



**Shaping the Future:
Placemaking in the Port Lands + Connecting South of Eastern
Community Consultation Round #3 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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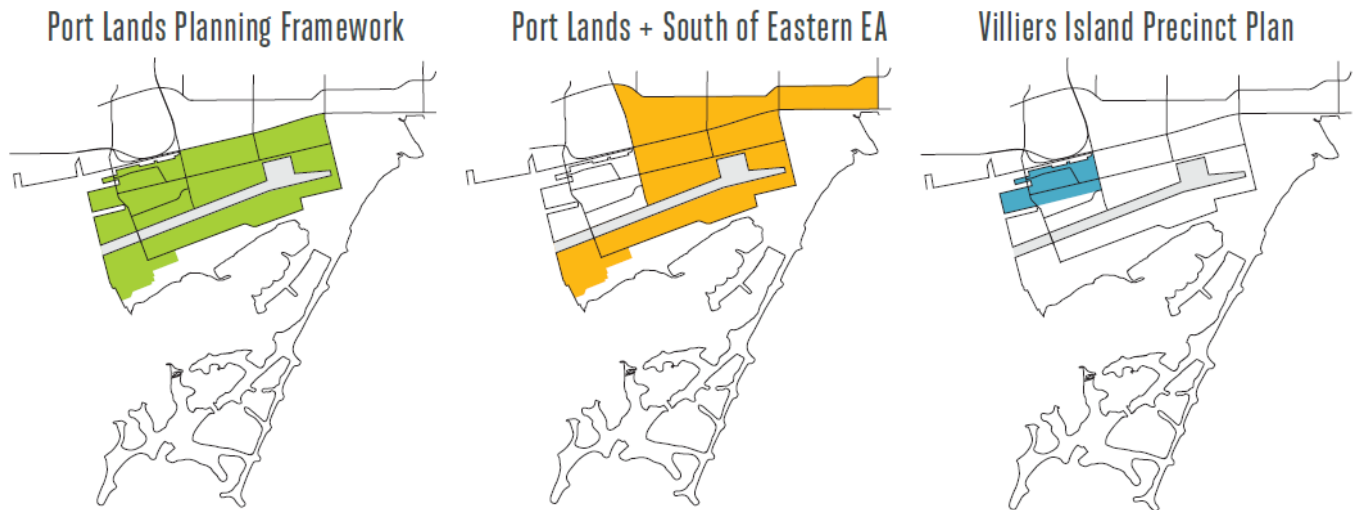
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1. Introduction

Background

Three major planning studies led by the City of Toronto and Waterfront Toronto, with the Toronto and Region Conservation Authority (TRCA), to guide the long-term revitalization of the Port Lands and better connect the Port Lands and South of Eastern areas are nearing completion. Emerging from these studies are three plans:



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 Port Lands Acceleration Initiative that was adopted by City Council in 2012 and integrates the planning work completed for the Lower Don Lands and the naturalized mouth of the Don River.

Port Lands + South of Eastern Transportation + Servicing Master Plan: A Master Plan under the Municipal Class Environmental Assessment (EA) process is being developed in parallel with the Port Lands Planning Framework to identify the street and transit 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 will provide a coordinated transportation and servicing strategy to connect the two areas.

Villiers Island Precinct Plan: Detailed planning work is being done to create a vibrant mixed-use area in the Villiers Island Precinct (formerly known as Cousins Quay).

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The studies have been developed simultaneously in three phases, with extensive stakeholder and public consultation throughout the study process:

- Phase 1 focused on background research;
- Phase 2 involved developing a long-term vision for the revitalization of the Port Lands and land use alternatives to test and evaluate; and
- Phase 3 focused on developing recommendations.



For more information on each of the planning studies underway in the Port Lands, including consultation materials and reports, please visit: www.portlandsconsultation.ca.

Purpose of Consultation and Engagement Activities

The City of Toronto, Waterfront Toronto and TRCA recognize the importance of engaging stakeholders and the public to provide opportunities for feedback throughout the study process. As such, the consultation program was designed to:

- Build on the robust consultation approach undertaken as part of the Port Lands Acceleration Initiative;
- 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;
- Solicit input from the public and stakeholders at key points in the planning process to assist in the development and refinement of the plans; and
- Identify and work towards common ground, ultimately building trust and support for the recommendations that will be contained in the final plans.

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Consultations held during earlier phases of the study were valuable and helped shape the emerging plans. The first round of public consultations was held between November 21 and December 12, 2013, and engaged over 100 individuals and 24 stakeholder groups. A second round of consultations took place from February 13-28, 2014, and engaged over 130 individuals and 24 stakeholder groups. The third round of consultations was held from September 28 to November 27, 2015 and generated participation from over 290 individuals (3,836 with online activities included) and 24 stakeholder groups.

Overview of Round Three Consultation

Round three of the consultation process included multiple opportunities for participation facilitated through several complementary face-to-face and online mechanisms including: Stakeholder Advisory Committee meetings, Land Owners and Users Advisory Committee meetings, an Industry Users meeting, a day-long open house followed by two evening workshops as well as web-enabled consultations, and social media.

A review of the input received reveals common themes, concerns and viewpoints brought forward by the project's stakeholders and members of the public. This feedback will be used to refine the emerging plans and inform the next phase of the planning process and related consultation activities.

Report Contents

This report provides a description of the consultation activities undertaken during the third phase of the consultation process for the three planning studies, as well as a summary of the feedback received. Section 2 provides an overview of the consultation process, the various consultation approaches used to reach and engage different audiences, and the communication and promotional tactics used to encourage participation. An overview of the feedback received is organized thematically by discussion question in Section 3, and Section 4 outlines next steps in the planning process.

2. Round Three Consultation Process Overview

To fulfill the objectives of the consultation program, a multi-faceted approach targeting key stakeholders and the general public through complementary communication, promotional and engagement tactics was adopted. A range of consultation activities was implemented to provide multiple opportunities for public participation as part of an inclusive and transparent consultation process.

Communication and Promotional Tactics

Community Mail-Out

Approximately 550 post cards with details about the open house and workshops were mailed to interested parties through Canada Post on October 30th, 2015. The distribution area included the Port Lands 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. An additional 1,000 post cards were dropped off at community facilities (e.g., Ralph Thornton Centre, Jimmy Simpson Recreation Centre) near the Port Lands.

Online Presence

The [project website](http://www.portlandsconsultation.ca) (www.portlandsconsultation.ca) continued to serve as a landing spot for information about current initiatives to revitalize the Port Lands 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://bit.ly/1lfmCMi) (http://bit.ly/1lfmCMi) and [Waterfront Toronto](http://bit.ly/1QYTeXq) (http://bit.ly/1QYTeXq) websites also provided additional background information about the projects and upcoming public consultation events.

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 project hashtag #PortLandsTO was also used on all tweets to promote and track discussion.

Public Notice/Invitation

A save-the-date notice was included in the October 2015 edition of Waterfront Toronto's newsletter, News from our New Blue Edge, which was emailed to over 6,800 subscribers and is available on Waterfront Toronto's [website](http://bit.ly/1qx40br) (http://bit.ly/1qx40br).

A formal public notice was published in Metro News and the Beach-Riverdale Mirror on October 30th, 2015 and November 1, 2015 respectively to promote awareness of the public consultation events. A copy of the public meeting notice is available on the [project website](http://www.portlandsconsultation.ca) (www.portlandsconsultation.ca). Members of the Landowners and Users Advisory Committee (LUAC) and the Stakeholder Advisory Committee (SAC) were sent a copy of the public notice via email.

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Notice to First Nations

A formal notice was also circulated to First Nations and Aboriginal communities, inviting participation in this round of consultations, as well as providing information about additional opportunities to provide feedback.

Consultation Resources

Several resources were developed to facilitate participation during the third round of consultations. These resources were made available at the open house and workshops, and subsequently posted on the project website. A brief overview of each resource is provided below.

Discussion Guide and Discussion Questions

A Discussion Guide was developed to provide participants with information about the purpose of this round of consultations and included an overview of the work completed to date, details about upcoming consultation events as well as instructions on how to participate online. A copy of the Discussion Guide can be found on the [project website](http://www.portlandsconsultation.ca) (www.portlandsconsultation.ca). Included in the Discussion Guide was a series of Discussion Questions enabling participants to provide feedback on each of the emerging plans.

Online versions of the Discussion Questions were available on the project website from November 15-27, 2015, for the public to provide comments and feedback to the project team following the open house and workshops.

Presentations

Five presentations were developed for delivery at the open house, information sessions and workshops, including:

- [Overview Presentation](http://bit.ly/1T6dW8X) (http://bit.ly/1T6dW8X)
- [Vision + Urban Structure](http://bit.ly/1TkWP3R) (http://bit.ly/1TkWP3R)
- [Character + Place](http://bit.ly/1QpnXbF) (http://bit.ly/1QpnXbF)
- [Transportation + Servicing](http://bit.ly/1RDKYKm) (http://bit.ly/1RDKYKm)



Figure 1: Discussion Guide.

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- [Villiers Island Precinct Plan](http://bit.ly/1QJ2FFa) (<http://bit.ly/1QJ2FFa>)

The presentations provided participants with an overview of the work completed to date as well as details about each of the emerging plans. The presentations delivered at the open house were filmed and posted to Waterfront Toronto's YouTube channel to further encourage participation. Videos of each presentation are available on the [project website](http://www.portlandsconsultation.ca) (www.portlandsconsultation.ca).

Open House Display Boards

Fifty-one (51) boards were displayed at the open house providing participants with an overview of the planning process as well as specific details about each of the emerging plans. Boards corresponding to the topics of each workshop were also displayed at those events. Links to PDF versions of the boards are provided below and organized by topic area:

- [Overview](http://bit.ly/1LSJd7R) (<http://bit.ly/1LSJd7R>)
- [Vision + Urban Structure](http://bit.ly/1Lu2Vfl) (<http://bit.ly/1Lu2Vfl>)
- [Character + Place](http://bit.ly/1T6efki) (<http://bit.ly/1T6efki>)
- [Transportation + Servicing](http://bit.ly/1ngBkCl) (<http://bit.ly/1ngBkCl>)
- [Villiers Island Precinct Plan](http://bit.ly/1T6egEM) (<http://bit.ly/1T6egEM>)

Topic Specific Handouts

Four two-page handouts for each information session, consisting primarily of maps and conceptual images for each emerging plan was developed to supplement the Discussion Guide and circulated to participants at the open house and workshops.

Workshop #1 Maps

Two large maps, one featuring the Land Use Direction and the second depicting the Vision and Urban Structure of the Port Lands Planning Framework, were provided on each table at Workshop #1 with post-it notes and markers to encourage participants to comment or suggest refinements directly on the plans.

Consultation Activities

The consultation program for Round #3 included the following events and activities:

Villiers Island SAC/LUAC Meeting

Landowners and users as well as representatives of key interest groups and community associations were invited to a combined Stakeholder Advisory Committee and Landowners and Users Advisory Committee meeting on September 28, 2015 at Waterfront Toronto's offices. The purpose of the meeting was to present the preferred Precinct Plan for Villiers Island and obtain

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feedback. The meeting format consisted of an overview presentation, followed by a question and answer period, and a facilitated discussion about the material presented.

A summary of the Villiers Island SAC/LUAC meeting is available on the [project website](http://www.portlandsconsultation.ca) (www.portlandsconsultation.ca).

Port Lands Planning Framework Land Owners and Users Advisory Committee (LUAC) Meeting

A meeting with landowners and users was held on November 4, 2015 at Waterfront Toronto's offices. The purpose of the meeting was to present and receive feedback on the emerging plans in preparation for the upcoming public consultations. The meeting format included an overview presentation, followed by a question and answer period, and a facilitated discussion about the material presented.

A summary of the PLPF LUAC meeting is available on the [project website](http://www.portlandsconsultation.ca) (www.portlandsconsultation.ca).

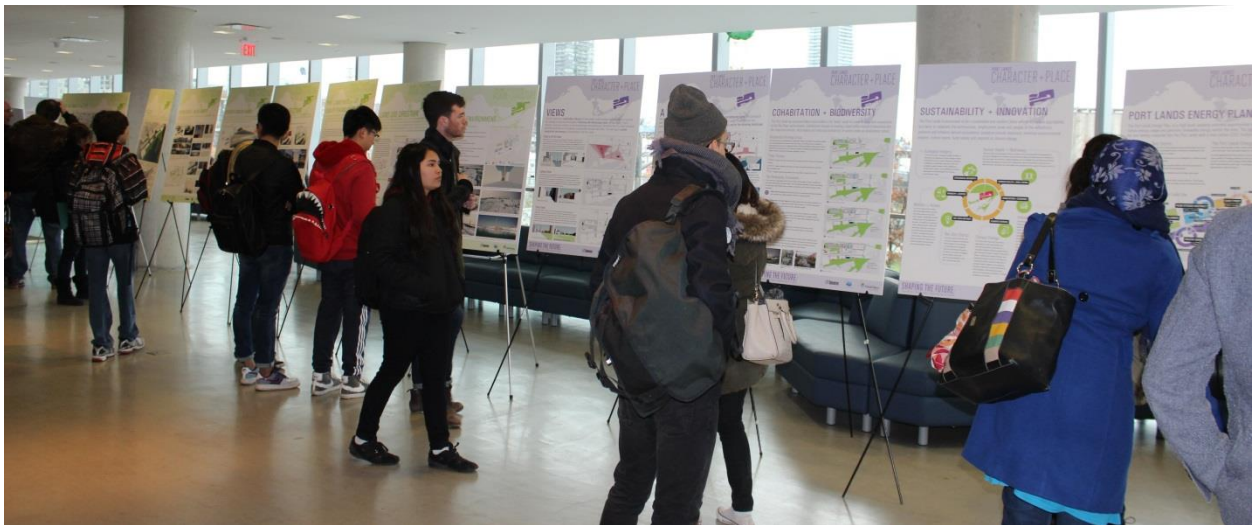


Figure 2: Open House participants viewing the display boards. Source: Waterfront Toronto.

PLPF Stakeholder Advisory Committee (SAC) Meeting

A meeting with key interest groups and community associations was held on November 5, 2015 at Metro Hall. The meeting was held to present and receive feedback on the emerging plans in preparation for the upcoming public consultations. The format of the meeting consisted of an overview presentation, followed by a facilitated discussion about the material presented.

A summary of the PLPF SAC meeting is available on the [project website](http://www.portlandsconsultation.ca) (www.portlandsconsultation.ca).

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Open House

This round of public consultations was organized as a two-step process. Step one consisted of an Open House held on Saturday, November 14, 2015 at George Brown College (Waterfront Campus, 51 Dockside Drive). The open house format featured the display panels in a large 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 to provide an update on the work completed to date and to outline the format of the four information sessions (each information session was repeated four times in the morning and four times in the afternoon) on the emerging plans:

1. Vision + Urban Structure;
2. Character + Place;
3. Transportation + Servicing;
4. Villiers Island Precinct Plan.

Open house participants were informed of the two evening workshops that 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.

A summary of the discussion captured after each open house information session presentation is included in Appendix A.



Figure 3: Overview presentation at the Open House. Source: Lura Consulting.

Workshop #1

Workshop #1 took place on Tuesday, November 17, 2015 at Morse Street Junior Public School (180 Carlaw Avenue) and consisted of a short overview presentation followed by presentations

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and facilitated roundtable discussions focusing on the emerging plans for the Port Lands Planning Framework and Villiers Island Precinct Plan (Topics 1, 2 and 4).

Feedback received at Workshop #1 is included in Appendix B.

Workshop #2

Workshop #2 was held on Wednesday, November 18, 2015 at the Toronto Fire Academy + EMS Training Centre (895 Eastern Avenue) and included a short overview presentation followed by presentations and facilitated plenary discussions focusing on the Port Lands and South of Eastern Transportation and Servicing Master Plan EA and preferred solutions (Topic 3).

Feedback received at Workshop #2 is included in Appendix B.

Online Engagement

In parallel with the face-to-face consultation activities, online options were also available to facilitate and encourage broad participation. An overview of the tools used to encourage online participation is provided below:

- Videos – YouTube videos of the Open House presentations were uploaded to the [project website](http://www.portlandsconsultation.ca) (www.portlandsconsultation.ca) to provide context to the online discussion guide and questions.
- Online Discussion Guide and Discussion Questions – An electronic version of the Discussion Guide and Discussion Questions was made available on the [project website](http://www.portlandsconsultation.ca) (www.portlandsconsultation.ca) enabling stakeholders to review the information and provide feedback online.
- Social Media – Twitter was used to provide real time updates of the proceedings at the open house and workshops. The project hashtag #portlandsTO was used on all tweets to promote discussion. The City and Waterfront Toronto also tweeted following the open house and workshops to encourage the public to provide feedback online.
- Email – Stakeholders and members of the public were also invited to submit feedback through email, either through info@waterfrontoronto.ca or portlands@toronto.ca.

Feedback received via the online discussion guides is included in Appendix D, while additional written feedback submitted by participants is available in Appendix E.

Summary of Participation by Activity

Over 290 individuals (3,830 with online activities included) participated in this round of consultations between September 28, 2015 and November 27, 2015. The following table summarizes the number of participants by consultation activity.

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Table 1: Summary of Participation

| Consultation Activity | Number of Participants |
|--|--|
| Villiers Island SAC/LUAC Meeting | 17 |
| Port Lands LUAC Meeting | 18 |
| Port Lands SAC Meeting | 11 |
| Open House | 150 |
| Workshop #1 | 55 |
| Workshop #2 | 45 |
| Online Presence <ul style="list-style-type: none"> • Project Website • Waterfront Toronto Webpage • City of Toronto Webpage • YouTube Videos • Emails • Letters • Online Discussion Questions Submissions | <ul style="list-style-type: none"> • 1,709 users (between Sept. 28-Nov. 27) • 550 (between Sept. 28-Nov. 27) • 318 (between Sept. 28-Nov. 27) • 926+ views • 5 • 4 • 28 |
| Total | 296 (in-person) 3,836 (in-person and online) |

3. WHAT WE HEARD

Feedback was received through facilitated discussions at advisory committees, the open house and workshops as well as hard-copy and electronic submissions of the Discussion Questions. In addition, a number of comments were also submitted by email and letters to the project team.

A summary of the feedback is presented below. The summary provides a high-level synopsis of recurring comments, concerns and/or recommendations from consultation participants. Detailed summaries of feedback from in-person and online consultation activities are included in the report appendices.

Summary of Participant Feedback

The following points highlight the key recurring comments, concerns and/or advice which emerged from the consultations.

Vision + Structure:

- Support was expressed for the overall vision and urban structure, specifically the focus on:
 - enhancing connectivity between the City and the Port Lands through new north-south and east-west connections;

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- the creation of an integrated core grid that is human in scale;
- water and the waterfront as well as the distribution of greenspace throughout the framework.
- Recurring concerns and 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 toward:
 - 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.
- Recurring concerns and suggested refinements underlined the need to integrate a broader mix of uses within precincts and buildings, ensure compatibility between sensitive uses and existing industrial uses and increase the proposed residential population as well as community infrastructure to animate the area.
- A key concern and the subject of varying opinion is 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-use community.

Transportation + Servicing:

- Participants are also generally supportive of the transportation and servicing elements of the plans, particularly the proposed transit, cycling and pedestrian network and the new approach to managing stormwater.
- A key concern and suggested area for refinement under this topic is the preferred alignment for the Broadview Extension. While there is agreement that an extension is needed to enhance connections to the Port Lands, a range of views was expressed about the preferred alignment. Many participants voiced support for the diagonal "spine" which provides views to the Hearn; there were also a few participants who felt that the diagonal alignment is not practical. Other participants expressed concerns about the impact of the southern segment of the alignment on: privately-owned properties, particularly south of Commissioners Street and properties within the

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McCleary District; future plans to redevelop these properties, and; potential improvements to transit service, and connections to destination areas near the Port Lands.

- Another key area that should be refined, based on participant feedback (particularly from industry), is the strategy for goods movement to ensure it supports the needs of existing industrial uses. The importance of balancing the movement of goods with the introduction of mixed-use communities that prioritize cycling, walking and transit (e.g., safety, quality of life) was also highlighted for refinement.



Figure 4: Facilitated roundtable discussion at Workshop #1. Source: Lura Consulting.

Villiers Island Precinct Plan:

- Many positive comments were also received about the overall vision for the Villiers Island Precinct Plan, particularly the grid pattern, park space and the character areas.

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- Key concerns and suggested refinements focused on enhancing the proposed connections from the precinct to the rest of the Port Lands, reconsidering the proposed location and height of buildings (some participants suggested increasing building heights and relocating them to the north end of the island, while others favoured lower-rise developments) and ensuring the right balance of population density, activities and uses to animate the public realm, particularly on Centre Street.

Feedback on Discussion Questions

A more detailed summary of the feedback provided by participants is included below and organized by discussion question.

Vision + Urban Structure

1. What do you like about the directions for the overall vision and urban structure?

Many participants expressed support for the overall vision and urban structure of the Port Lands Planning Framework. Recurring comments about what they like about the key directions are organized according to the following themes and topic areas:

Stitching to the City

- Similar comments from many participants revealed support for:
 - The proposed north-south connections and street grid to “stitch” the Port Lands to the City.
 - The preferred alignment for the Broadview Extension and its vision as a “City spine”.
 - The view of the Hearn from the preferred alignment for the Broadview Extension; several participants noted that this is a nice design feature.

Uniting the Harbour + the Wilds

- Recurring comments also expressed support for:
 - The proposed east-west connections.
 - The Inclusion of the Ship Channel as an east-west corridor.
 - The emphasis on complete streets and multi-modal options for transportation in the framework (e.g., transit as well as space for cyclist and pedestrians).
 - The emphasis on reducing car use in the Port Lands.
 - The identification and protection of bridge connections to enhance connectivity over the long-term.
 - The vision of streets as places and connections to other areas.

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Resilient Urban Fabric

- Many participants also provided positive comments about the vision for a resilient urban fabric, including:
 - The core grid that integrates different systems (e.g., transit, greenspace, etc.), encouraging sustainable development and resiliency over the long-term.
 - Scaling the precincts down into smaller districts and pedestrian friendly blocks.
 - Revitalizing the Port Lands and opening the area to existing and new users.

Green + Blue

- Similar comments in favour of this direction focused on:
 - The emphasis on water and the waterfront; a few participants specifically noted that conceptualizing water as a resource is a unique and exciting way to re-imagine the Port Lands.
 - The distribution of greenspace throughout the Port Lands.
 - Links to surrounding parks and pathways (e.g., Don River Valley, Leslie Street Spit).
 - The inclusion of small greenspaces within residential areas for children.
 - Opportunities for active and passive recreational uses to connect to the water (e.g., floating docks, recreational boating, etc.).

Exceptions + the Exceptional

- Many participants also appreciate the focus on maintaining and re-imagining the area's industrial heritage (e.g., silos as public art, Hearn as a cultural hub).

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

While many participants expressed support about the directions for the vision and urban structure, they also raised several concerns, as summarized under the same themes and topics below:

Stitching to the City

- A few participant comments highlighted the need for more north-south corridors, particularly south of the Ship Channel (e.g., as alternate options during emergency situations, to increase access to the Hearn, etc.).
- The cost of developing new draw/lift bridges to continue north-south connections over the Ship Channel was also raised as a concern by some participants.

Uniting the Harbour + the Wilds

- Recurring comments also highlighted concerns about:

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- The absence of east-west pedestrian connections across the Don River (e.g., from Villiers Island to the rest of the Port Lands).
- The cost of developing new bridges to continue east-west connections over the Don River.
- The possibility that the street network will contribute to wind tunnels.
- Too much consideration for a “car-friendly” environment.
- The limited number of looping or circular waterfront trails.
- The vision for the Ship Channel; a stronger vision is needed to realize its potential as a unique water and port related amenity.

Resilient Urban Fabric

- Based on the proposed block sizes, some participants are concerned that that large scale development will not be “human scale” and void of activity.
- A few comments also noted that the transition in built form (e.g., density and scale) from the City to the Port Lands to too abrupt.
- A few participants also highlighted the need to ensure a diversity of architecture and ownership.

Green + Blue

- Based on the comments received, several participants feel that:
 - The amount of proposed greenspace is not enough.
 - There are not enough connections between the Port Lands and the Harbour, Toronto Islands and Leslie Street Spit; several participants noted that more connections are needed than those proposed in the framework.
 - Isolated green spaces could have been used for development or industrial uses (e.g., Commissioners Street/Broadview Avenue).

Exceptions + the Exceptional

- A few participants noted that the current port functions appear to be missing from the plans and should be included.
- Community stakeholders feel that preserving Marine Terminal 35 would impact the ability to create the greenspace envisioned for Promontory Park and should not be retained, while comments from other participants suggested re-purposing Marine Terminal 35 for community activities (e.g., local skating rink).

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

Feedback from participants included several suggestions to improve the key directions for the vision and urban structure:

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Stitching to the City

- Recurring suggestions to refine this component of the plans focused on:
 - Refining the street network to include more north-south connections.
 - Undertaking additional studies to determine if the proposed street network will be sufficient.
 - Integrating the proposed transportation network with planned transit projects/stations (e.g., GO RER, Relief Line, etc.).

Uniting the Harbour + the Wilds

- Several participants offered similar suggestions to refine this aspect of the plans:
 - Improve connections between the Port Lands and the Harbour, Toronto Islands and Leslie Street Spit (e.g., docking facilities for water taxis and ferries, bridge connections, etc.).
 - In addition to linear flows, consider circular pathways for recreational opportunities near the water.
 - Broaden the vision to include other active transportation/recreational opportunities (e.g., cross country skiing, skating, canoeing, etc.) to experience the Port Lands.

Resilient Urban Fabric

- Many participants suggested including more greenspace and public space (e.g., plazas) within the development blocks.
- Other suggestions included:
 - Making sure the urban fabric supports the development of connected neighbourhoods in the Port Lands as rivers and major roadways create psychological barriers that isolate communities.
 - Ensuring street widths and blocks are as small as possible particularly on Villiers Island (i.e., to support fine grain uses).

Green + Blue

- Suggested refinements included:
 - Creating connections on the water to support connectivity between different areas within the Port Lands and Harbour (e.g., water taxis or ferry services, a channel to create a direct connection between the Port Lands and Leslie Street Spit).
 - Integrating more greenspace in the framework. Several participants noted that revitalizing the Port Lands provides an incredibly unique opportunity to create a major green space in the City.

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- Clarifying what will happen to current port uses in the future.
- Ensuring existing recreational boating clubs and marinas are maintained (e.g., Outer Harbour Sailing Club).

Exceptions + Exceptional

- A few participants recommended ensuring that as many historical buildings and heritage features (e.g., silos) are preserved and incorporated into any new designs or buildings.
- Other participants suggested making sure that Marine Terminal 35 does not obstruct views to and from Promontory Park; a few participants also suggested removing Marine Terminal 35 altogether.

Character + Place

1. What do you like about the different character and place elements of the plans?

Based on feedback from participants, there was general support for the different character and place elements of the emerging plans. The top recurring comments about the elements participants liked are summarized below according to the following themes and topic areas:

Preferred Land Use Direction

- Many participants expressed positive comments about:
 - The balanced and enhanced land use direction that will ensure flexibility and robustness over the next 50 years.
 - Building on the existing character and uses (e.g., film and media, industrial and port functions) in the Port Lands.
 - Retaining existing industrial uses, and adding buffers as needed, to preserve jobs and job opportunities.
 - Creating distinct, but inclusive, neighbourhoods within the Port Lands, each with their own identity and character (i.e., sense of place and space).
 - Emphasizing mixed-use development to support the creation of vibrant urban districts in the Port Lands (e.g., critical mass of residents and jobs).
 - Clustering of similar uses on a broader scale.
 - Balancing between public space/parks and mixed-uses.
 - Maintaining character-defining historical sites and landmarks (e.g., the Hearn).

Built Form

- Similar positive comments were received about:
 - Minimum/maximum building heights to support other framework objectives (e.g., protecting view corridors).

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- Requiring developers to use buildings materials that will support longevity, adaptability and reuse.
- Enhancing views to the City and local heritage features (e.g., the Hearn).

Biodiversity + Cohabitation

- Many participants were pleased with the inclusion of biodiversity in City building processes and the integration of built and natural areas to support biodiversity.

Sustainability

- Recurring feedback also expressed support for the focus on sustainability in the framework.

Community Infrastructure

- Positive comments about this aspect of the plans pertained to:
 - The inclusion of affordable housing in the framework.
 - The creation of year-round destination areas (i.e., sports fields, public markets).
 - The inclusion of recreational boat docks.

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

Similar concerns were raised by many participants about character and place elements of the plans, as summarized below:

Preferred Land Use Direction

- Participant feedback expressed concerns about the type of land uses included in the direction:
 - The concentration of Film, Media and Creative uses in the Media City district may be insufficient to create a commercially desirable precinct, particularly without a catalyst like the CBC or TIFF.
 - Maintaining industrial operations will limit the opportunity to create a vibrant urban area (e.g., a residential neighbourhood on Polson Quay).
- Some participants noted that there is still a high degree of separated uses (e.g., residential, industrial) which will impact efforts to animate the Port Lands and create connected urban districts.
- Varying concerns were also raised about the compatibility of different uses in the Port Lands, specifically the impacts of:
 - Introducing sensitive uses, such as residences near existing industrial operations or port activities (e.g., pushing out industrial uses in view of the health and environment impacts on future residents).

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- Living/working near the high voltage transmission towers located south of the Ship Channel (e.g., health concerns).
- Some feedback also emphasized concerns about the proposed residential population density, particularly on Villiers Island, noting that it is insufficient to support needed community services or to keep the different areas animated at all times.
- Other concerns included:
 - The absence of land designated for power generation, transmission and distribution.
 - The variation in scale and urban fabric for the McCleary District (i.e., too drastic, not enough porosity).

Built Form

- Recurring concerns emphasized that the proposed maximum building heights are too tall and will change the character of the area (e.g., shadow impacts on parks and streets).
- Other concerns included:
 - The limited ability to adapt over the long-term if tall buildings are developed.
 - The impact of glass-walled condominiums on local character.

Biodiversity + Cohabitation

- Several participants raised concerns about the impact of light pollution from new development on migratory birds that use the Leslie Street Spit as a stopover.
- Other comments expressed concerns about the impact of the cormorant population on local air quality and the presence of “nuisance” animals.

Sustainability

- The hard (impermeable) surfaces in existing built up areas was raised as a concern in the feedback received.

Community Infrastructure

- Many participants raised similar comments about:
 - Balancing the needs of residents and visitors (e.g., local vs. destination parks, year-round destinations and cultural activities).
 - Lack of water-based activities, specifically for children other than boating (e.g., swimming, ice skating, sailing).
 - The ability to animate different areas (e.g., Ship Channel, Keating Channel) at all times of the year.
 - The apparent lack of any planning for places of worship.

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

Feedback from participants included several suggestions to help refine the character and place elements of the plans:

Preferred Land Use Direction

- Based on recurring comments, some participants recommend a broader mix of uses in the land use direction, specifically within the following precincts: Media City, McCleary District, and Villiers Island.
- Several participants suggested minimizing the amount of land designated for industrial uses, while others noted that more space could be designated for employment uses.
- Other recurring comments include:
 - Consider the needs of existing industrial uses that plan to stay over the long-term (e.g., recognize Lafarge as a permitted use).
 - Increase the integration of the PortsToronto property with the rest of the Port Lands through higher and better uses.
 - Designate land for power generation, transmission and distribution.
 - Avoid introducing sensitive land uses near areas with known noise and air emission issues (i.e., do not rely on source mitigation to ensure compatibility).
 - Maintain the dock wall for port uses.
- Further refinements to specific precincts submitted as additional feedback by community stakeholders include:
 - *Polson Quay* – Designate this precinct to reflect the long term aspiration for the lands, not an interim condition. Feedback from some participants suggested the development of a mixed-use precinct consisting of residential as well as entertainment and destination uses. Conversely, feedback from other participants recommends recognizing the current industrial operations (i.e., Lafarge) as a current use and supporting the potential for future industrial expansion.
 - *Media City* – Consider the master plan for a mixed-use precinct being developed by Pinewood Studio.
 - *South River* – Designate this as a residentially biased precinct, with retail, entertainment and water-related uses at strategic locations to animate the Ship Channel.
 - *Turning Basin District* – Designate this precinct for residential uses with adjacent greenspace, to balance the exclusive employment zones in the Warehouse District and East Port.

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Figure 5: Facilitated roundtable discussion at Workshop #1. Source: Lura Consulting.

Built Form

- Refinements, as suggested by participants, include:
 - Ensuring unique and interesting buildings by providing architectural/design guidance.
 - Considering a lower maximum building height (e.g., 20-storeys).
 - Requiring flexibility in the design of building podiums to permit the evolution of uses based on community needs (e.g., a daycare now, but an office later, or vice-versa).
 - Prioritizing different building types and tenures (e.g., co-ops, single family homes, etc.).
 - Ensuring built form supports the creation of places to experience the Port Lands (e.g., watching ship activity at Cherry Beach).
 - Ensuring Lake Ontario can be viewed from different scales and heights (e.g., at grade, balconies, etc.).
 - Revising the direction for built form to manage local energy needs.

Biodiversity + Cohabitation

- Comments from a few participants suggested minimizing light pollution along the southern edge of the Port Lands (e.g., south of Unwin Avenue) and along the Don River

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to mitigate bird strikes, while other suggested a green edge along the south side of Polson Quay and the Film Studio District.

Sustainability

- Several participants recommended planning for climate change and volatile weather by:
 - Prioritizing sustainable and renewable forms of energy (e.g., net-zero districts).
 - Exceeding current building code and environmental planning requirements.
 - Considering the full range of community needs (e.g., urban food production, transportation).

Community Infrastructure

- Recurring comments emphasized the need to animate the Port Lands, particularly along the water's edge, through a variety of recreational uses and amenities, including:
 - Boat clubs and storage facilities;
 - Restaurants and designated food truck areas;
 - Health offices and clinics;
 - Dog parks;
 - Movie theatres;
 - Houseboats;
 - Gathering places;
 - Community centres;
 - A swimming pool (adjacent to the dock wall of the Ship Channel);
 - Staking rinks (either an indoor ice pad or seasonal space on the Keating Channel);
 - Winter activities (e.g., cross country skiing, skating);
 - Small scale retail and convenience centres;
 - Gas stations/garages;
 - Places of worship;
 - Public art;
 - City-wide destinations; and
 - Nightlife.

Transportation + Servicing

1. What do you like about the preferred solutions for streets, transit and municipal servicing?

Comments from most participants revealed support for the transportation and servicing components of the emerging plans. Highlights of what these participants liked about the preferred solutions for streets, transit and servicing are summarized below according to the following themes and topics areas:

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Transportation

- Comments from many participants consistently indicated support for the proposed transportation network, noting that it appears well thought out and will enhance connectivity in the Port Lands. They particularly like the proposed dedicated streetcar routes.
- *Broadview Extension*
 - There is agreement among participants that Broadview Avenue should be extended to enhance north-south connectivity and multi-modal options between the Port Lands and the City, and should be prioritized.
 - Recurring comments from many participants expressed support for the preferred alignment presented for the Broadview Extension; many comments noted that the creation of a view corridor to the Hearn was an added benefit.
- *Eastern Avenue*
 - A few participants, as indicated in their feedback, support the modification of Eastern Avenue to create a continuous complete street with bike lanes.

Pedestrian + Cycling Network

- Many participants were generally pleased with the proposed network for cycling and walking, and emphasized the benefit of integrating transit, cycling and pedestrian routes.

Municipal Servicing

- *Stormwater*
 - Feedback from several participants also indicated support for the proposed stormwater solutions, noting that the new approaches to manage stormwater are “cool”.

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

Comments from some participants and community stakeholders also expressed concerns about specific elements of the transportation and servicing components of the emerging plans, as summarized below:

Transportation

- Feedback from several participants revealed concerns about cost, aesthetics and demand for shared streets which were perceived as “anti-car”. They noted the need to ensure the street network is accessible to all modes of transportation, including cars.
- *Broadview Extension*

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- While there is agreement that an extension is needed to enhance connections to the Port Lands, recurring feedback from some participants and community stakeholders revealed a range of views about the preferred solution for the Broadview Extension. Many participants voiced support for the diagonal “spine” which provides views to the Hearn, however there were also a few participants who felt that the diagonal alignment is not practical. Other participants expressed concerns about the impact of the southern segment of the alignment on: privately-owned properties, particularly south of Commissioners Street and properties within the McCleary District; future plans to redevelop these properties, and; potential improvements to transit service, and connections to destination areas near the Port Lands (e.g., Don River mouth, Keating Channel, etc.).
- Additional comments from community stakeholders expressed concerns about the initial flood protection strategy for the northern segment of the Broadview Extension alignment, noting potential negative impacts to current studies to enhance transit service in the area (e.g., GO RER, SmartTrack, Relief Line planning). The comments also noted that the alignment for Broadview Avenue should prioritize transit connections, instead of creating a view corridor to the Hearn.
- There is also concern among a few participants that the extension will turn Broadview Avenue into a highway with lots of traffic.
- *Cherry Street*
 - A few comments highlighted concerns about the impact of truck routes on Cherry Street on proposed residential uses nearby.

Pedestrian + Cycling Network

- A few participants commented that while connecting bike lanes on Eastern Avenue to those on Richmond and Adelaide Streets is a good idea, the proposed route is “awkward” and indirect.
- A few comments also highlighted the need for more pedestrian and cycling connections between Villiers Island and the rest of the Port Lands.

Goods Movement

- Feedback, specifically from industrial stakeholders, expressed concerns about protecting truck access to existing industrial uses in the Port Lands (e.g., Lafarge) and highlighted the need for more details about the Goods Movement Strategy (e.g., specific routes).

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Municipal Servicing

- *Stormwater*
 - A few concerns were received about the ability of proposed green infrastructure measures (e.g., bioswales) to absorb rainfall from large storm events.

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

Transportation

- Refinements to the proposed transportation network, as suggested by participants include:
 - Adding more north-south options to enhance connectivity between the Port Lands and the City;
 - Integrating the proposed transportation network with plans from other studies currently underway (e.g., Gardiner East EA, TTC Relief Line, GO RER).
 - Extending current streetcar routes into or near the Port Lands (e.g., Bayfront East LRT).
 - Improving the capacity of streetcar routes outside the Port Lands to minimize service disruptions on future routes within the Port Lands;
 - Considering flexible designs for streets and rights-of-way to meet future infrastructure needs; and
 - Considering electric buses to supplement transit service in the Port Lands; electric buses were noted to be efficient, practical, and cost-effective.
- *Broadview Extension*
 - Feedback from community stakeholders suggested that alignment with two right angle turns should be considered as it would better serve residents. They noted that while a diagonal route with direct views to the Hearn is desirable, the alignment for the Broadview Extension should be designed to meet the needs of transit users who start and end as pedestrians. They also noted that a meandering alignment offering different views of the Hearn can also have a desirable architectural effect.
 - Feedback from some stakeholders suggested that the approach utilized to study Unwin Avenue should also apply to the Broadview Extension.
 - A few comments also explicitly expressed support for the proposed extension of Broadview Avenue south over the Ship Channel via a lift bridge.
- *Carlaw Avenue*
 - A few participants suggested a bridge connection at Carlaw Park Street over the Ship Channel to enhance north-south connections.

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- ***New North-South Street***
 - Pape Avenue was identified by local residents during previous consultations as a preferred option for a new north-south connection instead of nearby residential streets (e.g., Winnifred, Caroline or Larchmount Avenues). Comments noted that Pape Avenue is a wider street that would mitigate traffic and lessen the impact on local residents, while reviving the area.
 - Comments from other participants suggested a bridge connection at Caroline Avenue over the Ship Channel to enhance north-south connections.
- ***Don Roadway***
 - Participant comments suggested a bridge of high architectural quality to continue the Don Roadway over the Ship Channel.
- ***Commissioners Street***
 - Community stakeholders suggested narrowing the width of Commissioners Street to create a comfortable pedestrian realm. They feel that eliminating the hydro towers would support the creation of an “intimate” complete street while freeing up land for new retail or commercial space that to help animate the street.

Pedestrian + Cycling Network

- A few refinements were suggested to enhance the pedestrian and cycling network, including:
 - Pedestrian and cyclist lanes on the Don Roadway bridge over the Ship Channel; and
 - Prioritizing pedestrian and cyclist connections to surrounding destinations (e.g., Don River Trail, Toronto Islands).

Goods Movement

- Feedback from industry stakeholder suggested that a comprehensive system of truck routes with built in redundancy is essential (e.g., access is needed from Lafarge’s property on Polson Quay along Basin Street, north along the Don Roadway to Commissioners Street (to connect to the East Port), Lake Shore Boulevard and the Don Valley Parkway).

Municipal Servicing

- ***Water + Wastewater***
 - A few participants suggested continuing to explore different ways to manage and improve water quality in the Port Lands (i.e., do not rely only on traditional sewer infrastructure systems).

Villiers Island Precinct Plan

1. What are the strengths of the precinct plan?

Many positive comments were received about the overall vision for the Villiers Island Precinct Plan, as summarized below:

Precinct Plan Framework

- *Mobility + Access*
 - Similar comments from many participants indicate connections within the precinct and to surrounding areas (e.g., City, Harbour, and Don River) are well defined.
 - Some participants also commented that the grid pattern will enable future residents and visitors to navigate the area easily.
 - A few comments indicated support for transit service within the precinct.
- *Parks + Open Spaces*
 - Positive comments were also received about the location and amount of greenspace and open space on the Island.
 - A few participants also specifically expressed support for the vision and design of Promontory Park.
- *Activity + Uses*
 - Several participants noted that the precinct plan succeeds in creating a focal point with complementary uses and activities.

Built Form

- Most participants like the strategic location of towers on the south side of the Island to protect views and reduce unwanted impacts (e.g., from shadows).
- Many participants also like the emphasis on retaining industrial heritage sites.

Character Areas

- *Keating Promenade + Old Cherry Street*
 - Similar comments from a few participants indicated that the Keating Promenade is envisioned as a desirable place.
 - The vision for Old Cherry Street as a Distillery District-like corridor was also well received, as indicated by a few participants.

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

Precinct Plan Framework

- *Mobility + Access*

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- Similar comments from a few participants raised concerns about the potential of Villiers Island to become an exclusive neighbourhood, based in part by the focus on “shared streets” which are perceived to keep non-residents out and limited connections to other areas of the Port Lands.
- Other concerns raised by participants about mobility and access on Villiers Island ranged from:
 - The impact of noise from truck traffic and overflights from the Billy Bishop Toronto City Airport.
 - The need for more east-west connections to the rest of the Port Lands.
 - The need for more water-based connections to the Harbour and the Toronto Islands.
- *Parks + Open Spaces*
 - Some concerns were expressed about the need for more parks and open space within and between building blocks.
- *Activity + Uses*
 - Industry stakeholders expressed concerns about locating high density mixed-use and residential buildings across from Lafarge’s property.

Built Form

- Concerns were raised by a few participants regarding the built form direction, including:
 - The impacts of locating a row of tall buildings on the south side of the Island (e.g., shadows, limited views).
 - The maximum height for buildings, which is perceived as too high.
 - The need to ensure heritage buildings and features are preserved and incorporated into any future buildings or plans.
 - The absence of traditional single-family homes which is perceived to support the creation of an exclusive residential community.
 - Low residential density (and the inability to support non-residential uses).

Character Areas

- *Centre Street*
 - Similar concerns from a few participants highlighted the absence of a connection from Centre Street over the Don River to the rest of the Port Lands.
- *Harbourside + New Cherry Street*
 - A few participants are concerned about the noise impacts of programming at the catalytic site in Promontory Park, particularly as sound is amplified over the water.

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- Concerns raised by other participants noted that pedestrian-only access to the west-edge heritage dock may not be sufficient to support the desired level of activity.

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

Precinct Plan Framework

- *Mobility + Access*
 - Similarities in the feedback received highlighted the following suggestions to refine the mobility and access components of the framework:
 - Consider more north-south and east-west access points to enhance connections between Villiers Island the rest of the Port Lands and the City (e.g., cycling and pedestrian bridges).
 - Consider more sites for docking facilities to enhance water-based connections.
 - Ensure the streetscape is people-friendly and accessible to individuals with different abilities.
 - Ensure parking is available.
 - Create more fine grain blocks and streets to support an inviting pedestrian realm.
- *Parks + Open Spaces*
 - Suggested refinements for parks and open spaces emphasized the need to create larger public squares as well as urban parks between and within building blocks.
- *Activity + Uses*
 - A range of similar comments from a few participants to refine the proposed activities and uses on Villiers Island suggested:
 - Ensuring activities and uses are year-round;
 - Making sure schools and community centres are located close together.
 - Diversifying the proposed uses to create a complete and sustainable community.
 - Including a public feature on the south side of the Island.
 - Including a community health centre.
 - Specifying potential catalytic uses.
 - Identifying an area that will be perceived as a centre of the community.
 - Ensuring the City and Harbour can be viewed from different elevations on the Island.

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- Locating mixed-use and residential high rise structures away from the area of influence for noise and air quality.

Built Form

- A few participants suggested refining the built form direction to include cascading building heights to protect view corridors (from the north end to the south end of the island), while others proposed focusing on lower and mid-rise buildings heights.

Character Areas

- *Keating Promenade + Old Cherry Street*
 - A few participants called for refinements including:
 - Making Cherry Street pedestrian-only with supporting uses located at-grade (e.g., retail); raise-able bollards could be used to admit occasional traffic.
 - Considering ways to animate the north side of the Keating Channel year-round, and particularly in the winter (e.g., skating).
 - Creating a water's edge promenade with a variety of uses (e.g., restaurants, shops, services, etc.) on both sides of the Keating Channel.
- *Centre Street*
 - A few participants suggested stepping-back buildings on Centre Street at lower floors, while others recommended a larger public square at Old Cherry and Centre Streets.
 - Comments from a few participants also suggested exploring a through street connection from Centre Street across the Don River to the McCleary District.
- *River Park + Commissioners Street*
 - Re-naming River Park to recognize the history of First Nations in the area (e.g., using the term used by First Nations people, "Wonscotonach") was also suggested in the feedback received.
- *Harbourside + New Cherry Street*
 - Refinements, as suggested by a few participants, focused on strategies to animate this character area, including:
 - A film education or entertainment centre (e.g., indoor and outdoor film activities, performing art, and multi-media space) for the catalytic use on the west end of Villiers Island.
 - A City of Toronto museum as a catalytic use at Promontory Park.
 - Docking facilitates for boats, water taxis or ferries at the west-edge heritage dock.

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- Repurposing Marine Terminal 35 for community uses (e.g., indoor ice rinks), although other comments recommended eliminating the Marine Terminal.
- A swimming pool separated from harbour waters along one side of the pier in Promontory Park.
- A variety of amenities and programming for the silos (e.g., an observation deck/restaurant on top of the concrete silos, rock climbing, etc.).

Other Feedback

Participants also provided the following additional feedback:

- Consider accelerating the timeline for implementation, specifically the re-naturalization of the Don River mouth.
- Clarify how the vision will be applied in practice to overcome business-as-usual or political inertia (e.g., unwillingness to implement innovative stormwater management and green infrastructure interventions).
- Balance the needs of future residents and visitors in the Port Lands, particularly on Villiers Island.
- Apply a broader City-wide perspective to the plans to ensure the Port Lands become a destination as envisioned.
- Consider the costs and benefits of implementing these plans against other City priorities.
- Consider sourcing ideas from international urban designers to continue the design work in the next phase of the planning process.
- Be creative and ambitious – this is an unprecedented opportunity to redevelop a significant area of the City!

4. Next Steps

The feedback received during this round of consultations will be used to make refinements, as needed, and finalize the plans and preferred solutions. The City of Toronto and Waterfront Toronto will subsequently draft the Official Plan Amendments and Transportation and Servicing Master Plan for the emerging plans and continue consultations with the public and stakeholders as needed. It is anticipated that the project team will report to Council in Spring 2016.

For more information please visit: www.portlandsconsultation.ca.



**Appendix A –
Open House Questions of Clarification and Feedback**

A. Questions of Clarification

A summary of the discussion following each Open House information session presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**.

Information Session 1: Vision + Urban Structure

Session 1:

Q. Bioswales are a good idea to improve water quality, but what happens if there is a flood event that overwhelms the bioswales?

A. The bioswale channels will be sized to mitigate flooding. Some channels will remain dry. There will also be infrastructure in place for upstream and downstream flows. I encourage you to go to the Transportation + Servicing information session to learn more about plans to manage flooding. There are other infrastructural projects also being undertaken in the City of Toronto to manage stormwater (e.g., sanitary trunk sewer upgrades along Lake Shore Blvd.).

Q. The sewer systems cannot handle water from major floods which results in sewage flowing into Lake Ontario and the closure of local beaches (e.g., Sugar Beach). Is something being done to fix this?

A. The vision shows how water can add to the character and perception of water in the Port Lands. Our engineers took this vision of water and added a technical lens to ensure it would be sustainable, manageable, and drinkable.

A. In the City of Toronto, combined sewers were built in the past and when there is heavy rain, overflows spill directly into the lake. We are deepening our catch-basins so that we can hold more water.

C. On-site smaller systems trump larger tunnels and water treatment plants that never seem to be large enough. Chicago just experienced a huge flood even though it has hundreds of miles of pipes to manage stormwater and sewage. These pipes are 30 feet in diameter and are still not large enough, which results in overflowing. Chicago has the opportunity to create reservoirs that were once old quarries. You can never build the system big enough and you can try to treat everything that is collected, but what ends up happening is that it will spill out into the lake. We have to get very serious about looking at different ways of managing water to protect water quality. We also want to make sure we can see Lake Ontario from a human scale, and not just from the perspective of a balcony.

A. This feedback is good. I encourage everyone to record their comments in their discussion guide.

Q. With regards to land use planning, how do the differing uses work together, particularly with industrial uses?

A. To learn more about the land use direction, go to the Character + Place information session or speak to staff at the open house. Keep in mind that this planning framework will evolve over time. There are existing heavy industrial uses in the Port Lands. Mitigation of any noise and/or air impacts will be addressed in the implementation of the plan to ensure compatibility between different uses.

Session 2:

Q. I am delighted to hear that the “blue” space is equally important in the vision. Will the Ship Channel continue to be used?

A. Yes, it will be continue to be used. Since ships use it to turn, the edges of the Ship Channel can be used and become part of the character of the Port Lands.

Q. Would it be possible to use the Ship Channel for rowing, both sporting and recreation?

A. We are starting to explore a co-mingling of land uses, and boating may be part of this. All of the bridges will be designed and built to accommodate boating (recreational and sporting). We don't have any one specific idea for uses on the water, but we want to make sure it's flexible for lots of co-existing land uses (which may not happen at the same time).

Q. Will the existing rail line remain in place?

A. Yes, it will remain because it is occasionally used by the Port. We do support maintaining the rail line there for the opportunities it brings (e.g., public transit or shipping goods). The rail line has even been used in filming.

Session 3:

Q. On the Don Roadway, there is supposed to be a flood protection landform—is that still planned?

A. Yes, the flood protection landform (in this area called the Valley Wall Feature) is shown on the plan. We can actually build on top of the flood protection landform. Any development would be above ground. The Toronto and Region Conservation Authority (TRCA) has also been part of this visioning process; it oversees the conservation of flora and fauna in other areas of the City, including the Port Lands. Developing on top of the landform also draws people to the history of the Port Lands.

Q. How many hectares or acres are the Port Lands?

A. The Port Lands is over a kilometre in length. It is an estimated 100 hectares, if not more.

Post Meeting Clarification: The Port Lands are approximately three kilometres in length and 325 hectares (excluding existing parks and open space south of Unwin Avenue).

Q. Will PortsToronto continue its operations? How long will PortsToronto remain there?

A. PortsToronto operations will remain in perpetuity. We can accommodate and build around them. They have been open-minded to who and what their neighbours could be as the Port Lands evolve.

Post Meeting Clarification: PortsToronto is designated "Existing use Areas" and it is anticipated they will continue their operations.

Q. Will the rail line owned by PortsToronto be expanded?

A. No. The rail line will be maintained and is part of Ports Toronto's operations on occasion. There are reasons to keep the rail line as part of a multi-use trail as well as the potential to revive it as part of a trolley for local beach transport. It could have future incarnations.

Q. Conceptualizing water as a resource is a great idea to uniquely brand this area. How do you translate the vision into a finished product where water is completely integrated into the actual development? How does it work in terms of engineering challenges and financial cost?

A. The engineers and Waterfront Toronto understand what we want to do with the Port Lands. We aren't sure how much the implementation will cost at the end of the day, but we know that it will be possible.

A. The City of Toronto is also already ahead of the game here with green infrastructure initiatives. For example, the Green Streets Initiative is testing out green infrastructure in street rights-of-way. This initiative is happening in concert with planning in the Port Lands.

Session 4:

Q. Fantastic job on the vision. We live in a very political city. Who is going to manage this vision? Is this meant to be an evolutionary vision? Who is going to ensure that the planning goes according to the way it is set out through this consultation process?

A. This framework presents the City as process as opposed to prescribing a solution for the Port Lands. It sets up the Port Lands on a trajectory for success. What are the big moves that will contribute to the Port Lands? It's about understanding that the blocks have flexibility to accommodate differing land uses; it's about the street network and connections. We usually plan for 30 years and not for 50 years, but this will likely be reviewed every 10 years. We need to think about the big pieces. Changing technologies and evolving ideas can change the plan which is why it will be reviewed regularly. We have to step back a bit on some of the areas in the Port Lands such as the film industry, south of the Ship Channel, and Polson Quay, which will all be further studied at a later date. It's not necessary to know who will make it happen, but making sure we get the big pieces right so that we give people the tools to implement those pieces. People need to take ownership of a vision and politicians who are accountable to them have to listen. People can help hone the vision and make it a reality.

Session 5:

Q. What are the initial steps? It seems to be the Lower Don re-naturalization. Given the slow pace of investment, maybe we'll get lucky and those north-south streets will get built first, but how do you conceive of the streets and the public realm coming before development (people living/working there) and how do you deal with that incomplete urban fabric?

A. Re-naturalizing the mouth of the Don River is the first step in this process. We are trying to figure out the next catalysts. We believe you need to put the public realm first as a catalyst and that this encourages good development. The street network is fundamental to connecting the city and the wilds. A resilient street network is needed to connect neighbourhoods.

Q. Have you thought about a dense network for waterway connections for smaller water craft?

A. We speculated a lot on water transportation with various strategy dock spaces. The Ship Channel will always be used for shipping but it doesn't preclude other water uses. Bridges over the Ship Channel will be sized to allow larger ships and other boats (e.g., kayaks) to pass.

Q. The Don River supports movement by kayak or canoe north- and south-wards. There is a need for new connections from Ashbridges Bay.

A. Good comment. We are thinking about connections. Some of the streets would hold water in terms of stormwater, but we could also think about it as a transportation opportunity as well. We can even consider water taxis.

Q. There are lots of sailing clubs in the Port Lands, will they be affected?

A. The sailing clubs will be a use that would stay and be part of the land use mix. We want to encourage more uses as opposed to limiting them. Current uses south of the Ship Channel will remain; there won't be significant changes in those uses. A new kayak boat launch is proposed on Villiers Island.

Q. Are you considering cable rail lines?

A. There are existing rail lines that are used occasionally by PortsToronto. We see making use of the existing rail lines, possibly for transportation.

Session 6:

Q. Will the Ship Channel still be used for ships?

A. Yes, but it will also be used for recreational uses. All the bridges would have to lift for clearance. The ships will turn in the turning basin. The Channel's edge can be used as an opportunity to improve the public realm and connect the water with the public life.

C. The ground-up is the important part missing from the vision. It is the connection to the City of Toronto and it will need to accommodate significant population growth and possibly employment growth (particularly industrial related and live-work employment uses). It is located next to First Gulf which is important for employment growth. We need to talk about residential growth and where it should be located and how it will be serviced.

Water as a resource is an important overriding vision. This vision presents a way to re-imagine the city differently. One of the ways is to live close to the green and blue. With climate change and species extinction, this place is really important to experiment with resiliency, particularly with the wildlife corridor. How can we live better and more respectfully with the water (an incredible resource) and with wildlife and clean air—to me those are the elements that are very exciting about this vision.

It's also about the sustainability of the buildings that are built. The Port Lands should have the most advanced building code and environmental and sustainable planning requirements. It should be more than just giving a nod to the Bird-Friendly Guidelines. We need to emphasize why the Port Lands is super special.

Q. The urban structure plan looks very suburban. Pockets are needed to connect the systems. The way it generally happens in most animated cities is by allowing neighbourhoods and systems to grow together. Any thought on loosening the neighbourhoods so they grow together?

A. What you see is more of a scale exercise. Each one of these neighbourhoods is substantial with many, many streets and we aren't even showing them all yet on these plans. Villiers Island has the kind of massing to sustain the required density. We can live differently in order to live next to the natural systems. There are substantial neighbourhoods that are connected with bridges that may be built in the future.

C. Creating connections on the water could help connect the neighbourhoods. A ferry at the corner of Villiers Island or water taxis are both options. They would help change the way we move around in the Port Lands.

A. Yes, we have been exploring similar ideas.

Q. Are there any provisions made for sporting events like the Olympics? Will there be any bridges to the Toronto Islands?

A. There are no specific provisions for the Olympics at this time. The Olympics is being looked at everywhere in the City, not just the Port Lands. Provisions for general recreational sports like rowing or kayaking would be made in the Port Lands. The Port Lands are already fairly well connected to the Toronto Islands, although it is not shown as part of this plan.

Session 7:

Q. Is there a timeline for this development?

A. There is and there isn't, because a lot is still unknown. But the one thing that will unlock the Port Lands is the Don Mouth Naturalization and Flood Protection Project. Once it is implemented, it will unlock the rest of the Port Lands for development. Infrastructure will be the next priority (the streets, etc.) to add value to any development that is proposed.

A. The timeline foresees construction beginning in 8 years, around 2023. Villiers Island is the first place we expect development to happen. The rest of the Port Lands will take longer to build out.

Session 8:

Q. What I see is on the two-dimension plane, but you also have airspace as a third plane for consideration. The Hearn stack is part of your vision but it's also a consideration of the Billy Bishop Toronto City Airport airspace. In a way this protects the Port Lands. Is the intent to maintain the stack or will it be removed?

A. We believe it will remain. It is a heritage property and we want to protect it.

A. It is provincially-owned and is a question for the owner. It is subject to Provincial rules as opposed to local or municipal by-laws. What you see here is a sense of a lot of interest in the stack for its heritage value.

Q. What is the relative height of the stack compared to the proposed massing for Villiers Island?

A. The height of the buildings on Villiers Island ranges between 20-29 storeys.

Q. Will this happen or is it just a pipe dream?

A. It is a 50 year plan. The intent is to review the plan every 10 years. The purpose of this framework is to set the Port Lands up for success in terms of big moves. Are these big moves going to happen is the real question? The first big move is naturalizing the mouth of the Don River. It has a high price tag, but there is lots of interest in terms of funding and construction. Once the river is complete, potential for development will open up in the Port Lands; it will be market driven in terms of a timeline. We do believe that Villiers Island would be the first area to develop. Transit will also be key. There are initiatives already underway and moving forward. The Relief Line and Smart Track are both studies which will look at improving transit. There are a lot of pieces in place to help this move forward.

Q. To make those big moves you need to bring people to the Port Lands so they know there is potential to build. Is that happening?

A. Yes, there are two revitalization projects underway. One is the Hearn and the other is the Maritime Hub. The revitalization would not include residential options just yet, but would include amenities like restaurants and shops. Other things we are looking at are more temporary, installation based, or festival based to promote the Port Lands to people who want to visit it.

Information Session 2: Character + Place

Session 1:

Q. What makes film, media and creative uses particularly desirable in the Port Lands?

A. It is in part the fact that those uses are already in the Port Lands and that an industry of supporting businesses has evolved around them. It is also a strategically sound base of operations for the film industry as it is proximate to shooting locations across the downtown as well as spaces in the Port Lands (e.g., back lots, soundstages).

Q. Does reliance on film, media and creative uses put employment uses in the Port Lands at risk if the film industry moves away or collapses?

A. No industry is risk-free, but there is a major push at the municipal and provincial level to grow and expand the film, media and creative sector and any supporting businesses. Our planning efforts focus on built-form requirements to help ensure that buildings will be flexible so they can easily be retrofitted in the future for other uses.

Q. Have you determined the amount of housing that will be allocated to Villiers Island?

A. Villiers Island is envisioned to be more of a residential community, supporting local commercial and retail uses and the adjacent Unilever employment area. The proposed split between residential and commercial uses is 80/20.

Q. Will there be height restrictions?

A. Responding to the intensity of areas to the north, development on the Island will be scaled down to a maximum of 29 storeys along Commissioners Street. In general, there will be more mid-rise development (e.g., 8 to 10 storeys). Taller towers would only be permitted at strategic locations in order to minimize shadows on public spaces.

Q. What will the character of the neighbourhood be like in the winter? Will people want to be there during the cold months?

A. We are planning for all-season uses. This includes things like mitigating windy conditions and public realm features that provide shelter and comfort. Things like splash pads can be used as skating rinks in the winter. There may also be opportunities for skating on the turning basin of the Ship Channel or on the Keating Channel. The built form of the neighbourhood can be conducive to year-round use.

Session 2:

C. I understand that no new land has been set aside for new power generation. Please consider revising this as it is essential. It could be located underground or distributed.

Q. What provisions are being made for climate change and extreme weather conditions?

A. The framework does take into account higher flows of water in the Port Lands.

Q. What about water coming from the lake to the Port Lands?

A. Development will be setback from the lake and buffered by natural and greenspaces. Some areas will be raised by up to 3 metres to protect against flooding.

Q. There is a large increase in the amount of land identified for Film, Media and Creative uses. Is it anticipated to grow that much? Is there demand to support the increase?

A. It includes related and adjacent businesses in the sector. We hope that we can support that level of growth.

Q. PortsToronto owns a large piece of land there - what goes on there? Have they been part of the planning process?

A. The land they own is used for warehousing and storage; there are also some cargo and ready-mix uses.

Q. Has there been any indication they (PortsToronto) will give up some of the land?

A. No.

C. In order to support a successful film sector, the area needs to be occupied 70% of the time. I am concerned about how an influx would impact existing business. There needs to be more diverse uses to create a great urban district with commercial desirability. I suggest that is the best way to support the film industry in this area.

Session 3:

Q. I heard that the current industrial facilities include cement and salt. Are there any poisonous gases in the area?

A. There are natural gas mains that connect to the Portlands Energy Centre, but there are no other gases or hazardous materials that we are aware of.

Q. What is the plan for the area south of the Ship Channel and north of Unwin Avenue?

A. We drew our boundary to exclude that area, so that it can be dealt with it later in the context of the Lake Ontario Park Master Plan.

Q. Is there a plan to re-purpose the silos?

A. The silos are difficult to reuse, but we are looking for ways that they can be transformed into a “catalytic use.” We are looking at what other cities have done with similar industrial artefacts (e.g. museums, cultural centres, recreation uses).

Q. Will all residential uses have passive energy designs to achieve Net Zero Energy use?

A. Yes, that would be the goal.

Q. What is the plan to curb car use or provide parking? There are some personal auto users that will continue to drive.

A. We are actively trying to encourage people to drive less, but it is a good point. Please put it in your discussion guide.

Session 4:

Q. Broadview Avenue is intended to become a major thoroughfare and spine in the area. Has the film industry expressed any aversion to a major transit or transportation artery right beside them?

A. The film industry is currently supportive of this idea as the extension would add more connections to their sites, while reducing the amount of parking they must provide and increasing opportunities for transit or cycling.

Q. Are any community amenities like hospitals or high schools planned for the Port Lands?

A. Those amenities would be located to the north. Our consultations with school boards indicated that the community could be supported by educational facilities further north.

Q. Does that include hospitals too? Those transportation spines become more important if that is the case.

A. Yes.

Q. Is there a typo in the legend where it refers to the PortsToronto and Lafarge existing uses?

A. Yes there is an error. The Lafarge site is the wrong shade. The long-term vision is that these lands will end up as a mix of commercial and light industrial uses within the Film, Media and Creative sector. This is very far off. Existing industrial uses will stay as long as they want – we support that. In terms of introducing more sensitive uses, we are actively researching what mitigations would need to be in place to make that possible.

Q. Is there a timeline for completing Lake Ontario Park?

A. Lake Ontario Park is massive; part of it continues to expand. We have made some progress with a few quick start projects that are beginning to work towards the vision. The master plan itself is still unfunded. We are proceeding with elements as funding becomes available.

Session 5:

Q. What needs to be done before development can take place? When is it scheduled to start?

A. Flood protection needs to be in place before significant development can occur. We are currently completing due diligence required to be eligible for funding.

Q. Will there be roads and walkways along the Ship Channel?

A. We are making sure we activate and animate some of the edges of the Ship Channels at appropriate locations. We are proposing a water's edge promenade all along the north side which could be expanded in the future if industrial uses vacate.

Q. How will contaminated properties be dealt with?

A. They are being considered in more detail as part of the due diligence exercise. The Port Lands were developed using mostly fill material – this used to be the mouth of the Don River. There are a whole host of challenges including contamination. A comprehensive environmental management plan is being developed but will be managed site by site through a risk management process.

Q. Which level of government is providing funding for flood protection?

A. All three levels are being approached.

Q. The Hearn is owned by the Province – have you consulted with them?

A. Yes, we have met with the Ontario Power Authority and Studios of America.

Q. Regarding the land use direction for Polson Quay – has Lafarge considered relocating?

A. They have indicated that they have no plans to relocate at the moment.

Session 6:

Q. How was the 20 % target for affordable housing reached? How many people are on the waiting list?

A. We need a certain amount of market housing in order to support the development of affordable housing. The broader City policy is also 20%. We don't have the numbers on hand regarding the number of people on a waiting list. Staff from the City's Community Policy group is at the open house and can provide more information.

Q. Would Unwin Avenue be closed to public? Many runs and events are routed through that area.

A. It would be closed during events with the required road closure permits (e.g., car chases, runs, etc.).

Q. How will the Hearn be used?

A. We are hoping the Hearn will become a catalytic use. There could be a request for expression of interest at some point in the future.

Q. On some maps the Don Roadway appears as a dotted line and on others not at all. I am concerned about the ability of wildlife to travel down the Don Valley into the Leslie Spit area. The gap that will be created by Villiers Island will make it difficult. If there is no bridge to connect the Don Roadway, it will be even more difficult for wildlife to transition into the lower site.

A. We are protecting for a future connection which is why it is shown as a dotted line

Q. Is there going to be a marsh at the mouth of the Don River?

A. There will be some marsh components – they will function as an outlet during storm events.

Session 7:

Q. Polson Quay and the area to the west of the film studio district should focus on residential uses. The framework does not include enough residential. We may be overreacting to the presence of Lafarge as we've managed to mitigate the impacts of Redpath's operations. Polson Quay is very desirable location and could potentially develop more quickly than other areas in the Port Lands.

A. The Lafarge air and noise study indicates impacts in terms of noise, which must be mitigated in order to meet regulatory requirements and ensure compatibility. A more detailed study should be completed at the precinct planning stage. We agree that is a prime location – land values may increase so much that Lafarge may eventually choose to relocate. We can make it clearer that we're identifying this as an area with future potential for residential uses.

Q. I agree the plan needs more residential density to avoid a dreary development. If the private sector doesn't want to build what you envision, it won't happen – will we have 30 years of Ontario Municipal Board (OMB) fights?

A. This framework is about the City's aspirations for its lands. These planning documents provide more direction for future land use. The system we have in Ontario is what it is – not all appeals will be resolved without going to the OMB.

Q. Have you consulted with PortsToronto about their future needs and aspirations in the area?

A. We have not been addressing their future plans although we have met with them as part of this planning process.

Q. It seems like a natural consideration to plan for floating communities in the basins. Why isn't that provided for, even in theory?

A. The Ship Channel is still actively used for shipping purposes. The turning basin is also needed to help ships turn around. There may be some opportunity for floating community amenities.

Session 8:

Q. Can you clarify if the non-residential values in the McCleary district are the minimum values?

A. Yes, they are the minimum within that district.

Q. What will the Hearn be used for?

A. That has not yet been defined, but we envision a catalytic use. The Hearn is very large and can accommodate many different uses (e.g., venue space, museum, art gallery, etc.).

Q. Are standards for building material and efficiency something you have to negotiate within the limits of the Ontario Building Code? I would like to avoid glass and metal as exterior cladding, which is not very sustainable.

A. We are looking at a more robust policy direction that would then be adopted into the zoning by-law. We need to create the policy framework to deal with building materials, at which point we have the ability to ask developers to build better buildings.

Q. Will you be developing a framework to prioritize certain building materials over others?

A. There are some opportunities to direct the types of building materials used. Waterfront Toronto also has existing minimum green building standard to which developers will be held.

Information Session 3: Transportation + Servicing

Session 1:

No questions.

Session 2:

Q. How will traffic on the Broadview Extension move over the Ship Channel?

A. A lift bridge will have to be built.

Q. Is there a case for ferry services to bear non car travel?

A. Docking capabilities for water taxis and personal water vehicles are part of the broader vision for the Port Lands. Modelling was not completed for a significant amount of water travel as the City's forecasts do not currently see ferries as meeting a significant demand, however, it will be looked at in the future.

Q. I've sensed a quandary in terms of the water treatment station types and locations. I believe clean water is very important and price should not be an issue when considering disinfection. Are you sure that clean water will not be an issue for the Port Lands?

A. We absolutely agree. Water quality is an important priority and the three treatment station locations we have chosen will address this issue appropriately.

Session 3:

Q. A general problem in the City in terms of building new public transit (e.g., SmartTrack, Relief Line) is that there is no space for the martialling yards for the trains. The Port Lands are a huge area. Shouldn't we be using the Port Lands as a martialling area for our new public transit projects instead of employment and residential uses?

A. There are other locations in the City that have been identified for martialling yards. They are existing yards that could be expanded or new sites that could be developed into martialling yards. Space in the Port Lands for martialling yards is therefore not needed. Also, none of the proposed alignments for the new transit projects run through the Port Lands; a new spur would have to be created.

Q. Energy servicing is at or near capacity in that area. How much discussion has there been on energy servicing and potential district energy solutions? What is the plan to upgrade the transformer station, and lastly, will there be any incentives for companies utilizing a net-zero energy program?

A. There is a project looking at a net-zero target for the area with the intention of utilizing renewable energy. Please see the boards in the open house.

Q. Since energy is needed before any sort of development can occur, what is the timeline in terms of energy servicing?

A. The detailed phasing work has not been developed yet; they are concentrating on the overall framework first. However, prior to addressing energy servicing, the re-naturalization of the Don River mouth needs to be completed. The anticipated completion date for the Don River re-naturalization is 2023, after which servicing in the Port Lands can be addressed.

Q. Is all of this being fed through development charges?

A. Yes.

Session 4:

Q. Will the two east-west rights-of-way to the south limit development opportunities in this area? Is it redundant to have two east-west rights-of-way in this area?

A. The east-west road to the south is flexible; that book isn't closed yet and can be modified.

Q. Why isn't district energy included in the plan?

A. This team focused on water and wastewater servicing. There is an objective for a net zero energy system in the area which is being addressed by a different team. The point of that plan is to provide a framework for all other services, not just water and wastewater. Please see the open house boards.

Q. Does the Broadview Extension pass through the hydro substation? If so, would the substation have to be moved?

A. Yes it does pass through the hydro substation. We will have to move the substation.

Session 5:

Q. Does the Ashbridges Bay Water Treatment Plant have the capacity to deal with increasing levels of wastewater? Will the Port Lands be self-sufficient?

A. It is an issue the team has been looking at. To achieve sustainability objectives and principles, we started by looking at the City's overall needs. In terms of the Port Lands, the drain on the system is quite small. The intent is to maximize existing infrastructure in nearby communities and ensure development is based on aggressive water conservation principles.

Q. What if the rest of the downtown continues to grow (e.g., First Gulf's proposed development)? Would you consider broadening the servicing studies for the Port Lands to accommodate wider City needs?

A. There are many strategies in place that look at different ways to achieve the capacity needed to meet the needs of this community.

Post Meeting Clarification: A significant amount of employment growth is being contemplated as part of the studies, including First Gulf's site. Some wider needs are therefore being addressed. Toronto Water is also currently updating some broader city studies that have been integrated in the work currently underway in this area such as the Waterfront Sanitary Servicing Master Plan and the Don River and Central Waterfront EA. These are assessing growth in the downtown.

C. Make sure Cherry Street is mapped consistently (i.e., original vs. new alignment).

Q. Higher order transit was mentioned, but have other forms of transit been considered?

A. Yes, the potential for other forms of transit exists.

C. I would like to see an expansion of streetcar lines into the Port Lands.

A. The City is currently considering a reset of several waterfront transit initiatives.

Q. Efforts to mitigate flooding will push the streetcar routes beneath the berm – will road widening under the berms be contemplated? Will the results of the Gardiner East EA be integrated with this study?

A. Yes, these issues have all been considered in this study.

Session 6:

Q. Is underground parking feasible? If not, will a structured parking garage be considered?

A. There are geotechnical and geomorphological constraints associated with developing underground parking in the Port Lands. There may be potential for wrapped or structured parking facilities.

Q. How will the remediation of contaminated soils be handled?

A. The MOECC has good policies on how to deal with fill for different developments and infrastructure projects.

Q. Does the transportation plan include provisions for complete streets, woonerfs, etc.?

A. Complete streets are considered in the transportation plans.

Post Meeting Clarification: There are concepts for shared streets and laneways in the plans. These would be further developed during precinct planning and has been advanced further for Villiers Island.

Q. I am concerned about employment areas becoming dead spaces at night.

A. This is a long-term plan; there is also a need to protect industrial and employment uses in the area.

Session 7:

Q. What is the timeline to get to the next phase of the EA?

A. The Don River re-naturalization and flood protection work have to be implemented before development can start in the Port Lands, subject to funding. The Don River re-naturalization is estimated to be complete by 2023.

Q. The material presented emphasized plans for transit in the Port Lands. Will there be standards for reduced parking?

A. Yes, there is an emphasis on reducing car use in the Port Lands.

Q. Why does the Don Roadway protect for future transit expansion?

A. It is being held over from the Lower Don Lands Redevelopment plan.

Session 8:

Q. Will public transit service be prioritized – another situation like Liberty Village or South Etobicoke should be avoided?

A. The Cherry Street streetcar could be extended southward. This area is included in the Waterfront LRT reset study.

Q. What is the current modal split for the shoulders of the downtown core?

A. The Gardiner East EA determined the transit mode share to be roughly a 55% to 65% split.

Information Session 4: Villiers Island Precinct Plan

Session 1:

Q. What do people who are visiting by car do with the car once they arrive on Villiers Island?

A. Parking will be underground and/or internal to the block much like it is in the West Don Lands. It is important for people to be able to move through the community by car, but greater priority is being placed on walking and cycling. There may be opportunities to close certain streets to cars in the long-term.

Q. What is the rationale for maintaining the silos?

A. They are part of the area's industrial heritage and are listed as such. They are also a distinct landmark feature. There has been a lot of discussion on this topic (e.g., How do they fit in a public space? Are there other community uses that could be attached to these structures?)

Q. Is there a height limit for buildings on Villiers Island?

A. The height ranges from three stories to just under 30 stories.

Q. What percentage of affordable housing is being planned for Villiers Island? Should it be reconsidered given the number of people who will be working there?

A. We are aiming to achieve 20% affordable rental housing units on publicly owned lands.

Q. What is the relationship between the prescribed building heights and the possibility that they will not increase given historic challenges regarding building heights and OMB verdicts?

A. On publicly owned lands, development agreements with developers can be signed that preclude them from going to the OMB. We have been successful at holding our developers to our plans in other precincts and that will continue here.

Session 2:

Q. The north-west corner of Promontory Park used to be bigger – can you clarify why it appears smaller?

A. It is within the designated Ship Channel area so that lobe has been carved back to accommodate a request from PortsToronto.

Q. Are there any plans for community skating rinks or curling rinks on Villiers Island? There are lots of people who live along the waterfront and those amenities are lacking. Maybe MT35 would be a good location for them.

A. An arena is not specifically planned in this precinct. We have thought about larger playing areas. It's a good comment as we need to think about programming for all seasons. One thing to note is that the topography on Villiers Island varies to accommodate flood protection.

Q. How high above the water level is the Island and what is the materiality of the dock walls?

A. All of the Keating Channel will stay as hard rock wall and about half of it is soft (rocks, etc.). There are constraints on where floating docks can be located as they must be able to carry water in flood conditions. We are exploring the most practical ways for people to access the water. The Keating Channel can get pretty shallow, but it could be navigated in a smaller craft like a kayak.

Session 3:

Q. Have you considered the impact of introducing animals like dogs in natural areas?

A. There are some formalized park areas and naturalized park areas by the base of the river. We would not like to see dogs roaming free and damaging the naturalized areas so some dog parks may be planned but our vision is for these spaces to be as fluid as possible.

Q. The south-west corner of the precinct requires at-source mitigation from the Lafarge facility. Would you consider moving some of the employment and commercial uses that are currently proposed in the west and north into the area of influence of the Lafarge facility? It would not be a good site for residential uses and there will be inevitable conflicts given Lafarge's desire to remain.

A. We haven't finalized what the on-site noise mitigation is or what could be handled via building construction (e.g. glazed windows). This is the optimal site for residential so hopefully the noise can be managed. There is a similar situation near Redpath with residential slated to go in nearby.

Q. Has any thought been given to using the Keating Channel and Don River as part of the transportation network?

A. We have thought about water taxis. There is some opportunity in the north-west section of the Island to introduce taxi platforms.

Q. Has any thought been given to using Cherry Street to ease congestion given the timeline for implementation and potential disruption caused by the development of the Gardiner Hybrid option?

A. If we do get our funding, one of the first priorities will be the work on Cherry and Commissioners Streets – that work will be completed before work on the Gardiner is underway. Those streets can be a relief valve while that work goes on.

Q. There will be lots of trucks associated with industry – can the road system handle them?

A. Cherry Street has many functions to perform and one of them is to accommodate shipping and trucking activities. It will be a major street.

C. Noise on the water is always an issue so please consider that when thinking of programming for Promontory Park. Consider a little boat club so people can keep small boats in the park. Make sure the streetscape is people-friendly too.

A. The park has been designed to showcase and enable people to enjoy views of the City, not necessarily for large events (e.g., concerts). Something like a boat club, similar to community clubs currently at Cherry Beach, is desirable. Lots of work has been done to set appropriate setbacks.

Q. Does the timeline to implement the flood mitigation measures include the entire flood mitigation initiative? Will it be phased?

A. It will be implemented as one big project, not phased, unless we cannot get all the needed funding.

Session 4:

Q. There are no green spaces in and amongst any of the buildings designed for families. When you're a family living in an area, you don't let your kids out of your sight, so if this is for families, there are huge limitations.

A. This will be one of the best areas in the City in terms of being served by park area. We moved away from pocket parks so we could focus them in terms of space. The space has not been designed yet – there will be play areas and/or neighbourhood playgrounds within street blocks for children.

Q. What source did you use for the population projections?

A. The number is derived out of planning from the ground up. The City has made projections for how many people might live throughout the Port Lands.

Q. Will the new Cherry Street displace the existing drawbridge?

A. Yes, but we will look at ways to retain its character or reference it in some way.

Q. Where do you see community entertainment and gathering spots?

A. Retail, restaurants, a community centre, etc. are all planned. The high streets would be main locations for these uses as opposed to one specific spot.

Session 5:

Q. Will the bridge at New Cherry Street continue to be a swing bridge?

A. No, it would be rebuilt at a higher level to permit small craft to pass under it. All the water-based use around the Island from the bridge would be recreational uses (e.g., canoes, kayaks, and small craft).

Q. Does the transportation plan include cars on Villiers Island?

A. Yes, cars are being provided for. The grid is being planned for permeability to allow cars to move through, with restrictions. There will be some public parking, but it will be located off lanes and alleyways.

Q. What is mode split for cars and public transit? What assumptions were made?

A. I do not have specific numbers on hand, please refer to the display boards in the open house area.
Post Meeting Clarification: Transit mode splits vary across the Port Lands. The team has taken a bottom-up approach which involved identifying future routes, type of transit, headways and number of passengers that could be accommodated. Transit has been maximized to an average of 62% across the Port Lands. We are assuming 10% for active transit as a worst case scenario. The balance of trips would be private automobile.

Q. What are the plans for integrating transit or LRT lines?

A. Two major streetcar lines are planned for Cherry Street and Commissioners Street.

Q. Will the towers be primarily commercial?

A. There may be some flexibility – but right now they are being advanced as residential. There is some opportunity for commercial uses in the podiums.

Q. Have you considered land swapping to avoid towers being developed in locations where they are not planned for?

A. If a landowner were open to this, it would be something to explore.

Session 6:

Q. Flood protection is the first thing that has to happen -- how much is that going to cost?

A. The cost is approximately one billion dollars. The work would protect the Port Lands and other surrounding areas from flooding.

Q. Where is the funding coming from?

A. The City has committed to fund a third of the cost. The Federal and Provincial governments are working on it. We are completing due diligence exercise to confirm the pricing; we are confident it will move forward.

Session 7:

Q. What is the link with the Keating Channel Precinct Plan?

A. The Keating Channel Precinct Plan focused on the north side of the Channel. The western corner resulted in an approved and zoned plan.

Q. Once the re-naturalization of the river is completed, will you be able to build all the parks?

A. The areas along the river (e.g., wetlands) will be built as part of the re-naturalization and flood protection work. Promontory Park and Keating Promenade would probably be built out as separate projects, funded through development.

Q. Are there any safety concerns about locating elementary schools on the water?

A. Harbourfront Community School is an example where this has been done before – it is not an issue for them. The school will be fenced. The benefit is that the school can access the park without crossing the road.

Q. How much land needs to be expropriated for the river valley?

A. None - all the land is owned by the City.

Q. What about the fill required to develop the western edge of the island?

A. It works almost perfectly that the soil removed while excavating the river valley can be used where fill is required to build out the Island. There will be some soil that cannot be reused, due to contamination, but otherwise it will be put to use building the base of the park as part of the river project.

C. I am skeptical of the success of “shared streets” like the woonerfs being proposed. Safety in these areas is also a concern.

Q. I understand the work to re-naturalize the mouth of the Don River is subject to funding. How much will it cost?

A. In total, about one billion dollars. The flood protection works will benefit more than just the Island, including the rest of the Port Lands and south of eastern area. The request is out to the three levels of government to split the cost three ways. So far there has been interest from all three levels. We are currently working out the mechanics of the funding.

Session 8:

Q. I am concerned that 8,000 people is not a sufficient population for the level of animation on the street that you are hoping for. It could be a retail dead zone if it isn't enough.

A. We are doing more research and analysis on retail to confirm if it is enough.

Q. What is the central gathering place or the place that people know where they are in relation to everything else?

A. Villiers Street and the Keating Promenade are envisioned as high streets with historic buildings, shopping, etc. (e.g., Roncesvalles Avenue).

C. As a suggestion, consider ending the street in a T – there should be some kind of “ta-da” feature (e.g., a statue, public art, etc.).

C. I am also concerned that 8,000 people is not enough density, specifically to support the needed community services.

Q. What is the rationale for the podium and tower heights at Commissioners Street? Could the podium heights be lowered if the towers were permitted to be higher? My concern is that the podium heights will be overwhelming from street level and are not human scale.

A. Shading the public spaces and Keating Channel was a concern – locating the towers further north would have had the same effect.

Q. I think the Marine Terminal #35, if retained, would really dominate the park – unless there is a way to scale it back; it could really overwhelm its surroundings. How is that being studied and will that be taken into account?

A. It will be assessed as part of the park design as the City requires a Heritage Evaluation Report. Any modifications to the heritage site require a Heritage Impact Assessment. The resource was listed by City Council.

Q. Question about clearance heights for the new bridges over Keating Channel - What will be able to pass under the new bridges over the Keating Channel if they will no longer be swing or lift bridges?

A. I cannot recall the specific numbers; staff in the open house area may be able to provide a definitive answer.

B. Feedback on Discussion Questions

A total of eight (8) completed Discussion Guides were submitted by participants at the Open House. The feedback is recorded below.

Vision + Urban Structure

1. What do you like about the directions for the overall vision and urban structure?

- Reduction in car use. Considers the Ship Channel for east-west transportation. Small greenspaces within residential areas for kids.
- The area will be improved for residential uses.

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

- I belong to the Outer Harbour dragon boat club. They have been at Unwin Avenue near the Outer Harbour sailing club since 2006. There are also a lot of sailing and rowing clubs along the Outer Harbour. I would like these uses maintained and easy access to them.

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

- A water channel between the Outer Harbour and Leslie Street spit is required so canoers and kayakers can cut through instead of going around the entire Leslie Street Spit.
- The vision is very sound. I look forward to future details linking the overall vision with the Relief Line stations at Cherry-Front, Unilever, and Carlaw-Queen.

Information Session 2: Character + Place

1. What do you like about the different character and place elements of the plans?

- I like that the industrial aspects are being maintained and that proper buffer zones are in place.
- The focus on affordable housing and walkability.
- I like the proposed live and work aspect.

- I was surprised by the strong reference to the film production sites as a long-term use. I expected them to move elsewhere to accommodate more urban intensification, but I am pleased that this proposed/preferred plan accommodates everyone positively. Good Work!

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

- I think the 29-storey towers are too tall and will change the character of the area. It is good that there is a park opposite from the towers but their shadows and presence will make the streets more imposing. A 20-storey building would be more appropriate.
- The cormorant population in the Leslie Street Spit impacts air quality. There is a lack of connections to Toronto Island Park – it doesn't exist in any of your images. Consider a connection via water. No more glass-walled condos.
- Other than small crafts, what active water-based uses are possible for children? The school on Villiers Island could be okay for a playing field but what about swimming lessons and sailing/boating instruction, or an ice rink for recreation? Where is there room for growth in the needed power generation, transmission and distribution system? Prioritize sustainable energy.
- Very sound placement proposals.
- Access to the screen field, sailing clubs and location shoots are all along Unwin Avenue. There are also lots of marathons and runs through this area and the Leslie Street Spit.

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

- There may be too much of a focus on residential. It would be a more desirable place if light industrial uses were located inside Villiers Island or the McCleary District. There is a chance to do something different and really integrate people and their work. Right now this is on the light side with only offices. A factory or light manufacturing would make the story genuine. Industrial and residential uses are still highly segmented.
- The catalytic use on the west end of Villiers Island could be an education or entertainment centre (e.g., indoor and outdoor film activities, performing art, multi-media space) for film, building on the existing film studio area on Polson Quay. Prioritize the creation of a net-zero district; not just LEED type buildings. There will be a need for some new energy generation sources and land use provision for them. Plan for climate change and volatile weather (e.g., storm walls).
- The Warehouse District appears to be the last phase and least reviewed, but could be strongly influenced by the Relief Line. Light industry and media may remain a perfect fit with a subway two blocks north, but acknowledgement that the subway could alter the plans for the Warehouse District might be prudent.
- How about an animal sanctuary? How about houseboat/condo type residences like at Bluffers Park?

Information Session 3: Transportation + Servicing

1. What do you like about the preferred solutions for streets, transit and municipal servicing?

- The Broadview Extension alignment with a view of the Hern and brings streetcar/LRT service south into the Port Lands is a fantastic.
- This was the best presentation of the three I attended due to the presenter (Ann Joyner of Dillon) and the clear presentation of material. A very thoughtful, well integrated plan!

- The Broadview Extension is an excellent plan.
- The Broadview 'Spine' on a diagonal to show the Hearn tower is GREAT! Continuing on to Unwin Avenue is perfect too. I am also pleased that the east-west major street on the Unilever site is confined instead of crossing west over the river to join other streets. The stormwater plan is really cool!

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

- There are no heavy rail systems (e.g., GO Transit, GO Regional Express Rail or TTC subway). The City's problem of limited space for marshalling yards for GO RER or TTC Relief Line subways could be addressed by using space in the Port Lands.
- My only concern is the truck/transport vehicular traffic coming south on New Cherry Street. Please reference King Edward Avenue in Ottawa as an example for what is definitely not a residential-friendly environment. King Edward Avenue (north/south) runs through the middle of downtown and is the main trucking route across the interprovincial bridge (MacDonald-Cartier) to Hull (Gatineau) Quebec.
- No major concerns. The transport plan will mesh very smoothly and nicely with the Relief Line and other rail services north of the area.

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

- A study to include a regional or international rail hub in the Port Lands. Use of 'ground effect' water landing aircraft.
- I am interested in seeing the rights-of-way able to accommodate future infrastructure innovations such as waste pipelines (e.g., Stockholm).
- Greater reference of linkages between the transportation plan and the Relief Line stops at Cherry-Front, Unilever and Queen-Carlaw.

Information Session 4: Villiers Island Precinct Plan

1. What are the strengths of the precinct plan?

- I like that the parks are mostly left as wide open greenspaces. These are the most multi-use spaces. Other parks, like Sherbourne Common North, are too busy and have too many design features to be actually useful. I like the planning along the Keating Promenade. That should be a very desirable place.
- On the whole, love it.
- Towers on south side only – well done. Sample skyline view lines shown looking east from Sherbourne Common/ east Bayfront really emphasize how well that height planning works for the Precinct. Good Job! Retaining the industrial heritage sites and making 'Old Cherry' into a Distillery-style link are really inventive and exciting proposals. Well done! I am also pleased that Promontory Park is now less pronounced at the north-west part of the Island.

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

- Promontory Park – watch noise levels over water at catalytic site. More water taxi options. I also have concerns about noise from trucks and overflights from the island airport.

- I have mild concerns for the west-edge heritage dock. Pedestrian access only makes it pretty much a dead-zone, no? Tour boats, water taxis, etc. would seem to be natural uses for this area, but admittedly are easily accommodated elsewhere.

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

- Cherry Street should become a full pedestrian street. These abound in Germany and France, and they work really well. To go with this, I would require all the retail to be at grade on this street as well. No one likes to live at grade anyway, and if you want this to be a strolling street then the two uses mesh nicely. Raise-able bollards can be used to admit occasional traffic. Consider incorporating one or two pad ice rinks (indoor). It doesn't have to be large, but this area desperately needs one. We need one now, even before East Bayfront or Villiers Island is built. The arena options by the Power Plant or Cherry Beach are too far. People would have to drive. Transit is not really an option with hockey equipment. Having an arena placed where people have to drive does not speak for the sustainability of the whole precinct. MT-35 may be a perfect place. It looks large enough and is easily accessible from future transit on Cherry Street, or from East Bayfront using the bridge. I recommend this option to be explored. Toronto is too warm in winter for a reliable outdoor rink and we do not even have one of those to service this part of the City.
- On Centre Street step back buildings at lower floors. Dog parks – Yes! Consider a Boat Club option.
- Provide for energy land uses (e.g., generation, transmission, distribution corridors or underground if possible). Make sure the community is accessible for to individuals with disabilities. Include space for small boat crafts – in parking areas?
- The proposal is really, really sound. Well done. Note: with a naturalized Don River, I'm hoping 'River Park' will eventually be named after the river name that First Nations people used, which I believe was 'Wonscotonach.' Please consider that rather than another silly 'name the park' contest.

Other Feedback

- The presenters of the Port Lands Planning Precinct spoke too quickly, too softly and simply respected the power point presentation. I could not hear the questions on many of the screens. The presenter for topic #3 was excellent.
- Great job today! Really well done, well planned. The four-sessions in rotation set-up is smart and keeps viewers minds more alert and fresh. While having more detail always available through the day on the panels works really well to avoid too much chatter/question during the sessions. Great Job! One mistake though – page 3 should also be a separate handout!



**Appendix B –
Workshop #1 Placemaking in the Port Lands
Feedback from Facilitated Roundtable Discussions and Mapping Exercise**

A. Facilitated Roundtable Discussion

Feedback from the roundtable discussions (as recorded by the table facilitators at Workshop #1) is documented below.

Breakout Session 1: Vision + Urban Structure

1. What do you like about the directions for the overall vision and urban structure?

Table One

- North-south and east-west road network connections are good.
- Broadview Avenue vision is good as a spine. There are not enough major north-south connections; any additional connections would be helpful.
- More study required to determine if road network will work (i.e., is truck access sufficient)?

Table Two

- The different systems that are layered to make up the Port Lands.
- The current port functions and activities are missing (e.g., the bridge and Ship Channel). Where is the active port? What will happen to these uses? Where does it go? Clarify the future of these uses.
- Sugar beach is a popular place to watch the ship activity. Create places and moments experience.
- Strong north-south and east-west connections – bring everything together with small blocks.
- Leverage on the views back to the City and sight lines to the Hearn.

Table Three

- Transportation is important.
- Green space! I love how it is distributed!
- Building a neighbourhood for families.
- Don River is an amazing recreational link (e.g. cycling).
- The area is fantastic for sailing.
- I love the connection to the water.
- I love core grid/ “stitching” to the City.
- I love the honouring of industrial heritage.
- Hearn station as cultural hub.
- I love the emphasis on different ‘neighbourhood’ characters throughout the Port Lands.

Table Four

- Adding the river to reduce flooding.

Table Five

- Incorporating water.
- Emphasis on the waterfront.
- Preservation of the Hearn and preserving heritage buildings.
- Thinking in terms of neighbourhoods (sub-characters (refinement)).
- Attention on the Ship Channel.
- Push space outside of communities.
- Mixed-use.
- Concepts made reuse, linkages.
- Streets as places and connections.
- Strong east-west connections.
- Broadview Extension.

Table Six

- The idea of a market.

Appendix B – Workshop #1 Feedback

- Seeing the Hearn from Broadview Avenue.
- Many interpretations of neighbourhoods and communities.
- Parks and pathways.
- Access to the lake – younger generations think that the lake is still polluted but it is not.

Table Seven

- Green Space (existing) – Leslie Street Spit/Tommy Thompson Park Street/ ROW with character penetrating into Port Lands.
- Water – opening up the area (routes via water).
- Retaining existing uses.

Table Eight

- The street network, “stitching” is very detailed in terms of the assets that need to be addressed.
- The focus on Green-Blue.
- Orientation around the water.
- Bridges: Broadview Avenue and Don Roadway.
- North-south connections.
- Balance between pedestrian and bicycle lanes.

Table Nine

- Sight line of Broadview Extension; nice design element.
- Uniting the harbour and wilds.
- Complete streets.
- Opportunities in Ship Channel for floating docks.
- Different streets, different character, different look.
- Industrial character to each community.

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

Table One

- Truck access is insufficient (e.g., Lafarge). The plans show new uses where Lafarge currently is. Lafarge is not going anywhere.
- Ministry certificate in danger. Cement operations create nuisances – residential uses in area.

Table Two

- It is not clear how much consultation was done with the industry to meet their needs.
- The only residential area is on Villiers Island. Will it be lively 24/7? Where will all the people live? Concerns that it will be vacant after 6:00 pm.

Table Three

- Lack of connection to sailing community. There is a need for more consideration for recreational boating!
- Is the street network too grid-like? What does this do for wind tunnels?
- Ensure that we don't push out existing industries!
- Ontario Hydro -- 100-year lease? Profit?
- Connections to the south of the Ship Channel -- what if one is cut-off (i.e. by an accident).
- Transit connections – will there be transit along Unwin Avenue?

Table Four

- Drawbridges are expensive (is the cost worth it right away?).
- Are the replacements coming long-term because they are low priority?
- Will heavy trucks use Broadview Avenue or Cherry and Commissioners Streets?

Table Five

- Develop naturally, do not micro manage. I am not sure if creativity can be mandated.
- Provide architectural guidance.
- Extension of Broadview Avenue, further refinement through Film Studio blocks.
- Proposed development blocks adjacent to Ship Channel.
- Concerns about the wilds and bringing in ‘nuisance’ animals.
- Isolated green space, or turning away major development sites (at Commissioners Street/Broadview Avenue).

Table Six

- Will the water be clean enough for swimming, kayaking and watersports?

Table Seven

- Light pollution emanating from buildings and bird strikes on buildings. Keep lights away from the edge of the Port Lands (e.g., south of Unwin Avenue and along the Don River).
- Hard surfaces in film/industrial areas.

Table Eight

- Vision not sufficiently developed.
- What is the human activity in the vision?
- What is the big story?
- How does industry fit in to this mixed- use area?

Table Nine

- Transmission lines/compatibility with residential uses.
- Ground floor animation along the Ship Channel.
- Greenspace in the winter/animation in the winter.
- Pedestrian connection across the river.
- Wind protection.
- Air quality along Ship Channel.

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

Table One

- Revisit views of the Ship Channel as views for residential (i.e., condominiums).

Table Two

- Lines along the water’s edge are very rigid. Is there activity on the north side? Consider ways to activate the shoreline.
- Examples to consider: Vancouver’s False Creek – it has a varied shoreline with lots of activity; Burlington Bridge to watch the ships; Bathurst Street – entertainment plaza and attractions.
- Turning basin – water square? What is the use?

Table Three

- Family housing!

Table Four

- Access to the Don Valley Parkway (DVP).

Table Five

- Views.
- Keep opportunities for skating along the water open.
- Refinements to street network.
- Green space within development blocks.
- Publically accessible plaza space.

Table Six

- Is there a breakdown of how the plan will be implemented over 50 years?
- Create opportunities for Segway/bike use.

Table Seven

- Clarify and review how many people living on Villiers Island will work in the Port Lands to reduce commuting.
- Look at destination/origins for the rest and employment.
- Is Villiers Island enough for residential development if the area to the south is not mixed-use too?
- Clarify and review if the number of people living on Villiers Island will work for the Port Lands (e.g., reduce travel).
- Look at origin/destinations for residential and employment uses.

Table Eight

- Higher-level inspirational view.
- All things for all people.
- The lands are on the water and running through it.
- Emphasize access to the lake.
- Looks fragmented.

Table Nine

- Ensure that the river/swamps are attractive (e.g., water quality, adequate flow).
- What can be done upstream to ensure good water quality?

Breakout Session 2: Character + Place

1. What do you like about the different character and place elements of the plans?

Table One

- Destination area (i.e., sports fields, OSC, dome, Edwards Gardens).

Table Two

- Support for no large format is good.
- Film district -- movie theatres.
- West Don Lands -- spaces that are accessible.
- Broadview Avenue? What is that like?

Table Three

- Like zones/districts/neighbourhood – each is unique, nothing is uniform.
- Cautious about compatibility of land uses.
- Good evolution of what currently exists.
- Creating a year-round destination.

Table Four

- Shared streets influence future design.

Table Five

- Mixed-use, provides needed services.
- Different neighbourhoods, encourage varying modes of travel.
- Resilient and sustainable.
- PortsToronto site has so much potential.
- I like the different neighbourhoods.
- Plans build upon existing character.

Table Six

- Like the idea of Film District and industry.
- Adding biodiversity is important/ habitat for animals.

Table Seven

- Planning for biodiversity. City is a habitat and has many functions.
- Focus on water as a resource, land use, connects everything.
- Welcoming for all (similar to Harbourfront, Evergreen Brickworks).
- Destination.

Table Eight

- Like mixed-use idea.
- Sustainability and innovation.
- Impose minimum standards.
- Mixed mode of transit; different sets of streets.
- Biodiversity.
- Minimum 20% affordable housing (serves people through their life cycle).

Table Nine

- Mixed-use housing/affordable housing.
- Key areas of community with a distinct character; sense of space and place.
- Work done with film industry; appreciation of that industry.

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

Table One

- North of Lake Shore – lot density is high. South of Lake Shore – lot density is low. There is not enough of a transition in scale.

Table Two

- Restaurant/activity.
- Where ever possible edges and open space should be activated to draw people down.
- No bridges or water taxis? How do you get across?
- If the Hearn is re-purposed as a destination then there should be more ways to get there than one.
- Flexibility within the buildings.
- McCleary District – varies in scale. There is a drastic change in fabric. Riverside blocks as you go to the Silos and McCleary District. In addition to the streets, there is a need for more porosity to able to bring people down and through the blocks to the water’s edge.

Table Three

- Will the residential component impact the film industry? Can they still function with sensitive uses around them?
- Will each neighbourhood be complete?
- Should the Don Roadway be green on the east side?

Table Four

- Flooding – Don Mouth naturalization comes first.
- Parking.
- What if dredging reveals contaminants? How will you treat it?

Table Five

- Higher and better use at PortsToronto. Emphasize better uses, rather than remaining as a single-use port.
- Polson Quay can be residential.

Appendix B – Workshop #1 Feedback

- Concerns about reserving so much land for Film, Media and Creative uses. Do not want to be part of an employment park.
- More flexibility in the Film, Media and Creative uses area.
- Rent control for building entrepreneurs, pioneers.

Table Six

- Need ice hockey rinks.
- Need to balance the needs of people who will live in Port Lands who need to travel within the area against the influx of people who will visit it as a destination.

Table Seven

- Heat loss/district energy is possible/ more energy is possible from Port Lands Energy Centre.
- Lighting – bird strike issues.

Table Eight

- Not enough residential density – point them out.
- There appears to be a balance issue.
- Who is living along the Ship Channel?
- Adaptability is reduced when big buildings go up.

Table Nine

- Marketing for residential development; how do we get people to live down here?
- Transit infrastructure.
- Public Art Plan (e.g. monuments, sculptures).
- Noise from the Gardiner Expressway.
- Political interference -- protection against more Ferris wheel ideas.

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

Table One

- Connections.
- Move elevations – visual interest views.

Table Two

No comments recorded.

Table Three

- There should be lots of natural gathering spaces.
- Well-lit promenade.

Table Four

- How will the river naturalization effect currents?

Table Five

- Clarify live/work uses; concerned about communities of commuters.
- What does a day look like? Access issues should be explored.
- PortsToronto should be better integrated.
- Look further at getting people from Villiers Island to south of Unwin Avenue.

Table Six

No comments recorded.

Table Seven

- More information on how things will be done (i.e., how to get to net zero energy?).
- If net energy is not possible, then perhaps the form of residential housing should be changed (e.g., instead of high-rise, consider townhouses or lower density forms).
- Consider contractual obligations to ensure net zero energy.

Table Eight

- Animate the Ship Channel with various recreational activities.
- How do you visualize it?

Table Nine

No comments recorded.

Breakout Session 3: Villiers Island Precinct Plan

1. What are the strengths of the precinct plan?

Table One

- Variety of uses.
- The building heights on the south side of Villiers Island are problematic in terms of shadows.
- Disagreement about two destinations – may be too much traffic and should be on opposite ends of the island to create more places for people to go.

Table Two

- Cherry Street can support the height.

Table Three

- 'Everything'.
- Innovative ideas.
- Great promenade.
- Potential water taxi/ferry.
- Transit.

Table Four

- Hotel/residential overlooking the water.
- Schools/recreation/ community centre.

Table Five

- Stepped height.
- Variance within the skyline.
- Pedestrian focused.
- Residential is within safety of larger trucks.
- Mixed-use, will river form is good.
- Framing as an island, flood measures and water's edge activity.
- Bike network/pedestrian network.
- Centre Street is a strong idea.
- Embracing the water.

Table Six

No comments recorded.

Table Seven

- Mixed-use, transit accessible.
- Reuse of historic buildings.

Table Eight

- Cherry Street connection.
- Mostly residential.
- Close proximity to waterfront.

Table Nine

- Walkable streets.

- Quiet pedestrian areas.
- Streets for various needs/ thoughtful.
- Maintains silos as attractions.
- Schools and amenities for complete communities.

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

Table One

- Woonerf Streets are concern – Inaccessible for vehicles (e.g., taxis), exclusive to pedestrians [some disagreement at the table].
- Land use compatibility (e.g., between Lafarge and residential uses on Villiers Island).
- Cherry Street alone insufficient to support proper density.
- Requires permission for places of workshop.

Table Two

- Cherry Street can support true height.

Table Three

- Could the Island be greener internally?
- Building heights – 29 storeys is too high!
- Developers will do what they want (e.g., get variances).
- Variety of building heights, sizes, types

Table Four

- Will retail be available?
- Will people come to the Maritime Hub?

Table Five

- Tall buildings will cast shadows in certain locations.
- Rows of towers, will block sunlight and views.
- The current massing proposal has challenges around facades/facings.
- Not able to support non-residential aspirations due to lower density.
- Retail plan.
- Catalytic use.
- Concerns about connections from water's edge back to Centre Street.

Table Six

- Centre Street local.
- But a softer transition in built form and activity is smart.
- Commissioners Street.
- More relaxed activity on some streets; intimate scale uses.
- Retail? Will it be available?
- Will people come to the Maritime District?

Table Seven

- Potential compatibility issues with industrial uses.
- Is two points of access across the Keating Channel enough?
- Will the bridge over Broadview Avenue ever be built?
- Get rid of the Marine Terminal.
- Bigger square/courtyard area as a gathering area.

Table Eight

- Character statement should indicate that streets need to be further defined.
- What about the other side of the Ship Channel?

- Seems isolated.

Table Nine

- Representation of parkland/water is inconsistent on the maps.
- Issues related to shadows/lighting/impact of taller buildings.

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

Table One

- Centre street requires more study (e.g., east-west connections).
- East-west connection east of the Don Roadway.

Table Two

No comments recorded.

Table Three

- Opportunities for water taxis or ferries (e.g., accessible docking).
- Wide sidewalks.
- Year-round activities.
- Community health centre – not hospital.

Table Four

- Green P parking on Villiers Island – need to accommodate parking.
- Waterfront access/riverboats.
- Program Cherry Street all the way down to the Maritime Hub.

Table Five

- Built form: cascading buildings, buildings on stilts for views and flood protection.
- Refine the catalytic use idea (we don't need another opera house).
- Focus more on lower mid-rise buildings.
- Density needed to support retail.
- Placement of buildings.
- Buildings and built forms for families.
- Viability of plan now versus development.

Table Six

No comments recorded.

Table Seven

- Do not want to see 40 storey buildings.
- Is density sufficient for retail?

Table Eight

- Careful thought on retail along the Ship Channel.
- Keep schools and community centre close to each other
- Define retail uses.
- What's the character?
- Where does transit fit?

Table Nine

No comments recorded.

B. Participant Feedback Recorded on Maps

A summary of the feedback recorded on the maps is provided below:

Map: Vision and Urban Structure

Map One

- Consider a larger public square at Old Cherry and Centre Streets.
- There is a bird monitoring station on the Leslie Street Spit.
- There is a wetland on the west side of the Don Roadway, south of the naturalized Don River.

Map Two

- Consider ways to animate the north side of the Keating Channel in the winter.
- Will there be a pedestrian/cycling bridge on the north side of the Keating Channel?

Map Three

- Consider a large public market beside the Hearn with cultural programming to generate east-west activity.

Map Four

- Consider the needs of existing industrial uses that plan to stay over the long-term (e.g., Lafarge).
- Truck access is needed from Lafarge's property on Polson Quay along Basin Street, north along the Don Roadway to Commissioners Street (to connect to the East Port), Lake Shore Boulevard and the Don Valley Parkway.
- Consider a through street connection from Centre Street across the Don River to the McCleary District.

Map Five

- Will there be ferry connections at the western edges of Promontory Park or Polson Quay?
- Concerns about dust blowing north over the Ship Channel from PortsToronto's property.
- Will the Cherry Street bridge over the Ship Channel be a lift bridge?
- Concerns about pollution from ship traffic impacting the South River district.
- Will the Don Roadway bridge over the Ship Channel be of high architectural quality?
- Consider a lift bridge where Broadview Avenue travels across the Ship Channel.
- Consider a bridge connection between the Port Lands and the Toronto Islands across the Eastern Gap.
- Clarify where the transmission wires from the transmission towers south of the Ship Channel will go. Concerns about living/working near high voltage wires.
- Consider a connection to the north side of the Keating Channel from Villiers Island. Will noise from the Gardiner Expressway impact the Keating Promenade?

Map Six

- Remove the Marine Terminal from Promontory Park.
- Consider a green/vegetation edge along the south side of Polson Quay and the Film Studio District.
- Consider a swimming pool within the Ship Channel.
- Include pedestrian and cycling lanes on the Don Roadway bridge over the Ship Channel.
- Consider bridge connections at Carlaw Park Street and Caroline Avenue over the Ship Channel to enhance north-south connections.

Map: Preferred Land Use Direction

Map One

- Consider a mix of uses instead of creating an employment park of Film, Media and Creative uses (south of Commissioners, between the Don Roadway and Carlaw Avenue).
- The area owned and operated by Lafarge on Polson Quay is a spectacular location, surrounded by waterfront on three sides. Ensure spectacular character in buildings and uses on this site. The City should consider buying this property.

Map Two

- What is the distance between the Gardiner Expressway and the Keating Promenade?
- Extend the Don Roadway south over the Ship Channel with a bridge/crossing.



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**Appendix C –
Workshop #2 Connecting the Port Lands +
South of Eastern Areas
Feedback from Facilitated Plenary Sessions**

A. Facilitated Plenary Discussions

A summary of the discussion that followed each presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**.

Overview Presentation: Transportation + Servicing

Q. Has more consideration been given for bridges over the Ship Channel?

A. We have only identified one bridge location, but will protect for more in the future.

Q. Can you speak to goods movement and trucks routes in the Port Lands – they were not covered in the overview presentation?

A. They will be covered in the following presentations.

Session 1: South of Eastern Transportation

Q. I understand there has been a lot of consultation with the public and stakeholders located north and south of Eastern Avenue; have you consulted with people located east and west of the study area?

A. Thousands of notices were mailed out to a broad geography surrounding the study area, as well as notices issued through social media and local newspapers (e.g., Toronto Sun, Beach Riverdale Mirror). We have tried to engage as many people as possible in this process. There have been no major concerns expressed from people who would be travelling from east to west or vice versa.

Q. Is Caroline Avenue, south of Eastern Avenue, proposed to be a two-way street?

A. Yes.

Q. How will the Gardiner East EA affect east-west connections through the First Gulf site?

A. It is a complex study area that is further complicated by flood protection requirements, challenges with grading, and issues with existing ramps to the Don Valley Parkway (DVP). The Port Lands and South of Eastern EA is not looking at extending the east-west connection across the Don River.

Q. Will the Broadview Extension fit beneath the Gardiner Expressway ramps?

A. We did test to make sure it is possible to travel under the ramps if they remain in place. There is enough height clearance depending on the final alignment of the Broadview Extension.

Q. Why is the preferred alignment for the Broadview Extension diagonal as opposed to being straight? This seems disruptive to landowners. How critical is it to decide the Broadview Extension alignment right now?

A. The Port Lands and South of Eastern EA requires a solution that mitigates flood risks. Our understanding from our discussions with First Gulf is that it is important to them to have a direct connection to the proposed Regional Express Rail (RER) alignment. The preferred alignment for the Broadview Extension does take into consideration various land use aspirations; it is also feasible.

Q. What is the rationale for a diagonal alignment?

A. Five options were evaluated; this was the best one. The preferred alignment does have more property impacts than the other options studied, but it also achieves more of the overall EA objectives. A by-product of the preferred alignment is a view corridor to the Hearn. We do understand that we need to continue to work with stakeholders in the area to address the concerns that have been raised.

C. The proposed Broadview Extension alignment runs through the secured Pinewood Studios land owned by Castlepoint. This is a concern to us. We look forward to continuing discussions with the City on this matter.

C. The view corridor of the Hearn from the preferred Broadview Extension alignment was a nice reveal at the Open House, which I like about the diagonal alignment.

Q. Did you consider extending other transit route connections into this area (e.g., Queens Quay East)?

A. That would require a separate EA as it is outside the scope of the Port Lands and South of Eastern EA; it may be looked at in the future. The City is exploring this through the Waterfront Transit Reset.

Q. Did you consider any short, medium, or long-term solutions for transportation and transit? Will there be any new north-south connections for cyclists? Leslie Street is inadequate.

A. We have not really considered phasing at this time. We want to get the plan right, and then we will identify when various pieces of infrastructure will be implemented. Once the plan has been confirmed, cost estimates will need to be prepared and developed into an overall financial strategy.

Session 2: Port Lands Street and Transit Network

Q. What happens if all the current transit proposals/initiatives get approved (e.g., Gardiner East EA, SmartTrack, RER, Relief Line, etc.)? How quickly will the Port Lands and South of Eastern EA work be updated to reflect changes to these projects? Does the EA already consider the above projects?

A. City departments and Waterfront Toronto are communicating and keeping each other up-to-date regarding other projects currently underway. We continue to meet with Transportation Planning about the Relief Line RER, etc. to make sure that our plan does not preclude the creation of a transit station.

Q. I like the emphasis on complete streets in the framework. In addition to linear flows, it would also be nice to have some circular pathways near the water (e.g., Keating Channel). With regards to Lake Shore Boulevard, was there any thought given to treatments to make it more pedestrian friendly?

A. Lake Shore Boulevard was originally part of this study however the Gardiner East EA team now handles this. The project teams do coordinate and communicate with each other regularly. The intent is for Lake Shore Boulevard to become a more urbanized street through various initiatives (e.g., First Gulf's proposal).

C. The Broadview Extension should be used to take people to the waterfront and connect people to the river and surrounding parks (e.g., McCleary District). The diagonal route does not achieve this and would in fact bisect the McCleary residential area. The diagonal route aligned with the Hearn stack is a nice idea but not necessarily practical. An alignment that meanders on route to the Hearn can also have a nice effect. An alignment with two right angle turns should be considered as it would better serve residents.

A. We will take your comments into consideration as we refine the plans. There are also operational considerations that have to be taken into account. The intent of creating a continuous spine was to reimagine Broadview Avenue as a civic or signature street that is elevated to the scale of the whole city.

Q. From my understanding you have studied several options for Unwin Avenue while taking into consideration several technical factors. Is that correct?

A. At this particular time, we know that Unwin Avenue will need to be realigned. We have not identified what that alignment is as it requires further study (e.g., sub-service utility exploration). The work on Unwin Avenue was completed to gain a better understanding of the challenges associated with different alignments, similar to what was done for the Broadview Extension.

Q. What you just outlined also applies to the Broadview Extension, which I think you should approach in the same way. It is a suggestion as several concerns have been raised as well as the need to address other challenges with the preferred Broadview Extension alignment.

Q. How much consultation has been carried out with the TTC regarding new connections in the Port Lands (e.g., New Cherry Street)? What does the TTC Waterfront Reset cover in the Port Lands? What is the Don Roadway transit line there for? The Cherry Street loop looks incomplete.

A. The Waterfront Transit Reset will assess transit options for east-west connectivity to the western waterfront. The new transit route depicted on Cherry Street has been approved as part of another EA. The key routes that this EA covers include the Broadview Extension, Commissioners Street and linking with transit service on Leslie Street. Enhancing transit and improving connections in this area is quite challenging. We will be meeting with the TTC in early 2016.

Q. Will the King Street and Broadview Avenue streetcar routes have their own rights-of-way (ROW) outside the Port Lands? I don't want to see service impacts in mixed traffic areas lead to negative impacts in the dedicated ROW areas that are being proposed in the Port Lands.

A. Broadview Avenue is intended to have its own ROW. We can note that service to the Port Lands depends on improving transit service outside the Port Lands.

Q. Please explain goods movement in relation to the plan? Only truck routes were presented, however they were mentioned as part of a solution – what are the other aspects being suggested?

A. The overall goods movement strategy will incorporate a variety of measures (e.g., mitigating conflict between trucks and other uses, adjustment to road design, truck routes, signage and communications, etc.). The truck routes are currently still under discussion.

Q. This is a futuristic planning exercise - has any emphasis been put on a climate change model that considers land use, transit, stormwater management, urban food production, goods movement, etc.?

A. We have given thought to how climate change can be addressed in various aspects of the study. With respect to transportation, we are focusing on transit and alternative transit options over vehicular use. On the stormwater management side, the model takes into consideration current state levels and impacts on outlets and inverts.

C. The point I am trying to make is that everything is integrated. It is important to consider the full range of needs with respect to climate change (e.g., urban food production, flood protection, transportation).

A. There are many integrated components to the plan. Tonight the focus is on transportation and servicing. We can touch base after to talk about climate change in more detail.

Q. The word “refinement” in the discussion questions implies that major components have already been decided on. Will any substantial changes be made to the street network (e.g., Broadview Extension)?

A. It depends on the commentary from the workshops. We have noted the concern with the proposed alignment for the Broadview Extension and will continue discussions about it.

Q. Villiers Island is lacking east/west connections with the rest of the Port Lands. Why is there no Centre Street connection over the river to the rest of the Port Lands?

A. Additional routes were not identified as being necessary, but pedestrian routes (e.g., bridges) are currently being looked at.

Session 3: Water, Wastewater and Stormwater Management

Q. How realistic is it for stormwater management and green infrastructure to actually be implemented? Could these proposals be reverted back to conventional facilities if there is no Council support? Has district energy been considered as part of this plan?

A. We are confident we can achieve Council endorsement. Green infrastructure is the direction the City is currently moving toward. District energy is a conversation for another day.

Q. I am concerned that we will see development as usual (e.g., no overland flows, limited greenspace near buildings). How will stormwater management be better than the current state?

A. Every lot will be responsible for managing stormwater on its own property. The ideas framing water as a resource enhance the City’s minimum requirements to manage stormwater.

Q. When you get an intense rainfall, where does the water come from and where is it going? I am concerned about the capacity of green infrastructure measures to deal with rainfall from large storm events.

A. The proposed flood protection measures will control water coming south down the Don River into the lake. Individual lots and roads in the Port Lands will be required to manage the water where it falls. Current City standards are concerned about large volumes of water that are created by development as opposed to future climate change scenarios. The City is considering increasing the retention standard from 5mm to 10 mm.

Q. Is a north-south stormwater management plan possible? Is the proposed east/west network realistic?

A. All of the new north-south streets will have stormwater features integrated into them, though not to the same scale as Commissioners Street. There is still a need for underground pinnings, open channels, storm sewers, and hybrid systems in some areas.

C. In all of your drawings, the “complete streets” are all the same. I can’t see the water treatment functions that were referred to.

A. Many interesting features are being proposed. We can connect after the workshop to discuss them.

B. Feedback on Discussion Questions

A total of four (4) completed Discussion Questions forms were submitted by participants at Workshop #2. The feedback is recorded below.

Vision + Urban Structure

1. What do you like about the directions for the overall vision and urban structure?

- New transit and cycling options in the Port Lands.

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

- The amount of greenspace; it is not enough.

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

- There is still too much consideration for a “car-friendly” environment.

Information Session 2: Character + Place

1. What do you like about the different character and place elements of the plans?

No feedback provided.

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

No feedback provided.

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

- Ensure unique, interesting places and character – there are too many ugly spaces in this City. This is an opportunity to make something great. The plans for Logan, Eastern and Revival are boring and blocky!

Information Session 3: Transportation + Servicing

1. What do you like about the preferred solutions for streets, transit and municipal servicing?

- The transit network looks good. Very much like new thinking on stormwater management. I am happy with the suggested alignment of Broadview Avenue.
- An excellent network of bicycle infrastructure – the Eastern Avenue extension is great! Good street grid. Great use of water as a resource in stormwater management (e.g., adding water to public

realm through bioswales connects to its history as a marshland). I also like the dedicated streetcar routes.

- At the community meeting last year, Leslieville residents noted the Pape Extension as an option, on the diagonal, as opposed to narrow residential Winnifred, Caroline or Larchmount Avenues. Pape Avenue is a wider street and an extension here would provide traffic mitigation, while reviving the area and lessen the impact on local residents.

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

- The grading of Broadview Avenue south of the rail line on the Unilever site – small berms are a very poor solution. Do the definitive berm along the Don EARLY to make planning in the area easier. The waterfront trails are somewhat limited – they are priority!
- Existence of the nearby Gardiner Expressway should be removed. Below minimum recommended width of cycle tracks on local streets (in cross-sections).
- How are you managing traffic flows from a small/narrow residential street like Caroline Avenue (north of Queen) to a four metre vehicular two-way street?

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

- Do the mouth of the Don River realignment first.
- Extending Broadview is an excellent idea. It may need to be tweaked. More north-south connections are needed (e.g., Caroline Avenue). Could Bayfront East LRT be extended eastward along Lakeshore Boulevard? It would be a more direct route. I love the idea of connecting Eastern Avenue bike lanes to those on Richmond and Adelaide Streets, but the route shown seems very awkward and indirect. It may require improvements. More pedestrian/cycling bridges to Villiers Island and over the Ship Channel are needed. What about other active transportation/recreation opportunities (e.g., cross country skiing, skating, canoeing, etc.)?
- There is a need to balance growth and managing the residents that live south of Queen Street or Eastern Avenue (e.g., Carlaw Avenue, Logan Avenue, Caroline Avenue, Leslie Street, etc.). More creative approaches need to be looked at.

Information Session 4: Villiers Island Precinct Plan

1. What are the strengths of the precinct plan?

- I like the overall vision set out for the Island. It features several different areas with different activities and uses with lots of parks and open spaces; it is well connected to the larger City as well as within the Island.
- The overall plan succeeds in creating a focal point that will connect the urban city with the harbour and with the naturalized mouth of the Don River.

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

- Since it is going to feature not only a primary neighbourhood for residents as well as focal points which will attract a large number of visitors who will not live on the island, care must be taken to ensure that these two features are compatible such that the large number of outside visitors does not negatively impact the residential neighbourhood. While the Island seems to be well connected

to the urban area to the north and to other areas of the Port Lands (via roads, transit, bike trails etc.), it seems to lack good water connections with the rest of the harbour and the Toronto Islands. While the Island will feature ground level views of the harbour and City, it does not provide an opportunity to view the same sites from a higher elevation.

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

- Provide more sites scattered around the island for canoes and water taxis. Consider creating a City of Toronto museum as a catalytic use at Promontory Park. In one of the displays showing waterfront development in other cities, one feature that caught my eye was the installation of a swimming pool separated from the harbour waters along one side of a pier. Maybe this could be considered somewhere along the shoreline of Promontory Park (e.g., along one part of the western dock). Look at installing an observation deck/restaurant on top of the concrete silos just to the east of New Cherry Street. Perhaps the outside of these silos could feature rock-climbing activities. The Keating Channel is an important component of the Villiers Island Precinct. I suggest looking at the feasibility of converting a portion of it to a skating rink in the winter (similar to what Ottawa does with the Rideau Canal). It might be necessary to install temporary barriers at each end to ensure that there are no currents that could affect the ice thickness.



**Appendix D –
Completed Discussion Guides**

A. Completed Discussion Guides

Feedback submitted by participants online is recorded below and organized according to the Discussion Questions. A total of 28 Discussion Questions forms were submitted online.

Vision + Urban Structure

1. What do you like about the directions for the overall vision and urban structure?

- The focus on different districts and protecting existing industrial uses while they are in operation.
- I like the emphasis on mixed-use and density, but I think it needs to be more mixed-use (retail, office, schools, and residence in the same building).
- Breaking the precinct down into smaller districts helps make it manageable. I like the preservation of jobs and job opportunities. This planning should reflect the wishes of the whole city and not solely the wishes of downtown residents and developers. The plan for the Port Lands could use more sensitivity towards those who will never live there (i.e., more parks, cultural activities, interesting destinations, etc. to appeal to non-residents).
- The balance between public space/parks and mixed uses, and transportation connections.
- The groundwork has been set in place to provide resiliency in its evolution with time. The plan features “good bones or skeleton” to permit sustainable development. These bones include 6 north-south signature streets to connect the area with the larger city, 3 strong east-west corridors which will intersect with the north-south streets to provide a lattice foundation. The plan also includes a smaller street grid within the foundation lattice to give smaller more pedestrian friendly blocks. These blocks which will be more local in nature are natural locations for a variety of activities and uses. Plan provides for great networks of public transit and cycle paths. Plan provides a significant amount of park land.

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

- I do not think the plans do justice to such a large central site like the Port Lands. We should be dreaming big with ideas such as a significant office area like Canary Wharf in London, or La Defence in Paris. When in the history of Toronto will we have such a large swatch of central land become available again? Let’s use Port Lands to its full advantage. There should be more focus on metropolitan wide destinations, and maybe even a night life component.
- There needs to be a diversity of architecture and a diversity of ownership. Too many large scale developments are void of human scale, and are bland.
- I am concerned that Villiers Island is being planned to be an exclusive neighbourhood favouring only those who want to live in condominiums and have very little interaction with the larger city. Villiers Island should be more accessible to everyone; it needs to be friendly to whoever wants to visit. Maybe it needs more access points; as planned it has limited accessibility from the north and east. Only two streets actually provide meaningful access: Cherry and Commissioners. This should be improved.
- I want to make sure as many historical buildings and silos are preserved and incorporated into any new designs/buildings. I still feel that there is room for green space/public space within some of the planned buildings blocks.
- While the vision calls for good connections with the city and within itself from east to west, I believe the area’s connection with the harbour, Toronto Island and Leslie Street spit could be improved.

While the concept of creating different neighbourhoods within the Port lands is good (i.e., Media City, South Port, etc.), efforts should be made to ensure some degree of integration or mixed uses within each neighbourhood. Totally unique or separate areas for different functions mimics former city building efforts (i.e., residential, industrial). This approach might open us up to the possibility of creating “dead” areas at certain times of the day. The Ship Channel is a major feature of the Port Lands. Care must be taken to ensure that it is a lively and interesting feature. Diagrams in the presentation material suggest edges that are not that active and interesting. Friends of mine have lamented the loss of harbour restaurants which had a maritime feel (there was one over by the Tip Top building in the west and one in the East Bayfront area which were not fancy but were funky in character). Efforts should be made to include several of these in the Port Lands.

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

- There is room for a much more significant employment zone, and nightlife area.
- Push the limits on what mixed-use can be. Build podiums to be flexible; a daycare now, but an office later, or vice-versa. The need for various owners and tenures is important. The City should explore supporting more co-ops as well.
- The pedestrian, cycling and transit planning seem very thorough. There needs to be equal accessibility for all modes of travel, including private vehicles. The street plans, especially the 'shared streets', should be reconsidered for equity and long-term integration into the City.
- Small parks/public space within some of the larger planned blocks.
- While in Vancouver last summer, I had the opportunity to see the extensive use of small water taxis that connected all points along the shore of False Creek. These taxis were small and featured reasonable fares. I would suggest creating a more extensive network of water taxis connections within the Port Lands to connect not only different areas of the Port Lands but also with the Toronto Island, Leslie Street Spit and the shoreline along the north side of the Toronto harbour (maybe even as far as the western sections of the harbour. The northern edge of the Ship Channel is a great place for watching Port Activities as well as for enjoying the sun unencumbered by tall buildings. This edge would be a great place for restaurants and cafes with outdoor patios from which the public could watch the port activities (similar to Sugar Beach where the public can watch the sugar freighters dock). Again in B.C. last summer in Victoria, I visited an area of the harbour where houseboats were moored. These were actual residences decorated in a wide variety of styles and colours. The wharfs bordering these houseboats were jammed with tourists. I would suggest creating an area somewhere which would feature a similar houseboat site. Not sure if the north side of the channel is suitable but maybe in the turning basin. If the north side of the channel is not suitable for mooring houseboats, perhaps it would be an ideal site for accommodating harbour tour boats and/or Great Lakes Tour boats.

Character + Place

1. What do you like about the different character and place elements of the plans?

- It seems this suffices new condominiums, the film industry and current placed businesses. Other than the new river delta, that is the only new thing. Nothing else has changed.
- I like the variety of uses and focus on five minute living and transit access in the Villiers Island Precinct. The improved park spaces and focus on maintaining historical landmarks (e.g., the Hearn)

will give good character. The recreational boat docks will provide a great opportunity for physical activity.

- Aside from Villiers Island and the new mouth of the Don River, it does not look much different than what exists. Maybe it is just because it is a map that is hard to read.
- The clustering of similar uses is a good idea.
- It is a good mix of various uses and a good amount of parkland.
- It is not clear from this map what the density or height of residential building will be.
- I like the plan for Villiers Island and the surrounding green space. Allowing space for film and media uses and that the plan preserves uses for shipping and port functions.
- Plan features a balanced and enhanced land use direction which will ensure flexibility and robustness over the next 50 years. Plan allows for the development of several distinct and different neighbourhoods (i.e. Villiers Island, Media City etc.) which mimics the way in which Toronto has evolved. These neighbourhoods will be self-sufficient and will focus on a variety of uses including residences, port activities and film industry functions. Plan calls for the incorporation of many heritage sites and landmarks that will serve as landmarks and destination points. Plan calls for a critical mass of residents and jobs. Plan calls for a built structure that is flexible in design, has minimum heights and is built with materials which will support longevity, adaptability and reuse. Plan calls for the integration of the built up areas with the naturalized areas such as Mouth of Don, Cherry Beach and Leslie Street Spit. Plan will feature a robust biodiversity.

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

- After all this talk, nothing is really going down there but new condominiums and film stuff that no one sees. How is that any different than Liberty Village, Riverside or Leslieville? Is this the brilliant insight into what could be a major redo for such a large piece of land? You are booting out T&T? It is one of the major positive locations in all of Corktown, Riverside, and Leslieville.
- The timeline seem unambitious. The Don River naturalization and creation of these neighbourhoods will provide necessary relief for downtown. Can this not be accelerated?
- What is the land value of Venice versus Toronto's Port Lands? Are we missing the opportunity to create something amazing instead of a place to store a pile of salt and recycle concrete?
- Media city sounds so generic. Many cities have built them, and they turn out to be generic places. Without a big catalyst like CBC moving there, I do not see it working. There is also a need for more connections.
- The apparent lack of any planning for places of worship. People have spiritual needs too.
- The character element of a 'shared street' is basically anti-car. Call it what it is please!
- I would like to see the Gardiner Expressway removed to really open up the Port Lands.
- There is not nearly enough green space. The Port Lands provide an incredibly unique opportunity to create more greenspace; so much of it has reverted back to nature. It could be one of the last opportunities to create a major green space in the City.
- The amount of space dedicated for industrial and light industrial because of environmental concerns and proximity to future community.

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

- Food truck locations, since the city does not like them. Give people a reason to visit the area. - Delegating it to industrial is a bit of a waste. It is prime real estate.

Appendix D – Completed Discussion Guides

- I would like to see a more aggressive timeline. The TTC streetcars should explore direct connections to downtown along the waterfront and capacity improvement to the streetcar lines that will branch to serve this area (e.g., exclusive rights-of-way).
- Think bigger; Toronto always goes for bronze.
- Explore the idea of a pedestrian bridge to the Toronto Islands; even a moveable one. The Port Lands are surrounded by greenspace, and yet much of it required backtracking to the Leslie Street Spit. Creating a link to the Islands would make the Port Lands very central in the minds of Torontonians.
- I would like to see residential planning for a part of the Port Lands that would allow single family homes to better reflect the traditional character of the east side of Toronto.
- Consider appropriating some PortsToronto land and running a ferry from the Breeze Terminal to the Island.
- More green space.
- Reducing industrial and light industrial or finding ways to add more green space in the area (even if is not for public use, but for beautification).
- Since there is going to be a Media City area, you might want to encourage participation by TIFF (Toronto Film Festival organization) to build a multiscreen cinema that would promote films produced in the area but also films from around the world. Since Toronto is such a film conscious city, you should ensure that there is a regular theatre in one of the neighbourhoods.

Information Session 3: Transportation + Servicing

1. What do you like about the preferred solutions for streets, transit and municipal servicing?

- The extension of Broadview Avenue should be a City priority. No doubt it will be a time consuming process, however, it looks to be the only way in which the Port Lands can be really connected to the rest of the City.
- This will turn Broadview Avenue into a highway. This is not good.
- It is very hard to see the images and the fonts.
- There is a good amount of proposed streetcar rights-of-way and proposed cycle lanes. I really like the water's edge promenade – I wish it could be on both sides of the canal.
- The street grid and water as a resource is a great idea.
- I like the integration of pedestrian, cycling and transit networks – it is very thorough. I hope it is totally accessible to wheelchairs everywhere.
- I love the connectivity and vision for transportation.

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

- Keep traffic low on Broadview Avenue. Streetcars are okay to keep traffic down and not create a highway.
- That it will take too long to implement.
- I am not sure why we cannot have the Don Valley Parkway/Gardiner Expressway connection above the rail line.
- Nothing specific – the plan looks well thought out and emphasizes the correct priorities.
- The block sizes and lack of connections to the Toronto Islands.

- I do not like the overt anti-car bias in the current plans. “Shared street” is a euphemism for ‘woonerf’ streets which are designed to be anti-car. Planning to make all new local streets ‘shared streets’ is not the Toronto way of sharing and does not create equal access for all.
- I do not like the planning for experimental ‘shared streets’ aka ‘woonerfs’. There is too much money at stake to experiment here; these streets exist nowhere else in Toronto (except the soon to be opened West Don Lands) and there is no huge demand from the public to make these in the Port Lands. Not necessary!
- Any opposition to LRT/streetcar planning.

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

- Keep traffic out of Riverside.
- It is waterfront property; the value could be enormous if it is designed with that in mind.
- Would love to see both edges of the canal prioritized with a water’s edge promenade that is a thriving location for locals, tourists and businesses (restaurants, shops, services, etc.). But if the south side of the canal is truly set to be beautiful wetland/protected nature, then I think the plan works as is.
- The north-south cycle connections along the Don Trail need to be very clear, and given priority access. Explore more pedestrian priority streets – Malmö Sweden’s waterfront has done this exceptionally well. Pedestrian streets need to have careful attention to the scale and use of buildings in order for them to work. A pedestrian/cycle bridge to the Islands needs to be explored, or at least the potential link should be examined. The Islands are Toronto’s greatest resource, and the future residents of the Port Lands deserve to have access to them. We need to make a circuit or network of connections not isolated neighbourhoods.
- I would like to see at least two more bridges connecting Villiers Island to the Port Lands; another bridge to the south and another to the east. As currently planned, Villiers Island has limited access and not much appeal for the rest of the City.
- Make sure cycling infrastructure remains.

Information Session 4: Villiers Island Precinct Plan

1. What are the strengths of the precinct plan?

- The grid pattern enables the user to navigate the area easily.
- The public spaces; the exclusivity of living on a small island.
- The amount of green space around the perimeter of the island. Good mixed-use planning.
- I like the overall vision set out for the island. It features several different areas featuring different activities and uses. It has lots of parks and open spaces, is well connected to the larger city as well as within the island. The overall plan succeeds in creating a focal point that will connect the urban city with the harbour and with the naturalized mouth of the Don.

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

- It looks fantastically expensive: three new bridges, and the river. I see what you are doing by trying to give the Don a place to go instead of it dumping into the Keating Channel, but this seems unfathomably costly to create a couple kilometres of new shoreline and basically digging a new riverbed. It is just such a madly complicated piece of construction to end up with what is really a

glorified moat around Villiers Island. Not to mention the new shoreline already created on the north-west corner of the site. It also seems like the silos are gone near the Cherry Street lift bridge. Why? I think the space created on the south side along the shore of the new river/moat will be nice. But the phenomenal cost of this few hectares of green space might be better used for other things.

- The size of blocks and widths of streets should be as small as possible. The best streets and neighbourhoods have a fine grain of laneways and streets.
- The plan so far seems to focus exclusively on residential and small-scale commercial uses. The plan needs more diversity of uses. To build 'whole & sustainable' communities you will need to allow for other human needs such as: health offices and clinics, a community centre, convenience centres, gas stations/garages, small shops, places of worship such as temples, mosques, churches, etc.
- There is a lack of access to the Island. The projections made that support this limited access are wrong-headed. I want to see more pedestrian and cycling bridges on the east side of the Island. Why not build small bridges at the east end of Centre Street and Villiers Street to connect them with the rest of the neighbourhood?
- I am concerned with the planning for 'shared streets'. These have the potential to create exclusive residential neighbourhoods with poor street life and limited access to outsiders. Have we not learned from the planning mistakes of Regent Park? Those small closed streets are being ripped up now! Why build more? These 'shared streets' have no place in an inclusive neighbourhood. They are meant to keep outsiders out. They are the antithesis of an inclusive and equal City.
- The height of proposed buildings – it would be nice to make sure there's a balance. Also, the amount of green space/urban parks and public space within blocks of buildings could be improved. Make sure any heritage buildings and silos are preserved and incorporated into the future designs of any buildings or plans.
- Since it is going to feature not only a primary neighbourhood for residence it also going to feature focal points which will attract a large number of visitors who will not live on the island. Care must be taken to ensure that these two features are compatible such that the large number of outside visitors does not negatively impact the residential neighbourhood. While the island seems to be well connected to the urban area to the north and to other areas of the Port Lands (via roads, transit, bike trails etc.), the island seems to lack good water connections with the rest of the harbour and Toronto Islands. While the island will feature ground level views of the harbour and city, it does not provide an opportunity to view the same sites from a higher elevation.

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

- I don't see any slips or finger docks on the 'Western Dock'. Please add some slips, some dockage somewhere in all of this planning. Start to acknowledge the water as part of your planning, not just the land. In the drawings you have a massive dock, looks about 40 feet deep at the widest. Turn this into public slips so pleasure boaters can land boats and dock them temporarily. If done properly, this will become a revenue stream and a huge convenience for boaters who are visiting the harbour from other parts of the GTA or further away. This can be OHM satellite or a P3 venture.
- I would like to see further refinements to create more fine grain blocks and streets. We need to support long and narrow plots of land that support narrow storefronts, and enable an interesting place to walk.
- I would like to see better road access for Villiers Island. I would hate to have an emergency evacuation of the island using only the roads planned to date. Chaos!

Appendix D – Completed Discussion Guides

- I want to see some kind of public feature on the south-east side of the Island. As planned, all the 'public' places are on the north and west side. The south-east side could accommodate a sculpture garden or a small botanical garden or something else with public appeal.
- Add small urban parks/public space within blocks.
- Provide more sites scattered around the island for canoes and water taxis. Consider creating a City of Toronto museum as a catalytic use at Promontory Park. In one of the displays showing waterfront development in other cities, one feature that caught my eye was the installation of a swimming pool separated from the harbour waters along one side of a pier. Maybe this could be considered somewhere along the shoreline of Promontory Park (i.e. along one part of the western dock). Look at installing an observation deck/restaurant on top of the concrete silos just to the east of New Cherry St. Perhaps the outside of these silos could feature rock climbing activities. Keating Channel is an important component of the Villiers Island Precinct. I suggest looking at the feasibility of converting a portion of it to a skating rink in the winter (like Ottawa does with the Rideau Canal). It might be necessary to install temporary barriers at each end to ensure that there are no currents that could affect the ice thickness.



**Appendix E –
Additional Written Feedback from Participants**

Additional Feedback from Participants

West Don Lands Committee:

Thank you for the opportunity to respond to the Port Lands Planning Framework Consultation work to date and for the opportunity to be involved in the many phases of consultation through the stakeholder and public meeting process.

We want to specifically acknowledge the tremendous amount and quality of work that has been done by the planning team. The team has thoroughly and thoughtfully canvassed a broad range of factors that will be important to consider as the Port Lands planning process continues. The framework that is developing has identified a number of important themes to guide future land use planning, including:

- the “Blue-Green” framing of the unique development context (proximity to the water including Lake Ontario, a naturalized Don River mouth, the Keating channel and the Ship channel and to parkland/wildlife corridors such as the Don Greenway and Lake Ontario Park)
- a commitment to high levels of environmental and social sustainability
- the developing biodiversity lens
- an emphasis on connectivity - transit, active transportation, and multi-modal connections to the rest of the city
- the creation of vibrant new residential and mixed use neighbourhoods
- support for film, media, and innovative employment uses
- understanding and incorporating current and future port and city services requirements
- incorporating flexibility to respond to changing conditions and priorities over the long term

Below we have identified certain concerns that we feel need further consideration. We have also concluded by proposing that the extensive body of work developed by the planning team should now be taken to a higher conceptual level through an international review or design competition.

Concerns:

- Extension of Broadview - may need a pause while other planning initiatives catch up
 - There is strong consensus that this is an important connector, but...
 - There are significant challenges at the northern end with the initial flood protection strategy;
 - Negative impacts on the transportation hub planning (RER, Smart Track, Downtown Relief Line), which is in the early stages, need to be resolved;
 - Similarly, negative impacts of both the flood protection strategy and the route planning on the First Gulf/21 Don Roadway development, itself in a very early stage, need to be resolved.
 - routing south of Lakeshore also presents some challenges
 - The diagonal route through the McLeary Precinct does not appear to provide optimal transit access for that residential community or for travellers from the north wanting to access the Don River mouth and Keating Channel. While a diagonal route that frames the Hearn could be an interesting option, that aesthetic consideration should not drive the

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decision-making. Rather, the alignment for this important transit street should, as a first consideration, meet the needs of transit users who start and end as pedestrians.

- The proposed routing south of Commissioners Street which is proposed to run to the west of the existing Bouchette St. alignment is also problematic for Pinewood Studio and should be reconsidered
- Polson Quay – The designation of this precinct should reflect the long term aspiration for the lands, not an interim condition
 - We suggest this should be designated as predominantly a mixed residential and entertainment/destination district
 - It is one of the most spectacular (and valuable) development sites
 - The opportunities for entertainment and tourism are significant
 - The proximity to water and park amenity also make it a desirable residential location
 - The current designation as a media employment centre does not take appropriate advantage of the location’s assets
 - The challenges posed by Le Farge should be addressed through a search for ameliorating strategies, not inoculation of a prime development opportunity
 - It is important to identify acceptable interim uses, but those uses should not lead the vision
 - Significant residential density on both Villiers Island and Poulson Quay is desirable if the Port Lands are to be a successful extension of the city with residential districts that work.
- River Park South – We would like to see this designated as a residentially biased precinct, with retail, entertainment and water-related uses at strategic locations along the Ship Channel
 - River Park South’s strategic location between the Don mouth, the Don Greenway and the Ship Channel makes this a potentially spectacular place to live and enjoy the unique blue-green character of the Port Lands
 - A 24/7 residential population is needed to support uses that will animate the Ship Channel. This cannot be achieved with a block of employment uses that are not related to enjoyment of the precincts natural features
- Ship Channel – The Ship channel needs a stronger vision to realize its potential as a unique water and Port related amenity
 - Currently the uses contemplated in the precincts along the northern edge of the Ship Channel are primarily employment. We do not see that that approach will achieve the animation and access that we had hoped for.
 - Given that the south side is expected to remain devoted to Port and city service activities and therefore inaccessible to the public, land use on the north side should be focused on ensuring that this unique landscape is animated. We feel that this must include a significant residential component with thought given to providing waterside features that can draw residents, employees and visitors
- Film Studio District/Media City/Pinewood Studio
 - Pinewood Studio is developing a master plan that includes residential and mixed uses along the Don Roadway and the Ship Channel with the secure studio space concentrated in the northeast corner along Commissioners Street.
 - The Studio master plan has the potential to animate the segment of the Ship Channel within this district and if connected with a similar usage patterns in the

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- Poulson Quay, River Park South and Turning Basin precincts (significant residential, with other retail and entertainment uses along the water's edge could provide a context for enlivening the entire northern edge of the Ship Channel.
- Turning Basin/Turning Basin District - needs more adjacent green space and a residential component to support transformation of the Turning Basin into a community amenity.
 - As with the Ship Channel, it is proposed that employment uses only surround the Turning Basin
 - Given the recreational potential of the Turning Basin, it would seem desirable to balance the exclusive employment zones to the east and north with a strong residential component within the Turning Basin district.
 - Villiers Island –
 - Finding/creating the centre of the community is a challenge and still needs work
 - With residential loaded along the transit route, and particularly along the southern edge, it is still not clear how the Keating Channel edge will be successfully animated
 - Preservation of Marine Terminal 35 is a challenge to the vision of a green river mouth spilling out into the Inner Harbour. If any part of the Marine Terminal is to be retained (and we are not convinced that it should be), it must be made to harmonize with the concept of Promontory Park as an explosion of green that can be viewed from other parts of the Inner Harbour
 - Connecting residential precincts
 - Looking at the plans for Villiers Island, Poulson Quay, and McLeary, we are struck by the need to ensure that these precincts develop as connected urban neighbourhoods and not as disconnected or isolated suburbs, Rivers and major roadways create psychological barriers that isolate communities. There is a need to think creatively and proactively about this challenge.
 - Commissioners Street - could we also consider a narrow version?
 - Commissioners Street will be an important connection and it is appropriate that it be designed as a complete street. But maintaining its excessive width may work against creating a comfortable pedestrian realm.
 - We question whether retention of the hydro towers is desirable, especially if eliminating them could result in a more intimate and pedestrian- and bike-friendly street. A narrower road allowance might also free up land for new retail or commercial space that could animate and civilize the street,

Taking the Framework to the Next Level: Inviting a High Level International Urban Design Review

- Revitalization of the Port Lands is an extraordinary opportunity for a large and strategic extension of the City of Toronto. It provides an opportunity to reimagine the form and function of the city of the future – including an opportunity to reconsider our relationship to an increasingly precarious natural world
- Toronto is not alone in this process. There are urban designers around the world that are developing innovative approaches for an urban future that may need to look and function very differently than current urban forms
- We feel that a necessary next step in the planning process would be to invite a group or groups of internationally active urban designers to take the design work to a higher conceptual that can provide a unifying vision for the Port Lands.

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- This is an approach that has been used successfully across the waterfront for projects of varying complexity (Queens Quay, Lower Don, Sugar Beach, for example)
- It is an approach that, in addition to developing a guiding narrative can also potentially identify innovative solutions to some of the challenges that we have identified above. (This is precisely what happened in the course of the Don Mouth design competition.)

Much of the preparation work for such a step is already completed. The excellent work of the planning team has essentially produced an issues report that could become the brief for an international design competition or expert review.

Property Owner

Below you will find my comments not to deploy streetcars in the Port Lands due to infrastructure cost, accelerated road damage/maintenance over time, higher unit replacement cost, and unattractive overhead electrical canopy, also excessive rail-track noise pollution.

Dedicated TTC paths can be used, however requires larger roads contributing to higher cost.

Closing:

Electric Busses of various sizes should be deployed for efficiency, practicality, long-term cost management, visual road aesthetics and deployment flexibility.

Area Resident:

Dear Ms. Ritz

We met briefly after last night's Port Lands meeting at the Morse Junior school. Thank you for suggesting that I write you directly with my concerns. I would like to give you my general opinion on the continuing planning process before tonight's meeting at the Fire Academy.

I have attended dozens of similar meetings going back to the original TWRC consultations more than a decade ago. I think this process is important and I encourage WT and the City to keep trying to engage people. This kind of public engagement would never happen in my old home town of Montreal. If the City actively and sincerely tries to guide this redevelopment based on public input it will only help in reaching a successful conclusion.

But I have noticed several changes in these meetings that are less than positive.

My first observation is that public attendance at these meetings seems to be declining. Many of the people that would never have missed this type of meeting a decade ago no longer show up anymore. I attribute this to several reasons.

First is the incredibly long build-out times involved. People get discouraged with the decades long redevelopment timeframe. They may feel that their opinions and observations will get overlooked in the years ahead so why bother getting involved now. This may very well prove to be correct.

Second is the lack of interest and engagement shown by the city at large. I have rarely met anyone at

Appendix E – Additional Written Feedback from Participants

these meetings who is from North York, Etobicoke or Scarborough. Most often attendees are from central downtown neighbourhoods. I think this is because there is a larger city wide perspective that has been consistently overlooked by planners. I hope that the Port Lands are being planned for the benefit of all Torontonians wherever they live. But I'm not convinced that is the case.

You are aware that the Waterfront Toronto's tripartite funding comes from all taxpayers in Toronto and indeed all of Ontario and Canada. But I think there is an undeniable reality that the planning for Villiers Island so far has emphasized mainly residential development. This new residential neighbourhood is exclusive and is being targeted only towards those who have a keen desire to live downtown. The lack of planning for any single family houses (not condos) and major retail or entertainment uses are evidence of this. This is a prescription for failure in my opinion.

Third is the sense that the opinions and expressions of desire articulated at these meetings is frequently overlooked and/or cherry picked for support of pre-existing planning outcomes. Waterfront Toronto has been deaf to any suggestions that are contrary to the planning dogma of the current regime. Desires and opinions that are different from current dogma may be politely noted (or not noted at all) but ultimately dismissed. Given the time I could give you concrete detailed examples of where this has already happened in the public process. I would welcome the chance to meet you in person and discuss this with you.

Last I would like to make a general comment on the role of City Planning staff at these meetings. I think it is an excellent use of resources to have City planners help facilitate the roundtable discussions at these meetings. However, at last night's meeting the planner at our table was less than helpful. The planner seemed reluctant to record all the observations made by our group. Opinions that didn't fit the pre-existing planning model were either dismissed or discouraged. There wasn't a free exchange of ideas. I fear the report the facilitator submits will not reflect the diversity of opinion expressed at the table. I hope this observation is wrong but my experience leads me to doubt it.

Further I hope that any staff attending tonight's meeting at the Fire Academy will be encouraged to be more fair and open to criticism of the plans made to date. If City planners are sincere in trying to gain public trust in this process it will take more effort to act upon the desires expressed by the public. City planning is an evolving process; the millions being spent now to correct the past planning mistakes of Regent Park should be stark evidence that City planners don't have all the answers to building a great city.

Area Resident:

Dear Ms. Santo,

The accessible waterfront space that Waterfront Toronto has developed despite the usual "politics" that are involved with such activities is impressive. It has attracted very positive publicity in media of the US. The Pittsburgh Post-Gazette, for one.

I wonder if you have been to the Halifax waterfront, which I think of as the gold standard of pedestrian-accessible waterfront.

I will be in Montreal and Vermont during the time period spanning the upcoming meetings on the Port Lands but I will check on your progress when I return.

Johnston Litavski Planning Consultants/Lafarge:

We are planning consultants to Lafarge Canada Inc., the owner and operator of the Polson Street Cement Terminal at 54 Polson Street. We attended the above noted Open Houses on their behalf.

On behalf of Lafarge, we are writing to express their frustration with and objection to these plans. In our view these plans directly contradict the direction provided by City Council in 2012, and assurances provided by Waterfront Toronto, to recognize the importance of the Polson Street Cement Terminal. In our opinion, the plans are designed to lead to the cessation of the Lafarge Polson Street Cement Terminal, and are contrary to principles of good land use planning.

Polson Street Cement Terminal:

Lafarge has owned and operated the cement terminal located at 54 Polson Street since 1929 and is a major distributor of cement in the Toronto area. Business has continued to grow since distribution activity began in 1930. The Polson Street Cement Terminal has served the construction industry in the GTA for more than 80 years, providing a competitive product made possible by water transportation and the rapid truck delivery afforded by its central location and access to the regional highway network via the Don Valley Parkway and the Gardiner Expressway.

Lafarge has made significant capital investments in the Polson Street terminal to ensure a viable and efficient cement distribution and storage system, in keeping with the company's long-term plans for the facility. These have included renovations to the storage silos, upgrading many of the supporting mechanical systems, installing an upgraded compressor system, and roof repairs. The facility's electrical and computerized operating system has also been upgraded, and most recently, a LEED certified concrete lab testing facility has been built on the site to conduct product testing for all of Ontario.

In addition, Lafarge has installed an additional unloading system that will allow for other larger vessels to unload at this facility. To date the site has received product from SB Roman and St Mary's Barge, and there are future plans to bring in larger vessels into the facility.

Lafarge is continuing to develop its long term plan for the expansion of the capacity of the facility.

Port Lands Character + Place – Land Use Direction:

The Lafarge lands are shown as "Film Media and Creative (FMC) Mixed Use*". The * indicates "Residential uses subject to appropriate buffers and source/ receptor mitigation measures and minimum FMC uses to be determined at precinct planning".

In addition, a double dashed line is in place near/at the Lafarge dock wall indicating "Future Naturalization".

Neither draft policies nor other explanatory text are provided and so it is difficult to precisely understand the effect of this Land Use Direction. However, our understanding is that this Land Use Direction:

- does not permit or recognize the existing Cement Terminal use,
- will permit sensitive / residential land uses to be located within this area,
- potentially requires at source mitigation of noise and air quality issues by Lafarge, and,
- will result in the loss of the dock wall which Lafarge requires for shipping access.

Lafarge requests that:

Appendix E – Additional Written Feedback from Participants

- the Cement Terminal land use be recognized as a permitted use, and encouraged to continue to operate and expand. “Port Toronto and Lafarge Existing Uses”, (sic) as shown on the schedule, would appear to be an appropriate classification, or another appropriate classification that recognizes industrial uses in the Port;
- sensitive land uses not be permitted within any area determined to be influenced by noise and air emission issues;
- no reliance should be placed on at source mitigation; and
- the dock wall be maintained.

Lafarge is confused and frustrated by the differences in land use classifications used in recent documents. At the November 3-4, 2015 meetings with the Industrial Users group, the land use classifications noted the presence of Lafarge. However, at the November 14-18 public consultation meetings, the land use classification was changed to the aforementioned terms.

Villiers Island Precinct Plan:

We are very concerned to see that the Precinct Plan would locate mixed use/ residential buildings across from Lafarge property, and that the highest density mixed use/residential development (understood to be 26-29 storey buildings) would be located nearby. We suggest that an alternate location for these mixed use/ residential high rise structures be found on Villiers Island, beyond the area of influence for noise and air quality.

Air Emission and Noise Studies:

We understand that air emission and noise studies conducted on behalf of the City indicate that mitigation will be required at source in order for existing industries including Lafarge to continue to meet environmental requirements. These studies should be provided to Lafarge, and we ask that a meeting with the consultant occur.

Transportation + Servicing:

At the November 3, 2015 Industrial Users meeting, a plan was shown that did not provide truck access to the Polson Terminal. Lafarge requires primary and secondary truck routes to the Terminal. A comprehensive system of truck routes with built in redundancy is essential.

It is also not clear if the modelling used to evaluate the routes properly accounted for Lafarge’s truck movements. In later public meetings we were disappointed to see that the issue of goods movement in the Port Lands was indicated as being “under review”.

The traffic study should be provided to Lafarge, and a meeting with the consultant should occur.

City Council Decision re: Port Lands Acceleration Initiative

At its meeting on October 2, 2012, City Council requested that the Deputy City Manager and Chief Planner address issues of water access, road access, catalyst sites and land use compatibility identified in the letter from Lafarge dated September 7, 2012 (attached). We submit that the Plans fail to reflect this direction by Council.

In view of these serious issues, we request a meeting be scheduled between Lafarge representatives, the City and Waterfront Toronto, prior to any further work proceeding on these Plan, or consideration by City Council.