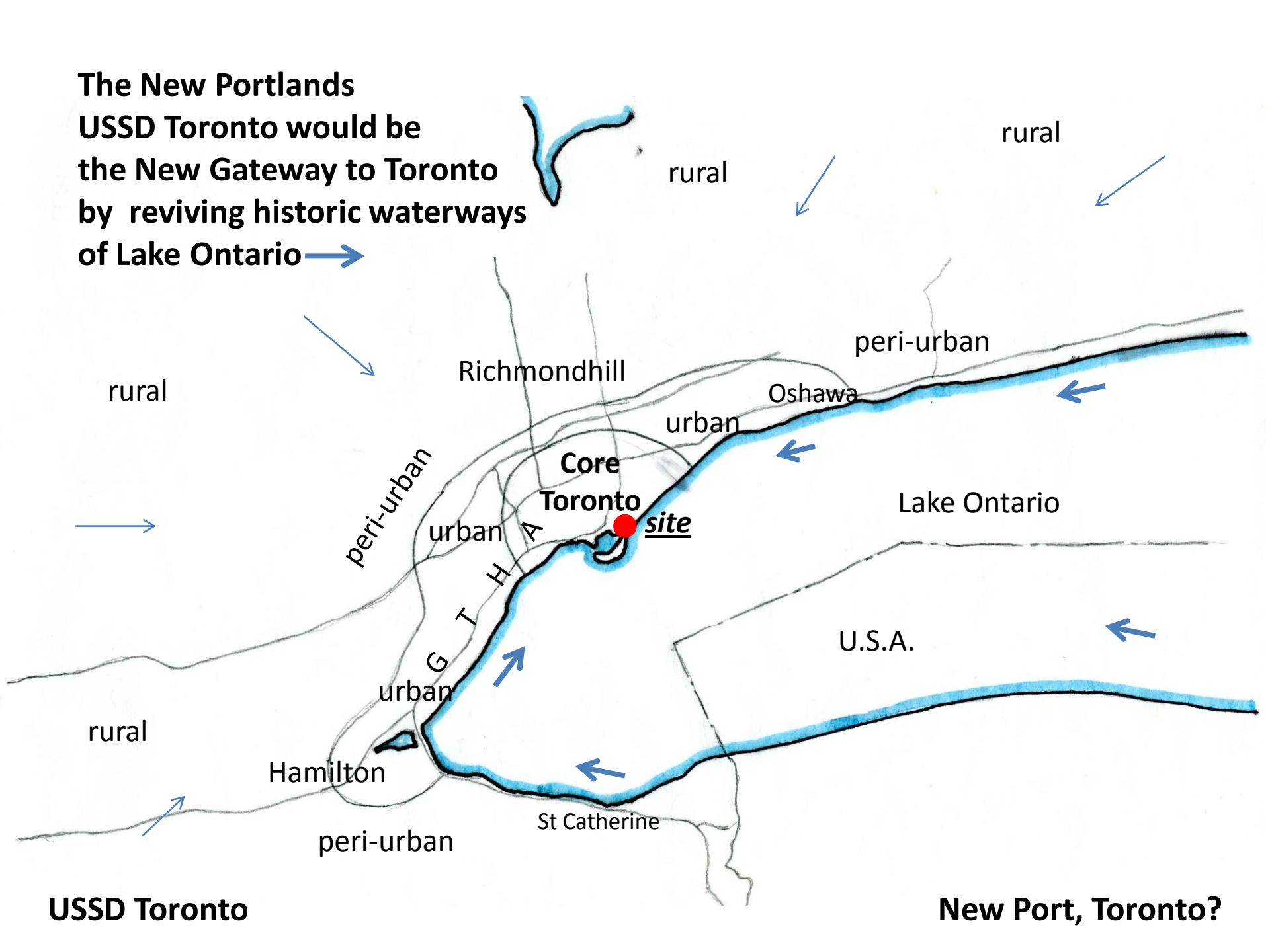
UN and C40 Cities define Urban Sustainability Problem:

Finding job	→	Harder
Energy consumption	→	Increasing as demand goes up
Water consumption	→	Increasing and polluting
Producing waste	→	Mounting and disposal cost going up
Cost of food	→	Going up
Quality of food	→	Going down
Cost of healthcare	→	Going up
Cost of fuel	→	Going up
Air quality	→	Getting worse
Urban population	→	Accelerating
Cost of infrastructure	→	Up to the roof
Traffic congestion	→	Getting worse
Income disparity	→	Gaps getting bigger and bigger

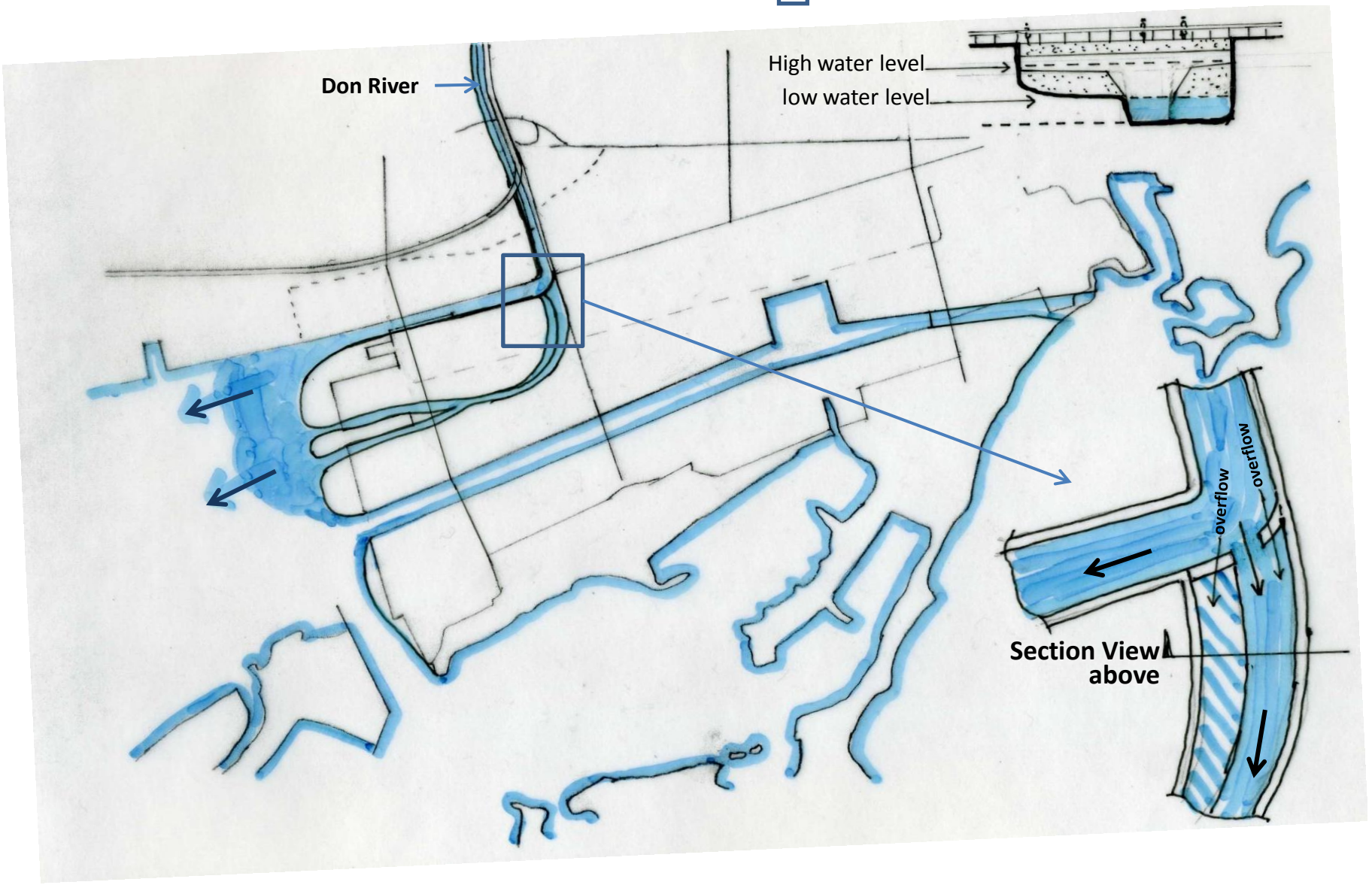
The Natural City: Re-envisioning the Built Environment

Edited by Ingrid Leman Stefanovic and Stephen Bede Scharper
Professors of University of Toronto

- Urban and natural environments are often viewed as entirely separate entities — human settlements as the domain of architects and planners, and natural areas as untouched wilderness. This dichotomy continues to drive decision-making in subtle ways, but with the mounting pressures of global climate change and declining biodiversity, it is no longer viable. New technologies are promising to provide renewable energy sources and greener designs, but real change will require a deeper shift in values, attitudes, and perceptions
- how to integrate the natural environment into healthy urban centres from philosophical, religious, socio-political, and planning perspectives, recognizing the need to better link the humanities with public policy.


The New Portlands
USSD Toronto would be
the New Gateway to Toronto
by reviving historic waterways
of Lake Ontario
rural
rural
rural
Richmondhill
peri-urban
Oshawa
urban
rural
peri-urban
Core
Toronto
site
Lake Ontario
urban
G T H A
U.S.A.
urban
rural
Hamilton
St Catherine
peri-urban
USSD Toronto
New Port, Toronto?

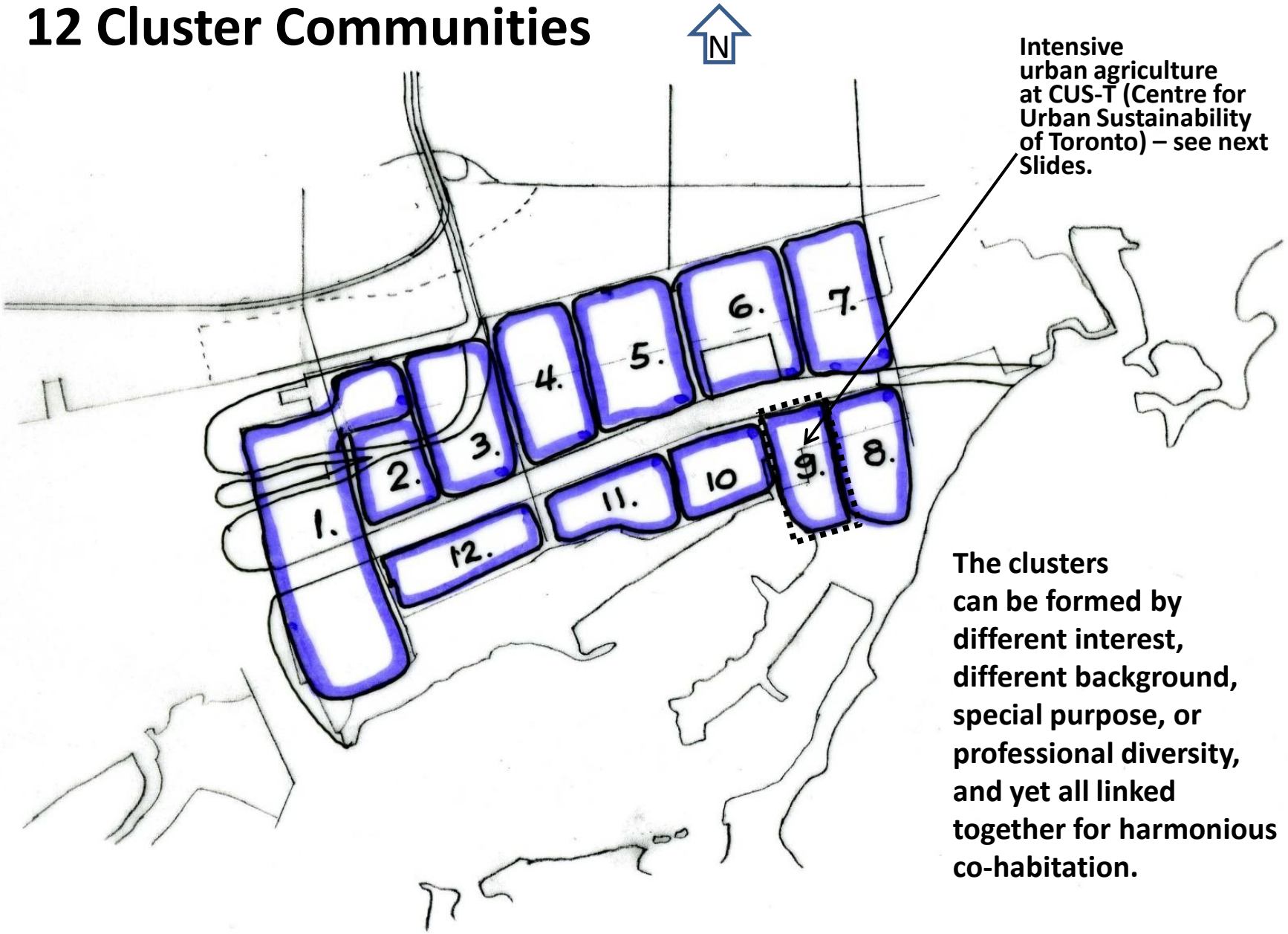
Don River Flood Plan



USSD Toronto

New Port, Toronto?

12 Cluster Communities



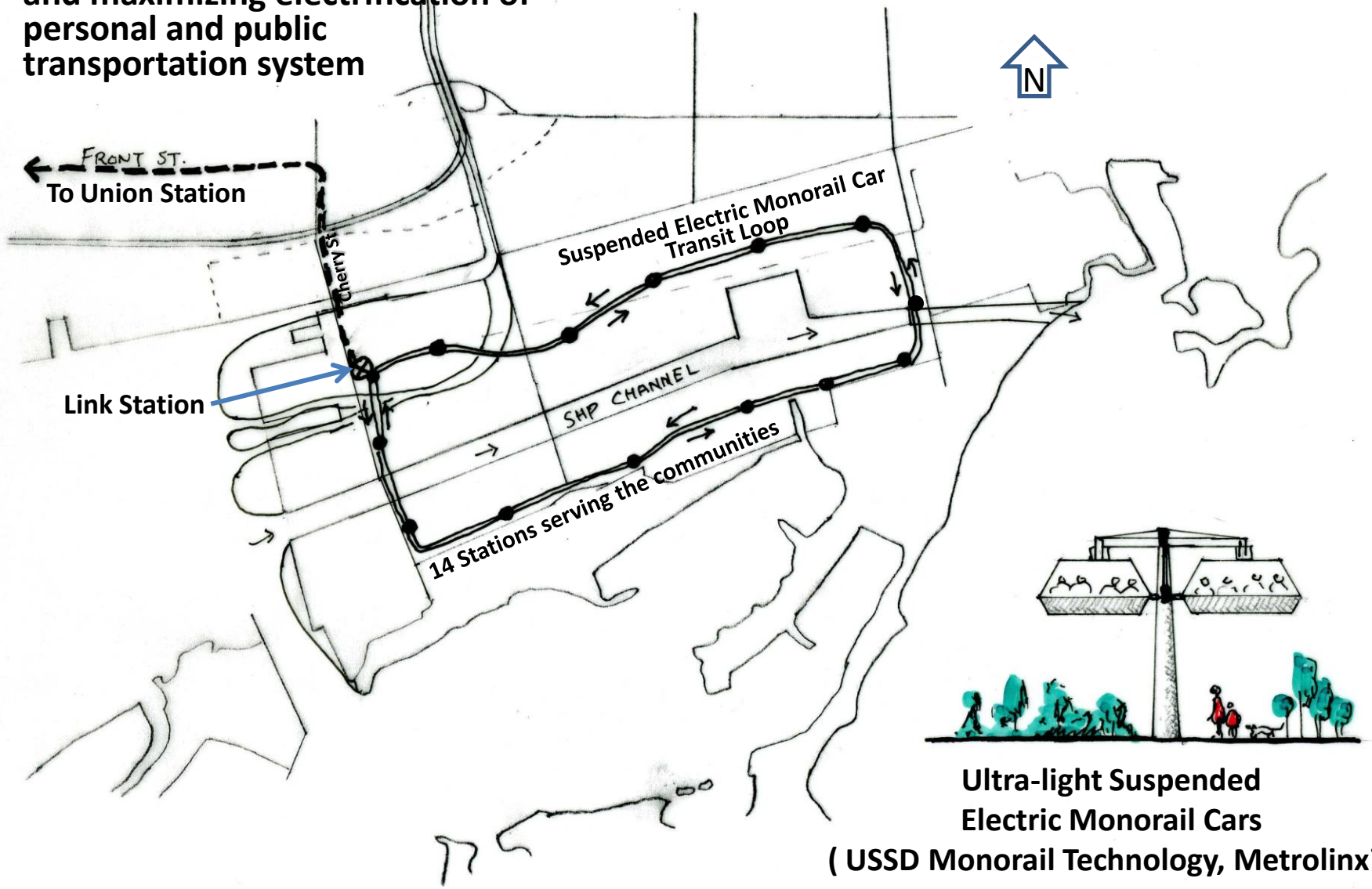
The clusters can be formed by different interest, different background, special purpose, or professional diversity, and yet all linked together for harmonious co-habitation.

USSD Toronto

New Port, Toronto?

Suspended LRT Transit Loop linking the 12 communities

and maximizing electrification of personal and public transportation system

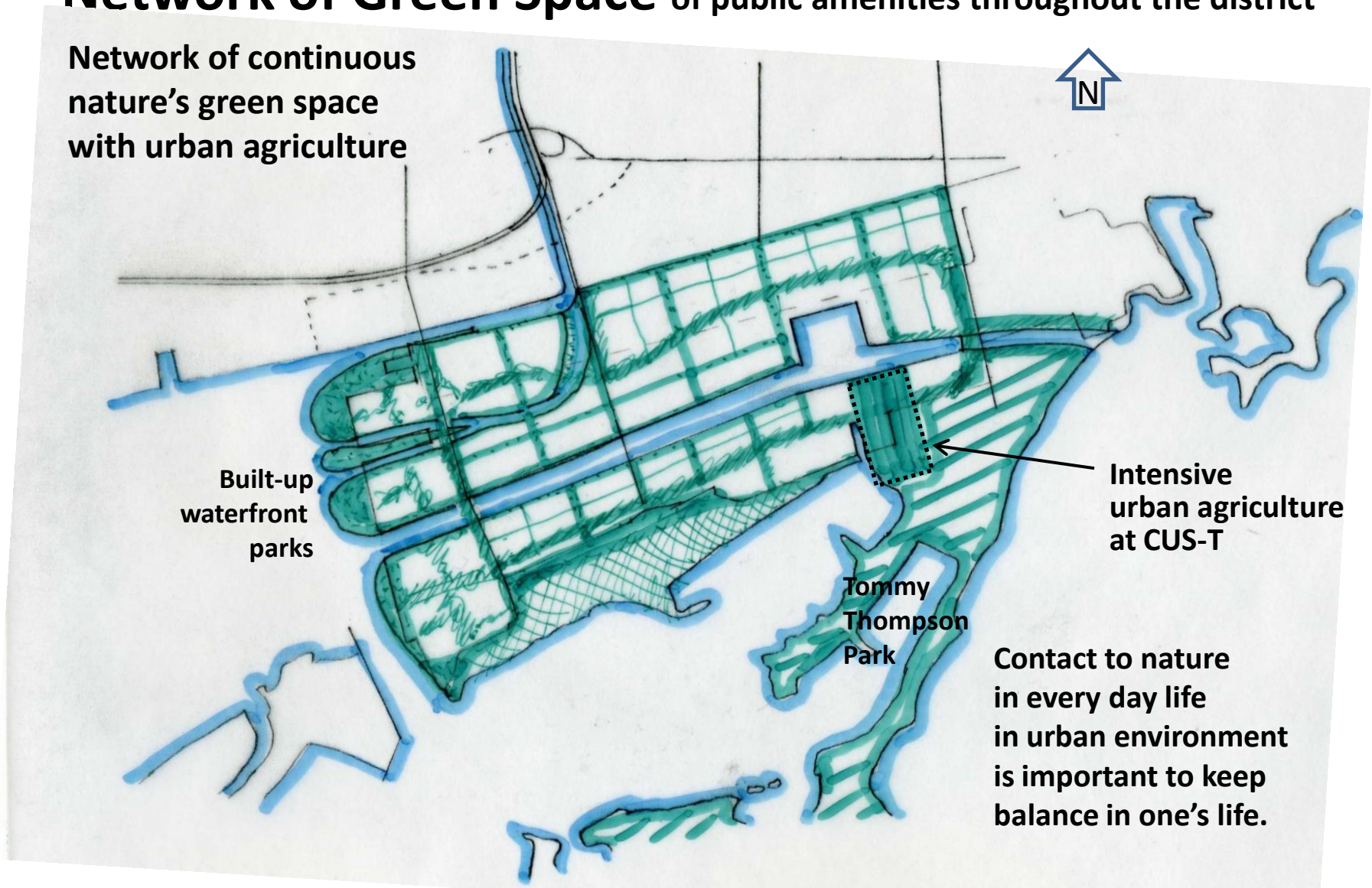


Ultra-light Suspended Electric Monorail Cars (USSD Monorail Technology, Metrolinx?)

USSD Toronto

New Port, Toronto?

Network of Green Space of public amenities throughout the district

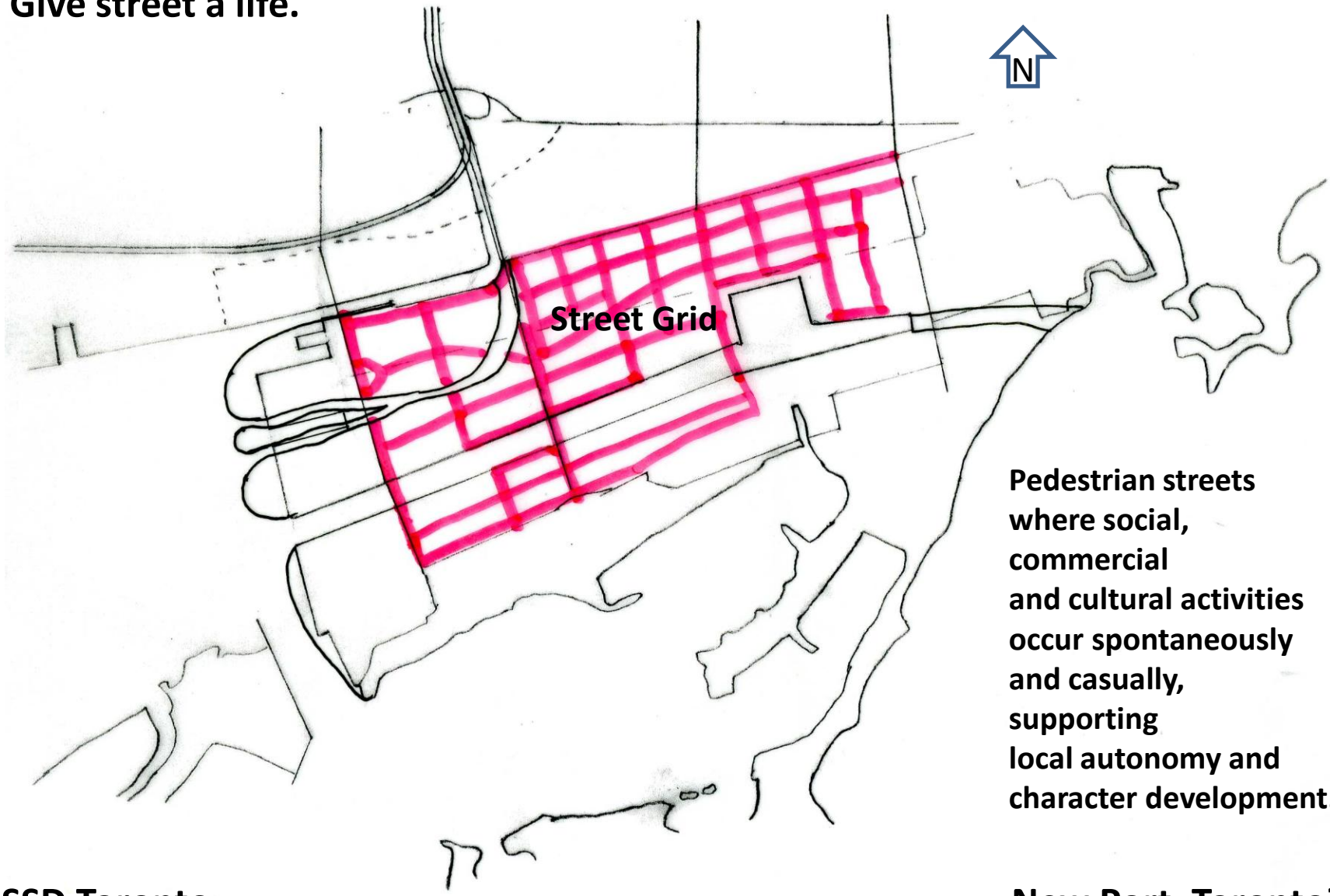


USSD Toronto

New Port, Toronto?

Street Grid for social, economic and cultural activities

Give street a life.



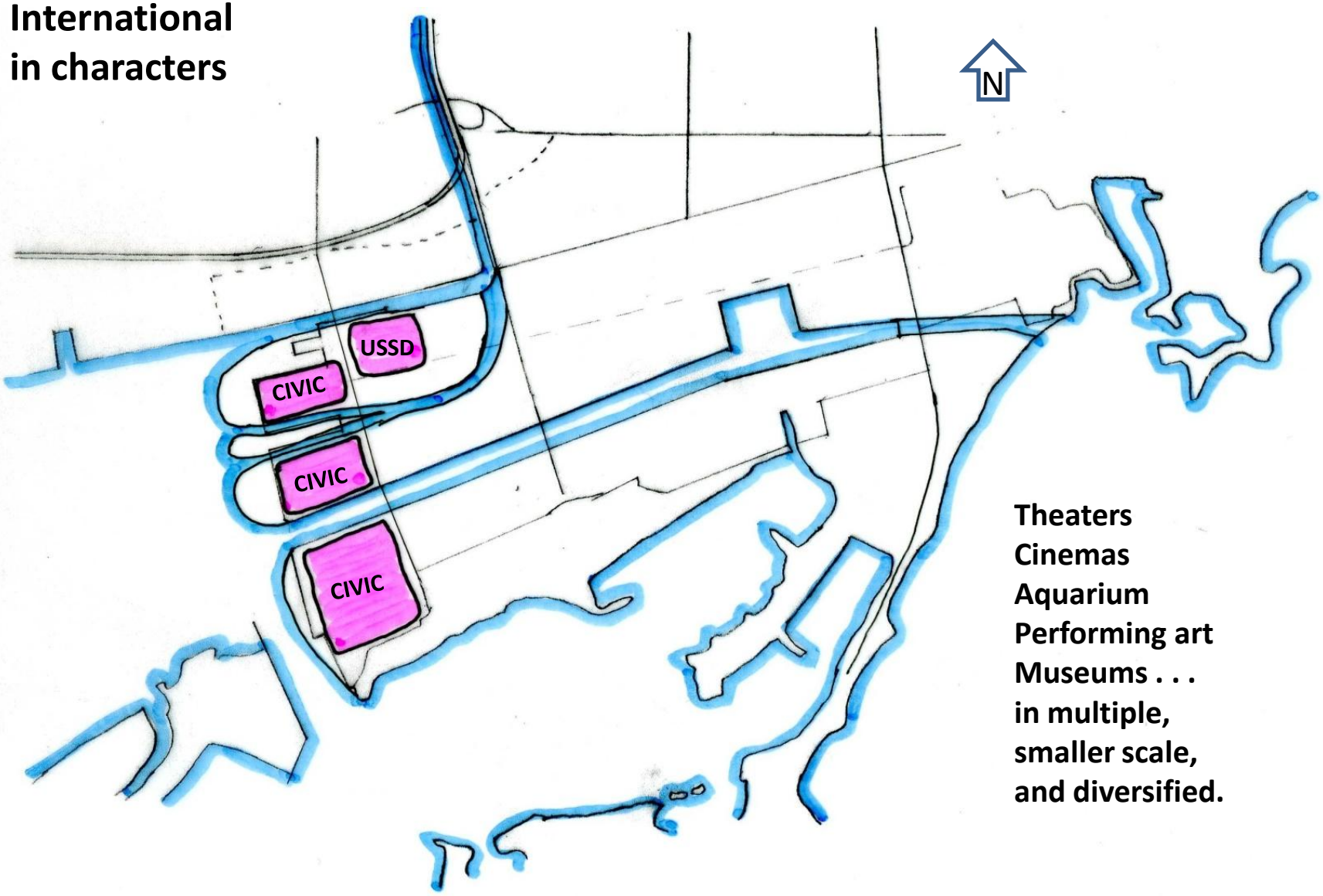
Pedestrian streets where social, commercial and cultural activities occur spontaneously and casually, supporting local autonomy and character development.

USSD Toronto

New Port, Toronto?

Civic Centre Amenities for cultural enrichment

International in characters



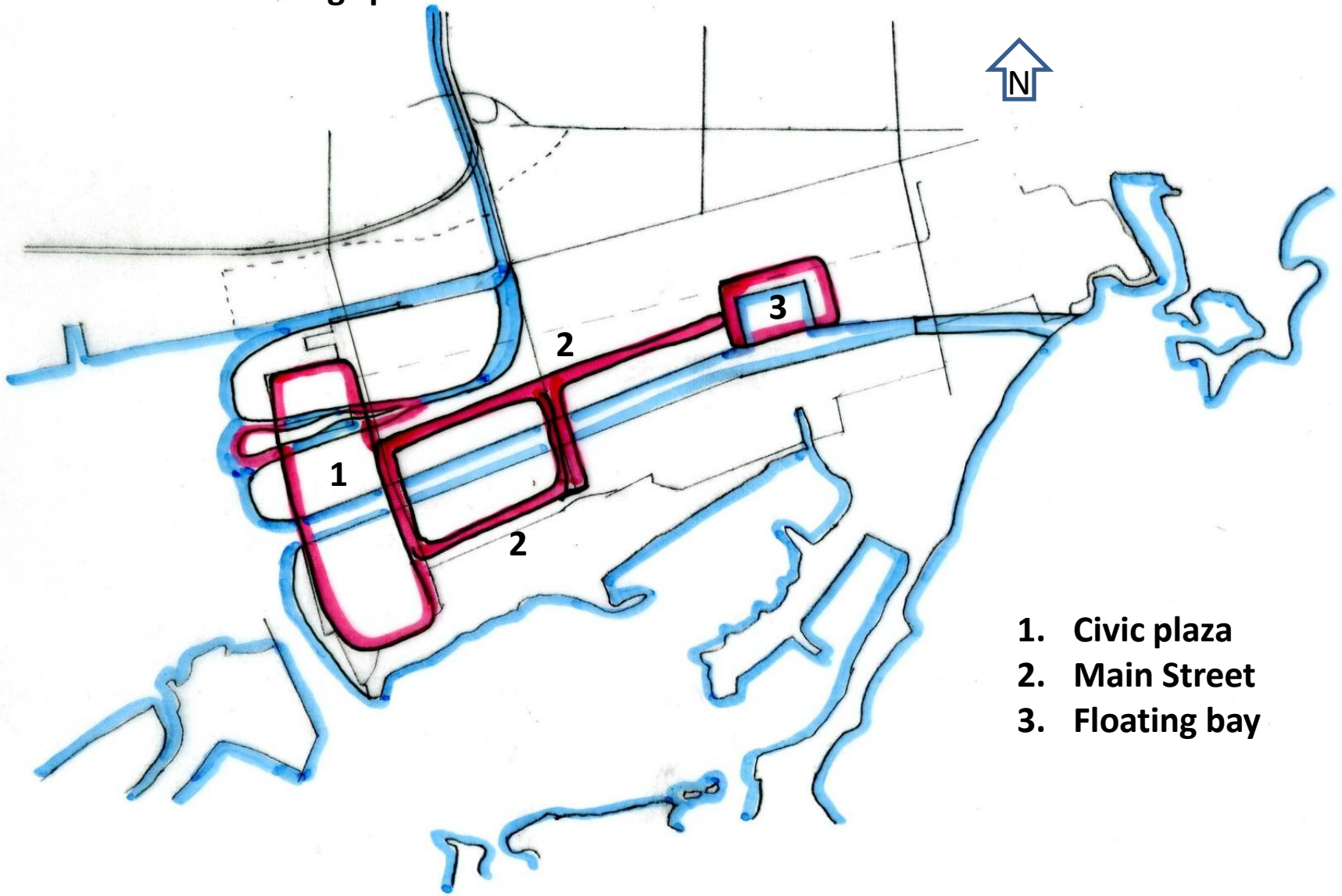
Theaters
Cinemas
Aquarium
Performing art
Museums . . .
in multiple,
smaller scale,
and diversified.

USSD Toronto

New Port, Toronto?

Entertainment and cultural events and enterprises

can find accommodating spaces in main streets.



1. Civic plaza
2. Main Street
3. Floating bay

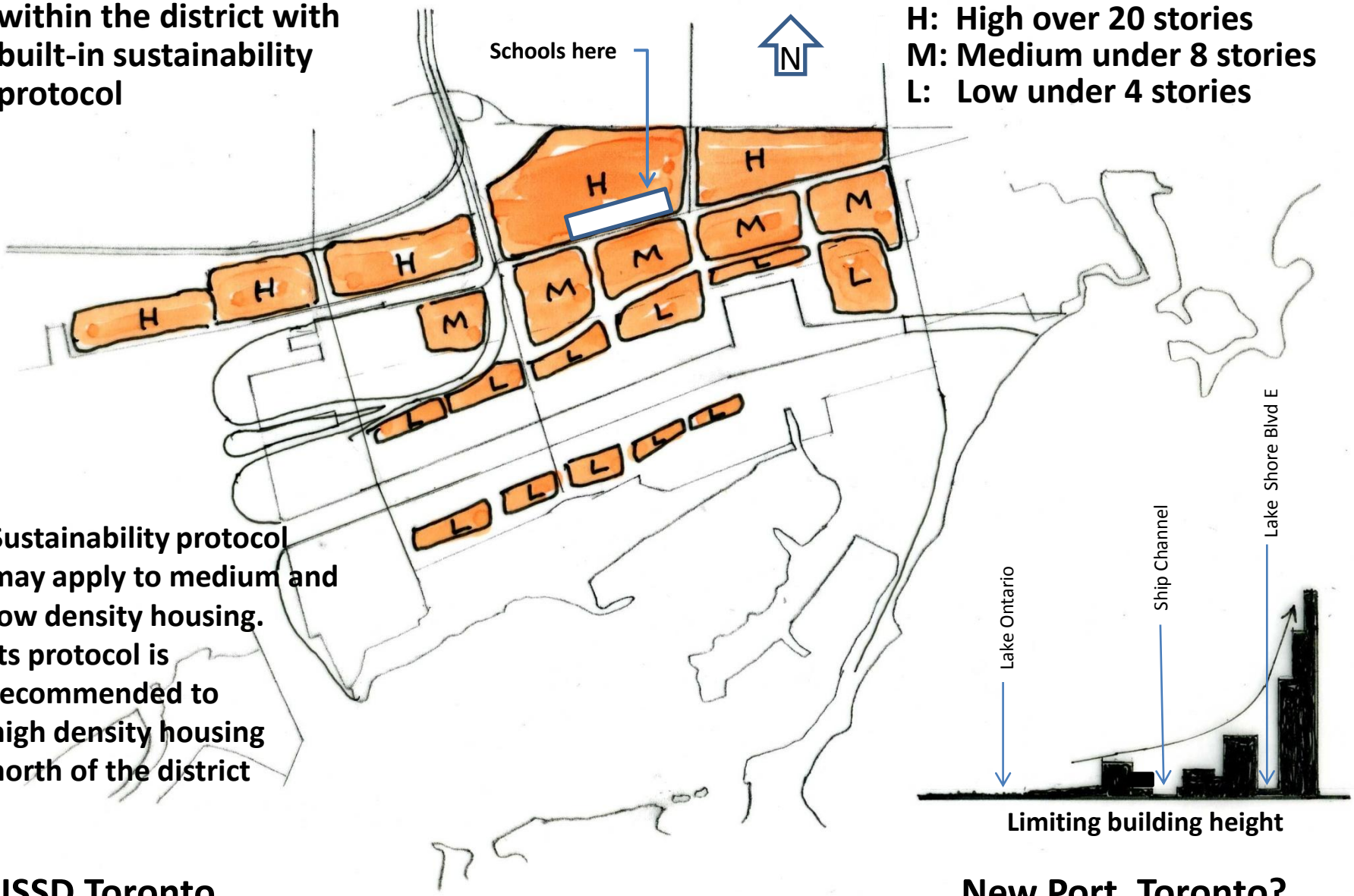
USSD Toronto

New Port, Toronto?

Moderating Residential Building Height

Limited density restriction within the district with built-in sustainability protocol

H: High over 20 stories
M: Medium under 8 stories
L: Low under 4 stories



Sustainability protocol may apply to medium and low density housing. Its protocol is recommended to high density housing north of the district

Limiting building height

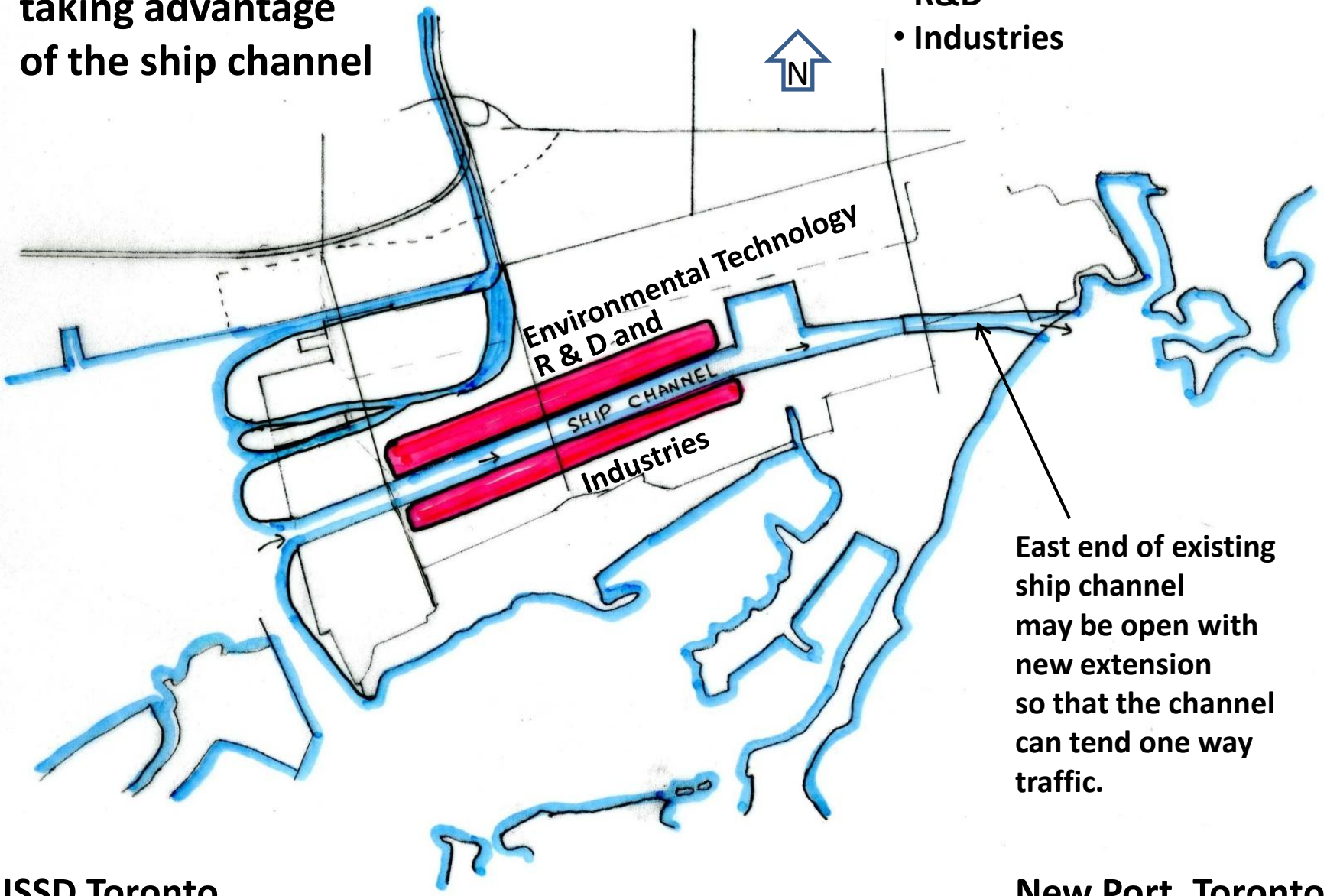
USSD Toronto

New Port, Toronto?

Maintaining Industrial Area

taking advantage of the ship channel

Environmental Technology
- **R&D**
- **Industries**



East end of existing ship channel may be open with new extension so that the channel can tend one way traffic.

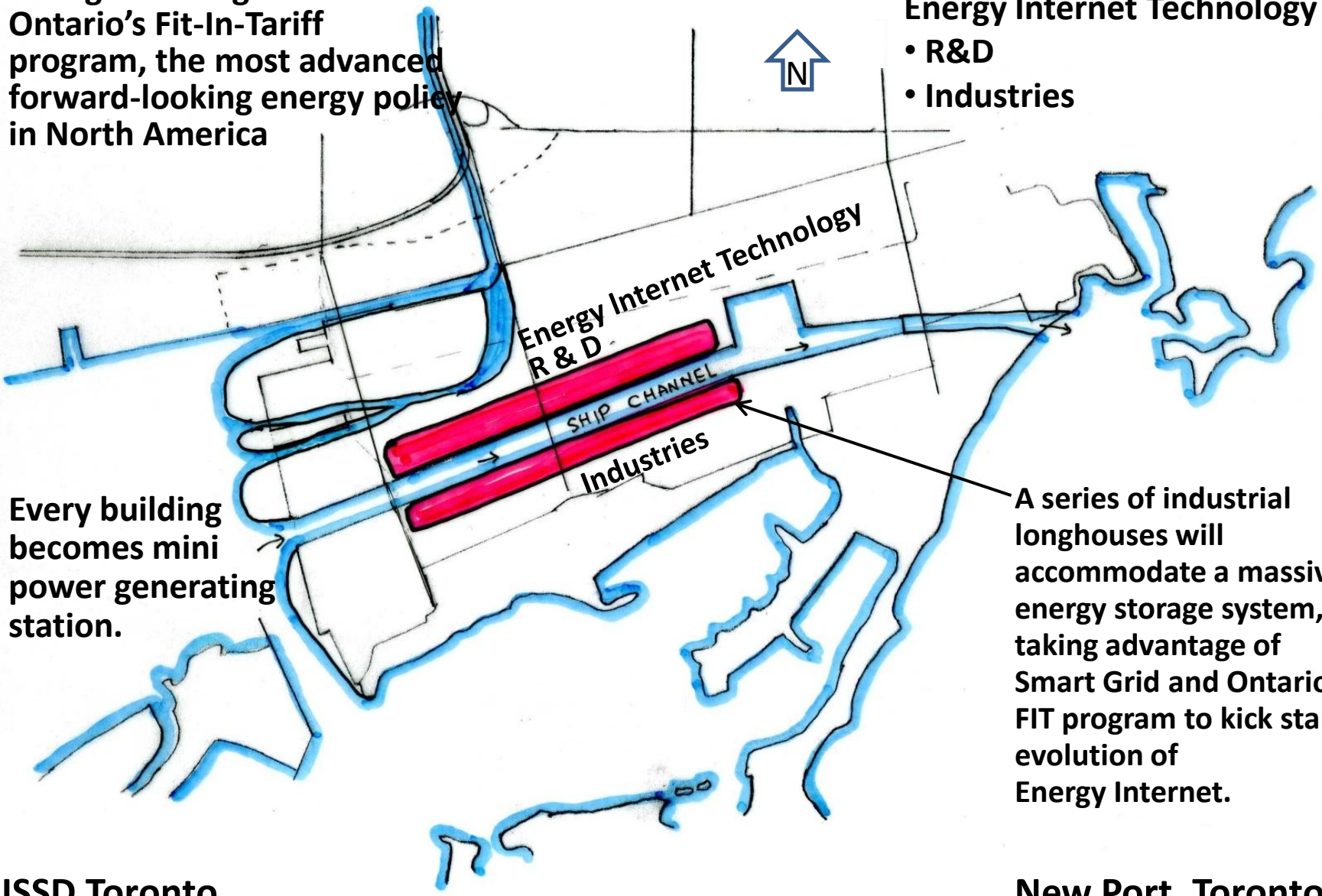
USSD Toronto

New Port, Toronto?

Energy Internet Incubation District

taking advantage of Ontario's Fit-In-Tariff program, the most advanced forward-looking energy policy in North America

Energy Internet Technology
- R&D
- Industries



Every building becomes mini power generating station.

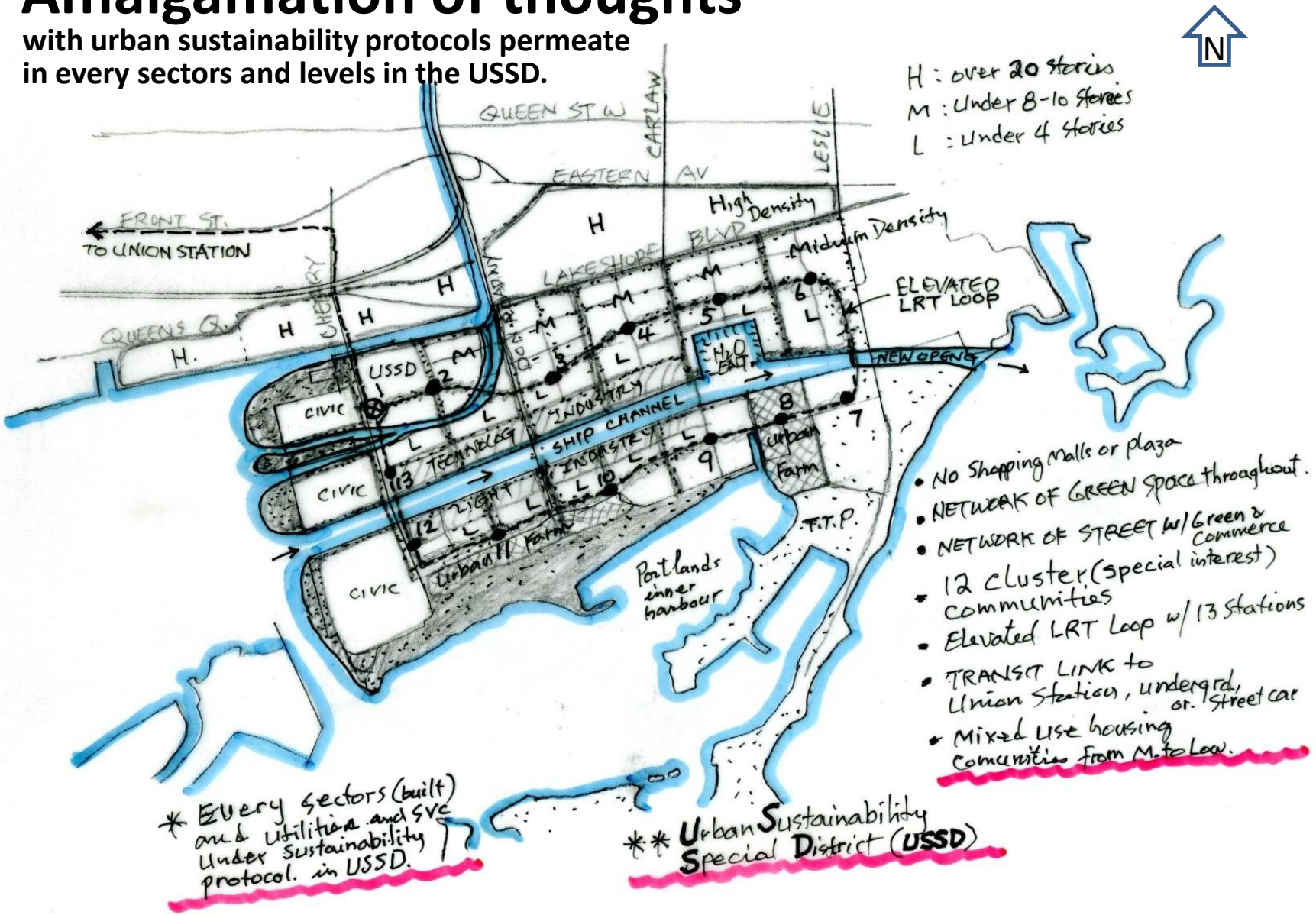
A series of industrial longhouses will accommodate a massive energy storage system, taking advantage of Smart Grid and Ontario FIT program to kick start evolution of Energy Internet.

USSD Toronto

New Port, Toronto?

Amalgamation of thoughts

with urban sustainability protocols permeate in every sectors and levels in the USSD.



USSD Toronto

New Port, Toronto?

Urban **S**ustainability **S**pecial **D**istrict

USSD Toronto that would allow new idea, new practice to take root right in Toronto to make cities environmentally sustainable, and socially and culturally equitable supported by public policy and environmental technology.

Toronto can take steps to call Port Lands, a parcel of land over 1000 acres, Urban Sustainability Special District (USSD), the first its kind in the world.

Thereby Toronto can lead a role to address the issues in the global climate challenge and in urban livability and sustainability with nature and humanities.

The Golden Opportunity

This simple exercise is to stimulate to open up the golden opportunity in developing the last piece of land mass that Toronto inherits. In moulding our future, we can find high minds in foresight and in emerging green technology right in GTA where higher institutions like University of Toronto, York University and Ryerson University can be found in close proximity without looking a far. We have this precious chance for not let it pass into oblivion in the norms of lassie-faire approach. Toronto can map as a leader for the world cities in challenging the mounting issues of global climate change in which cities are big part of the cause.

Hope can be within our reach.

Thank you,
Harry Ha, architect
harryha@sympatico.ca ,
June 2012

With
Sandy Smith, PhD, Dean and Professor, Forestry Dept., University of Toronto, and
Lloyd Helferty, Technologist, President, Biochar Ontario

Next:

A possible development proposal

2nd Presentation

CUS-T

Centre for Urban Sustainability of Toronto

With Intensive Urban Agriculture

Centre for Urban Sustainability of Toronto (CUS-T)

A Centre for Urban Green Infrastructure Implementation in Food Security, Energy, Environment and Social Innovation

Problems in Urban Sustainability

UN and C40 Cities define Urban Sustainability Problem:

Finding job	→	Harder
Energy consumption	→	Increasing as demand goes up
Water consumption	→	Increasing and polluting
Producing waste	→	Mounting and disposal cost going up
Cost of food	→	Going up
Quality of food	→	Going down
Cost of healthcare	→	Going up
Cost of fuel	→	Going up
Air quality	→	Getting worse
Urban population	→	Accelerating
Cost of infrastructure	→	Up to the roof
Traffic congestion	→	Getting worse
Income disparity	→	Gaps getting bigger and bigger

BIOchar ONTARIO

A Key Question

- **How can we create farms in our cities in order to reduce transportation costs and energy consumption?**
- **96% of North America's food has traveled 1000 miles and requires 1 gallon of fossil fuel for every 100 lb being transported.**
- **Today, over 500 million kilograms of food crops are imported from the United States alone to meet growing demand of Toronto.**
- **[*Is this sustainable?* – the ultimate question]**

- Challenge 10 Food Not Crude Charrette, MOVE: The Transportation Expo 2012 Toronto

Expanding Urban Sustainability

- One of the ways to address these problems may be found in "Food Mileage". So, Urban Farming will be looked at its sustainability in this proposal.

- Because food production and distribution in urban environment is complex and intricate in maintaining it in ways that are environmentally sustainable, it requires leadership in research, education and support.

- Hence, **Centre for Urban Sustainability of Toronto** is proposed here for an avenue for its leadership role to address and tackle issues beyond food mileage for its sustainability.

Centre for Urban Sustainability of Toronto

In the given site of the closed Hearn Generating Station, there could be two sites.

Site 1 : the old Hearn Generating Station

Site 2 : A 38 acres lot taken from vacant land adjacent to the Station for the Centre.

- The site is a gateway to Port Lands and Tommy Thompson Park from Leslie Street

Centre for Urban Sustainability of Toronto

Vision:

It will be a central hub of Urban Farming for GTHA as a means to address urban sustainability in the region. The Centre is to advocate, promote and accelerate urban and local food production to meet 30% of produce consumption in the region by 2040 in an environmentally sustainable and equitable way possible along with other issues like air pollution, solid waste and congestion from the region of Greater Toronto Hamilton Area.

Centre for Urban Sustainability of Toronto

Programs that can be found in the Centre:

1. Complete carbon-negative operational technology can be viewed.
2. All the responsible farming techniques applicable in cities can be taught.
3. Public and private financial support and services will be in.
4. Research and government institutions can be located.
5. Business organisation for urban sustainability can be housed.
6. Spaces for fresh food production on site in the field and plots will be allocated for vegetables, herbs, berries, fruits and nuts plus egg and fish.
7. Spaces will be provided for indoor as well as outdoor functions and activities to facilitate venues and programs including school educational programs.
8. A permanent waste stream management system will be set up on site .
9. Wholesale food terminal for local farmers will be incorporated on the site.
10. Regional environmental assessment in real-time will be broadcasted.

Centre for Urban Sustainability of Toronto

Objective of the Centre in meeting the target:

- Runs on carbon-negative system for the Centre, requiring no municipal infrastructure support,
- Supports all the urban spaces available in the cities to produce fresh food in the empty spaces - roof tops, backyards, community gardens including indoors for urban farmers,
- Knowledge and technical/financial support can be learned and acquired from the Centre,
- Attracts business as well as tourism and learning as a recreational and educational place to visit all year around – a weekly destination for people in the region,
- Helps build an infrastructure to meet 30% of produce consumption for GTHA urban population by 2040, and
- Sets an example for other C40 Cities to implement.

CUST-T , The Centre

Why Centre for Urban Sustainability of Toronto?

In light of issues in urban sustainability and quality of life in cities, the Centre would play a central role to foster an infrastructure in urban farming and its supply chain for urban food security. Its mandate would encourage the farming practices as environmentally responsible and ecologically equitable to address issues for energy and pollution. The Centre would take advantage of its unique geographical and historical location to facilitate and to educate business and public at large, and accelerate local food production for local market to meet 30% of produce demand by 2040.

BIOchar ONTARIO

Proposed Site at Port Lands and Tommy Thompson Park, Toronto

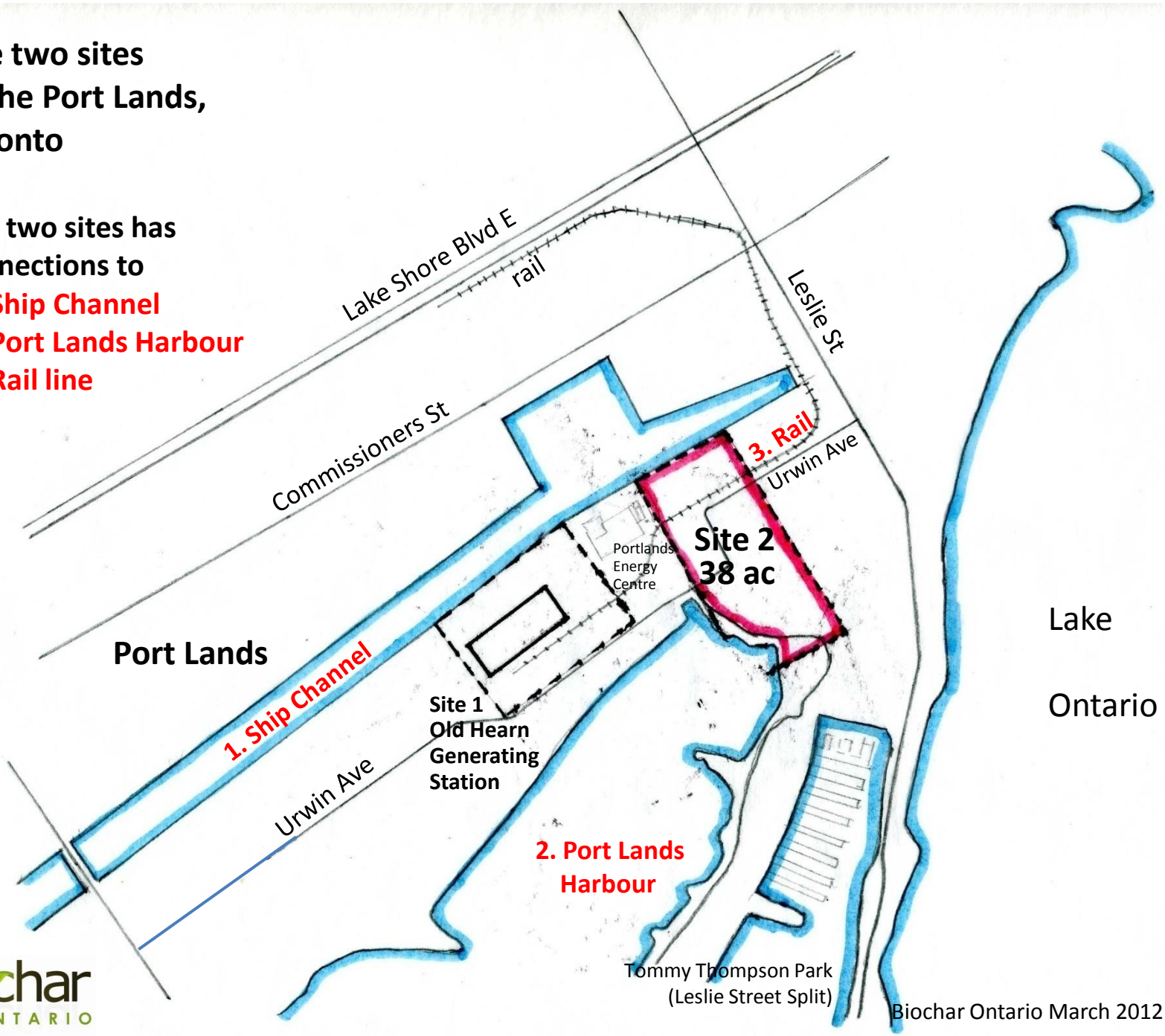
The GTHA Region

BIOchar ONTARIO

The two sites in the Port Lands, Toronto

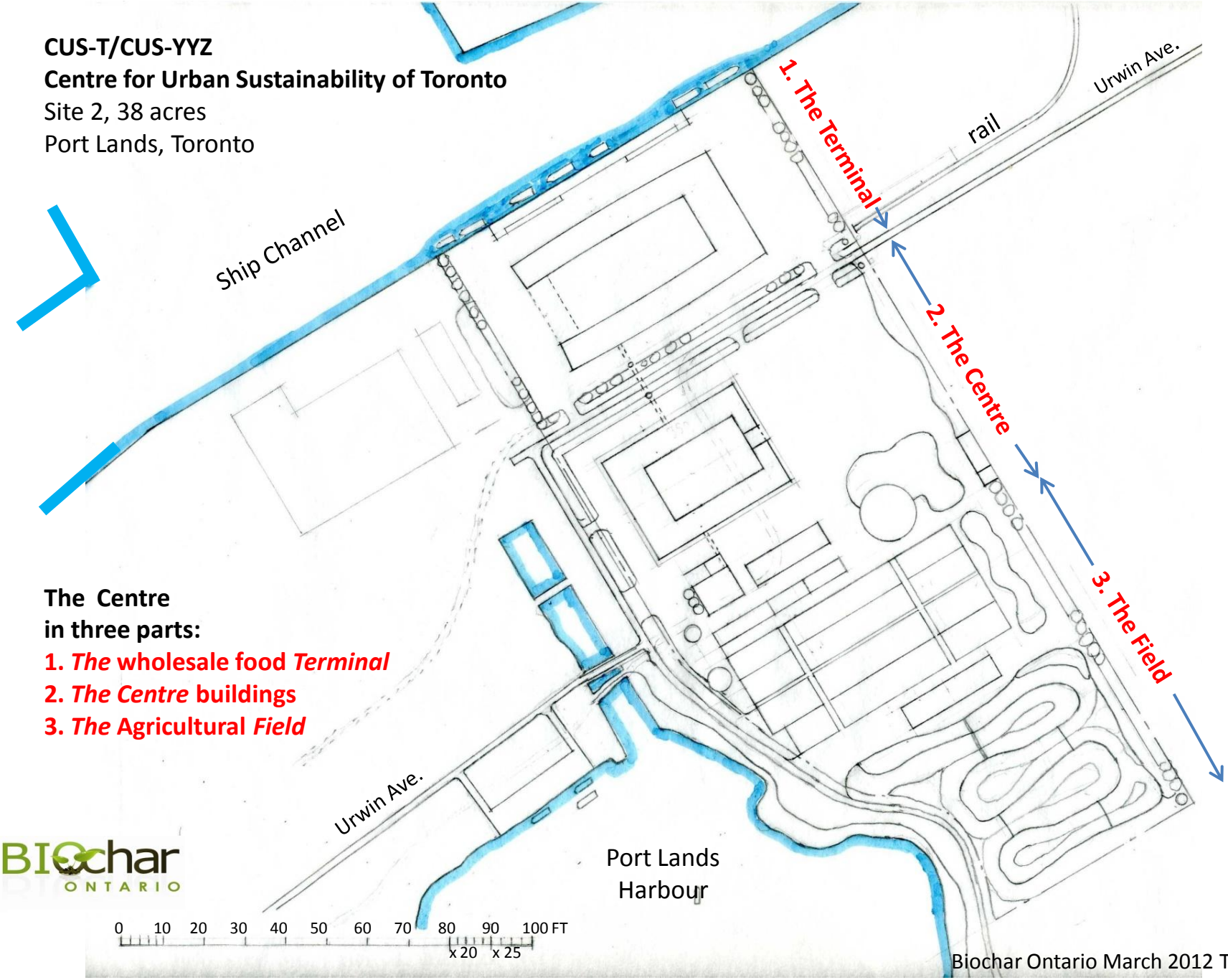
The two sites has connections to

1. **Ship Channel**
2. **Port Lands Harbour**
3. **Rail line**



BIOchar ONTARIO

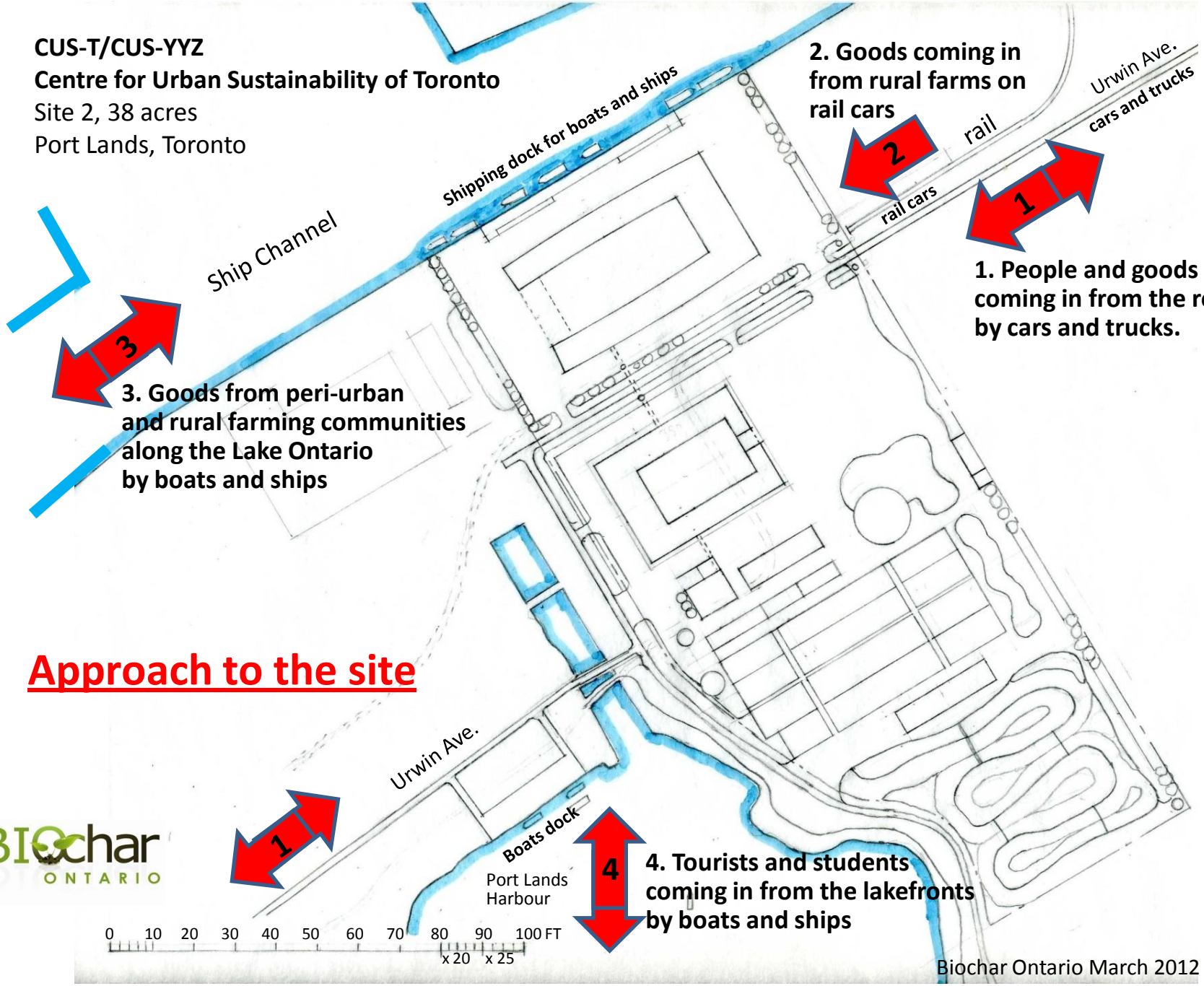
CUS-T/CUS-YYZ
Centre for Urban Sustainability of Toronto
Site 2, 38 acres
Port Lands, Toronto



The Centre
in three parts:
1. *The* wholesale food *Terminal*
2. *The Centre* buildings
3. *The* Agricultural *Field*

BIOchar ONTARIO

CUS-T/CUS-YYZ
Centre for Urban Sustainability of Toronto
Site 2, 38 acres
Port Lands, Toronto



2. Goods coming in from rural farms on rail cars

1. People and goods coming in from the region by cars and trucks.

3. Goods from peri-urban and rural farming communities along the Lake Ontario by boats and ships

Approach to the site

4. Tourists and students coming in from the lakefronts by boats and ships

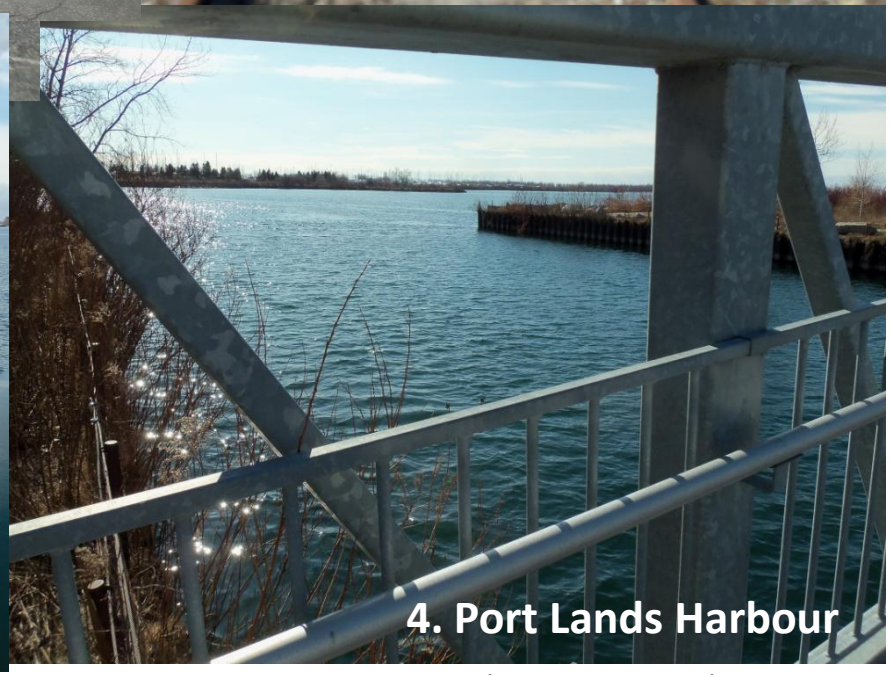
BIOchar ONTARIO

Access to the site

1. Leslie Street leading . . . . to Urwin Avenue

2. Existing railroad track

3. Ship Channel

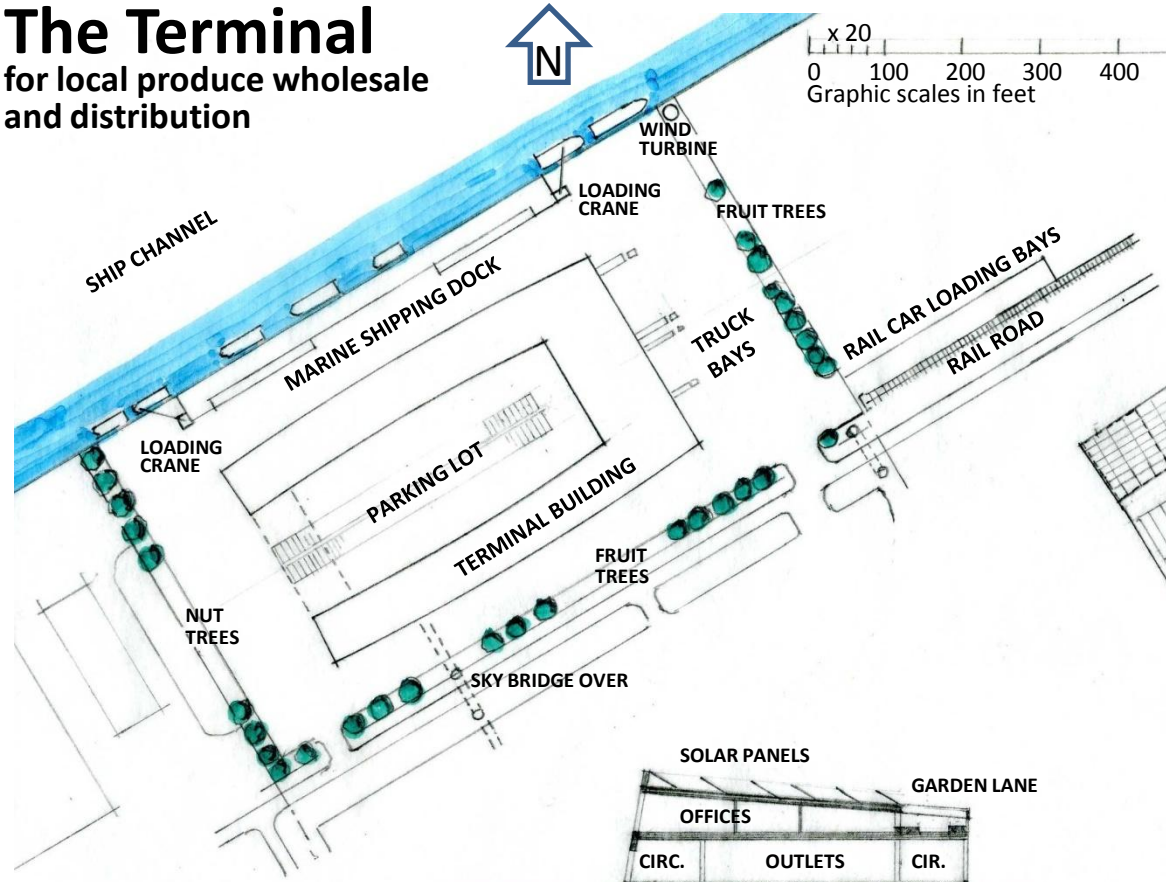


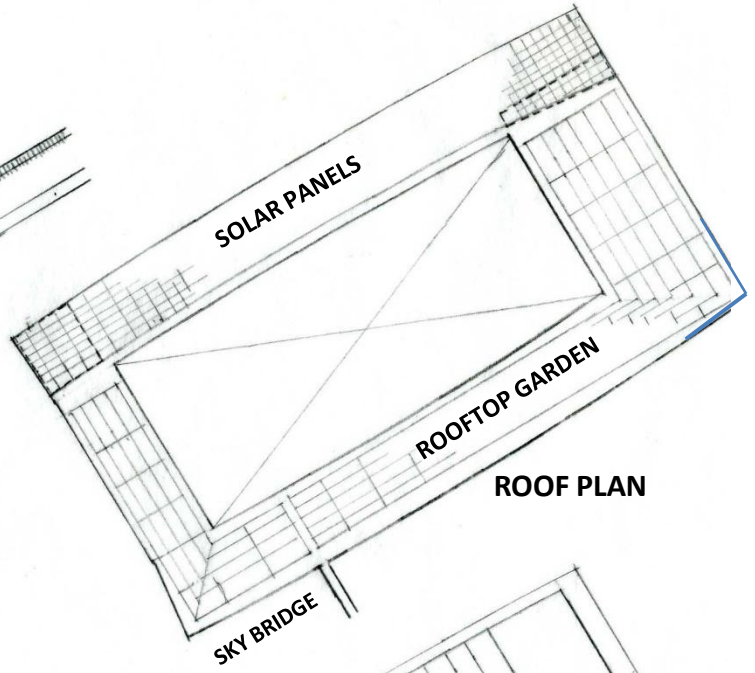
4. Port Lands Harbour

BIOchar ONTARIO

The Terminal

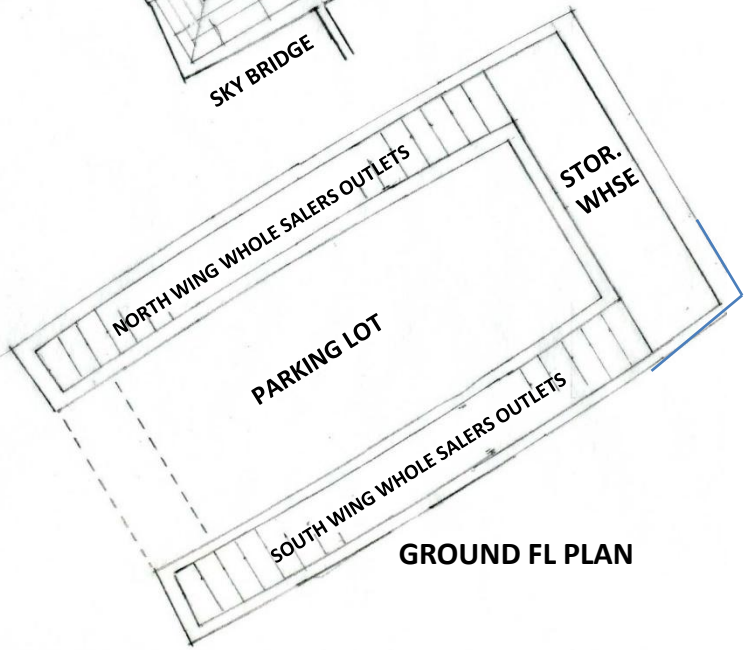
for local produce wholesale and distribution





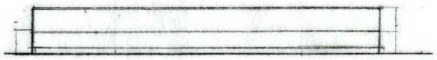
ROOF PLAN

NORTH WING CROSS SECTION

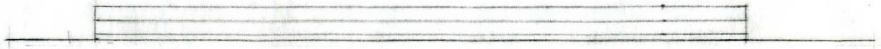


GROUND FL PLAN

WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION

NORTH ELEVATION

BIOchar ONTARIO

The Centre and The Field

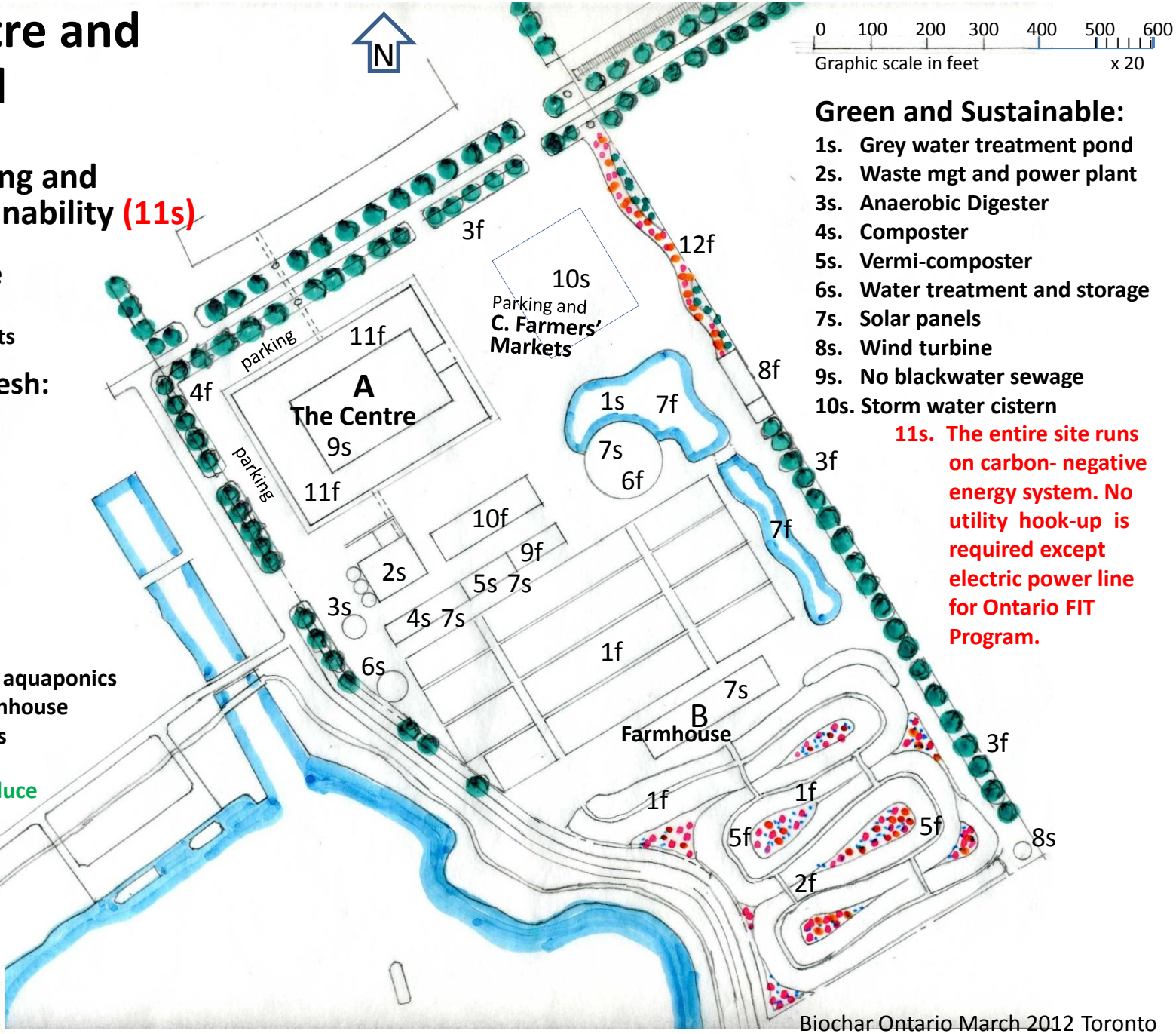
for a hub of Urban Farming and Urban Sustainability (11s)

A. The Centre
B. Farmhouse
C. Farmers Markets

Green and Fresh:

1f. Vegetables
2f. Herbs
3f. Fruit trees
4f. Nut trees
5f. Berry bush
6f. Egg Farm
7f. Fish pond
8f. Honey bees
9f. Mushroom
10f. Greenhouse/ aquaponics
11f. Rooftop greenhouse
12f. Edible flowers

On-site fresh produce can be organic. Its site sets in a pleasing pattern of landscaping throughout.



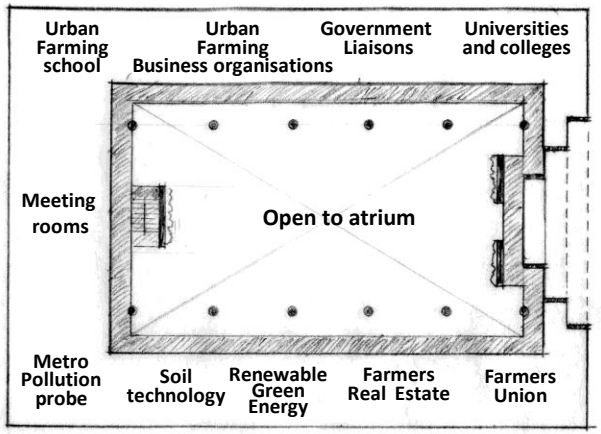
Green and Sustainable:

1s. Grey water treatment pond
2s. Waste mgt and power plant
3s. Anaerobic Digester
4s. Composter
5s. Vermi-composter
6s. Water treatment and storage
7s. Solar panels
8s. Wind turbine
9s. No blackwater sewage
10s. Storm water cistern
11s. The entire site runs on carbon- negative energy system. No utility hook-up is required except electric power line for Ontario FIT Program.

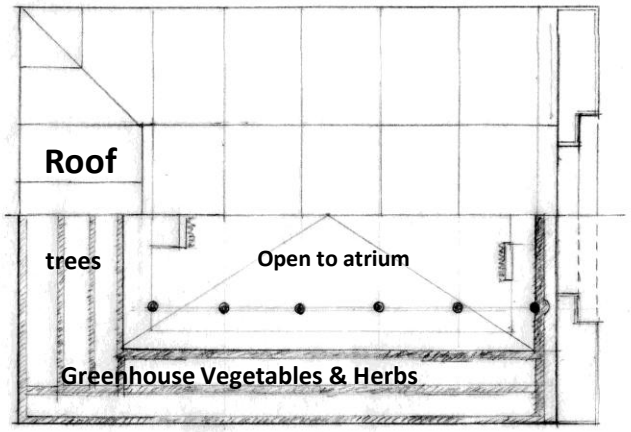
BIOchar ONTARIO

A. the Centre Building the Great Meeting Place

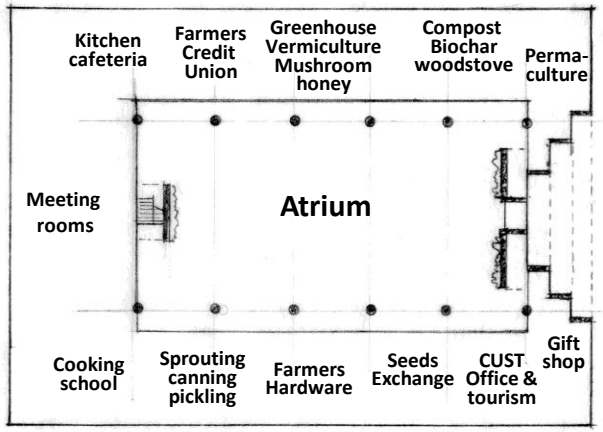
Invest in the Future for industry, business and governments for urban sustainability



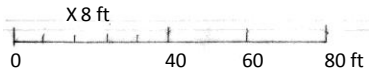
Second Floor

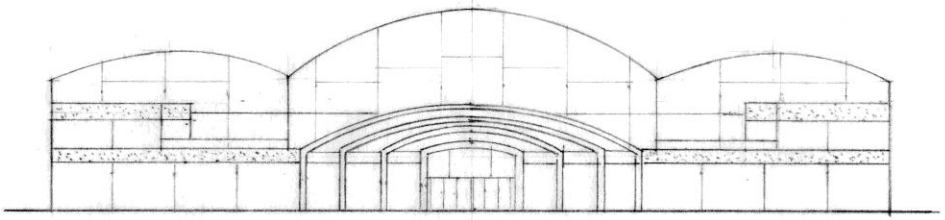


Roof Deck Greenhouse open to atrium

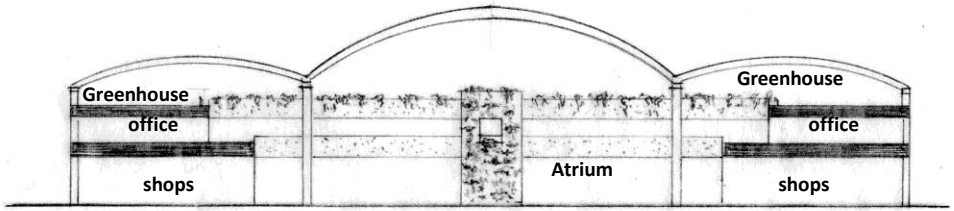


Ground Floor

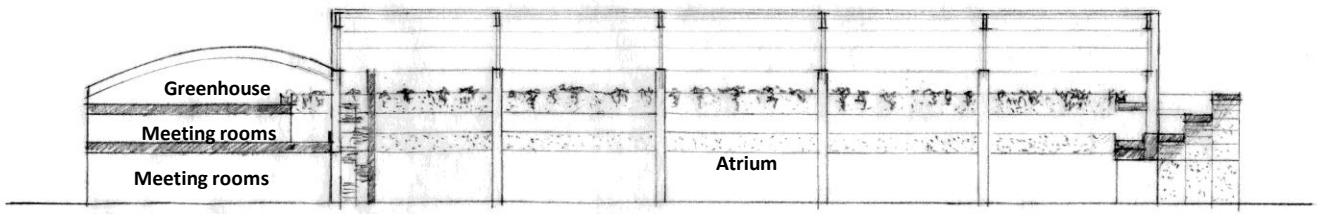




Front Elevation

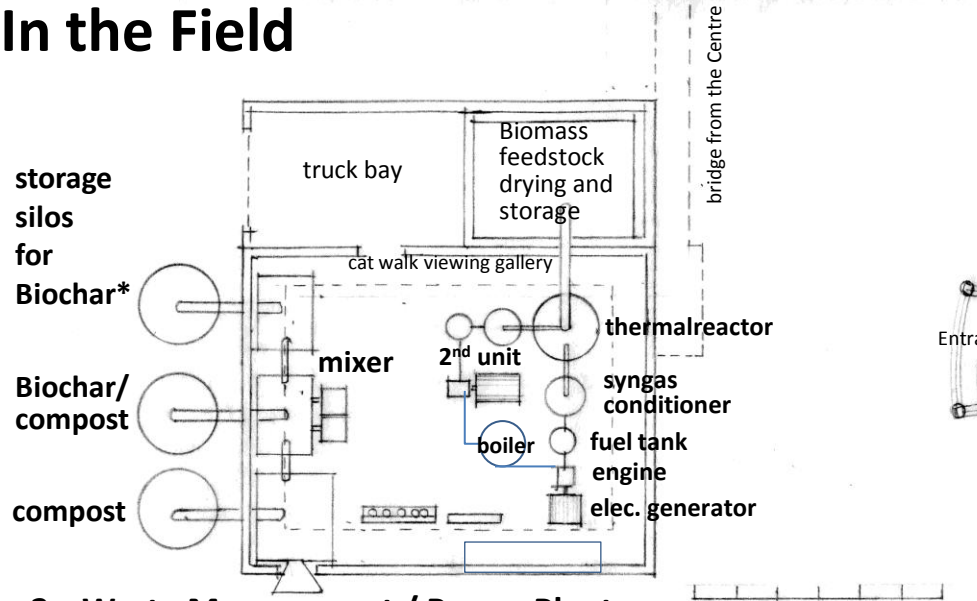


Cross Section



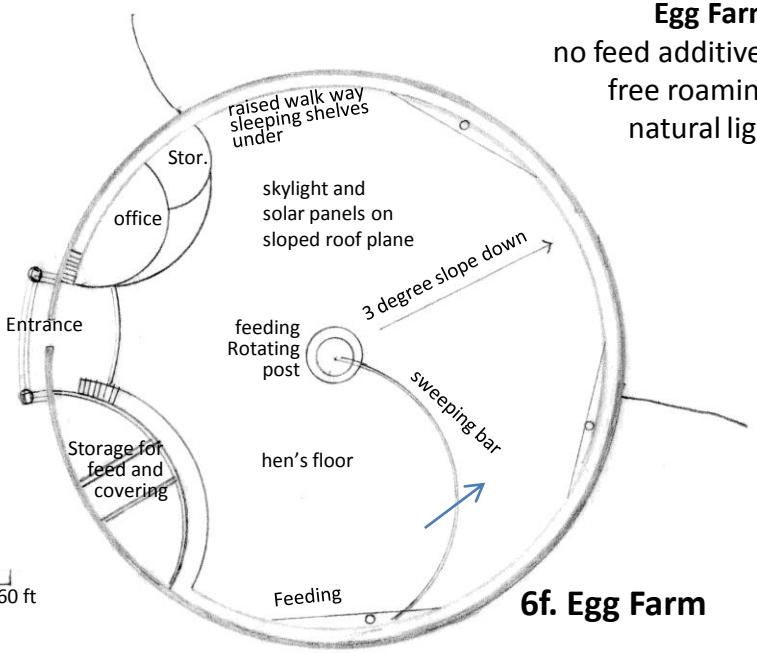
Longitudinal Section

In the Field

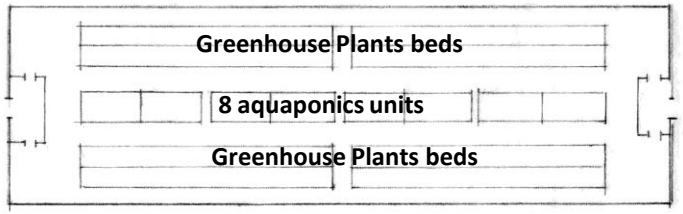


2s. Waste Management / Power Plant of an industrial unit

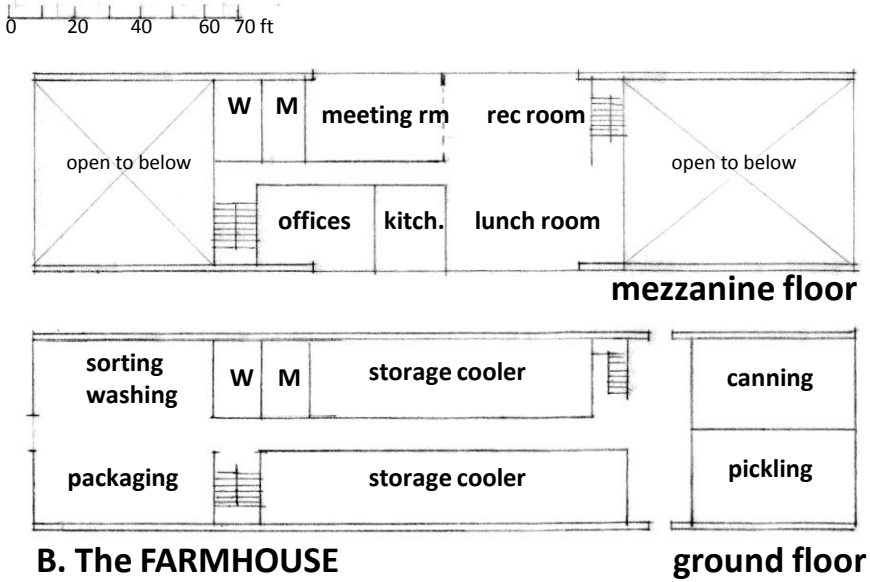
Egg Farm:
no feed additives,
free roaming,
natural light



6f. Egg Farm



10f. Greenhouse/ Aquaponics



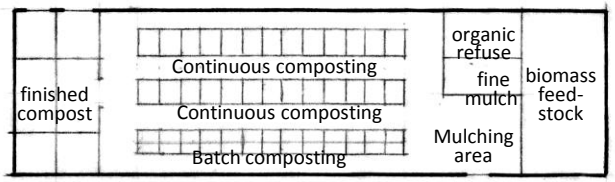
***Biochar**: soil decontaminant, moisture holder, soil nutrients modulator, carbon sequestrator, water purifier, aerator, by-product of biomass energy generation, and lasting 100s years. Biochar is a powerful tool to apply for remediating ecological degradation and climate change.

*BIOchar ONTARIO

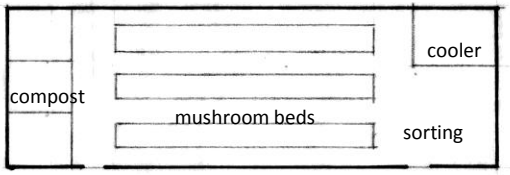
Waste Stream Management

0 10 20 30 40 50 60 70 80 ft

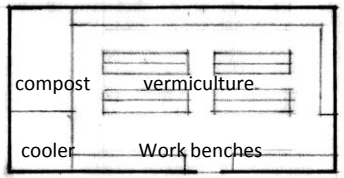
Graphic scale in feet



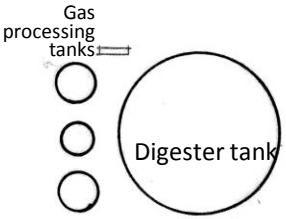
4s. Composting (thermophilic)



9f. Mushroom

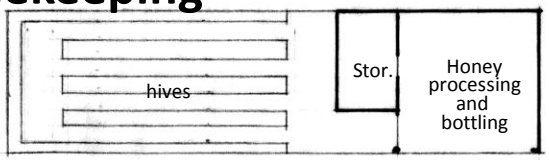


5s. Vermi-composting



3s. Anaerobic Digester

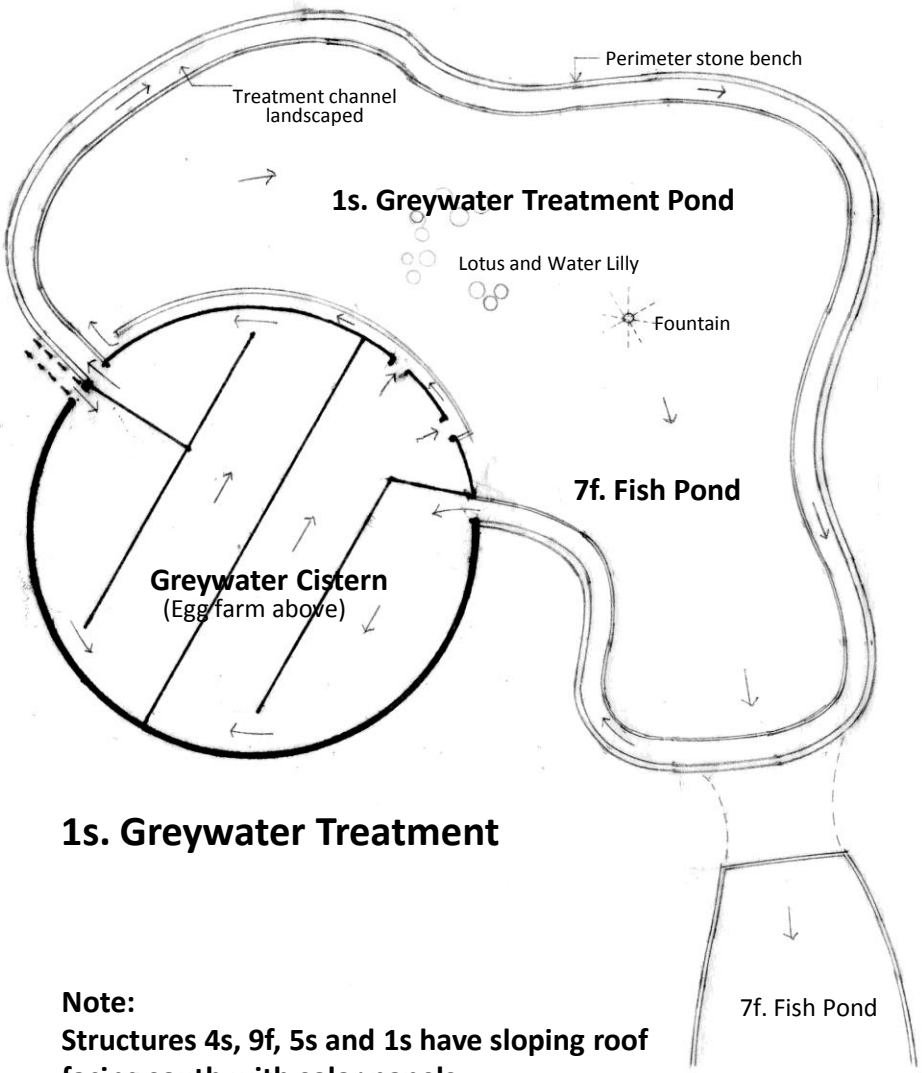
Beekeeping



8f. Honey

0 10 20 30 40 50 60 70 80 ft

Graphic scale in feet



1s. Greywater Treatment

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

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Biochar Ontario March 2012 Toronto

Scenario A

CUS-T unique features of the Development that would:

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

Scenario B

Cost sharing of the development under mandates

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

Scenario C

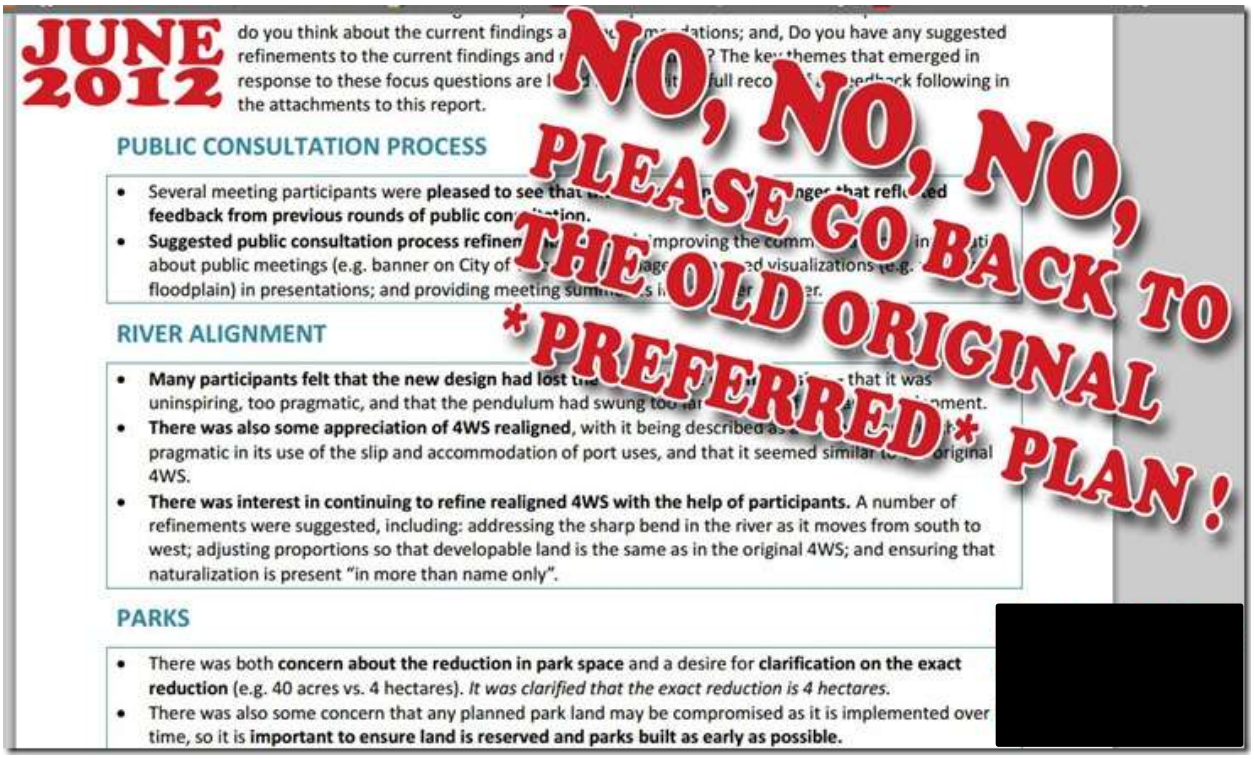
Revenue and Risk sharing of the operation

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

BIOchar ONTARIO

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

BIOchar ONTARIO


JUNE 2012
do you think about the current findings a ations; and, Do you have any suggested refinements to the current findings and ? The ke themes that emerged in response to these focus questions are l full reco edback following in the attachments to this report.
PUBLIC CONSULTATION PROCESS
Several meeting participants were pleased to see that nges that refl ed feedback from previous rounds of public con ion.
Suggested public consultation process refinem improving the comm in ati about public meetings (e.g. banner on City of ed visualizations (e.g. floodplain) in presentations; and providing meeting sum s i er.
RIVER ALIGNMENT
Many participants felt that the new design had lost th that it was uninspiring, too pragmatic, and that the pendulum had swung too ar ment.
There was also some appreciation of 4WS realigned, with it being described as pragmatic in its use of the slip and accommodation of port uses, and that it seemed similar t original 4WS.
There was interest in continuing to refine realigned 4WS with the help of participants. A number of refinements were suggested, including: addressing the sharp bend in the river as it moves from south to west; adjusting proportions so that developable land is the same as in the original 4WS; and ensuring that naturalization is present "in more than name only".
PARKS
There was both concern about the reduction in park space and a desire for clarification on the exact reduction (e.g. 40 acres vs. 4 hectares). It was clarified that the exact reduction is 4 hectares.
There was also some concern that any planned park land may be compromised as it is implemented over time, so it is important to ensure land is reserved and parks built early as possible.
NO, NO, NO, PLEASE GO BACK TO THE OLD ORIGINAL *PREFERRED* PLAN!

Port Lands Acceleration Initiative

Public Consultation Round 4
Summary Report

August 8, 2012

From August 8th to 17th, 2012, Waterfront Toronto, the City of Toronto and the Toronto and Region Conservation Authority held the fourth and final round of public consultation for this phase of the Port Lands Acceleration Initiative. The consultation consisted of a public meeting on August 8th, 2012 followed by an online comment period via the project website, concluding on August 17th 2012. During this round of the consultation, feedback was sought on the updated findings and draft recommendations. This report is a high level summary of the feedback received. It was written by the independent facilitation team for the project (Lura Consulting and SWERHUN). This summary was available for participant review prior to being finalized.

The Summary Report is comprised of the following:

Part 1.

Summary of Feedback Received at Public Meeting

August 8th, 2012

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

Part 2.

Summary of Feedback Received Online

August 8th – 17th, 2012

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

Detailed Feedback (see separate file - Attachment)

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

Part 1. Summary of Feedback Received at Public Meeting

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

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

RIVER CONFIGURATION, NATURALIZATION AND PARKS

- **There was a general appreciation that the new iteration of 4WS realigned had improved greatly from the iteration presented in the previous round of consultation.** Some noted that many elements of earlier plans were present in the new iteration. Others felt that the new iteration was comparable with that presented in the 2010 Don Mouth Naturalization Plan, but with the added benefit of having a business plan to back it up. Some participants still felt that the original vision was superior to the realigned 4WS.
- **There was concern that the phasing of flood protection and naturalization – and particularly that river mouth naturalization will not occur until phase three – meant that the most significant and important part of the naturalization will not happen well into the future or may be postponed indefinitely.**
- **Some felt that the implementation of naturalization should be separated from the planning and implementation of development in the Port Lands.** It was felt that naturalization could commence quickly because the planning work has already been done, whereas more work remained to be done on the business case – separating the two would allow implementation to proceed on naturalization while the business case undergoes further analysis.
- **There was a range of opinion on the extent to which the "table top" park land running alongside the river should be naturalized.** Some felt that the park land should be made as natural as possible to encourage wildlife habitat. Others felt that this level of naturalization might interfere with the use of the parks by people. Between these two views, it was suggested that the park land could take cues from the Brickworks, where the use of boardwalks cutting across marshes allowed for the interaction of people with naturalized space.

FUNDING, FINANCING AND BUSINESS CASE PROJECTIONS

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

TRANSIT, EXISTING USES AND TRANSFORMATIONAL USES

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

PROCESS MOVING FORWARD

- **Participants re-emphasized the importance of establishing an overall framework for the Port Lands as a whole.** It was felt that this framework should be in place prior to the precinct planning phase so that these plans would not "forget" or interfere with the location of things like transit routes and park space.
- **The importance of continued public consultation as the Port Lands Acceleration Initiative moves into the precinct planning phase was underscored by participants.** In particular, participants were interested in providing input on parks, building height, density and public realm design.
- **There was interest in seeing the leadership role of Waterfront Toronto in the development of the Port Lands and the waterfront as a whole reconfirmed.** It was felt that reconfirming Waterfront Toronto in this role would mean that all three levels of government are still committed to the waterfront and that no one level would be able to overturn a decision following an election.
- **There was a desire to see master planning work for the area south of the ship channel – particularly for green space connections between the Spit and the Baselands – commenced as early as possible, and to ensure that the Leslie Greenway remains a priority.**

Part 2. Summary of Feedback Received Online

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

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

KEY FEEDBACK THEMES

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

NEXT STEPS

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

Port Lands Acceleration Initiative

Public Consultation Round 4
ATTACHMENTS

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

ATTACHMENT A.
Feedback from Completed Table Discussion Guides

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

August 8th, 2012

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

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

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

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

- **Concerns about channel/dyke height**
- **Don River to ship channel to deal with flooding**
- **Fill quality important what will silt deposit be made of and what is the consequence of material in Bay**
- **Catch basin and debris, wants to be sure with naturalization there is a method to catch debris if it gets into the harbour – this must be in place**
- **Better for it to be naturalized**
- **Worried about depth of channel, just a runoff might not work well if in the off season it is dry**
- **Canoe/kayak docks on the river**
- **Debris/boom catcher at the mouth of Don Lands - real issue that has problems**
- **Emphasise the needs of migratory species for habitat**
- **Use natural vegetation to attract migratory species**
- **Designate it as an area/park for migratory species**
- **Specify which areas have the most polluted soil**
- **Consider wetlands at the mouth of the Don**
- **Will the river mouth create a delta with loose soil**
- **Like lots of green space but we might have to give some of it up to bring down building heights**
- **Likes the revised river mouth**
- **Wetlands, marshland good**
- **A couple of participants were disappointed that public land had been reduced**
- **Buildings could be set back to the allow more green space**
- **East of Don Road should have more green space**
- **Yes to the 4WS realigned**
- **Mouth of the Don:**
  improvement, good that it goes beyond the flood plain
- **Like the idea of an upland forest**
- **Promontory: better than last meeting, although disappointing compared to 4WS (original preferred)**
- **Green space should be enhanced ecologically rather than just flood protection and recreational green space**
- **If the flooding technically works it's fine**
- **New design is okay, however it doesn't encompass the original vision**
- **If Lafarge can be moved to another area it will provide the opportunity for a better design**
- **Redpath ship parking should also be moved to another area**
- **Liked 4WS preferred, 4WS realigned does not have the pizzazz of the original**
- **No consideration of climate change or sustainable system**
- **See: <u>Permaculture</u> 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: boarding, 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 <u>after</u> 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/ft^2 → 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 <u>seem</u> open, but <u>actually</u> 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 <u>illegal</u>**
- **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 financers**
- **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

[redacted]

Dear Sir,
New York City has conducted an ambitious recyclable landfill development waterfront. This program was highlighted on Trashoplis 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
[redacted]

Hello to who it concerns. My name is [redacted] 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 unserviced 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 prejudges 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.

[redacted]

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,

[redacted]

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 uniquness. 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.

[redacted]

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.

[redacted]

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 b*e the securing of the segregated RoW's for the longer term 'Spadina/St. Clair" type LRT service (different from the

new Eglington/Finch/Sheppard LRT lines which will be operating on standard guage 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) <u>Lower Don Lands/River Configuration</u>

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) <u>Business Case</u>

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]

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@Port Landsconsultation.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
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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
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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.

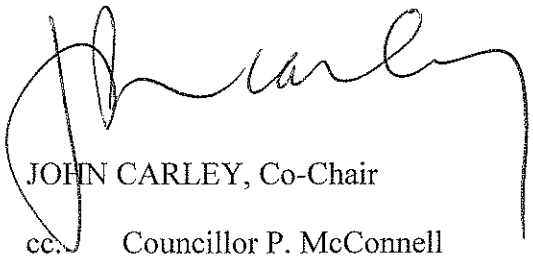
A glorious opportunity has been squandered: an opportunity to plan a complete parkland system south of the Ship Channel. By concentrating strictly on the economic necessities of acceleration and construction in the Don, the focus for parkland opportunities and initiatives south of the Ship Channel has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



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)

[redacted]

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]

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

Suggested Refinements to findings and recommendations

1. Port Lands as a whole

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

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

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

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

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

2. Lower Don Lands/River Configuration

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

3. Business case

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

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

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

4. Next steps

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

5. Other feedback

Re: Catalytic or transformational projects

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

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

1. **First priority: River Configuration, Naturalization and Parks**

Priorities for the Portlands and its advancement:

- **The physical base and grounding for the Don lands should be the naturalization of the mouth of the Don and the integration of parks for wetland and human use.**

- **Is this to be separate from the rest of the proposed plan for the Don lands?**

One cannot separate completely the two aspects if some infrastructure is required – for example bridges and transit and city utilities. However, using the naturalization as a basis allows for the modicum to be created and other projects would be allied with it.

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

Culturally and aesthetically –

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

Input:

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

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

Climate and Health Safety:

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

2. FUNDING, FINANCING AND BUSINESS CASE PROJECTIONS

- My understanding of the financing is that it is wholly projected and dependent upon developer interest and taxation to at the outset create the required infrastructure and then carry out the building that is being allowed for in anticipation of developer buy in.

- Thus, the whole constructed portion of this project is an 'imagined' one heavily dependent upon developers and taxpayers input.

- It appears then that developers are being invited to imagine and create a public waterfront.

- I query the use of taxpayer dollars for a project that may not be to their liking, and is not required for the essential maintenance and use of what is at basis a natural feature – a lake front..

- I agree that this plan may not be more than hypothetical based on current developer and design interests.

- **Therefore – DOES THIS PLAN AS SUBMITTED PRECLUDE ANY CHANGES IN THE DESIGN TASTES, ACKNOWLEDGES NEEDS OF THE CITY AND ITS CLIMATE AND THE WANTS OF THE TAXPAYERS AS SPOKEN FOR BY THEIR COUNCILORS AND THEMSELVES?**

- **What other levels of government will be assisting on this project and most importantly how fast can the underlying base be facilitate – i.e. the naturalization of the mouth of the Don?**

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

TRANSIT, EXISTING USES AND TRANSFORMATIONAL USES

TRANSIT

- I am pleased in general with the transit plans for the area, most particularly, the LRT and bike and walking plans. These should be integrated with existent and planned transit. Currently when walking along the waterfront the pedestrian must cross the road at a few points to have access to a sidewalk. A proper visioning of the possibilities for all modes of transportation should be done.

- There should also be several inks of linkages along the waterfront :a recreational link to the beaches, as part of a 'green corridor' and cultural corridor that would include the projects further north.

- I for one do a lot of walking, street car using and biking. It is a growing pattern in the city and will facilitate the living aspects, including commercial along a revitalized waterfront.

EXISTING USES –

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

TRANSFORMATIONAL USES

- There does not seem to be a grasp as yet, of the potential to transform this area. There are as yet more park areas to come in. However, there is still a tendency to create boxes of shaped culture isolated from nature and the existence of a 'lake'.

- The growth of a more sustainable culture along the waterfront must take this into consideration not just recreationally, and aesthetically but as a health issue - cultural potential to grow a 'lake town' perspective along the Waterfront.

- Much of Toronto is highlighted and recognized as a adjacent to and a part of World Heritage areas such as the Niagara Escarpment, and now the federal

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

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

PROCESS MOVING FORWARD

Waterfront plan as a whole

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

NEXT STEPS

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

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

Appendix 2 – Stakeholder Advisory Committee Summaries

Stakeholder Advisory Committee Meeting #1
February 1st, 2012

Stakeholder Advisory Committee Meeting #2
February 29th, 2012

Stakeholder Advisory Committee Meeting #3
March 21st, 2012

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

Stakeholder Advisory Committee Meeting #5
August 1st, 2012

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE MEETING 1

4-6pm, Wednesday February 1st, 2012
Waterfront Toronto, 20 Bay Street, Suite 1310

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

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

FEEDBACK SUMMARY

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

PURPOSE/ SCOPE

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

PROCESS

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

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

THE EA

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

FUNDING

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

- Not discounting the possibility that public funding mechanisms (e.g. bonds, TIFFs) will be available to support implementation;
- The importance of acknowledging the impact of market absorption rates on implementation;
- Recognizing that this is much different than greenfield development for a number of reasons, including flood protection required and soil contamination; and
- Breaking the costs of development into different categories, including the costs associated with providing:

    - A basic level of infrastructure (roads and servicing) that developers already contribute to;
    - A second level of infrastructure (transit, major roads and bridges) that might still reasonably attract a developer contribution, but probably not to the same extent as the basic level; and
    - A unique level of infrastructure (flood protection) which is necessary and is not something that the private sector has traditionally taken on, either financially or technically.

Next Steps

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

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

SAC Meeting 1 Attendance

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

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

Observer from LUAC
Port Lands Landowners

SAC Meeting 1 Agenda

Port Lands Acceleration Initiative
STAKEHOLDER ADVISORY COMMITTEE MEETING # 1
Wednesday, February 1, 2012
Waterfront Toronto, 20 Bay Street, 13th Floor

PROPOSED AGENDA

4:00 pm **Welcome, Introductions and Agenda Review**
Nicole Swerhun, SWERHUN | Facilitation & Decision Support

4:10 **Project Over view**
John Campbell, Waterfront Toronto & John Livey, City of Toronto

4:20 **SAC Mandate and Responsibilities**
Nicole Swerhun, SWERHUN | Facilitation & Decision Support

4:30 **SAC Member Briefing**
Chris Glaisek and David Kusturin, Waterfront Toronto
David Dilks, LURA Consulting

- Overview of the Port Lands and history of planning
- Review of existing plans
- Overview of Technical Working Groups and work underway
- Project deliverables
- Feedback from Kick-Off Public Meeting (December 12, 2011)

5:10 **Facilitated Discussion**
SAC Questions, Feedback, Advice

5:45 **Next SAC Meeting**

6:00 **Adjourn**

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE MEETING 2

4-6pm, Wednesday February 29th, 2012
Waterfront Toronto, 20 Bay Street, Suite 1310

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

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

FEEDBACK SUMMARY

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

MARKET SOUNDING

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

MARKET ANALYSIS & REVENUE POTENTIAL

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

FUNDING ALTERNATIVES

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

- Further information on TIFs would be useful, including: definition of dedicated use, impact of TIFs on housing affordability, benefit of value windfall for city as a whole.
- It would be useful to have further information on total property tax currently collected from Port Lands and a comparable area of Toronto in terms of the level property taxes required to fund TIFs.
- It would be useful to have further information on how financing of Port Lands development may impact financing of other major projects that are underway (e.g. Crosstown) or are being considered (e.g. Sheppard subway).

FLOOD PROTECTION

- Consider impacts of temporary flood protection (i.e. raising grade on specific development sites) on areas outside of or adjacent to Port Lands – which may be affected by flooding.
- It would be useful to have further information on the optimized alternatives presented, including: change in size of floodplain, scale of new development blocks, costs of different alternatives, and costs of components of each alternative.
- Concern that flood protection is taking precedence over re-naturalization and park space and that phasing of flood protection could push off completion indefinitely.

OTHER ADVICE

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

Next Steps

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

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

SAC Meeting 2 Attendance

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

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

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

SAC Meeting 2 Agenda

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

PROPOSED AGENDA

4:00 pm **Welcome, Introductions and Agenda Review**
SWERHUN | Facilitation & Decision Support

4:05 **Update Briefing**

1. **Overall Context,** City of Toronto
2. **Market Sounding,** PricewaterhouseCoopers
3. **Market Analysis & Revenue Potential,** Cushman & Wakefield
4. **Funding Alternatives,** Scotia Capital
5. **Flood Protection,** AECOM
6. **Toward the Business and Development Plan,** Waterfront Toronto

5:05 **Facilitated Discussion**

5:55 **Next LUAC & SAC Meeting**
SAC Meeting # 3 - Wed, Mar 21

6:00 **Adjourn**

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE MEETING 2

4-6pm, Wednesday February 29th, 2012
Waterfront Toronto, 20 Bay Street, Suite 1310

ATTACHMENT A.
SAC Member Feedback Forms

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

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

Three Individual Submissions (organization not identified)

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

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

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

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

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

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

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

4. Do you have any other comments or advice?

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

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

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

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

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

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

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

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

4. **Do you have any other comments or advice?**

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

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

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

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

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

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

   - Other city and provincial projects, along with the enormity of the site are competing with this ambitious project. Funding, therefore, has to be innovative. Using a tax incremental approach might be the appropriate means to address the costs in the long term.

   - Other approaches such as a partnership with developers and the school boards, similar to the rebuilt North Toronto CI project, would address the costs of building schools and other public buildings.

4. **Do you have any other comments or advice?**

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

Other Comments or Advice

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

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

Other Comments or Advice

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

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

Tragic consequences
Michael Byers, Vancouver Sun, September 8, 2007
http://www.naomiklein.org/shock-doctrine/reviews/tragic-consequences

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

Read her book online for free:
http://www.infoshop.org/amp/NaomiKlein-TheShockDoctrine.pdf
http://www.naomiklein.org/shock-doctrine/excerpt

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

Other Comments or Advice

In reviewing the material, I was struck by the top line comment in the market sounding report that "without transit, no developer will commit to doing any medium to large scale development (whether residential, office, retail or mixed-use). More importantly, without a guarantee that transit access will be provided to the Port Lands, any master plan to guide the redevelopment of the lands will be viewed by the development community as unattainable."
This is a very powerful point and I was surprised that it was not covered anywhere in the summary.

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

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

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

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

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

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

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

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

4. **Do you have any other comments or advice?**

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

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

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

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

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

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

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

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

4. Do you have any other comments or advice?

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

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

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

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

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

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

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

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

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

4. **Do you have any other comments or advice?**

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

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

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

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

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

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

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

4. **Do you have any other comments or advice?**

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

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

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

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

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

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

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

4. **Do you have any other comments or advice?**

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

Other Comments or Advice

I am impressed by the cost of the remediation.

And by the immensity of the tract.

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

In the short run, it looks hard.

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

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

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

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

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

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

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

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

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

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

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

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

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

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

4. Do you have any other comments or advice?

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE FEEDBACK FORM

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

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

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

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

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

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

4. **Do you have any other comments or advice?**

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

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE MEETING 3

4-6pm, Wednesday March 21st, 2012
Waterfront Toronto, 20 Bay Street, Suite 1310

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

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

FEEDBACK SUMMARY

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

SUPPORT FOR WORK TO DATE, BUT ALSO SOME RESERVATIONS

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

DON MOUTH OPTIMIZATION /ALTERNATIVES

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

SUPPORT FOR PHASING AND FLEXIBILITY, AND CERTAINTY

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

- A number of tools for kick-starting development in the Port Lands were suggested, including: an expedited approvals process; identifying quick win opportunities; and using market sounding for specific sites/projects.
- Beyond specific land uses, several participants expressed a general concern about the potential for the "whittling away of plans" – that is that elements of a plan may be compromised or sacrificed as the plan is developed and implemented over time (e.g. Downsview Revitalization).
- Participants expressed interest in a Business and Development Plan with clear timelines – and in seeking approvals that would make sure plans are "locked in". This would help minimize uncertainty for current Port Lands users in their leasing and investment decisions. Once these plans are locked in, there was also some interest in exploring ways to minimize the bureaucracy required to take action (e.g. waivers, expedited approvals, etc.).

NEED FOR POLITICAL WILL

- There was concern that the gap between revenue and costs in Port Land development meant that implementation would require a huge amount of political will and long term vision. Without this political will and vision, there was concern that the work done in the Port Land Acceleration Initiative would be repeated again in the near future. One suggestion was to consider the public costs that would be incurred if a Hurricane Hazel-like storm damaged communities in the flood plain, and use that to persuade governments of the value of investing now to prevent the damage.

CONCERNS ABOUT LOSS OF GREEN SPACE

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

CONCERNS ABOUT SPECIFIC USES

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

Next Steps

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

SAC Meeting 3 Attendance

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

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

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

SAC Meeting 3 Agenda

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

PROPOSED AGENDA

4:00 pm **Welcome, Introductions and Agenda Review**
SWERHUN | Facilitation & Decision Support

4:05 **Introduction**
John Campbell, Waterfront Toronto

4:10 **Update Briefing**
1. **Environment,** TRCA
2. **Market Analysis and Land Use Demand Forecast,** City of Toronto
3. **Development Planning and Phasing**, Waterfront Toronto

5:00 **Facilitated Discussion**
1. What do you like about the directions emerging?
2. What, if anything, concerns you? Why?
3. What refinements, if any, would you like to see explored?

5:55 **Next Steps**

6:00 **Adjourn**

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE MEETING 3

4-6pm, Wednesday March 21st, 2012
Waterfront Toronto, 20 Bay Street, Suite 1310

ATTACHMENT A.
SAC Member Correspondence

Friends of the Spit

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

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

23 March 2012

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

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

Dear Mike,

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

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

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

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

.../2

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

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

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

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

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

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

Yours sincerely,

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

GARTH RILEY, Co-Chair

BILD
BUILDING A GREATER GTA
Building Industry and Land Development Association

March 28, 2012

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

Dear Nicole:

Re: Stakeholder Advisory Committee

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

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

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

Many thanks for your consideration and we look forward to receiving the information requested.
Yours very truly,

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

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North York, ON M3B 2V9

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Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE/ LANDOWNER AND USER ADVISORY COMMITTEE COMBINED MEETING 4

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

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

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

FEEDBACK SUMMARY

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

MORE INFORMATION ON 4WS COMPARISON

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

TIMING AND ORDER OF PHASING

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

MORE INFORMATION ON COSTS AND OPPORTUNITIES TO REVIEW NUMBERS

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

MORE INFORMATION ON PEER-REVIEW

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

MORE INFORMATION ON DETAILED DESIGN

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

GREATER CERTAINTY FOR SOUTH OF SHIP CHANNEL

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

Next Steps

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

SAC/LUAC Meeting 4 Attendance

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

SAC/LUAC Meeting 4 Agenda

Port Lands Acceleration Initiative
STAKEHOLDER ADVISORY COMMITTEE/
LAND OWNER AND USER ADVISORY COMMITTEE
MEETING #4
Wednesday, May 23, 2012
EMS Training Centre (Toronto Fire Academy)
895 Eastern Avenue
6:00 – 8:00 pm

PROPOSED AGENDA

6:00 pm Welcome, Introductions and Agenda Review
Nicole Swerhun, LURA/SWERHUN Facilitation Team

6:10 Executive Update
John Campbell, Waterfront Toronto
John Livey, City of Toronto

6:15 Briefing on Current Findings and Conclusions
David Kusturin, Waterfront Toronto

Questions of Clarification

7:00 Facilitated Discussion

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

7:55 Next Steps

8:00 Adjourn

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE/ LANDOWNER AND USER ADVISORY COMMITTEE COMBINED MEETING 4

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

ATTACHMENT A.
Additional Feedback

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

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

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

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

1. Naturalization and River Design

> … to establish and sustain the form, features, and functions of a natural river mouth within the context of a revitalized City environment while providing flood protection up to the Regulatory Flood.
>
> — *Terms of Reference: Goal of the Don Mouth Naturalization Project Environmental Assessment*

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

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

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

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

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

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

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

– Terms of Reference: Don Mouth Naturalization Project Environmental Assessment

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

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

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

RIVER DESIGN: As was noted repeatedly in the stakeholder and public meetings, there is significant concern that, in optimizing for cost and development potential, the current river design has lost the "magic" and transformative power of the existing design by Michael Van Valkenburgh Associates (MVVA). There has been repeated criticism of the decision to reduce green space along the river course – moving it instead

to mid-development blocks. There has been criticism of the river path itself, which appears to reproduce the same unnatural 90° turn as the Keating Channel. There are concerns that bringing the river out in its final stretch saves a few acres of development land at too great an expense to naturalization and place-making.

We believe a better result can and must be achieved from an urban design perspective. We are recommending that a design process be initiated immediately with stakeholder involvement from the outset to enhance the river design and integrate work from the naturalization workshops. We further recommend that the MVVA team be invited back to lead this design process, as they have already worked extensively with all of the parties, including community stakeholders, and have advanced knowledge of aspects of the relevant technical requirements. This process could start with an interactive planning event resembling the Don Greenway charrette, which provided a productive and creative opportunity for education, visioning and consensus building.

2. Transit

We share the concerns of many at the SAC/LUAC and public consultation meetings that planning for transit has not been adequately undertaken.

As the PLAI research has indicated, high quality rapid transit in the Lower Don Lands and Port Lands is essential to attract the kind of private sector investment that is necessary to achieve the City's aspirations for economic revitalization. Creating quality of place through the provision of viable, rapid, high quality transportation is a critical necessity for creating livable new mixed-use neighbourhoods. In our view, a bus right-of-way – even as a stop-gap measure – does not constitute adequate planning for the area. The negative reaction of investors in East Bayfront to the failed delivery of the promised Queen's Quay LRT should confirm this point.

As with plans for other infrastructure for the area, we expect that a detailed plan for funding and implementation of high-quality rapid transit – transit that can support the concentration of workers and residents projected for the area – will be included in the next round of public and stakeholder consultations.

3. Business Plan

A great deal of work has been accomplished on the business plan side of the PLAI. Many consultants have been retained to analyze infrastructure implementation and phasing costs, potential development pace, potential revenues, potential financing and funding mechanisms. The SAC/LUAC and public have been given a very high-level report on the results of this work, but the information received to date has tended to raise more questions than it has answered.

For example:

- When comparing the PLAI realigned 4WS with the EA's preferred course for the river, has there been an evaluation of whether the revised version improves or diminishes potential land value? Is there a loss of economic value to having development on only one side of Don Roadway and Commissioners Street?

- Is a "main" street with retail at grade best served from an urban planning viewpoint by single loading it? Commissioners and the Don Roadway may not be envisioned as this kind of street but, if this is the case, what are the "main" streets?
- Is there any reason why the EA preferred course could not have been phased in a way that is similar to the phasing being proposed for the realigned version?
- Has naturalization along the river course and within the Don Greenway been included in the infrastructure costing? If so, what has that costing been based on?
- How would the costs and phasing strategy change if some part of river naturalization were included in each development phase?
- What and where is the land that is being reserved for a future "transformational" use?
- Will it be recommended unequivocally that any revenues or development charges from the Port Lands will be reinvested in Port Lands infrastructure costs? How will those arrangements be secured? Will the arrangements include any kind of contribution towards the "River Precincts" and "River Mouth" phases of the flood protection?
- Given fiscal constraints, does it make sense to rule out Tax Increment Financing and other value capture tools completely, when jurisdictions around the world have found ways to use such tools for *sine qua non* projects like transit-building?
- And, of course, the big unanswered question: Where does the first instalment of funding come from?

Again, we are requesting that one or more technical briefings be conducted on the business plan issues to allow stakeholders to review the analysis in more detail and to explore questions about the analysis. We recommend that one briefing be held relatively soon to deal with questions coming out of the SAC/LUAC and public meeting, and that a second briefing be held toward the end of the summer to allow a more in depth discussion of the specific funding or financing recommendations.

4. Comprehensive Planning for the Port Lands

At the beginning of this process, it was understood that the PLAI was intended to look at the Port Lands as a whole – a goal that has had broad support from a public that did not want to see one-off developments approved without an overall road map in place.

To date, some very preliminary steps have been taken in the form of identifying possible planning precincts and articulating certain values – such as the Central Waterfront Plan "core principles" – that are intended to guide planning. But it seems fair to say that, so far, what has been shared with the public has been very rudimentary.

We are aware that implementing comprehensive planning for the whole Port Lands is a daunting task – particularly given that for much of the Port Lands, the development horizon is a long way off. At the same time, there is a need to move quickly to a greater level of specificity in areas that might be ripe for development. An example can be found in the film precinct, where private land owners / leasees have begun to put together precinct planning proposals on their own. There is a need to integrate that process with initiatives in other areas, such as South Riverdale, in order to seize every opportunity to create better connections between the Port Lands and the rest of Toronto.

We note that developments in the concrete campus area are in varying stages of approval. Vacancies on the Hearn site, the Lever site and Cascades site present large-scale immediate opportunities for public open space and transportation infrastructure. These projects need to have a bigger planning framework to establish promontories, pedestrian and cycling networks, and view corridors and to connect in with the longer-term plans for development and open space centred on Cherry Street. As well, a framework is required to formalize needed connection improvements at Cherry Street, Carlaw and Leslie. Such a framework will provide some certainty for employment uses that will continue to exist in order to secure well paying jobs in the Port Lands. They need buffers and safe passageways through to ensure compatibility with existing and future uses.

By the end of the PLAI, we expect to see a program for advancing high-level framework planning for the full Port Lands, with a specific time table for initiating precinct planning in key precincts. And, as with all waterfront planning and development processes, we expect confirmation that Waterfront Toronto will continue to be the planning, development, and implementation lead for the Port Lands.

CodeBlueTO would like to thank you for the opportunity to comment on this phase of the PLAI initiative.

CodeBlueTO is a coalition of individuals, organizations, and groups that support the people's plan for Toronto's Port Lands, as developed by Waterfront Toronto. We defend the vision of a beautiful, revitalized urban community developed in a financially astute manner for this ecologically sensitive area. We believe in maintaining a transparent process that continues to involve the broader community. Our city. Our waterfront.

Response to the combined SAC/LUAC Meeting #4 - May 23, 2012 and to the Public Consultation #3 – May 24, 2012

June 8, 2012

First, let me say that on behalf of the Corktown Residents & Business Association, we wholeheartedly endorse the positions expressed so thoroughly by both CodeBlueTO and by the West Don Lands Committee. We are closely allied with both organisations.

We also have the following specific points to add or perhaps the same expressed from a slightly different angle. Perhaps several angles since there is some repetition but that might be necessary to get the points across.

Funding

While no concrete plan has been put forward for funding of the flood protection and Don realignment and naturalisation, it is pretty clear that it will have to come from multiple sources and methods. And so at every turn, the planning must maximise every opportunity for the lands. So every aspect must have big ideas – transit, Master Plan, Don realignment and naturalization. Until the business plan and proposed composite funding is in place, or even proposed, there can be no compromising on the "grand plan".

Great effort needs to be expended on exploring the possibilities for Waterfront Toronto to be able to create or take on debt, in some form, in order to add to the list of possible funding tools. Since no one funding vehicle will be able to carry all this weight, there must be multiple possible vehicles the sum-total of which stands a chance of making this all a reality.

This dictates two key comments:

1. Aim high – if we start compromising already at the planning stage, we know the process will be one of compromise and whatever plan is put in place will be watered down. So don't start by cheapening the plan to save dollars – go with the grandest vision that can be created.
2. The more catalysts that can be created and realised, the greater the possibility is to generate income from which at least a portion of the infrastructure costs and funding plan will be drawn. There are already catalysts ready and waiting to go – in the Film Precinct for a start. Provide them with the planning tools to proceed and create their plans.

Transit

Every planner, developer, architect, and knowledgeable citizen knows that good transit is the key to workable and sustainable development on a large scale. There is no comprehensive transit plan leading the process here – it's all band aid ideas with the hope that in the future, it will be brought up to the standard needed. As someone said to me recently: "Hope is not a business strategy". Without a comprehensive transit plan which must have LRT as its backbone, development of the kind possible in the Port Lands simply won't happen, and talk of acceleration and land values is pointless. Even if it isn't yet known how to fund such transit, it must be made the key element of the planning – then there is a chance that it will funded. Without such a plan, the money will never materialise, and neither will the grand possibilities for the land.

Don Mouth Realignment and Naturalization

The award-winning plans drawn up by MVVA and originally approved by Council in 2010 as scheme 4WS has been dramatically downgraded in 4WS Realigned. It has been cast cleverly as a slight change to 4WS but it is by no means slight. The river in 4WS has become a channel in 4WS realigned and the splendid naturalization at the mouth has become an outlet with almost nothing natural to be seen. Basically it is Keating Channel South. This is compromise at the start of the process. Since every development process inevitably sees compromise as it proceeds through design and refinement and approvals and finally implementation, where will this modified plan actually end up. Something resembling a ditch which will do nothing to enhance the value of the development lands being created. The calculations presented at both the SAC/LUAC meeting and the following Public Consultation simply ignored the issue of value creation and instead focused on reducing cost. It is short-sighted and will simply lead to a second-rate outcome which future generations will look upon and say about the folks who let this happen – us – "what were they thinking!?"

As stated earlier – we must aim high – this is not the point in the process to be making compromises. We haven't see a coherent business plan yet and we are making compromises already?

Catalyst for Port Lands development

We all know that the entire Port Lands area needs a catalyst and there is a catalyst ready to go with two major developers already involved in what is now thankfully designated as precinct – the Film Precinct. But they need to know how their plans might work in the larger context. The current fine work produced by MVVA does not extend east of the Don Roadway – it needs to be extended so that the film precinct can proceed.

Master Plan

A Master Plan for the whole Port Lands is essential - the Film Precinct is the first likely development, the true catalyst that everyone wants - how are they expected to produce a cohesive and workable plan for their lands without a comprehensive context, and how is the City and other bodies having jurisdiction able to give approvals without the same Master Plan?

Phasing

While on the face of it the ability to phase more readily in 4WS Realigned is attractive for many reasons, the fact that the Phase 5 work on naturalizing the Don south of the Lafarge site cannot happen until Lafarge has ceased operations at the site begs a major question. What has been done to cost out relocating them earlier and analyze the other benefits of doing so? The naturalization of the Don mouth is the creator of the major value in the Lower Don lands and yet won't happen until the end of the process. This must be re-examined if anything of real, value is to be created here.

Thank you for this opportunity – we look forward to the next steps in the process and to seeing the ideas put forward by so many credible parties incorporated into the final result which will then end up as a plan of which everyone involved and future generations will be proud.

Larry Webb
President
Corktown Residents & Business Association
info@corktown.ca

DON WATERSHED REGENERATION COUNCIL

June 7, 2012

BY EMAIL: MNoble@waterfrontoronto.ca

Ms. Michelle Noble
Director Communications & Marketing, Waterfront Toronto
Suite 1310 – 20 Bay Street
Toronto, ON M5A 2N8

Dear Ms. Noble:

Re: Portlands Acceleration Initiative, Public Consultation Round 3 – May 24, 2012 Comments of the Don Watershed Regeneration Council on the Findings and Recommendations

The Don Watershed Regeneration Council (DWRC*) supports the following:

- Retention of the 4WS option for the river rather than either of the other two that were under review (options 2 and 4W);
- Phasing, which provides a more realistic approach to the huge costs of flood protection and servicing by dividing the very large area into manageable pieces and providing some preliminary suggestions regarding sequencing;
- The realignment of the spillway eastward, which will create a "parkway" along the Don Roadway and Commissioners Street, and which will release a large portion of the flood prone lands from potential flooding in the early phases; and
- The provision of neighbourhood parks within the new communities.

However, these positive comments are qualified by a large number of detailed concerns, particularly regarding the character and implementation of 4WS realigned.

The realigned version of the river leaves the impression of a very constrained waterway, beginning with a sharp westward turn (not unlike the current flow into the Keating Channel) and a narrow river course created by the more restricted land area allocated to it. A naturalized mouth can only be achieved at such time as Lafarge relocates. In the meantime - and perhaps long after development has occurred – the river will be squeezed into a narrow, existing slip.

We understand that the realigned concept meets the hydrological requirements, but in diminishing the natural green areas on either side, it has sacrificed the iconic character of a meandering river offering pleasant walking trails along tree lined banks. There is no question that the new river will be an important catalyst in creating value and raising the development potential of the whole area.

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Therefore, it seems unnecessary to severely constrain the river concept at this early stage. The river is the single most important transformative element that will leverage maximum value out of the Portlands. The more generous and aesthetically pleasing it is, the higher the adjacent land values will be, regardless of the shape of the development blocks. The DWRC proposes that a deeper reserve south of Commissioners Street to accommodate the original alignment and adjacent vegetated areas should be included in the recommendations going forward to Council, and that detailed design work to that effect be undertaken prior to finalizing the land allocation for the river.

There is concern that the delay in construction of the naturalized river (shown in Phase 3) could jeopardize the primary goal of this redevelopment project – to create a sustainable, mixed, urban community, and give new life to Toronto's waterfront. This is not to diminish the value of expanding the studio precinct (Phase 2), but requests that serious consideration be given to including the river construction in Phase 2 in recognition of its regenerative role for the whole area.

In addition, full implementation of a naturalized mouth of the new river will be impossible until Lafarge ceases operation or relocates. This indeterminate timing creates a real risk that this essential element may never be realized, by virtue of the absence of hydrological "necessity" and escalating implementation costs over time. The DWRC recommends that consideration be given to actively assisting Lafarge to relocate at an early stage of the implementation plan by offering financial and fiscal incentives, and exploring alternate sites for its facility.

In the preliminary phasing plan the naturalized mouth appears only in the final build out (Phases 4 and 5). In the opinion of the DWRC, the river is the primary catalyst for attracting investment. Therefore, the DWRC underlines the importance of early construction of the new river in its entirety – in Phase 2. The challenge is one of the financial mechanisms needed (with special assistance to relocate Lafarge) rather than exclusive reliance on market forces and revenue from development.

Once an agreement is reached on the land area for the new river, the major concern will be how to protect it from temporary uses and intrusions until a market for the Portlands materializes. Policies and designations in the Official Plan and the Zoning By-law are the logical first steps. However, these are always open to applications for further amendments. Exploration of additional legal tools that can guarantee long term protection of the designated land area should be incorporated into the implementation plan.

In conclusion, the review to date suggests that market forces alone will not be sufficient to accelerate development in the Portlands. "Stimulus" uses, such as those particularly suited to a waterfront location (e.g., a water research facility), can be effective and there is general agreement that proposals will be received and reviewed with an open mind. Beyond these speculative possibilities, acceleration of the build–out process will require a strong commitment by government to create the necessary conditions to attract private investment. In the case of the Portlands, a new river regenerated out of a desolate brownfield can be the inspiration and catalyst for development of a first class community.

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All three levels of government will need to participate, as they did in the Environmental Assessment. Once the current uncertain financial cloud has lifted, then the time would be right to present the business plan for the Portlands to the senior levels of government. This is the opportunity to make the case for the anticipated revenues (taxes, fees, special levies, etc.), compared with a "do nothing" scenario, together with the additional reward for government foresight and the potential international recognition for a unique waterfront recovery project.

Yours truly,

Phil Goodwin
Chair, Don Watershed Regeneration Council

PG:MB:aw

cc: Gwen McIntosh, Director, Waterfront Secretariat, City of Toronto

Don Watershed Regeneration Council

The Don Watershed Regeneration Council (DWRC) is a formal community-based committee established by the Toronto and Region Conservation Authority (TRCA) in 1994 to help restore the Don River watershed to a healthy, sustainable natural environment. The DWRC reports to the Authority on a regular basis and is composed of community members, elected officials and representatives from businesses, agencies, environmental groups and academic institutions located within or concerned about the future of the Don River watershed

A new, updated regeneration Plan "Beyond Forty Steps" was endorsed by the DWRC and approved by TRCA in 2009 and guides the DWRC in commenting to other government agencies (federal, provincial and municipal) on matters pertaining to the future of the watershed. The new Plan addresses the broad watershed issues of sustainability including water and energy efficiency and emerging challenges such as climate change.

Friends of the Spit

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31 May 2012

BY EMAIL AND MAIL

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Port Lands Acceleration Initiative
Commentary following the Public Consultation Round 3 – Public Meeting

Dear Colleagues,

Members of Friends of the Spit have participated in all Stakeholder Advisory Committee meetings and in all public consultation meetings. We have appreciated the opportunity to be a member of the SAC and contribute; likewise the public meetings have been informative and well-run. It is now time for us to place our comments before you.

As you know, our all-volunteer advisory group was established in 1977 expressly to preserve the entire Leslie Street Spit as a public urban wilderness, car-free, with no admission charges. Since 1977, our organization has been represented at, and has participated in, every planning forum pertinent to the Spit and Port Lands at large. Our "corporate" knowledge of the history is unparalleled.

In general, it has become obvious to us that economic forces will dictate the pace of Port Lands development, and that acceleration is unlikely. The hope for a transformational or catalyst use is only that: a vague hope.

Secondly, what has also become obvious is that the original plans for the mouth of the Don (the original 4WS), and the plans gradually being formulated for the rest of the Port Lands, were well-thought-out and well-delivered.

Thirdly, by re-opening the public participation and consultation, a great service has occurred. The general public has awoken, and is now interested in the Port Lands at large. This is a tremendous thing, as from personal experience at the various meetings, we have seen hither-to-fore uninvolved individuals stepping forward and, almost to a person, declaring that there should be more parkland and more public realm. They fear a repetition of Harbourfront: they fear that the wall of condos will continue further east, they fear that the public realm will be sacrificed at the cost of acceleration or expediency, they fear almost to a person that 4WS is not enough – that 4WS is simply a good start that will be forgotten and not amplified; or worse, never realized in full.

Therefore, our first recommendation, from Friends of the Spit, is that the public realm be built and that the parkland and associated green uses be expanded from 4WS throughout the Port Lands. The 4WS scheme for the Don is the best, and should form the starting point. [As part of the ongoing Port Lands Acceleration Initiative, we ask that the implementation phasing analyses applied to "4WS Realigned" also be applied to 4WS.]

From the Friends of the Spit perspective, the green connection must be made large, wide, and viable between the Leslie Street Spit, the Base Lands, and the mouth of the Lower Don. Anything less will be seen by future generation as meagre and unworthy of the city.

Coupled with the public realm of parkland, a satisfactory transit infrastructure must be built so that people can be brought to the parkland areas and so that people can use the areas irrespective of ownership. Again, from Friends of the Spit perspective, the Spit is poorly served by public transit (it, currently, seasonally stops at Commissioner's) and all Spit users will benefit from better transit service.

The public consultation discussions have been interesting, wherein consultant after consultant spoke of a "higher order" of use for land, and then referenced housing, or retail, or corporate campus uses. Our organization believes that parkland is the highest order of use and that <u>all</u> other development must be subservient to that parkland imperative.

In order to create this public realm, a number of things must happen. First, the Spit and Baselands boundaries must be enshrined and protected. No incursions of errant canal rowing courses and the like, through the Spit, can be tolerated. In other words, Lake Ontario Park touches gently to the Spit and Baselands.

Secondly, Lake Ontario Park must be enlarged. For decades, Friends of the Spit have advocated that all lands south of the Ship Channel be parkland: parkland of varying recreational intensities. Our suggestion always has been that the active recreational uses be at the west and taper in intensity through to the passive recreational areas of the Spit.

In the course of the various meetings in the last six months, two things became clear. First, as acknowledged by the City and Waterfront Toronto, there won't be any development by Waterfront Toronto or any other agency south of the Ship Channel for at least 30 years! Secondly, the port users have made a strong case that some of the leased lands around the Ship Channel are important and valuable for the functions that help run our city. Both of these mean that there will be no residential development south of the Ship Channel, and, again, that is logical as there is presently no servicing and no amenities.

Far better then to declare all land south of the Ship Channel as parkland, and proceed on that basis to ensure that, as leases expire, as uses change, that the lands enter the public realm and be developed and maintained as parkland. That is a legacy worth striving for!

In the interest of stimulating discussion, we have attached our map of "Parkland in the Port Lands". For ease of comparison, we have used the Port Land Acceleration Initiative's mapping, and modified it to show our proposal.

In the current context, this green space would fit admirably to an expanded 4WS parkland scheme and provide the desired green connections.

It would take strength and political will to achieve this, but, from what we saw at the various public meetings, this would be universally applauded by the vast majority of those attendees.

Finally, the former Hearn Generating Station is a tantalizing structure: tantalizing, because so many people are willing to put their aspirational uses to it; and as stated at the May 24th meeting by Mr. Kusturin "something may or may not happen to the Hearn". If something were to happen, the first stricture would be that the use has to be compatible with parkland. It would be crazy to place a casino there; it would be crazy to put a stadium there. Secondly, whatever function it takes, it should be serviced by bridges and access from the north side of the Ship Channel. In other words, automobile traffic and truck servicing traffic south of the Ship Channel should be limited. Again, this would take a brave planner with a strong sponsoring organization.

These suggestions emanate from our organization's constant involvement in all matters of importance to the Spit since 1977. We are hard put to think of another organization with such a long history of having such a significant impact. The enjoyment that the Spit provides to the citizens of Toronto and beyond, to the hundreds of thousands of visitors annually who come to the Spit, could also be translated to the lands west of the Spit, south of the Ship Channel. As Toronto grows and expands, these lands would be essential for the enjoyment of the citizenry in both active and passive recreation.

This is the time and this is the place for a grand gesture. Go for it!

"Parkland in the Port Lands!" Go for it!!

Yours sincerely,

FRIENDS OF THE SPIT
per:

JOHN CARLEY, Co-Chair

GARTH RILEY, Co-Chair

cc. Councillor P. McConnell
Councillor P. Fletcher
Councillor M-M. McMahon
P. Tabuns, M.P.P.
M. Kellway, M.P.
Craig Scott, M.P.
CodeBlueTO
Interested parties

Parkland in the Port Lands

May 31, 2012

"PARKLAND IN THE PORT LANDS": This map has been prepared using the Port Lands Acceleration Initiative mapping in order to illustrate the parkland imperative for all lands south of the Ship Channel.

Friends of the Spit

Gooderham & Worts Neighbour Association response to the Port Lands Consultation 3

We would like to express our appreciation for the amount of detailed analysis that has been done to date and the opportunity for the public to provide feedback. We are gratified that the preferred option for the flood protection and naturalization 4WS has been confirmed as the best option. We are also pleased to see that between Consultation 2 and 3, in response to the public feedback, there has been great effort to bring back some of the lost green space.

We do, however, still have some concerns.

The river is ***the*** transformational initiative

It is the beauty and the magic of the river that will make this area valuable. The approved river plan maximises the amount of waterfront land, i.e. maximises land values throughout the Lower Don Lands. The revised version puts roads along the water thus reducing the value of many parcels. As well, the diminished amenity value of the revised version will have the same effect.

What do you think about the current findings and recommendations?

Naturalization

- Need for more technical information about the naturalization of the river – **are the costs to naturalize included in the Flood protection?** Naturalization should not be confused with flood protection – they have 2 different purposes. We would like to see these costs broken out.

- Loss of the river mouth estuary in the final phases, 4 and 5 if Lafarge does not want to leave – that is the major part of the naturalization – **how much park and open space is included in those phases?** We have already lost 8.3 hectares with the realigned plan if fully implemented

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- Realigned 4WS has the river making a sharp right turn similar to the current situation which has been established as a non-preferred option in the process. All the grace of the river form is lost.

- Realignment along the Don Roadway means less opportunity for trees. This has an impact on the bird migration. Many of the species that cross the lake to head north are nesting birds that need trees to rest along their way. A channelized floodway and spillway means no trees can be planted.

- In addition, the realignment and phasing will impede the ability to realize some of the Terms of Reference in the EA to enhance the biodiversity of aquatic and terrestrial habitats and encourage the restoration of the species that have been lost through our neglect.

Transit

- This appears to have been an afterthought. Discussions with developers have proven that, without an effective transit system approved or in place, there will not be a market for any development either commercial or residential. A transit system plan is required as one of the pre-requisites to the infrastructure work. This does not mean a bus way as proposed for the East Bay Front precinct. This was a last minute proposed solution because there is no official transit plan in place for the LRT the developers and landowners have been fighting to have. What is needed is a fully planned rapid transit system.

Business Plan

- Need to understand the amount of opportunity costs due to lack of green space and phasing of the river naturalization. For instance, Phase 1 of the flood protection will allow for development in Cousins Quay and Polson Quay. This could be built without any of the naturalization beauty and magic of the river and with brownfields across Cherry St that may be decades away from development. **How much value could be gained by waiting for the completion of the river?**

- Transformational Initiative – **where is the land that is being retained for this?**

- **Will any funds revenues or development charges be retained for use in the further Port Lands development? How will this be guaranteed?**
- More information about the possible financing – **what about granting borrowing powers to WT? Have TIF's been discarded too quickly because it is not necessarily an easy solution?**

Comprehensive Planning for the Port Lands

- Need to see the street plans – bridge to extend Munition St to north of Keating has been removed – what about the 2 pedestrian/bicycle bridges connecting the west side of Cherry St to north Keating and the one that connects to the West Don Lands east of Cherry? Central Waterfront Plan places an emphasis on North/South connections as well as East/West

- The planning shown to date does not include all of the Port Lands. The lands south of the Ship Channel and the section east of Carlaw have not been included in the analysis to date. A high level framework plan is still required. We would like to ensure that at least some planning of roads and services are included so there are no major surprises when that day comes.

What do you have any suggested refinements to the current findings and recommendations?

- Bring Michael Van Valkenburgh back to consult on the realigned 4WS

- Once there is an approved plan, lock it down so every time a new council is elected, we do not have to go through this process all over again.

- We would like to see some public workshops or a charette to delve deeper into the analysis of the realigned 4WS to ensure it can meet the naturalization goals of the EA

Response to Round 3 Public Meeting Presentation
Port Lands Acceleration Initiative

John P. Wilson
June 8, 2012

Naturalization:
My observations about the most recent round of presentations focus largely on naturalization, the matter I have the most experience with. I'm going to omit the usual acknowledgement of great effort on the part of the PLAI team and go straight to the point:

> Anything positive about the naturalization opportunities presented on May 24 derives from the original work on the DMNP EA, Option 4WS and the Lower Don Lands Framework Plan. What I see here is a step backwards.

First, simple metrics: It is proposed that the land area available for naturalization be reduced by 8.3 ha. Park Space has been reduced 3.7 ha. and the Flood Plain has been reduced by 4.6 ha. These two categories totaled 45.1 ha. originally; they are now proposed to total 36.8 ha. for a reduction of close to 20%.

Second, potential conflict with other uses: Park Space, and perhaps also Flood Plain, must accommodate shared use between naturalization and other uses such as active recreation, community centres, passive-use lawns, event space, community gardens, etc. This places already-constrained naturalized areas in conflict with space reserved for playing fields, etc. It is likely that naturalized area will be reduced more than the other uses (meaning that naturalized area will probably be reduced significantly more than 20%) unless naturalists engage in unwanted and unnecessary conflicts with other park users.

Third, quality of naturalized area: We must remember that the DMNP EA was only part of the picture in the Lower Don Lands. The full MVVA plan, as it came to be expressed in the Lower Don Lands Framework Plan, included not only flood plain naturalization, it also had eight "Wooded Prospects". These reflected the work of an ecology team who provided terrestrial habitat for migratory birds. Four of these woodlots aligned with the Don Greenway link between Lake Ontario Park and the Don River Valley. Two along this alignment, as well as a third in Promontory Park, appeared to approach 1 hectare in size – small woodlots, no doubt, but comparable in size to very productive wooded areas of the Baselands in Tommy Thompson Park, where migratory neotropical birds (and bird-watchers) flock each Spring and Fall. By contrast, the realignment of 4WS shows nothing but flood plain along the orientation of the Don Greenway, where woody plants (even shrubs) will be excluded by flood plain requirements of the province.

Simply put, a migratory route for passerine birds without trees is like a wetland without water. Unless the realignment of 4WS is radically altered, for terrestrial creatures it would be worse than the current condition!

Even with regard to aquatic habitat, the narrower flood plain would make for smaller "total area of wetland", and smaller "patch size of wetland" – crucial "Indicators" in the DMNP EA (Appendix E-2). Also the narrower river mouth, greater amount of dock wall and other features of the land-water interface suggest that there would be smaller, poorer open-water aquatic habitat.

It appears certain that 4WS "realigned" would significantly underperform 4WS "preferred" in Naturalization as evaluated in the DMNP EA. From the information provided my guess is that six of the nine "Criteria" would be worsened by the "realignment", as regards reaching the Naturalization objective of the EA. This is unacceptable.

City-Building:

A great deal of weight has been given to increasing the area of developable land, as if all developable land were of equal value. But there is a significant body of research that indicates that, by impoverishing the open spaces of the Lower Don Lands, the city would reduce the value of developable lands. To quote from a 2005 study by Wilder Research, *The Economic Value of Open Space: Implications for Land Use Decisions*:

> "Almost all studies of urban areas indicate that parks have a positive and significant impact on the prices of homes located very near the park, but the magnitude of the results vary widely… Natural parks and passive use parks tend to have more impact than active use parks… (Page 11)
>
> "Natural parks could add as much as 20 percent to the value of nearby homes, and the effect seemed to extend much farther from the park than for other open spaces. Moreover, they also found that the larger parks had the largest effects." (Page 13)

Finally, it was stated during the most recent round of public consultations that the relation of city to open spaces would be improved by the realignment because the Lower Don Lands Framework Plan places the backs of development lots against the open space. This is incorrect.

The Lower Don Framework Plan by and large places residential or smaller streets facing open spaces (all the more to improve land values). Where that Plan does not show a street facing open space, there are great park-related uses –a trail, school, community centre or day care. It would seem to be rather unusual and a lost opportunity to place an arterial street or commercial boulevard abutting much of the open space.

Much more work needs to be done, with intensive public input, to make the PLAI Round 3 effort acceptable.

Quite a while ago I sat on the Gardiner Expressway EA hosted by Waterfront Toronto. When we toured the mouth of the Don River Kevin Bouchard mentioned that there was a relationship with the Clinton Climate Change Initiative. My understanding was that the offer was not for funds but rather for expertise. Could we not use them for the planning for the mouth of the Don? It was evident after the Thursday public meeting that most are not happy with the revised plan, "the accountant" design. Is there a way we could tap into their expertise?

West Don Lands Committee

West Don Lands Committee response to the May 2012 SAC/LUAC and public consultations on the Port Lands Acceleration Initiative

The West Don Lands Committee endorses and adopts the response of CodeBlueTO, including the requests for stakeholder briefings and the initiation of a design process for Don River Mouth alignment, naturalization and public realm plan. The WDLC adds the following comments:

1. **A naturalized Don River Mouth must be recognized and promoted as a transformative feature in itself. A spectacularly designed river:**

    - Creates a powerful symbol of regeneration, transformation and sustainability within the Port Lands;
    - Contributes to rebranding a challenged brownfield site;
    - Contributes a critical component to the creation of a continuous wildlife corridor from the Spit through to the Don River Watershed;
    - Provides highly valued public amenity space;
    - Creates a river edge amenity that significantly enhances the land value of adjacent and neighbouring development parcels - even to the extent that additional costs of this approach may be more than fully recovered by increased land value;
    - Is strongly supported by the public who are concerned about the loss of opportunity to create a more balanced relationship to nature within the City.

    It would be a mistake to stint on this feature for the sake of gaining as little as 4 hectares of additional developable land.

2. **Strengthening Linkages -The Keating Channel:**
    - A core principle of the Central Waterfront Plan is making connections to bring the waterfront back into the life of the city. This couldn't be more important for the Port Lands, which are isolated logistically and psychologically from the city centre and from neighbouring communities, such as the West Don Lands and East Bayfront.
    - The Keating Channel precinct will be an important connector between these communities and we are concerned that the City has pulled back from revitalization of 480 Lakeshore and the east Keating area at a time when certainty around development on both sides of the Channel is important for creating a positive investment context.
    - We are also concerned that elements that would reinforce the north-south connections over the longer term, such as the vehicular and pedestrian bridges over the Keating Channel are no longer included in the infrastructure plan.
    - We would recommend that precinct planning for the Keating Channel East be incorporated into the work plan coming out of the PLAI and that enhancing connectivity between 480 Lakeshore and the Lower Don Lands be identified as an objective to be explored through that process.

[redacted]

3. **Strengthening Linkages – Transit planning:**
    - A clear commitment to transit is a key to acceleration according to the market sounding done in connection with PLAI.
    - It is critical that the current business plan incorporate an upfront commitment to higher order transit, building on the work done to date in the Waterfront Transit Environmental Assessments.
    - Both public sector contributions and value capture techniques to access private sector contributions must be employed to provide funding for transit in the Port Lands.
    - The transit commitment needs look beyond the boundary of the Port Lands to ensure that the Queens Quay and West Don Lands LRT lines are developed and connected to the Port Lands in a timely way.

4. **Creating a positive investment context**
    - Certainty as to the planning context will naturally accelerate development. We know this from the WDL precinct planning process, which has significantly accelerated private sector investment in neighbouring areas such as Corktown.
    - A commitment to a spectacular public realm also spurs private sector development and that public realm planning must be moved ahead in the Port Lands.
    - Building consensus through the kind of robust consultation process undertaken by Waterfront Toronto is another way in which certainty and investor confidence can be enhanced. It is critical that the Waterfront Toronto's high quality work in this area be continued.
    - Identification of a planning and consultation timetable, including consultation on the precinct structure and precinct planning priorities should be part of the deliverables for the PLAI.

5. **Financing and Public Sector Investment:**
    - The PLAI work to date has reinforced lessons learned from development of the West Don Lands: These are complex development lands that require the public sector to lead with public realm investments in order to attract and maximize private investment.
    - Spectacular public realm planning spurs private sector investment.
    - While the current fiscal environment is difficult, it is reasonable to expect that a visionary plan will attract public sector investment at a future date.

6. **Waterfront Toronto must continue to lead the planning process**
    - It is the only entity with the capacity to carry out the complex planning work.
    - It has a demonstrated track record.
    - It is highly regarded by the public and has built up invaluable social capital with government and regulatory agencies.
    - And very importantly, it is structured to engage all levels of government.

[redacted]

WESTON VILLAGE
RESIDENTS' ASSOCIATION
c/o 2100 LAWRENCE AVE. W., SUITE 102
WESTON ON M9N 3W3
416 . 243 . 0686

Wednesday, June 13th, 2012

Nicole Swerhun,
Swerhun Facilitation & Decision Support
720 Bathurst Street, Suite 308
Toronto, ON M5S 2R4

Dear Nicole:

Re: Port Lands Acceleration Initiative

Thank you for allowing me to comment on the revised plan. After leaving the SAC/LUAC meeting on May 23rd, I could not help but think "what is the real gain and for whom?" The anticipated cost savings of $150 million when you look at it amortized over centuries is marginal at best and make the land much less valuable in the long run and more importantly, less likely to leave a legacy of quality for generations to come.

One of my comments at the meeting (which I did not see recorded) was that "the 4WS "realigned" plan looks more like the Rideau Canal than a majestic river like the Humber." This re-configured plan has lost its "magic" and is common and crude in its execution. In particular, the naturalization of the river mouth has been altered so as almost not to be recognizable as the same award-winning design.

Finally, why must we keep re-visiting plans that have already been decided on by the politicians of the day in consultation with the public? As someone at the meeting said, we, the tax paying public MUST be protected from this! Talk about "respect for taxpayers"! Plans like Transit City and now the Port Lands are used by an ego-driven Council as bargaining chips in tough economic times - penny-wise, perhaps but pound foolish in the long run. We need to "stay the course" with respect to this award-winning design. I believe that some very minor "tweaks" could have been made without stripping the plan of all its beauty and integrity.

Sign Me,

Not Impressed with a Ditch!

Laura Alderson
Vice-Chair
WestonVillage Residents' Association

Cc: John Campbell, Waterfront Toronto,
John Livey, City of Toronto
Councillor Frances Nunziata

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE MEETING 5

4:00-6:30pm, Wednesday August 1st, 2012
Metro Hall, 55 John St. Rm 308/309

The fifth meeting of the Port Lands Acceleration Initiative Stakeholder Advisory Committee (SAC) was attended by approximately 20 representatives from member organizations (see participant list attached). The purpose of the meeting was to brief SAC representatives and seek their feedback on the updated findings and draft recommendations (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the SAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of the SAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. Please visit the project website (portlandsconsultation.ca) for more information.

FEEDBACK SUMMARY

Feedback from SAC representatives is organized here into four areas, including: Support for Lower Don/River Configuration; Clarify Demand and Revenue Projections; Clarify Precinct Planning Process; and, Other Advice.

SUPPORT FOR LOWER DON LANDS/RIVER CONFIGURATION

- Participants felt that the look of the Lower Don Lands and River Configuration had improved greatly since the last iteration, and that it was good to see that elements of the original EA plan had been incorporated. Some thought that the north edge of the park along Commissioners Street could be improved to make it seem less straight and hard edged.
- While the reasons for focusing on the Lower Don Lands and River Configuration in the presentation were appreciated, participants felt that an effort should be made to better show the planning and analysis that has been done on the Port Lands as a whole.
- Participants suggested making it explicit that concerns about port navigation and dock wall access necessitated modifications to the Lower Don Lands and River Configuration.

CLARIFY DEMAND AND REVENUE PROJECTIONS

- Participants suggested making it clear that the "Master Developer Business Case" projections are based on development in the Quays and east of the Don Roadway precincts, and not the Port Lands as a whole.
- A concern was raised that the projected retail/office/residential mix would not come to fruition (as has been the case in other parts of the City). It was suggested that an effort should be made to ensure that a true mix of uses will happen.
- It was suggested that the office demand projection could be clarified – i.e. it does not represent Financial District-equivalent AAA class office space. It was noted that office uses outside of the Financial District often have a large amount of surface parking, and there was a desire to avoid this in the Port Lands.
- Participants felt that it should be made clear that the projected retail demand does not mean that there will be "big-box" format retail.

- Participants suggested that the use of s. 37 contributions in the revenue projection should be minimized.

CLARIFY PRECINCT PLANNING PROCESS

- Participants suggested making it clear that the Central Waterfront Secondary Plan will remain as the guiding policy document for further planning processes in the Port Lands, particularly with regard to park land and affordable housing provision.
- Participants also suggested making it clear that the precinct planning process will involve input from the City of Toronto, Waterfront Toronto, Land Owner Groups and the public.
- There was interest in more information on the composition of Land Owner Groups and their role in the precinct planning process.
- Specific ideas for incorporation into the precinct planning process included zero-net-energy development and ensuring connections between existing adjacent neighbourhoods and the Port Lands.

MORE INFORMATION ON TRANSIT

- It was felt that a greater amount of information about the level of transit in each phase and timing of the transit build out would act as a compelling confidence builder for developers.
- It was suggested that a greater level of investment in transit should happen earlier in the phased build out – while there may not be a desire to provide greater investment before the demand is present, transit investment itself can generate demand through incentivizing development in the Port Lands.
- It was suggested that the progression of transit on Queens Quay (e.g. bus service to LRT) could be used as an example of the progression of transit in the Port Lands.

OTHER ADVICE

- There was interest in more information on the issue of governance – i.e. if it would be addressed within or subsequent to this process. It was suggested that the tri-partite agreement and Waterfront Toronto's role in guiding Port Lands development be maintained.
-
- The significance of the film studio lands was discussed and it was suggested that creative industries already within the Port Lands could be considered as a catalyst use.

Next Steps

The meeting wrapped up with representatives of Waterfront Toronto and the City of Toronto thanking participants for the important role they played in providing feedback throughout the process. It was noted that the Project Team heard a number of issues from participants and that an effort has been made to respond to all of them, ultimately producing a better plan. It was confirmed that the final public meeting for this phase of the Port Lands Acceleration Initiative will be held on August 8th, and that a staff report will be reviewed by the Executive Committee in September and full Council in October. The staff report will recommend directions for the entire Port Lands and include all of the studies created in support of the recommendations.

SAC Meeting 5 Attendance

Building, Industry and Land Development Association
Canada Green Building Council – Greater Toronto Chapter
Canadian Urban Institute
Canadian Urban Transit Association
CivicAction
CodeBlueTO
Corktown Residents and Business Association
Cycle Toronto (formerly Toronto Cyclists Union)
Don Watershed Regeneration Council
East Toronto Community Coalition
Gooderham Worts Neighbourhood Association
Sherwood Park Residents Association
South Riverdale Community Health Centre
St. Lawrence Neighbourhood Association
Toronto Green Community
Toronto Industry Network
Waterfront Action

Regrets

Beach Waterfront Community Association
Canadian Advanced Technology Alliance/Intelligent Community Initiative
Evergreen
Federation of North Toronto Residents Associations
Film Ontario
Friends of the Spit
Kingsway Residents Against Poor Planning
Lake Ontario Waterkeepers
Martin Prosperity Institute/Institute for Competitiveness and Prosperity
Midland Park Community Association
Outer Harbour Sailing Federation
Real Property Association of Canada
Retail Council of Canada
Toronto Association of BIAs
Toronto Board of Trade
Toronto Centre for Active Transportation
Toronto Island Resident Association
Toronto Passenger Vessel Association
Toronto Park People
Toronto Field Naturalists
Toronto Youth Cabinet
Tourism Toronto
Urban Land Institute of Toronto
West Don Lands Committee
Weston Residents Association

Observers

Councillor Paula Fletcher
Councillor Pam McConnell's Office

SAC Meeting 5 Agenda

Port Lands Acceleration Initiative
STAKEHOLDER ADVISORY COMMITTEE
MEETING 5
Wednesday, August 1, 2012
Metro Hall, 55 John Street
Room 308/309
4:00 – 6:30 pm

PROPOSED AGENDA

4:00 pm Welcome, Introductions and Agenda Review
Nicole Swerhun, LURA/SWERHUN Facilitation Team

4:10 Executive Update
John Campbell, Waterfront Toronto
John Livey, City of Toronto

4:15 Presentation – Updated Findings and Draft Recommendations
Christopher Glaisek, Waterfront Toronto
David Kusturin, Waterfront Toronto

Questions of Clarification

5:15 Discussion and Feedback

Discussion Question:

What refinements, if any, would you make to the updated findings and draft recommendations for the:

Lower Don Lands/River Configuration
Port Lands
Business Case
Next Steps

6:20 Wrap-Up and Next Steps

6:30 Adjourn

Appendix 3 – Landowner and User Advisory Committee Summaries

Landowner and User Advisory Committee Meeting #1
February 15th, 2012

Landowner and User Advisory Committee Meeting #2
February 29th, 2012

Landowner and User Advisory Committee Meeting #3
March 21st, 2012

Landowner and User Advisory Committee Meeting #4 (Combined Meeting with Stakeholder Advisory Committee – See Appendix 2)
May 23rd, 2012

Landowner and User Advisory Committee Meeting #5
August 2nd, 2012

Port Lands Acceleration Initiative

LANDOWNER AND USER ADVISORY COMMITTEE MEETING 1

8:30-10:30am, Wednesday February 15th, 2012
20 Bay Street, The Rostie Group – Rainy Lake Room

The first meeting of the Port Lands Acceleration Initiative Landowner and User Advisory Committee (LUAC) was attended by over 50 representatives of Port Lands landowners and users (see participant list attached). The purpose of the meeting was to brief LUAC participants on the Port Lands Acceleration Initiative and seek their feedback and advice (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the LUAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of the LUAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. Please visit the project website (www.portlandsconsultation.ca) for more information.

FEEDBACK SUMMARY

Feedback from LUAC members focused on four key areas related to the Port Lands Acceleration Initiative, including: Understanding Costs/Phasing/Scope; Engaging Landowners and Users; Specific Property Issues; and Other Advice. This summary reflects the advice shared by LUAC members with Waterfront Toronto and the City of Toronto.

COSTS/ PHASING/ SCOPE

The LUAC features a lot of development and financing experience and expertise and given the right information, this experience and expertise can be used to help solve the problem at hand. Specifically, more information on overall infrastructure costs and the scope and costs associated with different phasing options will enable LUAC participants to provide more focused feedback.

It is also important to provide the general public with the same cost and phasing information. This would present a realistic picture of what is feasible and encourage ideas and feedback that are implementable.

Greater clarity should be provided on the scope of potential change for the Don Mouth EA. In particular, participants would like more information on the alternatives being considered for the configuration of the mouth of the Don.

ENGAGING LAND OWNERS AND USERS

There is a need to involve landowners/users as early and directly as practical in the project. Landowners/users need to be involved in order to reduce uncertainty regarding potential immediate and long term impacts of accelerated development on their operations in the Port Lands.

In addition to the LUAC and one-on-one interviews with landowners, it was suggested that meetings between the project team and groups of landowners/users with similar interests might be useful. These meetings could be a means of enabling sub-sets of owners/users with common interests to share their ideas and concerns with the project team and explore solutions.

SPECIFIC PROPERTY ISSUES

There are many specific landowner/user issues that require special attention, including:

- It should be made explicit in all presentation materials that lands on the north side of the Keating Channel are not included in this Acceleration Initiative;
- It should be noted that the Don Mouth EA preferred alternative passes through privately-held property and implies a discontinuation of the existing land use on this property;
- Concern about the long term maintenance of the ship channel and dock wall in relation to impacts on port users' operations; and
- Concerns about specific film sector leases being impacted by the outcome of this Initiative.

OTHER ADVICE

It's important that the role of particular working groups be very clear - that way landowners know who to connect with about specific issues (e.g. who to connect with regarding the status of existing development applications, and who to connect with regarding employment and potential local economic impacts of the Initiative).

It is important that the general public understands the importance of employment and other existing land uses in the Port Lands. The public also needs to be realistic about what can and can't be done in the Port Lands. The Port Lands are such an important area that new thinking around issues specific to this ward may be needed.

Next Steps

The meeting wrapped up with representatives from Waterfront Toronto and the City of Toronto confirming with participants that the LUAC will continue to meet at the same time of day, with a schedule that matches the availability of new information from the project team. The following information will be made available to LUAC participants: Presentations and attendance list from first LUAC meeting; and a list of properties that may be affected under different development scenarios.

LUAC Meeting 1 Attendance

107644 Ontario Ltd
3C Lakeshore
3C/Pinewood
Aird & Berlis LLP for 3C Lakeshore
Booth Shore Investments
Build Toronto
Cargill
Cherry Beach Sound
Cimco Refrigeration
Cinespace
Corus Entertainment
Fasken Martineau
Hydro One
IKO
Intelligarde
J Company Holding & Investment
Johnston Litavski Ltd
LaFarge Canada Inc
Maple Leaf Sports Entertainment
MTCC
National Rubber Technologies
planningAlliance
PS Production Services
Rideau Bulk
Rogers Communications
Sifto Canada Corp
St. Mary's Cement Inc
Telesat
The Canadian Salt Company Ltd.
The Cannington Group
The Rose Corporation
Toronto Hydro
Toronto Port Authority
Toronto Professional Fire Fighters Association
Toronto Terminals Railway
Toronto Waterfront Studios Development Inc
TPLC
TPLC
TRCA
Unit Park
Port Lands Landowners
Waterford Group

Observer from the SAC
West Don Lands Committee

LUAC Meeting 1 Agenda

Port Lands Acceleration Initiative
LANDOWNER AND USER ADVISORY COMMITTEE MEETING # 1
20 Bay Street, 12th Floor
The Rostie Group, Rainy Lake Room
8:30 – 10:30 am

PROPOSED AGENDA

8:30 am **Welcome, Introduction and Agenda Review**
Nicole Swerhun, SWERHUN | Facilitation & Decision Support

8:45 **Project Over view**
John Campbell, President and CEO, Waterfront Toronto
John Livey, Deputy City Manager, City of Toronto
Mike Williams, General Manager, Toronto Economic Development & Culture

9:00 **Landowner and User Briefing**

- Overview of the Port Lands and history of planning
- Review of existing plans
- Overview of Technical Working Groups and work underway
- Project deliverables
- Feedback from Kick-Off Public Meeting (December 12, 2011)

9:30 **Facilitated Discussion**
Questions, Feedback, Advice from Land Owners and Users

10:15 **Next Steps**

10:30 **Adjourn**

Port Lands Acceleration Initiative

LANDOWNER AND USER ADVISORY COMMITTEE MEETING 2

8:30-10:30am, Wednesday February 29th, 2012
20 Bay Street, The Rostie Group – Rainy Lake Room

The second meeting of the Port Lands Acceleration Initiative Landowner and User Advisory Committee (LUAC) was attended by over 40 representatives of Port Lands landowners and users (see participant list attached). The purpose of the meeting was to brief LUAC participants on the Port Lands Acceleration Initiative and seek their feedback and advice (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the LUAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of the LUAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. Please visit the project website (www.portlandsconsultation.ca) for more information.

FEEDBACK SUMMARY

Feedback from LUAC members focused on the presentations delivered at the meeting (covering Market Sounding, Market Analysis & Revenue Potential, Funding Alternatives, and Flood Protection and Naturalization) as well as general advice for the Project Team. This summary reflects the feedback shared at the meeting by LUAC members.

MARKET SOUNDING

- In moving forward with the market sounding exercise, it is important to ensure a wide range of developers are consulted, particularly those who already have an interest in/ownership of land in and around the Port Lands.
- It was noted that the list of those already consulted appeared to consist primarily of builders rather than developers and that the market sounding exercise could benefit from consulting with developers. It was suggested that medium-sized developers (e.g. Streetcar) and first generation investors – in addition to second and third generation investors – could be included in the market sounding.

MARKET ANALYSIS & REVENUE POTENTIAL

- As the analysis moves from investigating historical trends and providing forecasts to suggesting particular building forms, it is important to consider the potential of non-traditional building forms in the Port Lands.
- The Two Kings (King-Spadina and King Parliament) have had success in attracting B and C class office space in non-traditional building forms, and it was suggested that development could start with these lower order classes and move up to higher order classes later.
- Consider conducting market sounding interviews with developers involved in the global examples of port lands and industrial site revitalization.

FUNDING ALTERNATIVES

- Consider looking at existing alternative financing programs that are already available, such as Community Improvement Plans.
- Consider examining the work of Urban Development Corporations in cities like Boston, Baltimore and New York for examples of leveraging land ownership to get financing.
- Further information on the cost of capital and City balance sheet impacts of alternative financing programs would be useful.

FLOOD PROTECTION

- Consider using black (or another colour) to show which properties are privately held or leased as a backdrop for river options. It is important for the public to know what lands are not in public ownership/use when thinking about options.
- Further information on the objectives used in assessing the optimized river alignment alternatives would be beneficial (e.g. the treatment of the Keating Channel in optimized Alternative 2).

OTHER ADVICE

- Consider accommodating transition planning in the overall Acceleration Initiative that seeks to mitigate impacts related to potential displacement of existing users.
- Port Lands Landowners and Users need as much certainty as possible on timing/sequencing of how land in the Port Lands would be developed – even if it's only order of magnitude (1-2 years, 10+ years, 50+ years, 100+ years).
- Consider factoring in cost of relocating existing users to make business case for financial modeling.
- Further information on the project timeline would be useful. Strong belief from at least one participant that pushing the project through in 3 months is too quick, and problems will inevitably result.

Next Steps

The meeting wrapped up with representatives from Waterfront Toronto and the City of Toronto confirming with participants that the LUAC will meet again prior to the next round of public meetings. The Project Team also confirmed that the one-on-one interviews with landowners and users that are being run in parallel to the LUAC are available to any and all LUAC participants.

LUAC Meeting 2 Attendance

Fasken Martineau DuMoulin LLP
PricewaterhouseCoopers
Toronto Port Lands Company
Toronto Terminals Railway
Rose Corp.
Maple Leaf Sports and Entertainment
Rideau Bulk
Castlepoint/3C
Ontario Power Generation
IKO Industries
City of Toronto
MTCC
LaFarge
Toronto Port Authority
planningAlliance
Various Landowners
MMM
Cargill
St. Mary's Cement Inc.
Toronto Hydro
McGregor Industries
Holcim Canada Inc.
Redpath Sugar
Greyhound Canada
Canadian Salt
16 Munition Street
JohnstonLitavski Ltd.
Essroc Canada Inc.
Infrastructure Ontario

Observer from the SAC
Toronto Green Community

LUAC Meeting 2 Agenda

Port Lands Acceleration Initiative
LANDOWNER AND USER ADVISORY COMMITTEE MEETING # 2
20 Bay Street, 12th Floor
The Rostie Group, Rainy Lake Room
8:30 – 10:30 am

PROPOSED AGENDA

8:30 **Welcome, Introductions and Agenda Review**
SWERHUN | Facilitation & Decision Support

8:35 **Update Briefing**

1. **Overall Context**, City of Toronto
2. **Market Sounding**, PricewaterhouseCoopers
3. **Market Analysis & Revenue Potential**, Cushman & Wakefield
4. **Funding Alternatives**, Scotia Capital
5. **Flood Protection**, AECOM
6. **Toward the Business and Development Plan**, Waterfront Toronto

9:35 **Facilitated Discussion**

10:55 **Next LUAC Meeting**
LUAC Meeting # 3 - Wed, Mar 21

10:30 **Adjourn**

Port Lands Acceleration Initiative

LANDOWNER AND USER ADVISORY COMMITTEE MEETING 3

8:30-10:30am, Wednesday March 21st, 2012
20 Bay Street, The Rostie Group – Rainy Lake Room

The third meeting of the Port Lands Acceleration Initiative Landowner and User Advisory Committee (LUAC) was attended by over 35 representatives of Port Lands landowners and users (see participant list attached). The purpose of the meeting was to brief LUAC participants on the Port Lands Acceleration Initiative and seek their feedback and advice (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the LUAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of the LUAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. Please visit the project website (www.portlandsconsultation.ca) for more information.

FEEDBACK SUMMARY

Feedback from LUAC representatives is organized here into five areas, including: Support for Phasing; Support for a Strong Framework and Market Driven Implementation; Opportunity is Underestimated; Flood Protection; and, Other Thoughts.

SUPPORT FOR PHASING

Several participants support the proposed approach to phasing development in the Port Lands. They said it made the area "more digestible", facilitates development, and helps get the revenue to help implement subsequent phases. Other comments related to phasing included:

- Interest in seeing development accelerated on Polson and Cousins Quay because they could contribute significant revenue to the City;
- Support for an approach that uses the market to determine when/if existing uses would like to move rather than requiring relocation;
- Request that areas unlikely to be developed in the next 20 years be identified (since many people on the LUAC have investments beyond 20 years), for example the area south of the ship channel; and
- An observation that the phasing options present a fork in the road for the future of the Port Lands, and that that the decision to raise the Don Roadway means we're choosing to protect the eastern part of the Port Lands while leaving the western at risk for longer.

SUPPORT FOR A STRONG FRAMEWORK AND MARKET DRIVEN IMPLEMENT-ATION

Several participants focused on the importance of creating and entrenching a framework plan to guide development in the Port Lands, identifying phasing opportunities and a rough timeframe, and then letting the market decide where and when to act. Other comments/suggestions included:

- Recognizing that a lot of very good planning has taken place through this process, and the importance of entrenching that work in City's Official Plan and creating bylaws that provide people with regulatory certainty about the future (several participants said they would like to see this happen as soon as possible); and

- Identifying the maximum densities that will be permitted in the area because this is necessary for investment.

OPPORTUNITY IS UNDER-ESTIMATED

Several participants said that they "found the numbers light" and that they felt the process was underestimating the opportunity in the Port Lands. They feel that the Port Lands are a tremendous asset that can capture a greater percent of the market share than estimated, with one noting that "not a week goes by when we don't get a call from developers who want to buy land in the Port Lands". Another participant noted that the Port Lands seem quite large, however when land for green space, flood protection and other areas (like the ship channel) are accounted for the remaining land is much less than 1000 acres and much more likely to be developable.

FLOOD PROTECTION

The observation was made that it appears that realigned 4WS was the preferred flood protection option because it delivers the most developable land. There was a request to see the other criteria considered when selected realigned 4WS, and a similar analysis undertaken (e.g. considering criteria such as cost, phasing, land use, etc.).

OTHER THOUGHTS

Other thoughts and suggestions shared by participants included:

- An interest in seeing the breakdown of the $3 billion in costs associated with infrastructure so that developers can see what they can contribute to/pay for *(Waterfront Toronto and the City noted that they will provide a more detailed breakdown of costs as it becomes available)*;
- An interest in understanding how Waterfront Toronto and the City of Toronto will deal with catalytic development opportunities other than a World Fair or an Olympics *(Waterfront Toronto and the City encouraged anyone with ideas around catalytic developments to approach them directly)*; and
- A need to receive the presentation materials in a format suitable for sharing internally so that companies have the information they need to provide the feedback that Waterfront Toronto and the City of Toronto are looking for *(It was noted that the presentations will be online and available for public review starting March 31st at www.portlandsconsultation.ca)*.

Next Steps

The meeting wrapped up with representatives of Waterfront Toronto and the City of Toronto confirming that the second round of public consultation would be a two-step process. Key findings and preliminary options will be presented at an open house drop-in session on March 31st, and then public input and comments will be sought at two identical workshop meetings on April 3rd and 4th. An official notice of the upcoming public consultation will be distributed to LUAC representatives.

LUAC Meeting 3 Attendance

Canadian Salt
Castlepoint
Cherry Beach Sound
Cinespace Studios
Fasken Martineau DuMoulin LLP
Holcim (Canada) Inc.
Johnston Litavski Ltd.
Lafarge
Metro Toronto Convention Centre
planningAlliance
Redpath Sugar
Rideau Bulk Terminal
St. Mary's Cement Inc.
Telesat
The Cannington Group
The Rose Corporation
Toronto Port Lands Company
Toronto Waterfront Studios Development
Tribal Partners
Van Space Inc.
Waterford Group

Observers
Toronto Green Community (from SAC)
Councillor Paula Fletcher's Office

LUAC Meeting 3 Agenda

Port Lands Acceleration Initiative
LANDOWNER AND USER ADVISORY COMMITTEE MEETING # 3
20 Bay Street, 12th Floor
The Rostie Group, Rainy Lake Room
8:30 – 10:30 am

PROPOSED AGENDA

8:30 **Welcome, Introductions and Agenda Review**
SWERHUN | Facilitation & Decision Support

8:35 **Introduction**
John Campbell, Waterfront Toronto

8:40 **Update Briefing**
1. **Environment,** TRCA
2. **Market Analysis and Land Use Demand Forecast,** City of Toronto
3. **Development Planning and Phasing**, Waterfront Toronto

9:30 **Facilitated Discussion**
1. What do you like about the directions emerging?
2. What, if anything, concerns you? Why?
3. What refinements, if any, would you like to see explored?

10:55 **Next Steps**

10:30 **Adjourn**

Port Lands Acceleration Initiative

LANDOWNER AND USER ADVISORY COMMITTEE MEETING 5

4:00-6:30pm, Thursday August 2nd, 2012
Metro Hall, 55 John St. Rm 308/309

The fifth meeting of the Port Lands Acceleration Initiative Landowner and User Advisory Committee (LUAC) was attended by approximately 20 representatives of Port Lands landowners and users (see participant list attached). The purpose of the meeting was to brief LUAC representatives and seek their feedback on the updated findings and draft recommendations (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the LUAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of the LUAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. Please visit the project website (www.portlandsconsultation.ca) for more information.

FEEDBACK SUMMARY

Feedback from LUAC representatives is organized here into four areas, including: Support for the Updated Findings and Recommendations; Clarify Business Case Assumptions; Clarify Precinct Planning; and, More Information on Transit.

SUPPORT FOR UPDATED FINDINGS AND RECOMMENDATIONS

- Participants felt that the Port Lands Acceleration Initiative had come a long way, incorporating advice and feedback and ultimately responding with a superior plan that accommodates land owners and users.

CLARIFY BUSINESS CASE ASSUMPTIONS

- Participants suggested clarifying that the $1.2B figure on “Master Developer Business Case” slide represents infrastructure costs for the first three precincts, not the entire Port Lands, and this is why there is a discrepancy between this figure and the $1.9B figure cited on the overall Port Lands infrastructure cost slide.
- It was suggested that the projected build out duration (30 years) may be conservative, especially considering the rapid transformation of the Two Kings and Liberty Village. In light of this, it was felt that the Updated Findings and Recommendations should convey the difficulty of projecting demand with great confidence over long period of time and that projections do not dictate actual duration of the build out.
- It was suggested that assumptions used in the revenue sources could be clarified (e.g. use non-residential development charges, inflation rate of development charges, and other development related fees).

CLARIFY PRECINT PLANNING

- Participants suggested clarifying who will be involved (e.g. City, WT, Local Owners Group, etc.) in the business case and implementation planning for each precinct, how soon it will commence, and if it will occur in tandem with the precinct land use planning and design process.

MORE INFORMATION ON TRANSIT

- It was suggested that more information could be provided on transit build out (e.g. enhanced bus, BRT, LRT) in relation to transit infrastructure costs in each phase.
- It was also suggested that it could be made clearer that the transit cost assumes that transit infrastructure will exist up to "door step" of Port Lands, and therefore only takes into account transit infrastructure within the Port Lands.

OTHER FEEDBACK

- It was felt that the presentation focused too much on the Lower Don Lands and not enough on the Port Lands as a whole. It was suggested that as the process moves forward, the Port Lands as a whole – including lands east of the Don Roadway – is emphasized.

Next Steps

The meeting wrapped up with representatives of Waterfront Toronto and the City of Toronto thanking participants for the important role they played in providing feedback throughout the process. It was noted that the Project Team heard a number of issues from participants and that an effort has been made to respond to all of them, ultimately producing a better plan. It was confirmed that the final public meeting for this phase of the Port Lands Acceleration Initiative will be held on August 8th, and that a staff report will be reviewed by the Executive Committee in September and full Council in October. The staff report will recommend directions for the entire Port Lands and include all of the studies created in support of the recommendations.

LUAC Meeting 5 Attendance

3C Lakeshore/ Pinewood Toronto Studios
16 Munition Street/33 Villiers Street
309 Cherry Street
Build Toronto
Canadian Salt
Castlepoint
Cimco Refrigeration
Diral Development Corporation
Infrastructure Ontario
Johnston Litavski Ltd.
National Rubber Technologies
Newlawn Developments
Scott Burns Planning Consultants
Showline Ltd.
Sifto
Rogers Communications Inc.
The Rose Corporation
Toronto Port Lands Company
Toronto Port Authority

Observers
Councillor Paula Fletcher
Councillor Pam McConnell's Office

LUAC Meeting 5 Agenda

Port Lands Acceleration Initiative
LANDOWNER AND USER ADVISORY COMMITTEE
MEETING #5
Thursday, August 2, 2012
Metro Hall, 55 John Street
Room 308/309
4:00 – 6:30 pm

PROPOSED AGENDA

4:00 pm **Welcome, Introductions and Agenda Review**
David Dilks, LURA/SWERHUN Facilitation Team

4:10 **Executive Update**
John Campbell, Waterfront Toronto
John Livey, City of Toronto

4:15 **Presentation – Updated Findings and Draft Recommendations**
Christopher Glaisek, Waterfront Toronto
David Kusturin, Waterfront Toronto

Questions of Clarification

5:15 **Discussion and Feedback**

Discussion Question:

What refinements, if any, would you make to the updated findings and draft recommendations for the:

Lower Don Lands/River Configuration
Port Lands
Business Case
Next Steps

6:20 **Wrap-Up and Next Steps**

6:30 **Adjourn**