

Port Lands Flood Protection

Public Information Centre

June 19-20, 2019



This report was prepared by Waterfront Toronto. If you have any questions or comments regarding this report, please contact:

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Overview

We hosted a two-day Public Information Centre at City Hall (100 Queen Street West) June 19-20, 2019. Our focus for this display was to provide an overview and background information for those unfamiliar with the project, as well as updates on the design of the river valley and ecosystems, parks, new roads and new bridges and construction progress. On June 20, we presented design updates for the parks, bridges and roads we're building as part of Port Lands Flood Protection.



Member of Parliament for Toronto–Danforth Julie Dabrusin and Toronto City Councillor Paula Fletcher welcomed members of the public. Waterfront Toronto's SVP of Planning and Design, Chris Glaisek, provided an overview of the challenges and opportunities in the Port Lands. Presenters Herb Sweeney (MVVA), James Roche (DTAH) and Michael Meschino (Entuitive) provided design updates and answered questions.

Displays

- [Project Overview](#)
- [Construction Overview](#)
- [Design Update](#)

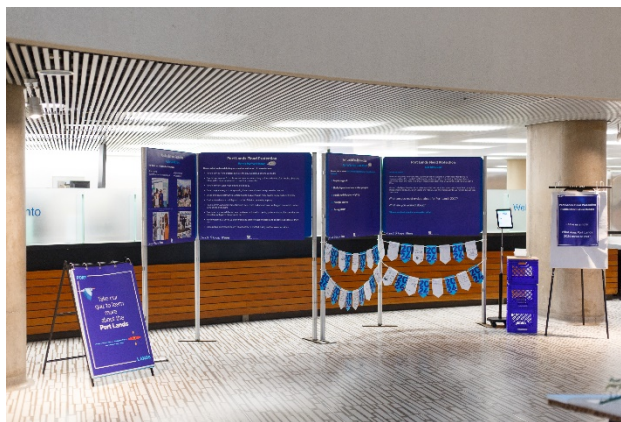
Presentation

- [Presentation deck](#)
- [Presentation video recording](#)

Questions and Answers

- Transcript ([Appendix A](#))

Feedback



Our feedback section included a report back on what we've heard since starting detailed design on the new parks, roads and bridges in 2017.

To read summary reports from previous public consultations:

- [PIC #1 meeting summary](#)
- [PIC #2 meeting summary](#)
- [Focus groups summary](#)

During the two-day information centre and the June 20 meeting, participants were asked to leave comments or feedback for the project team.

We received comments related to the following topics or issues:

- Natural green space
- Wildlife
- Affordability

To help design future consultations, participants were also asked to identify specific areas of interest. Fill out this [very short survey](#) to tell us what topics you're interested in learning more about at a future public meeting. This online survey will remain open until October 2019. If you would like to provide comments, or have questions or concerns about any of the materials from this meeting, please [email us](#).

APPENDIX A

Q&A – June 20 PIC Presentation

Q: Has the design team taken the steps necessary to create conditions that will sustain future growth and soil sustainability?

A: Yes, the team is going to great lengths with the plant selection and soil design in order to lay the foundation for that system to function as a developed ecosystem and support the wildlife we expect to come from the surrounding areas.

Q: I'm concerned that tree trunks or trees themselves might hide the differences between the pedestrian, bike, and car lanes. For example, where the crosswalks are, if a tree is covering a pedestrian crosswalk, will cars be able to see pedestrians?

A: When we the design teams create the layout for a planting plan, they take in consideration all the traffic sightlines. There won't be any plantings proposed that would be a hazard or obscure views.

Q: Commissioners Street is heavily used by industrial trucks. Are the proposed pavers able to sustain that amount of weight, or will the trucks be diverted before reaching the park area?

A: All roads have been designed to accommodate heavy truck traffic.

Q: Will the bridges be high enough to accommodate large freight ships and shipping container boats that navigate the Keating Channel now?

A: The Cherry Street North bridge over the Keating Channel will have enough clearance for Ports Toronto's sediment management. Large freight ships will not have clearance.

Q: In previous designs, the main pathway was shown as a continuation of the overall waterfront trail system that connects the downtown with Promontory Park North. How come that's not being shown today?

A: We're not building Promontory Park North and those associated trail connections as part of the Port Lands Flood Protection project. We did, however, design those elements in order to ensure the overall vision for the Port Lands is cohesive. The expectation is that these elements will get built in lockstep with future development. Today, we wanted to show only project elements on which we've advanced design since our last public meeting. Since we haven't advanced the park and trails that aren't part of this project's scope beyond 30% design, we aren't showing them in this presentation.

Q: Since Promontory Park and the pedestrian footbridge that would connect it to downtown aren't being built now, is there concern that Promontory Park South, in the early days, will be isolated and cut off from the rest of the world?

A: There will be public transit on Cherry Street over the new Cherry Street Bridge, as well as along Commissioners Street. New bicycle routes are also being built and will provide a good connection that ties into both the existing Martin Goodman Trail and the Lower Don Trail. So, the connections will be there when we complete construction in 2024.

Q: What provisions have you made or considered for ensuring the safe passage of wildlife to Villiers Island over the new bridges?

A: The plan is not to get them over the bridges, but rather to provide connections under the bridge in wildlife corridors. We anticipate that wildlife will move along these corridors along and between the shorelines.

Q: Regarding the green infrastructure for the streets, what design considerations have been taken into account and are they meant to absorb rainfall?

A: Low-impact development or green infrastructure has been incorporated into the streets following industry best practices. We're aiming to reduce the heat island effect and also reduce the amount of rainwater that goes into the storm system.