

DISCUSSION GUIDE

PORT LANDS PLANNING FRAMEWORK + TRANSPORTATION & SERVICING MASTER PLAN

February 13, 2014 Community Consultation Meeting

For more information on Phase 2
of the Port Lands Acceleration
Initiative visit:
www.portlandsconsultation.ca

PORT LANDS PLANNING FRAMEWORK + TRANSPORTATION & SERVICING MASTER PLAN

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MEETING PURPOSE

Present and seek feedback on:

1. Ideas for **land use** in the Port Lands
2. Alternatives for **streets** (including transit) and **municipal servicing** (water, wastewater and stormwater)

AGENDA

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| 6:30 PM | Drop-in (Display Boards) |
| 7:00 PM | Welcome and Opening Remarks |
| 7:05 PM | Overview of Planning Initiatives and Recap of Process |
| 7:10 PM | Port Lands Planning Framework: Lands Use Options |
| 7:30 PM | Transportation and Servicing Master Plan: Alternatives |
| 7:45 PM | Questions of Clarification |
| 8:00 PM | Facilitated Table Discussions |
| 8:40 PM | Report Back |
| 9:00 PM | Adjourn |

WHAT WE ARE DOING

The City of Toronto and Waterfront Toronto are developing a comprehensive long-term plan to guide the revitalization of the Port Lands. The plan will include direction for the transformation of the Port Lands into a number of new urban districts alongside our working port. This plan will build on the direction from the Port Lands Acceleration Initiative that was adopted by City Council in 2012 and will incorporate the planning for the Lower Don Lands and the naturalized valley of the Don River.

A Master Plan under the Municipal Class Environmental Assessment (EA) process is also being developed to establish the street network (including transit), and the water, wastewater and stormwater infrastructure needed to support revitalization. The Master Plan applies to most of the Port Lands and to the area referred to as "South of Eastern" (located north of Lake Shore Boulevard East, south of Eastern Avenue, between the Don River and Coxwell Avenue). The Master Plan will provide a coordinated transportation and servicing strategy between the two areas.

REVITALIZATION OBJECTIVES

Six objectives are guiding our work in the Port Lands:

1. Create an interesting and dynamic urban mix
2. Connect the Port Lands to the city
3. Leverage the Port Lands' assets
4. Develop a high quality public realm
5. Contribute to the sustainable future of the city
6. Provide flexibility and certainty in the Plan's implementation

HOW TO USE THIS GUIDE

Since the last round of consultation in November, 2013, we have developed some land use options for the Port Lands. We have also developed alternatives for streets (including transit) and municipal servicing (water, wastewater and stormwater).

This Discussion Guide provides an introduction to these options and alternatives. The accompanying Discussion Questions are designed to get your feedback on the land use options and transportation and servicing alternatives. All presentation materials from the public meeting will be posted on www.portlandsconsultation.ca. You can refer to this Guide and the complete presentation materials to assist you in completing the Discussion Questions.



Port Lands Planning Framework Study Area



Transportation + Servicing Master Plan Study Area

LAND USE OPTIONS

The vision for the Port Lands in the Central Waterfront Secondary Plan is to transform the Port Lands into a number of new urban districts set amid the hustle and bustle of Toronto's port activities. Having a working port next to these new urban districts is a unique opportunity, but also requires careful consideration. Port uses are not necessarily compatible adjacent to where people live. There are also a number of existing industrial uses that will remain in the long-term. We would like to better define where land uses should go in the Port Lands. This will allow us to:

- Provide more robust direction for the long-term vision of these lands;
- Ensure proper separation of industrial and port uses from the new communities that will be developed; and
- Continue to provide the services that grow the city and make the city work.

Four land use options have been developed using three broad land use categories. There are assumptions that are constant in all of the options:

- The Lower Don Lands continues to be envisioned as a mixed-use, live-work community framed by the naturalized valley of the Don River;
- The lands east of Carlaw Avenue would be used for port and employment purposes as there are existing uses that are anticipated to remain in the long-term;
- South of the Ship Channel, east of the Hearn, the lands would continue to be used for industrial and port purposes;
- The Hearn is transformed into a destination; and
- The lands owned by the Toronto Port Authority remain in use as a working port.

The main differences in the land use options are focused in the Film Studio District and south of the Ship Channel, west of the Hearn. We are looking at different amounts of live-work, creative industries, and port and employment uses in these areas.

What is the Central Waterfront Secondary Plan?

The Central Waterfront Secondary Plan provides a long-term vision to guide growth and change in the city's Central Waterfront area. In addition to being a visionary document, it is also a legal document and our primary tool to ensure that an area develops as envisioned.

The Plan was adopted in 2003 by City Council. It is built on four core principles:

- Removing Barriers/Making Connections
- Building a Network of Spectacular Waterfront Parks and Public Spaces
- Promoting a Clean and Green Environment
- Creating Dynamic and Diverse New Communities

LAND USE CATEGORIES

Live-Work Communities

- Opportunities for living and working
- Complete communities with schools, affordable housing and provision of other day-to-day needs
- Retail and active uses on main streets
- Neighbourhood parks and open spaces

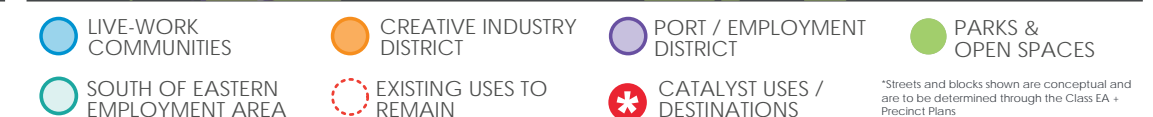
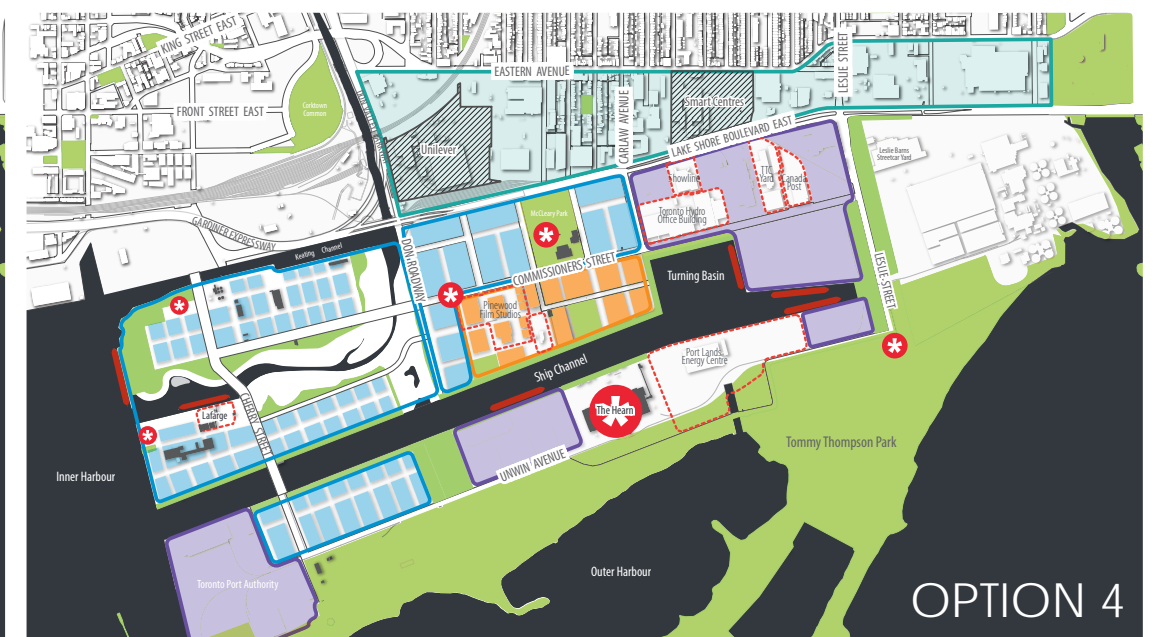
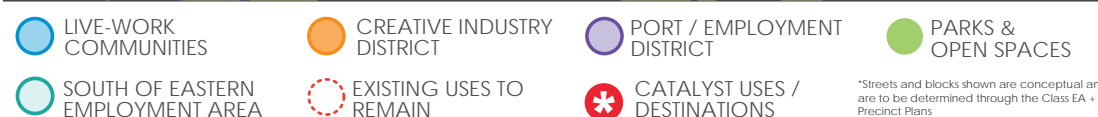
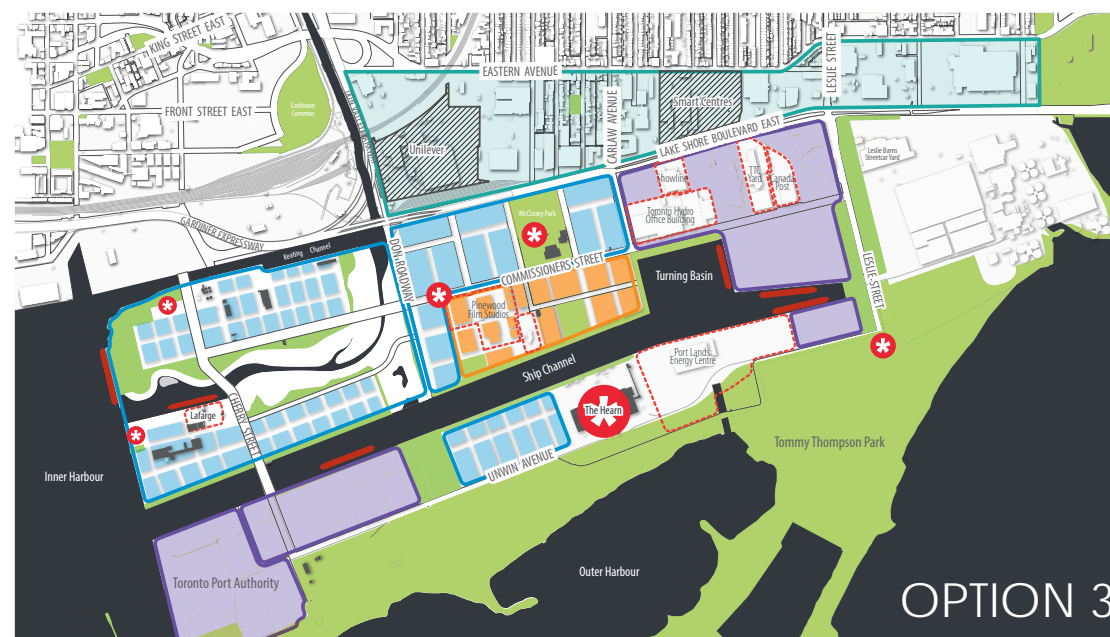
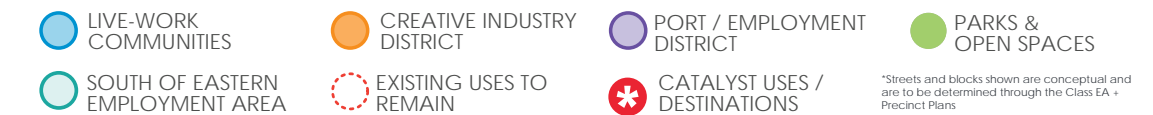
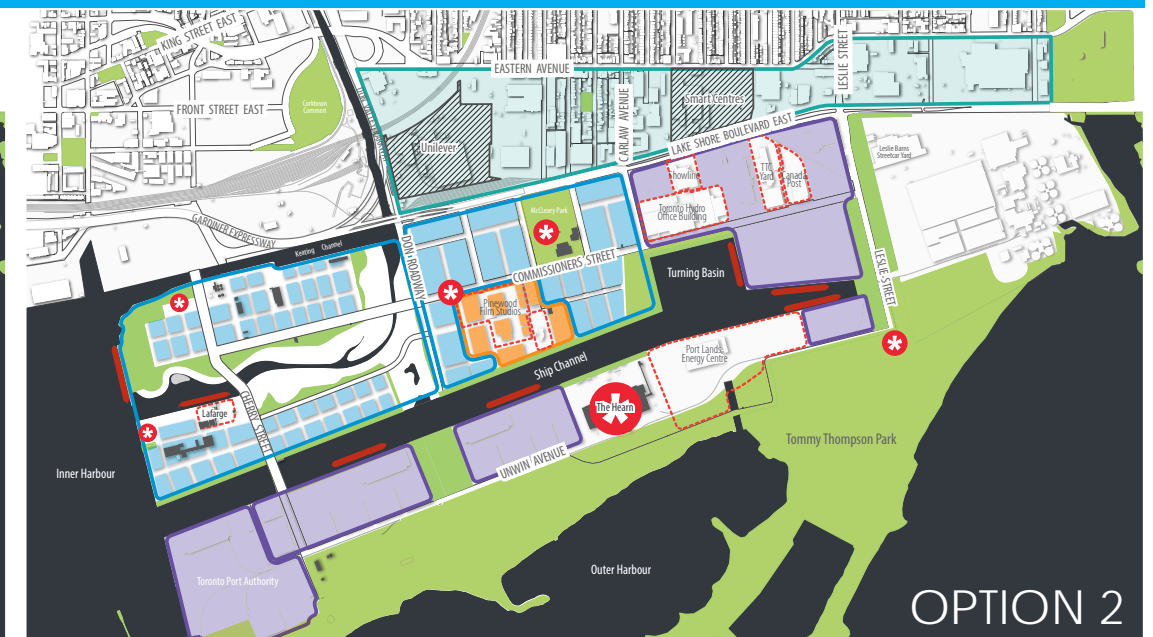
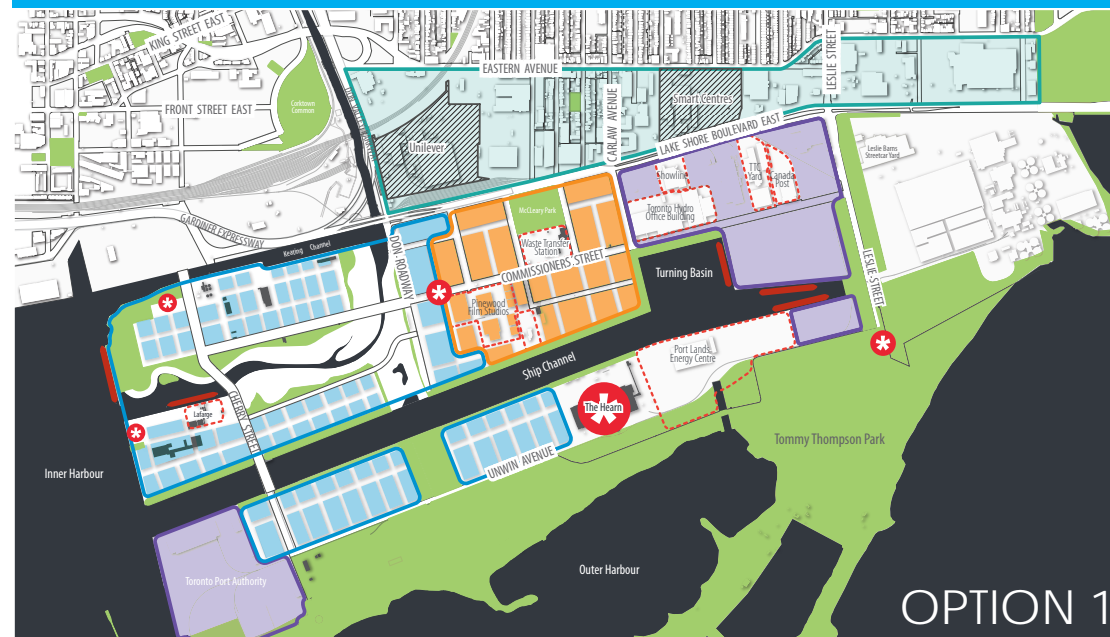
Creative Industry District

- Anchored by Pinewood Film Studios
- Film studio expansion opportunities
- Other uses such as offices, workshops, post-production, new media and knowledge-based industries
- Retail and active uses on main streets

Port / Employment District

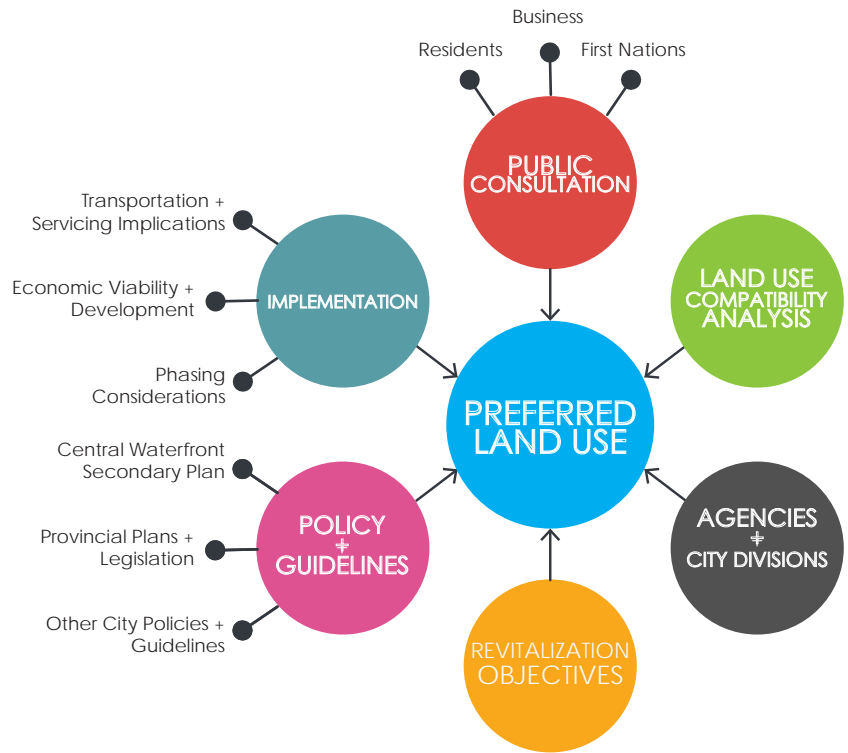
- Active, working port uses
- Related and supportive industries
- Other industrial and employment activities
- Existing uses to remain in the long-term
- Greening of port activities

LAND USE OPTIONS



EVALUATION OF LAND USE OPTIONS

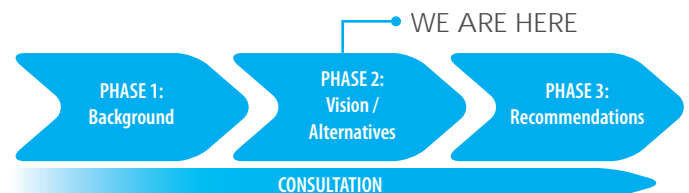
The City and Waterfront Toronto will complete a comprehensive evaluation of the different land use options to identify a preferred land use scenario. The options will be evaluated based on feedback we receive from continued consultation with the various stakeholders and with relevant Agencies and City Divisions. We will evaluate the options based on their achievement of the six revitalization objectives and against other policies and guidelines such as the Central Waterfront Secondary Plan. We are also going to undertake a land use compatibility analysis to ensure that the places where people will live in the future are appropriately separated from industrial and port uses that will remain in the long-term. Finally, we will evaluate the land use options based on their ability to be implemented. A key objective of the Port Lands Acceleration Initiative is to accelerate revitalization in the Port Lands. As such, the options will be evaluated thinking about transportation and servicing infrastructure needs, economic viability and development and phasing considerations.



NEXT STEPS FOR THE PLANNING FRAMEWORK

Once a preferred land use option is identified, the City and Waterfront Toronto will complete additional analysis to provide further direction for how the Port Lands will develop over the long-term in consultation with the public and stakeholders. This will include, but not be limited to:

- Developing built form principles;
- Developing principles for how development should relate to major public spaces;
- Identifying where tall buildings could be located;
- Establishing direction for the character of the new urban districts;
- Identifying important view corridors;
- Identifying direction for the conservation of heritage resources and opportunities for the commemoration and interpretation of First Nations history;
- Developing a strategy for the provision of the community services and facilities needed for complete communities;
- Developing a parks and open space plan and direction for creating spectacular waterfront parks;
- Developing principles for special sites, such as the catalyst uses and destinations, identified in the land use options; and
- Developing a land use compatibility strategy for sites within proximity to industrial and port uses to remain in the long-term.

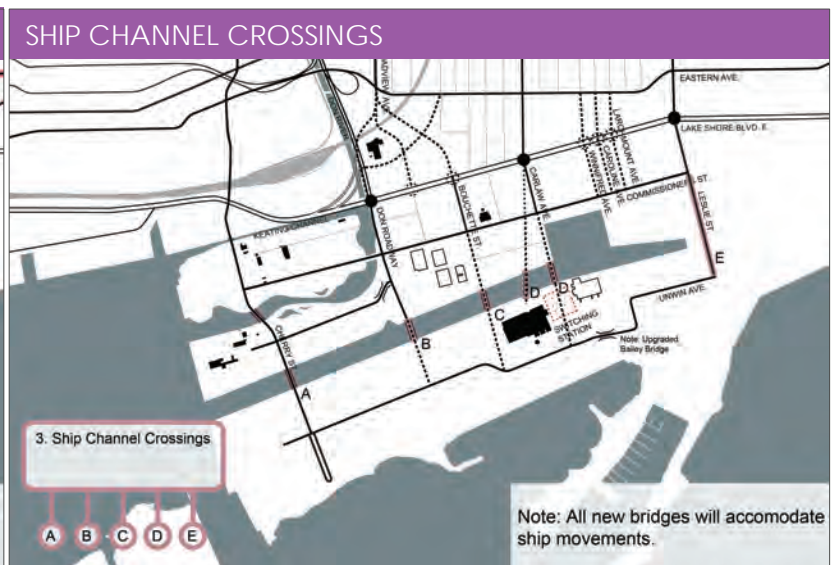
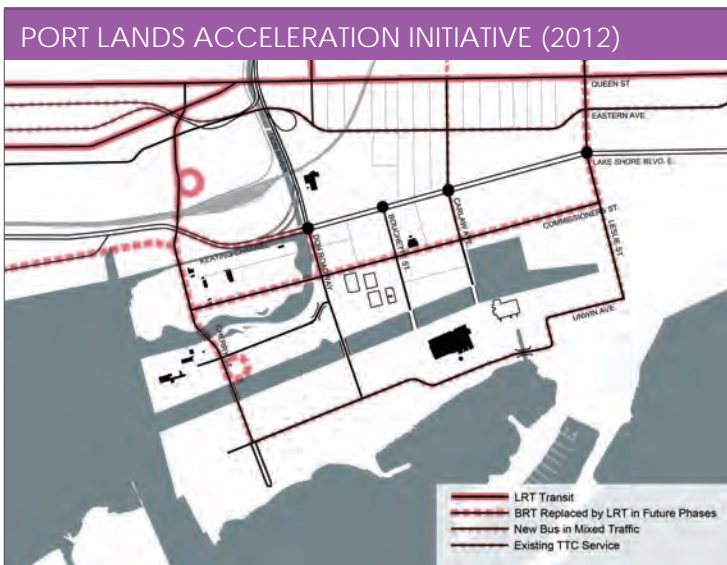
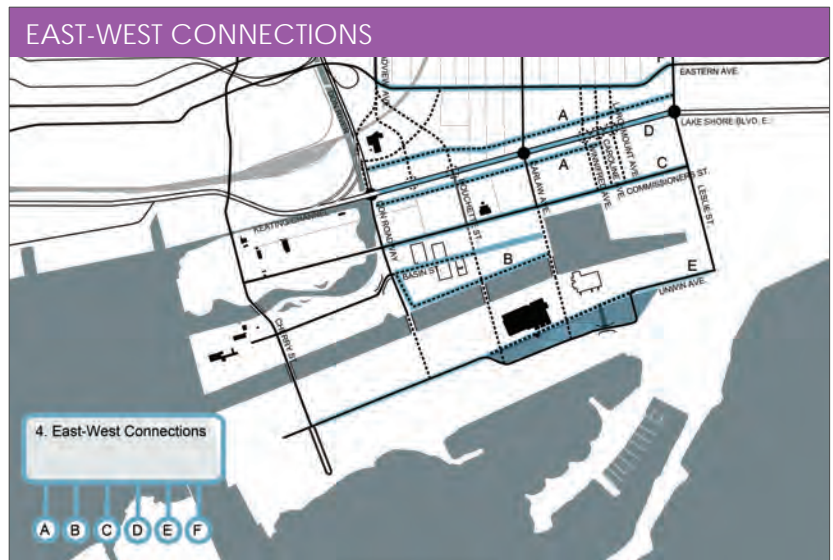
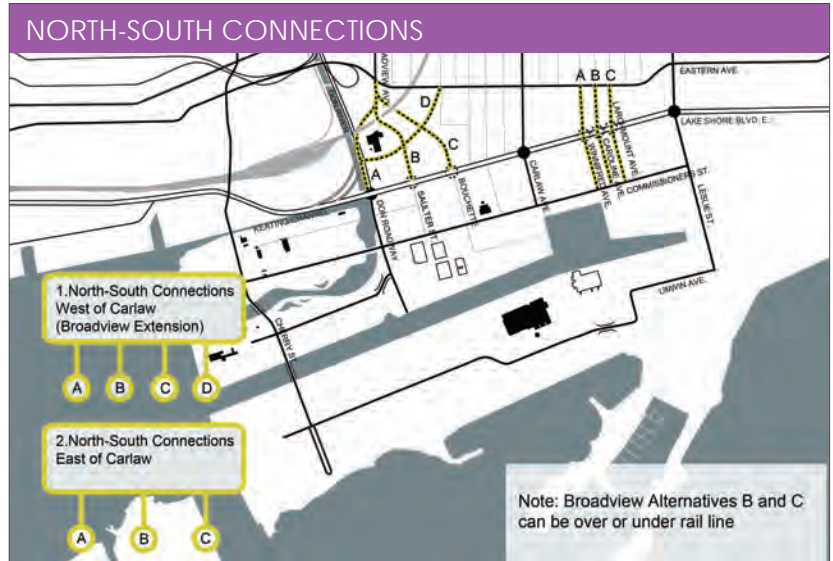


TRANSPORTATION + SERVICING MASTER PLAN

The Master Plan that we are developing under the Municipal Class Environmental Assessment (EA) process will establish the street network (including transit), and the water, wastewater and stormwater infrastructure needed to support revitalization in the Port Lands and continued economic growth in the South of Eastern area. Our main objective is to provide a coordinated transportation and servicing strategy between the Port Lands and South of Eastern area. We are currently in Phase 2 of the Class EA process which is the identification of alternative solutions. The alternatives being explored include "Do Nothing" scenarios. These alternative solutions will be systematically evaluated using the revitalization objectives as the basis for the evaluation.

TRANSPORTATION ALTERNATIVES

Transportation alternatives focused on east-west connectivity, north-south connectivity, connections across the Ship Channel and establishing a transit network within the system of roads. These alternatives would support population and employment levels that have been identified for the different land use options. We are also exploring different levels of employment intensification in the South of Eastern area. All alternatives would be complete streets providing safe and comfortable access for all transportation modes (pedestrians, bicycles, transit and vehicles).



SERVICING ALTERNATIVES

Water

- Existing water supply - Do Nothing
- Alternative 1: Reduce water usage and maintain the existing network
- Alternative 2: Reduce water usage and enlarge/expand the network
- Alternative 3: Alternative 2 + a separate non-potable pipe system

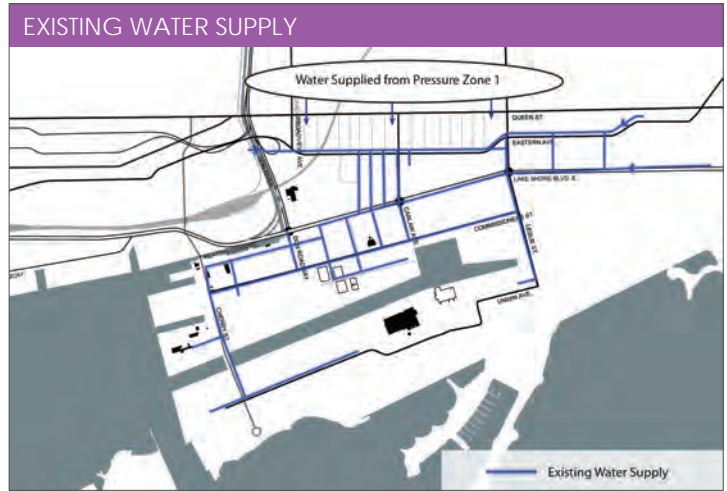
Wastewater

- Existing wastewater collection system - Do Nothing
- Alternative 1: Maintain existing collection system and reduce wastewater flows through reduction and water efficient appliances / low flow toilets
- Alternative 2: Alternative 1 + enlarge and extend the wastewater collection system. Flows conveyed to the Mid-Toronto Interceptor
- Alternative 3: Alternative 2 + flows conveyed to the Low-Level Interceptor
- Alternative 4: Alternative 2 + flows conveyed to a new pumping station and directed to the Ashbridges Bay Treatment Plant

Stormwater

- Existing and planned drainage system for the Lower Don Lands - Do Nothing
- Alternative 1A: Conventional conveyance and treatment process. Treatment occurs at the Ashbridges Bay Treatment Plant
- Alternative 1B: Conventional conveyance and treatment process. Treatment occurs at the treatment plant planned in the Lower Don Lands
- Alternative 2: Integrated Community Stormwater Management, with stormwater management forming part of the landscape of the Port Lands

All transportation and servicing alternatives will be posted on www.portlandsconsultation.ca following the public meeting



Wetland



Wetland



Green Roofs



Enhanced Bioswales



Enhanced Bioswales



Examples of Integrated Community Stormwater Management Approaches