



Shaping the Future: Placemaking in the Port Lands + Connecting South of Eastern Consultation Process Summary Report

**Prepared by Lura Consulting for:
The City of Toronto and
Waterfront Toronto**

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This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Port Lands Planning Framework and Transportation and Servicing Master Plan. If you have any questions or comments regarding this report, please contact:

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Executive Summary

Background

Following direction from City Council in 2012, the City of Toronto and Waterfront Toronto in partnership with the Toronto and Region Conservation Authority (TRCA) have been leading the development of several planning initiatives to revitalize the Port Lands as part of the second phase of the Port Lands Acceleration Initiative (PLAI). Two plans are concurrently being advanced – the Port Lands Planning Framework and the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP).

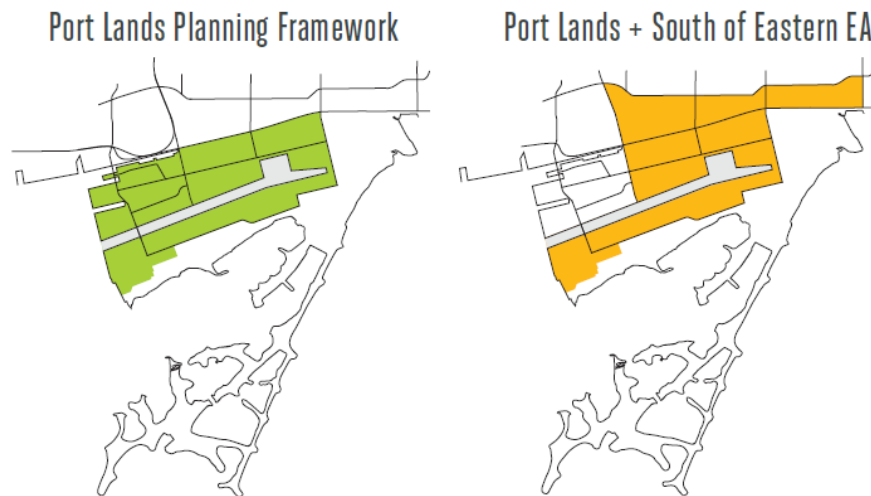


Figure 1: Maps identifying the study areas of each planning initiative.

This report provides an overview of the public consultation process implemented in tandem with the phased process to develop the plans, and summarizes the feedback obtained during consultation activities.

Consultation Program Overview

The consultation program was designed to meet regulatory requirements for consultation, and in particular to satisfy the requirements under the Municipal Class Environmental Assessment (EA) process, as well as to promote broad participation from stakeholders and members of the public as part of the development of the plans. To fulfill the objective of providing a robust consultation program as directed by City Council in October 2012, a variety of communication tools (e.g., public notices, notices to First Nations, mailed notices, the project website and social media) were utilized to inform stakeholders and the public about opportunities to participate and provide feedback. A range of consultation mechanisms and resources were also used to engage and obtain feedback from specific audiences (e.g., stakeholder meetings, land owners

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and users meetings, community consultation meetings, community workshops, a design charrette and online engagement tools).

Consultation Summary

The consultation program was implemented over a two- year period, beginning in November 2013, with four Stakeholder Advisory Committee (SAC) and Land Owners and Users Advisory Committee (LUAC) meetings, respectively, at key stages of the process and three major public consultation events, engaging well over 500 individuals and 24 stakeholder groups in the planning process. A combined total of 122 hardcopy and online feedback forms were received through consultation activities.

The City of Toronto and Waterfront Toronto completed additional consultation activities for the project throughout the process, forming an iterative dialogue with stakeholders and the public that helped shape and inform the directions for the various plans. This additional engagement included:

- Separate consultation for the Villiers Island Precinct Plan, including SAC and LUAC meetings and a public consultation meeting in May 2014;
- An additional SAC meeting on March 31, 2015 that focused specifically on a preliminary preferred street network and emerging urban structure;
- Individual land owner and user meetings throughout March and June 2015;
- Industry meetings in May 2015 and November 2015;
- Outreach specific to the South of Eastern area, including a community workshop in July 2014 and the establishment of a traffic working group as part of the review of the development application for 629 Eastern Avenue;
- Consultation with the film sector, including a meeting with location managers, production managers and producers in December 2014, individual meetings with film studio owners and operators throughout 2015, and meeting with representatives from Film Ontario in early 2016;
- Meetings with the Mississaugas of Scugog Island First Nations in August 2013 and the Mississaugas of New Credit First Nation in March 2015. Additionally Waterfront Toronto and City Staff attended the Mississaugas of New Credit First Nations BBQ on September 24, 2015;
- The establishment of a Biodiversity Working Group with members of the SAC and industry representatives, as well as other organizations; and
- Additional outreach with individual stakeholders on an as needed basis.

These additional activities were important in shaping the overall directions, but are not summarized in detail in this Consultation Process Summary Report. This Report focuses on summarizing the SAC and LUAC meetings and major public consultation events undertaken for the Port Lands Planning Framework and Port Lands and South of Eastern Transportation and Servicing Master Plan. Highlights of the feedback collected are summarized below.

Summary of Participant Feedback

Stage One – Port Lands Profile

The first round of stakeholder and public consultations was held from November 21 to December 12, 2013, and engaged over 100 individuals and 24 stakeholder groups. The purpose of this initial round of consultation was to introduce and obtain early feedback on the planning studies initiated to revitalize the Port Lands. Participants provided input on key issues and opportunities to be addressed in the Port Lands Planning Framework; draft objectives for the study; and potential improvements for the Port Lands and South of Eastern EA. The key issues and opportunities identified by participants focused on:

- Enhancing connectivity between the Port Lands and the City and within the Port Lands through multi-modal transportation options;
- Defining urban form and structure to support a vibrant public realm;
- Building on the area's industrial and natural heritage;
- Promoting a balanced mix of land uses, with distinct character areas;
- Completion of a Stage I archaeological assessment as required by the Municipal Class EA process;
- Maximizing greenspace and access to the waterfront; and
- Increasing recreational opportunities.

Stage Two – Land Use Direction and Infrastructure Alternatives

A second round of stakeholder and public consultations was held from February 3, 2014 to March 19, 2014, and engaged over 190 individuals and 24 stakeholder groups. The purpose of this round of consultations was to present and seek feedback on ideas and alternative options for land use, streets and municipal servicing in the Port Lands. Participant feedback recommended:

- Taking cues from the area's existing features (e.g., waterfront, natural heritage, industrial heritage, etc.);
- Refining the proposed mix, location and total area of different land uses throughout the Port Lands;
- Prioritizing parks and greenspace for public use, particularly south of the Ship Channel;
- Improving north-south and east-west connectivity, while increasing options for public transit and alternative transportation;
- Separating water and wastewater systems and managing future demand through conservation strategies;
- Integrating innovative stormwater management and energy planning as part of the Port Lands landscape;
- Identifying an overall vision for the Port Lands revitalization;
- Emphasizing the role of the Ship Channel in the vision for the Port Lands; and
- Activating and animating the area.

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Stage Three – Vision Workshop

A design charrette was hosted by the City of Toronto with Waterfront Toronto and the TRCA on July 23-24, 2014, and engaged approximately 50 entrepreneurs, residents, designers and community advocates. The two-day participatory, urban design driven workshop, included a boat and walking tour and focused on defining a cohesive vision and priorities for two key areas within the Port Lands: 1) the Ship Channel; and 2) Lands south of the Ship Channel. The objectives of the charrette were to build a common vision for the Ship Channel, and to identify and define opportunities for improving public access south of the Ship Channel. A total of 57 overarching ideas were generated at the charrette that informed the development of the overall vision and urban structure for the Port Lands and surrounding area, including the following core themes:

- Celebrate industrial heritage;
- Support existing port uses and activities;
- Expand the way water is conceptualized and experienced;
- Consider the needs of all life forms;
- Design streets and crossings with distinct characters;
- Enhance connectivity to the City; and
- Activate the Ship Channel.

Stage Four – Emerging Directions

The third round of stakeholder and public consultations was held from November 4-27, 2015 and engaged over 290 individuals and 24 stakeholder groups. The purpose of this round of consultations was to obtain feedback on elements of the emerging plans that will guide revitalization and redevelopment in the Port Lands (e.g., vision and urban structure, character and place, and transportation and servicing). Recurring feedback and comments included:

- General support for the overall vision and defining elements of the emerging plans (e.g., vision and urban structure, character and place, Broadview extension and transportation and servicing); and
- Suggestions for refinements to the proposed block sizes, the mix of land uses at a precinct and block-by-block scale, and further consideration of compatibility between existing uses and future development.

Next Steps

The City of Toronto and Waterfront Toronto are currently in the process of refining the directions for the Port Lands Planning Framework and TSMP, based on the input and feedback received in the last round of consultation. Consultations with the public and stakeholders will be undertaken as needed as refinements are completed. It is anticipated that the project team will report to City Council in July 2016 through the Planning and Growth Management Committee, on the final Planning Framework, Official Plan amendments and the recommended TSMP. Subject to Council's endorsement of the TSMP, the TSMP would subsequently be posted

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on the Ministry of the Environment and Climate Change's Environmental Registry for 30 days in accordance with the Municipal Class EA process.

1. Introduction

Background – The Port Lands Planning Studies

The Port Lands present an unparalleled revitalization opportunity for the City of Toronto. Located east of Toronto's downtown core between the Inner Harbour and Leslie Street, south of Lake Shore Boulevard East, these lands were created through the filling of Ashbridges Bay in the early 20th century. The 325 hectare (800 acre) district initially served the City's growing industrial sector.

While still used for industrial and port purposes today, the lands are generally underutilized and were identified for revitalization by the Toronto Waterfront Revitalization Task Force in *Making Waves – Central Waterfront Plan* in 2001. This plan served as the foundation of the Central Waterfront Secondary Plan that was adopted by City Council in 2003.

Since the adoption of the Central Waterfront Secondary Plan, a significant amount of detailed planning has occurred in the Port Lands' area, primarily centred on the Lower Don Lands and the creation of a new river mouth for the Don River. Phase I of the Port Lands Acceleration Initiative (PLAI) investigated approaches to expedite and accelerate development in the Port Lands. City Council adopted the recommendations developed during Phase I of the PLAII in October 2012, and directed the Deputy City Manager, Waterfront Toronto and the Chief Planner to develop a high-level planning framework for the Port Lands and to complete precinct planning for a number of different precincts as part of Phase II of the PLAII.

The City of Toronto and Waterfront Toronto, in partnership with the Toronto and Region Conservation Authority (TRCA), have since led the development of several planning studies, with extensive stakeholder and public consultation, to guide the long-term revitalization of the Port Lands and better connect the Port Lands and South of Eastern areas. Emerging from these studies are two plans – the Port Lands Planning Framework and the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP).

Port Lands Planning Framework

The Port Lands Planning Framework builds on the Central Waterfront Secondary Plan to provide more robust direction for the long-term transformation of the Port Lands. The Framework continues the work completed as part of the PLAII that was adopted by City Council in 2012 and integrates the planning work completed for the Lower Don Lands and the naturalized valley of the Don River.

Port Lands + South of Eastern Transportation + Servicing Master Plan

A Master Plan under the Municipal Class Environmental Assessment (EA) process was developed in parallel with the Port Lands Planning Framework to identify the street and transit

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network and municipal servicing required to support future 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 provides a coordinated transportation and servicing strategy to connect the two areas, and was developed in accordance with Ontario’s Environmental Assessment Act.

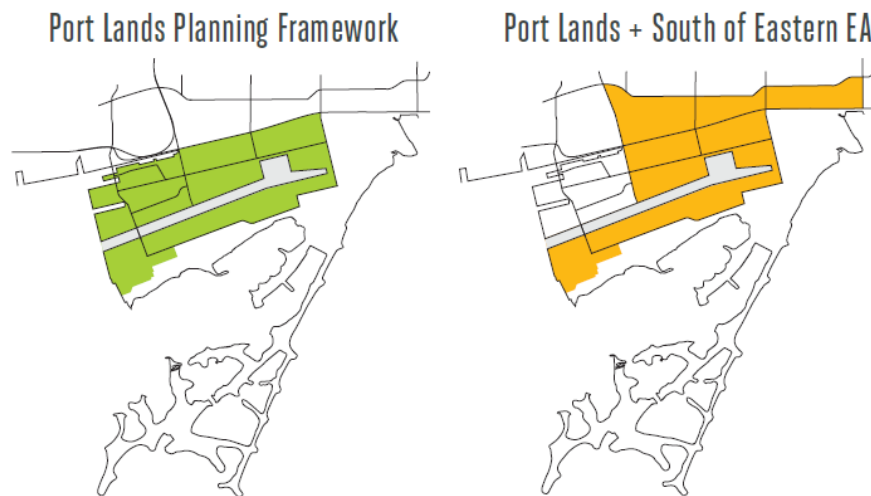


Figure 2: Maps identifying the study areas of each planning initiative.

Report Contents

This report summarizes the consultation program and key consultation activities undertaken as part of the phased planning process to develop the Port Lands Planning Framework and TSMP, as well as the feedback received during consultation activities.

While the Villiers Island Precinct Plan was developed in tandem with the Port Lands Planning Framework and the TSMP, a separate public consultation program was implemented for the precinct plan, except during Stage Four (Emerging Directions) when the consultations for the three plans were fully integrated. Summary reports of consultation activities specific to the Villiers Island Precinct Plan are available on the [project website \(www.portlandsconsultation.ca\)](http://www.portlandsconsultation.ca).

Section 2 of this report provides an overview of the consultation program and key consultation mechanisms to engage different audiences. Section 3 provides an overview of the feedback received, while Section 4 outlines the next steps in the planning process.

2. Consultation Process Overview

Consultation Objectives

The City of Toronto, Waterfront Toronto and TRCA recognize the value and importance of engaging stakeholders and the public in the development of the emerging plans for the Port Lands. The consultation program was designed to:

- Build on the robust consultation approach undertaken as part of the PLAI;
- Raise awareness of the continued planning efforts underway in the Port Lands, mobilize interest, and encourage broad participation;
- Meet the public consultation requirements of all regulatory regimes within which the City of Toronto, Waterfront Toronto and TRCA operate, including those of the Planning Act and Municipal Class EA;
- Present information in a manner that fosters an understanding of the emerging plans and provides opportunities for meaningful dialogue that embraces different perspectives; and
- Identify and work toward a common ground, ultimately building trust and support for the recommendations that will be contained in the final plans.

Municipal Class EA Requirements

The Municipal Class EA process, which is an approved process under the Ontario Environmental Assessment Act, establishes a simplified multi-phased planning process to streamline the planning of municipal infrastructure projects. Master plans, long range plans which integrate infrastructure requirements for existing and future land use, are also governed by this process and at minimum must address Phases 1 and 2 of the Municipal Class EA process, visualized in Figure 3.

This process identifies mandatory points for consultation to ensure stakeholders and the public are notified of the project and provided with the opportunity to learn about and comment on any proposed recommendations or actions. It is up to the project proponent to design a consultation program that reflects the needs of stakeholders and the public. The consultation program for the Port Lands Planning Framework and TSMP satisfies and exceeds the minimum requirements outlined by the Municipal Class EA and listed below:

- ✓ Consultation with stakeholders and the public during each phase of the study process, and specifically at the initiation of the study process to ensure the scope and study purpose are understood; and
- ✓ At the selection of the preferred set of alternatives.

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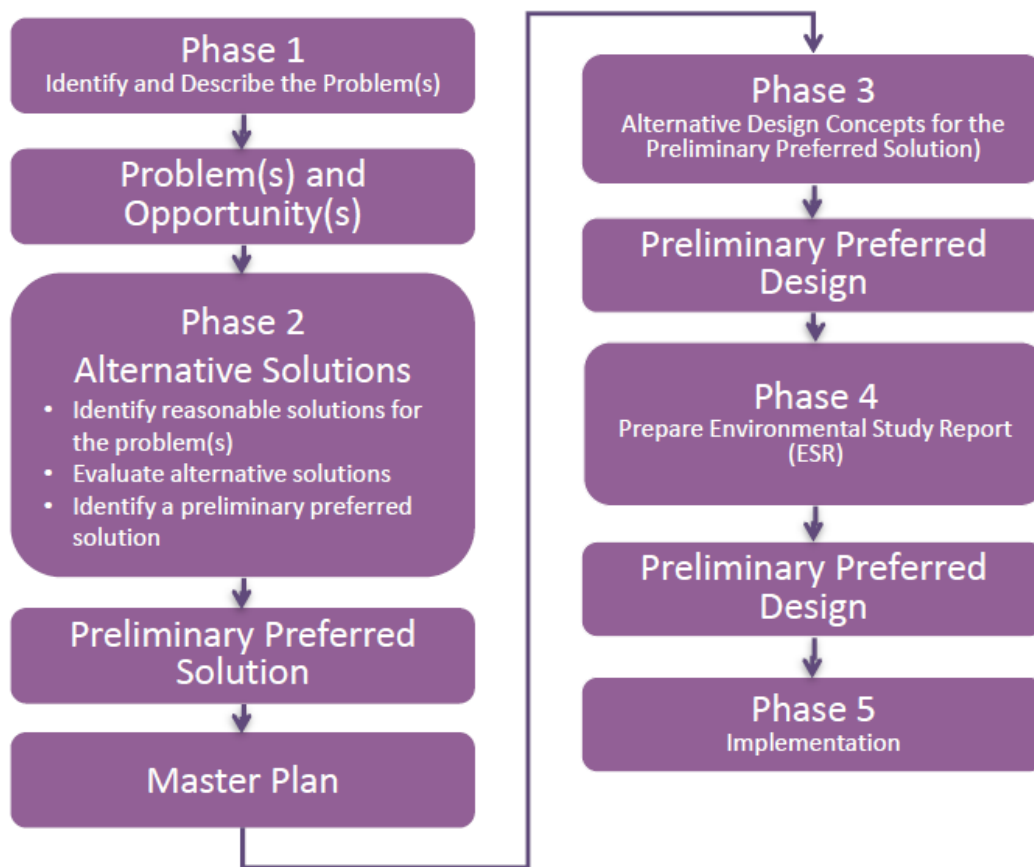


Figure 3: Municipal Class EA Process

Consultation Program

To fulfill the objectives of the consultation program, a multi-faceted approach targeting key stakeholders and the general public through complementary communication, promotional and consultation activities was implemented in tandem with the phased process to develop the plans (see Figures 4 and 5).

Communication and Promotional Tactics

The complementary communication and promotional tactics that were utilized to inform stakeholders and members of the public about opportunities to participate and provide feedback are described below.

Notice of Commencement and Public Meeting

A formal Notice of Commencement for the Port Lands and South of Eastern Transportation and Servicing Master Plan was combined with notice for an introductory public meeting held in November 2013 on the various planning initiatives being undertaken in the area. The notice was posted in the Toronto Sun on November 18, 2013 and in the Beach Riverdale Mirror on 21,

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2013. Additionally, approximately 5,000 notices were mailed-out through Canada Post during the week of November 11-15, 2013. The distribution area included all properties in the Port Lands and South of Eastern areas, plus the surrounding area bounded by Queen Street East to the north, the Don River to the west, and Coxwell Avenue to the east.

The Notice of Commencement and Public Meeting was also included in a Waterfront Toronto newsletter emailed to approximately 6,500 members of the public and 40 stakeholder groups or agencies.

The purpose of the newspaper notices, mailed notices and e-blast was to announce the start of the studies, including the TSMP, describe the different studies, invite people to attend the public meeting and provide people with an opportunity to be added to the project mailing list for future study notification.

Public Notice

Formal public notices were published in local newspapers approximately two weeks before scheduled Community Consultation Meetings (CCM) to notify stakeholders and interested persons and to promote and encourage participation. The table below lists the dates public notices were printed in local newspapers.

Table 1: Publication of Public Notices

| CCM | Publication Date | Publications |
|-----|--|---------------------------------------|
| 1 | November 18, 2013 November 21, 2013 | Toronto Sun Beach-Riverdale Mirror |
| 2 | January 30, 2014 January 31, 2014 | Beach-Riverdale Mirror Toronto Sun |
| 3 | October 30, 2015 November 1, 2015 | Metro News Beach-Riverdale Mirror |

Copies of the meeting notices are included in **Appendix A**.

Notice to First Nations and Aboriginal Communities

Formal notices were also circulated to First Nations and Aboriginal communities, offering to meet with the different communities and inviting participation during each round of consultation, as well as providing information about additional opportunities to learn about the planning studies and provide feedback. The First Nations and Aboriginal communities notified included:

- Haudenuasaunee Confederacy Chiefs Council;

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- Mississaugas of the New Credit First Nation;
- Mississaugas of Scugog Island First Nation; and
- Miziwe Biik Aboriginal Employment and Training

Mailed Notices

Prior to Community Consultation Meeting #1, approximately 5,000 notices were mailed out through Canada Post during the week of November 11-15, 2013 to properties in the study area plus the surrounding area bounded by Queen Street East to the north, the Don River to the west, and Coxwell Avenue to the east. For the subsequent meetings, notices were mailed to interested parties only.

Online Presence

The [project website](http://www.portlandsconsultation.ca) (www.portlandsconsultation.ca) that was established during the first phase of the Port Lands Acceleration Initiative was updated and used as a landing spot for information about the three planning studies as well as consultation events. The site includes a comprehensive overview of the planning studies, relevant documents and resources, information about consultation events and opportunities to participate online. Webpages on the [City of Toronto](http://www.cityoftoronto.ca) (<http://bit.ly/1fmCMi>) and [Waterfront Toronto](http://www.waterfronttoronto.ca) (<http://bit.ly/1QYTeXq>) websites also provided additional background information about the study and public consultation opportunities.

Social Media

City of Toronto and Waterfront Toronto Twitter accounts – @CityPlanTO and @WaterfrontTO – were used to increase awareness about the public consultation events and to encourage broad participation. The hashtags #portlandsconsult and #portlandsTO were also used on all tweets to promote and track discussion.

Consultation Mechanisms

The key consultation mechanisms utilized to provide multiple opportunities for participation through complementary face-to-face and online activities are described below.

Government Agency Consultations

A number of government agencies were contacted and consulted with throughout the process. City and Waterfront Toronto staff, with the TRCA, held meetings at various times in the process with:

- Ports Toronto;
- The Ministries of Municipal Affairs and Housing, Environment and Climate Change and Natural Resources;
- Metrolinx;
- Ontario Power Generation;
- Hydro One Limited; and
- Canada Post.

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PORT LANDS PLANNING FRAMEWORK PLANNING PROCESS

NOVEMBER 2013 → JUNE 2014 → JULY 2014 → NOVEMBER 2015 → MAY 2016



This report provided a comprehensive review of the Port Lands, addressing existing conditions and the current policy framework. It provided a current understanding of the opportunities and constraints and the issues surrounding land use, built form, mobility, open space and other elements explored in the development of the Port Lands Planning Framework.

The Port Lands Planning Framework: Land Use Direction was adopted by City Council in June 2014. It presented the land use vision for the Port Lands that balanced competing interests and established areas for new and emerging employment sectors, new mixed-use communities and parks, and protection for port-related operations and businesses. The vision was developed through extensive consultation with the public and stakeholders to provide greater clarity and certainty about activities and uses in the Port Lands, as well as direction to eliminate or mitigate potential conflicts between different land uses. Infrastructure alternatives had also been developed as part of this stage and presented to the public for feedback and input.

The Port Lands design charrette took place on July 23-24, 2014. Hosted by the City of Toronto City Planning Division, with Waterfront Toronto and the TRCA, this two-day participatory, urban design driven workshop focused on defining a cohesive vision and priorities for two key areas within the Port Lands:

1. The Ship Channel; and
2. Lands south of the Ship Channel.

The objectives of the charrette were to elevate the Ship channel and build a common vision, and to identify and define opportunities for improving public access south of the Ship Channel (excluding the Lake Ontario Park Master Plan).

57 overarching ideas were generated at the Port Lands Charrette that informed the development of the overall vision and urban structure for the Port Lands and surrounding area.

The Shaping the Future consultation in November 2015 comprehensively presented the emerging directions and preferred solutions for the Port Lands Planning Framework and Port Lands and South of Eastern Transportation and Servicing Master Plan, organized into three areas:

1. Vision and Structure;
2. Character and Place; and
3. Transportation and Servicing.

Five Vision and Structure elements, together, established a resilient framework for creating diverse places in the Port Lands. The Character and Place elements defined the function and character of the diverse places, refined land use direction and additional emerging direction for built form, sustainability, biodiversity, creating complete, inclusive communities and culture and art. The Transportation and Servicing elements focused on how the project team arrived at the preferred street network, the complete street principles established for the area and character of streets, as well as the integration of future municipal servicing.

Feedback from the consultation assisted the project team in further refining the directions for the final Port Lands Planning Framework.

Figure 4: Port Lands Planning Framework Planning Process

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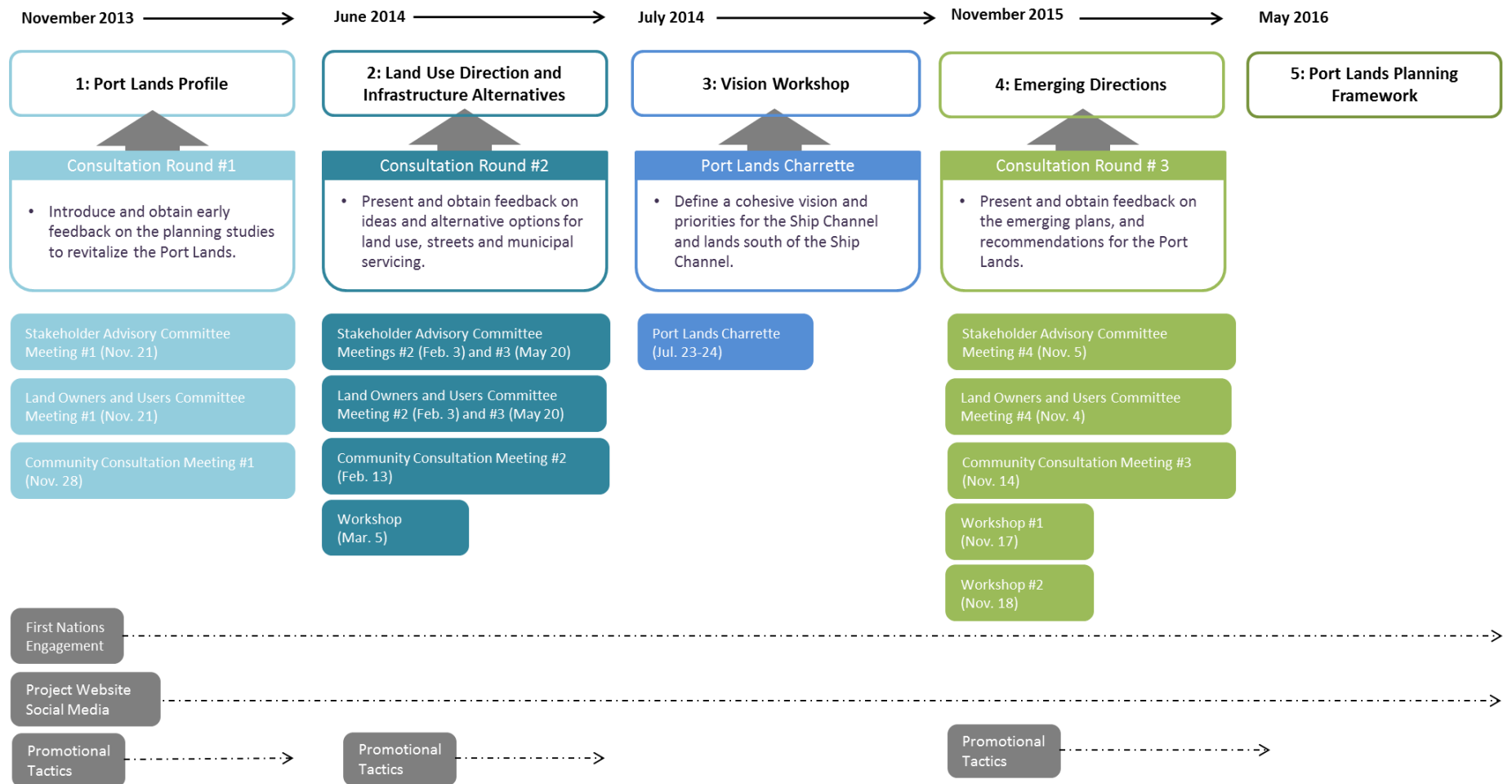


Figure 5: Overview of the consultation process and key consultation activities.

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First Nations and Aboriginal Communities Outreach

A number of opportunities were provided to gain feedback and insight from First Nations and Aboriginal communities. Representatives from the Mississaugas of New Credit First Nations and Miziwe Biik Aboriginal Employment and Training are included in the project's Stakeholder Advisory Committee. The Mississaugas of New Credit First Nations attended a number of the SAC meetings and provided suggestions for recognizing First Nations heritage in the Port Lands redevelopment (e.g., art work, greenspace, moccasin identifier, street naming, bring people to the water, use of native plants, rice gardens and thinking more natural in general).

Individual meetings were also offered to the First Nations and Aboriginal communities noted above. City and Waterfront Toronto staff, with TRCA, met with the Mississaugas of Scugog Island First Nations in August 2013 and the Mississaugas of New Credit First Nation in March 2015. Additionally, Waterfront Toronto, TRCA and City staff attended the Mississaugas of New Credit First Nations BBQ on September 24, 2015.

Stakeholder Advisory Committee (SAC)

A Stakeholder Advisory Committee consisting of representatives of public interest groups and community associations was formed to provide an ongoing mechanism for input and advice to the Project Team at key points during the planning process. Specifically, the mandate of the SAC was to:

- Act as a sounding board for the Project Team to share and discuss ideas and findings;
- Provide guidance, critiques and suggestions on proposed study approaches, concepts and materials (including materials to be presented at public meetings);
- Provide feedback on any other relevant matters that the Project Team refers to the SAC for comment.

Approximately 40 interested and affected stakeholder organizations representing a balance of geographic interests from the following sectors were invited to participate on the SAC:

- Business and Economics;
- Community; and
- Other.

A total of five SAC meetings were held throughout the project; the third meeting was a joint meeting of both the SAC and LUAC.

SAC meeting summaries are available in **Appendix B**.

Land Owners and Users Advisory Committees (LUAC)

An advisory committee consisting of land owners and users in the Port Lands as well as industry associations was also convened to provide an ongoing mechanism for input and advice to the

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Project Team at key points during the planning process. Specifically, the role of the LUAC was to:

- Act as a sounding board for the Project Team to share and discuss ideas and findings;
- Provide guidance, critiques and suggestions on proposed study approaches, concepts and materials (including materials to be presented at public meetings); and
- Provide feedback on any other relevant matters that the Project Team refers to the LUAC for comment.

Membership on the LUAC was open to all landowners, tenants, leasees and users in the Port Lands that expressed an interest in participating.

A total of five LUAC meetings were convened during the project; the third meeting was a joint meeting of both the SAC and LUAC.

LUAC meeting summaries are available in **Appendix C**.

Vision Workshop

In response to stakeholder and public feedback identifying the need to establish a vision for the Ship Channel, an interactive two-day Charrette was held on July 23-24, 2014 to help define a cohesive vision and priorities for two key areas within the Port Lands: The Ship Channel and Lands South of the Ship Channel. Approximately 50 entrepreneurs, residents, designers and community advocates participated in the charrette, which included a boat and walking tour, overview presentations by the City and consultant team and participatory small-group creative sessions. The creative sessions consisted of two parts: a quick group exercise to explore thematic points for the visioning process, followed by a rotational group visioning component covering a focus area and subject. A total of 57 overarching ideas emerged from the charrette that informed the development of the overall vision and urban structure for the Port Lands and surrounding area.

Community Consultation Meetings (CCM)

Community Consultation Meetings were held during each phase of the study process to obtain public feedback and comments on the research results, visioning and land use alternatives and recommendations as they were developed throughout the study. A variety of meeting formats (e.g., open house, presentations, and facilitated discussions) were utilized at each CCM to encourage public participation and dialogue.

Community Workshops

Interactive workshops were also held to provide additional opportunities for public comment and feedback on specific topics and issues following CCMs in Rounds Two and Three.

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Online Engagement

In parallel with the face-to-face consultation activities, online options were also available via the [project website](http://www.portlandsconsultation.ca) (www.portlandsconsultation.ca) to facilitate and further encourage broad participation (e.g., e-versions of discussion guides, PDFs of presentations and display panels, videos, and email).

Additional Consultation Activities

The City of Toronto and Waterfront Toronto conducted additional outreach and consultation activities, establishing an iterative dialogue with various stakeholders and the public, throughout the planning process. These activities included:

- Separate consultation for the Villiers Island Precinct Plan, including SAC/LUAC meetings and a public consultation meeting in May 15, 2014;
- An additional SAC meeting on March 31, 2015 focused specifically on a preliminary preferred street network and emerging urban structure;
- Individual land owner and user meetings throughout March and June 2015;
- Industry meetings in May 2015 and November 2015;
- Outreach specific to the South of Eastern area, including a community workshop in July 2014 and establishing a traffic working group as part of the review of the 629 Eastern development application;
- Consultation with the film sector, including a meeting with location managers, production managers and producers in December 2014, individual meetings with film studio owners and operators throughout 2015, and meeting with representatives from Film Ontario in early 2016;
- Meetings with the Mississaugas of Scugog Island First Nations in August 2013 and the Mississaugas of New Credit First Nation in March 2015. Additionally Waterfront Toronto and City Staff attended the Mississaugas of New Credit First Nations BBQ on September 24, 2015;
- The establishment of a Biodiversity Working Group with members of the SAC and industry representatives, as well as other organizations; and
- Additional outreach with individual stakeholders on an as needed basis.

These additional activities were important in shaping the overall directions, but are not summarized in detail in this Consultation Process Summary Report. This Report focuses on summarizing the SAC and LUAC meetings and major public consultation events undertaken for the Port Lands Planning Framework and Port Lands and South of Eastern Transportation and Servicing Master Plan.

Consultation Resources

Several resources were developed to enable participation during each round of consultations. The resources were presented at consultation events and subsequently made available on the project website. Each resource is briefly described below.

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Discussion Guides

Discussion guides were developed for each round of consultations to inform and educate participants about the study process, objectives and identify the topics for discussion. The discussion guides also included discussion questions, enabling participants to provide feedback on specific topics and issues during each phase of the study. Electronic versions of each discussion guide were made available on the [project website \(www.portlandsconsultation.ca\)](http://www.portlandsconsultation.ca) after each CCM.

PDF versions of the Discussion Guides from each CCM are included in **Appendix D**.

Presentations

A presentation was prepared for each CCM and workshop to provide stakeholders and participants with an overview of the planning initiatives, work completed to date and next steps in the study process. Electronic versions of the presentations were made available on the [project website \(www.portlandsconsultation.ca\)](http://www.portlandsconsultation.ca) after each CCM.

PDF versions of the presentations are available in **Appendix E**.

Open House Display Boards

Large panels featuring information about the planning initiatives (e.g., background research, visioning and land use alternatives, and land use direction) were displayed at CCMs and workshops to provide participants with the opportunity to learn more about the topics and issues of interest to them. Electronic versions of the display panels were made available on the [project website \(www.portlandsconsultation.ca\)](http://www.portlandsconsultation.ca) after each CCM.

PDF versions of the display boards are available in **Appendix F**.

Open House Maps

Large maps (e.g., current conditions, vision, recommended land use direction, etc.) were provided at some of the CCMs and workshops to encourage participants to provide comments and feedback directly on the maps.

3. Summary of Participant Feedback

Highlights of the input received during each round of the consultation process are provided below. Consultation summary reports from the CCMs and community workshops are included in **Appendix G**.

Stage One – Port Lands Profile

The first round of consultations was held from November 21 to December 12, 2013, and engaged over 100 individuals and 24 stakeholder groups. Consultations included a SAC meeting, a LUAC meeting and a CCM. The purpose of this round of consultations was to introduce the

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planning process, provide background information about the planning studies and seek feedback on the vision, draft objectives and issues and opportunities for the Port Lands and South of Eastern areas. A combined total of 18 hardcopy and online feedback forms was received during this round of consultations.

Topics

As the initial meeting in the planning process, several topics were introduced for discussion at CCM 1, including:

- The five planning initiatives underway, identified below, for the Port Lands and South of Eastern Areas, how they fit together, and the overall planning process:
 1. Port Lands Planning Framework;
 2. Villiers Island Precinct Plan;
 3. Film Studio Precinct Plan;
 4. South of Eastern Strategic Direction; and
 5. Port Lands and South of Eastern Transportation and Servicing Master Plan.
- Draft objectives, listed below, to inform and guide the development of the Port Lands Planning Framework and Precinct Planning;
 - Create an interesting and dynamic urban mix;
 - Connect the Port Lands to the City;
 - Leverage the Port Lands assets;
 - Develop a high quality public realm;
 - Contribute to the sustainable future of the City;
 - Provide flexibility and certainty in the Plan's implementation.
- Important considerations for the South of Eastern Strategic Direction; and
- Problems and opportunities in the Port Lands and South of Eastern areas specifically related to streets and municipal servicing.

The Port Lands Profile, a summary report providing a comprehensive review of existing conditions and the current policy framework in the Port Lands, was made available to participants at the CCM and through the [project website \(www.portlandsconsultation.ca\)](http://www.portlandsconsultation.ca) to provide additional context.

Discussion Questions

Port Lands Planning Framework

1. What do you see as the two or three key issues and/or opportunities that need to be addressed in the Port Lands Planning Framework?
2. What types of land uses and/or character would you like the different areas in the Port Lands to have?

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Figure 6: CCM #1 Open House

Port Lands Draft Objectives

1. Do the draft objectives reflect how you see the Port Lands developing? Provide us with your ideas and suggestions on how to improve these objectives.

South of Eastern

1. Are there specific improvements that you would like to see in the South of Eastern area? Are there areas that you think need special attention?
2. What types of businesses and economic activity would you like the City to promote in the South of Eastern area?

Port Lands and South of Eastern Transportation and Servicing Master Plan

3. Do you think these problems and opportunities reflect the issues to be addressed in the Port Lands and South of Eastern area from a transportation and servicing perspective? Are there other problems and opportunities that should be considered?

What We Heard

Port Lands Planning Framework

Participants identified a long list of key issues and opportunities to be addressed in the Port Lands Planning Framework. In particular, participant feedback identified the need to enhance

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connectivity between the Port Lands and the City, and surrounding areas through a variety of transportation options. The need for urban design guidelines was also identified to ensure future developments are sustainable (e.g., green building standards), human in scale and contribute to a vibrant public realm. Participants also highlighted the importance of balancing future development with the needs of existing industrial uses (e.g., land use compatibility) to support mixed-used development while maintaining and strengthening regional economic activity. Other priorities identified by participants included maximizing greenspace, access to the waterfront and recreational opportunities in the Port Lands.

Participants also provided feedback to help inform the land use types and character of the overall study area as well as precincts. In terms of the overall study area, they suggested that the Port Lands should include a diverse mix of uses (e.g., residential, employment, commercial, retail, etc.) with greenspace and amenities to support the creation of a vibrant urban area. The creation of distinct character areas, particularly at the precinct level, was also suggested through architectural styles and materials, taking cues from the area's industrial and natural heritage, enhancing access to the area's unique waterfront setting, and encouraging the development of clusters (e.g., film sector in the Film Studio District). Participants also submitted ideas for programming and amenities to animate the Port Lands (e.g., artists and farmers markets, cycling, birding, events spaces, boating, etc.).

Draft Objectives for the Port Lands

While relatively little specific feedback on the draft objectives for the Port Lands was received, the input submitted by participants during this round of consultation suggested that they generally supported the direction of the draft objectives.

Port Lands and South of Eastern Transportation and Servicing Master Plan

Feedback on improvements to the South of Eastern area highlighted the importance of enhancing local and regional connectivity, and promoting the development of a complete and self-sustaining, vibrant community. A diverse range of business and economic activities (e.g., information and communications technologies, insurance, clean technology incubator, etc.) and supporting amenities (e.g., restaurants, retail) were also identified to enhance existing employments uses in the area.

Feedback on the transportation and servicing components of the plan emphasized the need to improve and enhance north-south and east-west connections between the Port Lands and the City and within the Port Lands, using a variety of transportation modes, to support the long-term revitalization of the area. Participants also suggested separating storm and sanitary sewers in the study area.

Stage Two – Land Use Direction and Infrastructure Alternatives

A second round of consultations was held from February 3, 2014 to March 19, 2014, and engaged over 190 individuals and 24 stakeholder groups. The purpose of this round of consultation was to present and seek feedback on ideas and alternative options for land use,

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transportation routes, and municipal servicing in the Port Lands. The consultation included a SAC meeting, LUAC meeting, a CCM and a follow-up community workshop on March 5, 2014. A combined total of 70 hardcopy and online feedback forms was received during this round of consultations.

Topics

Discussion topics at during this round of consultations focused on land use options and alternatives for streets and municipal servicing in the Port Lands. Four land use topics were developed for the Port Lands using different combinations of the following three broad land use categories:

- Live-Work Communities;
- Creative Industry District; and
- Port / Employment District.

The main differences in the land use options were concentrated in the Film Studio District and South of the Ship Channel, west of the Hearn; different amounts of live-work, creative industries and port and employment uses were proposed in these areas.

Alternatives were also prepared to enhance connectivity within the Port Lands and between the Port Lands and the City. Transportation alternatives included options for east-west connectivity, north-south connectivity, connections across the Ship Channel and establishing a transit network within the system of roads. The transportation routes in the alternatives were designed as complete streets, providing safe and comfortable access for all transportation modes.

Alternatives for water, wastewater and stormwater municipal services in the Port Lands were also developed and presented at CCM 2 and the subsequent community workshop.

Discussion Questions

1. Long-term revitalization will unfold over 50+ years and will take its cue from the new, naturalized Don River mouth. What other features should inform revitalization in the rest of the Port Lands?
2. Thinking about the four land use options for the future of the Port Lands...
 - a. Which land use option best captures your vision for the long-term revitalization of the Port Lands? Why?
 - b. What improvements would you suggest we make to your preferred land use option? Why should these improvements be considered?
3. Transportation alternatives focused on east-west connectivity, north-south connectivity, connections across the Ship Channel and for establishing a transit network to support population and employment level have been identified. Thinking about these different transportation alternatives...

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- a. Which alternatives do you prefer? Why?
 - b. Are there alternatives that we should not be considering? Why?
4. Water, wastewater and stormwater management alternatives have been identified. Thinking about the servicing alternatives, which water, wastewater and stormwater alternatives do you prefer? Why?

What We Heard

Features to Inform Port Lands Revitalization

Recurring comments submitted by participants identified several features that should inform the revitalization of the Port Lands including: the waterfront and harbour, natural heritage, industrial heritage (e.g., Ship Channel, the Hearn), existing and new employment uses and existing and new recreational opportunities.

Land Use Options

Several key themes emerged in the feedback submitted by participants regarding the four land use options presented during this round of consultations (participants did not typically specify their preference for one land use option over another). Varying views were expressed regarding the mix, location and total area of different land uses (e.g., residential, industrial, creative, etc.) throughout the Port Lands. There was however consensus among participants on the need to separate residential and industrial uses and a preference for low to mid-rise developments over high-rises. Varying views were also expressed about the existing features (e.g., industrial uses and heritage) in the Port Lands, specifically whether they should be maintained, relocated or removed.

Participant feedback also emphasized that parks and greenspace should be prioritized for public use in the Port Lands. Feedback also highlighted the need for more emphasis on energy generation and distribution to support self-sufficiency in the Port Lands. A few participants also suggested that an overall vision/concept for the Port Lands revitalization is required before deciding on land uses.

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. Participant feedback supported extending Broadview Avenue and a new north-south street between Carlaw Avenue and Leslie Street into the Port Lands, however there was no consensus on the alignment.

Participants also noted the need for an east-west connection south of Lake Shore Boulevard and to carefully consider the location of channel crossings and the impact of street improvements on different users. Feedback also included several suggestions and ideas to enhance connectivity such as: prioritizing transit to support future development and improving pedestrian and cyclist access throughout the Port Lands.

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Feedback was also provided about new alternatives to be considered in the Environmental Assessment, including a two-lane Unwin Avenue, a new potential alignment for the Broadview Extension and generally creating more urban conditions for the alternatives with a focus on pedestrians, cyclists and transit.

Servicing Alternatives

Alternatives for water, wastewater and stormwater were also presented for review and comment. While, there was little consensus or preference expressed for any particular alternative for water or wastewater, feedback highlighted support for separating the two existing systems and promoting conservation to reduce water usage. Some participants identified that a sanitary servicing alternative that would take the Port Lands off the grid should be included.

For stormwater, there was a preference for Alternative 2: Integrated Community Stormwater Management, with stormwater management forming an important part of the landscape of the Port Lands.

Stage Three – Vision Workshop

Based on feedback received at CCM 2 and the subsequent community workshop, a two-day charrette was hosted by the City of Toronto, with Waterfront Toronto and the TRCA, in July 2014 to engage stakeholders in the development of a common vision for a critically important feature of the Port Lands – the Ship Channel – and to improve public access south of the Ship Channel.

Topics

Interactive plenary and small group sessions explored four key areas for the Ship Channel and the lands South of the Ship Channel as part of the overall visioning exercise.

Ship Channel:

1. Water's Edge and Built Form Interface
2. Turning Basin
3. Crossings
4. Activating the Ship Channel

Lands South of the Ship Channel:

1. Role of Open Space South of the Ship Channel
2. North South Streets and the Places Around Them
3. Heard Hub and Unwin Avenue
4. Activating the Lands South of the Ship Channel

What we Heard

Two key points emerged from the ideas shared at the charrette:

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- The importance and role of the Ship Channel should be emphasized in the vision for the Port Lands; and
- Enhancing open space and parkland south of the Ship Channel should be addressed in the vision for the Port Lands, with an emphasis on improving public access and interface with active port and industry.

The visioning sessions produced a wealth of ideas, ranging from immediate actions to long-term strategies. A common sentiment was the need to amplify place-specific qualities and celebrate contrasts as central features of the Port Lands' public realm experience. The charrette visioning sessions resulted in a list of core ideas, a sample of which, include: celebrate industrial heritage, support existing port uses and activities, expand the way water is conceptualized and experienced, consider the needs of all life forms, design streets and crossings with distinct characters, enhance connectivity to the City, and activate the Ship Channel.

Stage Four – Emerging Directions

The third round of consultation was held from November 4 - 27, 2015 and engaged over 275 individuals and 24 stakeholder groups in a two-step process. Step one consisted of a full day Open House held on Saturday, November 14, 2015 featuring display panels in a central area with content experts available to answer questions, and a program that included identical morning and afternoon sessions. Each session began with a Welcome and Overview presentation, followed by four information sessions on the four emerging plans:

- Vision and Structure;
- Character and Place;
- Transportation and Servicing; and
- Villiers Island Precinct Plan.

for a total of 34 presentations. Two evening workshops focusing on different topics were held during the week following the Open House, as step two of the consultation process, to provide additional opportunities for public comment and feedback on the emerging plans.

The purpose of this round of the consultation process was to obtain feedback on elements of the emerging plans and recommendations pertaining to vision and urban structure, character and place, and transportation and servicing that will guide revitalization and redevelopment in the Port Lands. A combined total of 34 hardcopy and online feedback forms was received during this round of consultations.

Topics

The consultations held in November 2015 comprehensively presented the emerging directions and preferred solutions for the Port Lands Planning Framework and TSMP, organized according to the following three areas:

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1. **Vision and Structure:** Five Vision and Structure Elements established a resilient framework for creating diverse places in the Port Lands.
2. **Character and Place:** The Character and Place elements defined the function and character of the diverse places, refined land use direction and additional emerging direction for built form, sustainability, biodiversity, creating complete inclusive communities and culture and art.
3. **Transportation and Servicing:** The Transportation and Servicing elements focused on how the project team arrived at the preferred street network, the complete street principles established for the area and character of street, as well as the integration of future municipal servicing.

As noted earlier, a separate public consultation program was implemented for the Villiers Island Precinct Plan, except during this stage when consultations for the three plans were fully integrated. Summary reports of consultation activities specific to the Villiers Island Precinct Plan are available on the [project website \(www.portlandsconsultation.ca\)](http://www.portlandsconsultation.ca).

Discussion Questions

Vision + Urban Structure

1. What do you like about the directions for the overall vision and urban structure?
2. What, if anything, concerns you? Why?
3. What refinements, if any, would you like to see explored?

Character + Place

1. What do you like about the different character and place elements of the plans?
2. What, if anything, concerns you? Why?
3. What refinements, if any, would you like to see explored?

Transportation + Servicing

1. What do you like about the preferred solutions for streets, transit and municipal servicing?
2. What, if anything, concerns you? Why?
3. What refinements, if any, would you like to see explored?

What We Heard

Vision + Structure

Participants expressed support for the overall vision and urban structure presented to guide the long-term revitalization of the Port Lands. Specifically, participants liked the vision to:

- enhance connectivity, effectively “stitching” the Port Lands to the City through new north-south and east-west connections that include the Ship Channel;

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- establish a core grid that is human in scale and integrates different systems (e.g., transit, greenspace, etc.);
- distribute greenspace throughout the framework;
- maintain and re-imagine the area's industrial heritage; and
- the emphasis on water and the waterfront and the conceptualization of water as a resource.

Suggested refinements emphasized the need to consider additional north-south and east-west connections, further reducing some of the block sizes and enhancing water-based connections between the Port Lands and the Harbour, Toronto Islands and the Leslie Street Spit.

Character + Place

There was broad support for the character and place elements of the emerging plans. Recurring comments highlighted positive perspectives about: the types of uses and the mix of uses in the preferred land use direction; the built form approach, which supports other framework objectives (e.g., protecting view corridors); the inclusion of biodiversity and sustainability in city building processes; and the inclusion of an affordable housing target in the plans.



Figure 7: Facilitated discussion at Round 3 community workshop.

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Suggested refinements underscored the need to integrate a broader mix of uses within precincts and buildings; ensure compatibility between sensitive uses and existing industrial uses; and to increase the proposed residential population as well as community infrastructure to animate the area.

A key concern and the subject of varying opinion was the issue of maintaining Lafarge's cement operations on Polson Quay. Lafarge would like its operation to be recognized as an existing and permitted use, while comments from community stakeholders suggest that the plans should reflect long-term aspirations for South River and Polson Quay's transition into a vibrant mixed-used community.

Transportation + Servicing

Participants were also generally supportive of the preferred transportation and servicing solutions presented particularly the proposed transit, cycling and pedestrian network and new innovative/integrated approaches to managing stormwater.

A key topic of discussion was the preferred alignment for the Broadview Extension. While participants generally agreed that an extension is needed to enhance connections, recurring comments from a few participants revealed some concerns about the alignment. Most participants liked the diagonal "spine" which they noted is a nice design feature that provides views to the Hearn while others expressed concerns about this alignment's impact on future plans for properties owned by Frist Gulf, Castlepoint and in the McCleary District as well as transit service and connections to destination areas near the Port Lands.

Participant feedback (particularly from industry) recommended that the strategy for goods movement should be further refined to ensure it supports the needs of existing industrial uses.

4. Next Steps

The City of Toronto and Waterfront Toronto are currently in the process of refining the directions for the Port Lands Planning Framework and TSMP, based on the stakeholder and public input received in the last round of consultation. Consultations with the public and stakeholders will continue as needed as refinements are completed. It is anticipated that the project team will report to Council in July 2016 through the Planning and Growth Management Committee on the final Planning Framework, Official Plan amendments and the recommended TSMP. Subject to Council's endorsement of the TSMP, the TSMP would subsequently be posted on the Ministry of Environment and Climate Change's Environmental Registry for 30 days in accordance with the Municipal Class Environmental Assessment process.