

port lands public meeting #3

May 24, 2012

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Waterfront Toronto



why we are here: the Port Lands Acceleration Initiative

- Sept. 21 City Council unanimously endorsed a protocol for City/Waterfront Toronto/TRCA to undertake a review of the Port Lands
 - High-level road map for accelerating development and maximizing value as a city legacy
 - Building on prior work, while exploring new ideas and creative solutions
 - Further examining flood protection options within the DMNP EA terms of reference



building on existing work

key elements of the central waterfront plan

- removing barriers/making connections
- building a network of spectacular waterfront parks and public spaces
- promoting a clean and green environment
- creating dynamic and diverse communities



building on existing work

- mixed use direction for the Port Lands
- the Port Lands as a Centre for Creativity and Innovation for knowledge-based industries, film and new media activities
- maintaining Toronto's Port activities
- new urban district creating several new major neighbourhoods containing many of the elements of the best Toronto neighbourhoods



key findings to date

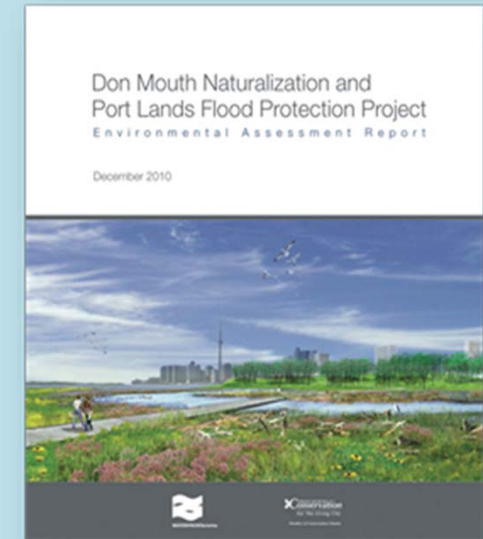
- flood protection alternative 4ws is fundamentally sound
- overall costs can be reduced by modifying flood protection alternative 4ws
- modified plan (4ws realigned) includes generous public spaces and preserves the water's edge for public use
- phasing enables earlier development, generating funds for reinvestment
- initial infrastructure investment is reduced through phasing
- the Port Lands must be developed in phases due to its size
- existing infrastructure can be used to support some preliminary development

key findings to date

- phasing and cost-sharing of infrastructure is essential for development
- upfront investment of \$150 to \$300 million (depending on precinct)
- the Port Lands is a working port with uses that are essential for the operation of the City
- phased development can be achieved while accommodating current uses and maintaining the working port
- revenues and funding sources have yet to be fully determined
- the Port Lands Acceleration Initiative is one of many steps towards realizing the enormous potential of the Port Lands

flood protection

1. **Keep the river alternative selected in the EA, but refine the alignment to address stakeholder concerns and provide greater development potential**
2. Phase the implementation of the flood protection so investment is matched with private sector development opportunities.



flood protection options



2 Realigned



4W Realigned



4WS Realigned

	Flood Protection (\$Million)	Phasing Opportunity	Total Area (hectare)	Park Space (hectare)	Flood Plain (hectare)	Developable Area (hectare)
Option 2 Realigned	\$293 *	1 Phase	72.9	10.7	19.3	42.9
Option 4W Realigned	\$302 *	3 Phases	74.6	10.7	22.8	41.4
Option 4WS Realigned	\$355	5 Phases	80.6	10.7	26.1	43.8

* Estimate excludes costs required to acquire privately owned lands situated in river alignment

recommended option – 4ws realigned

City-building

- more phases allows for acceleration of flood protection and development
- lowest first cost to remove developable land from flood plain
- largest area of developable land
- largest green space including parks and floodplain

Naturalization

- largest floodplain provides for more habitat

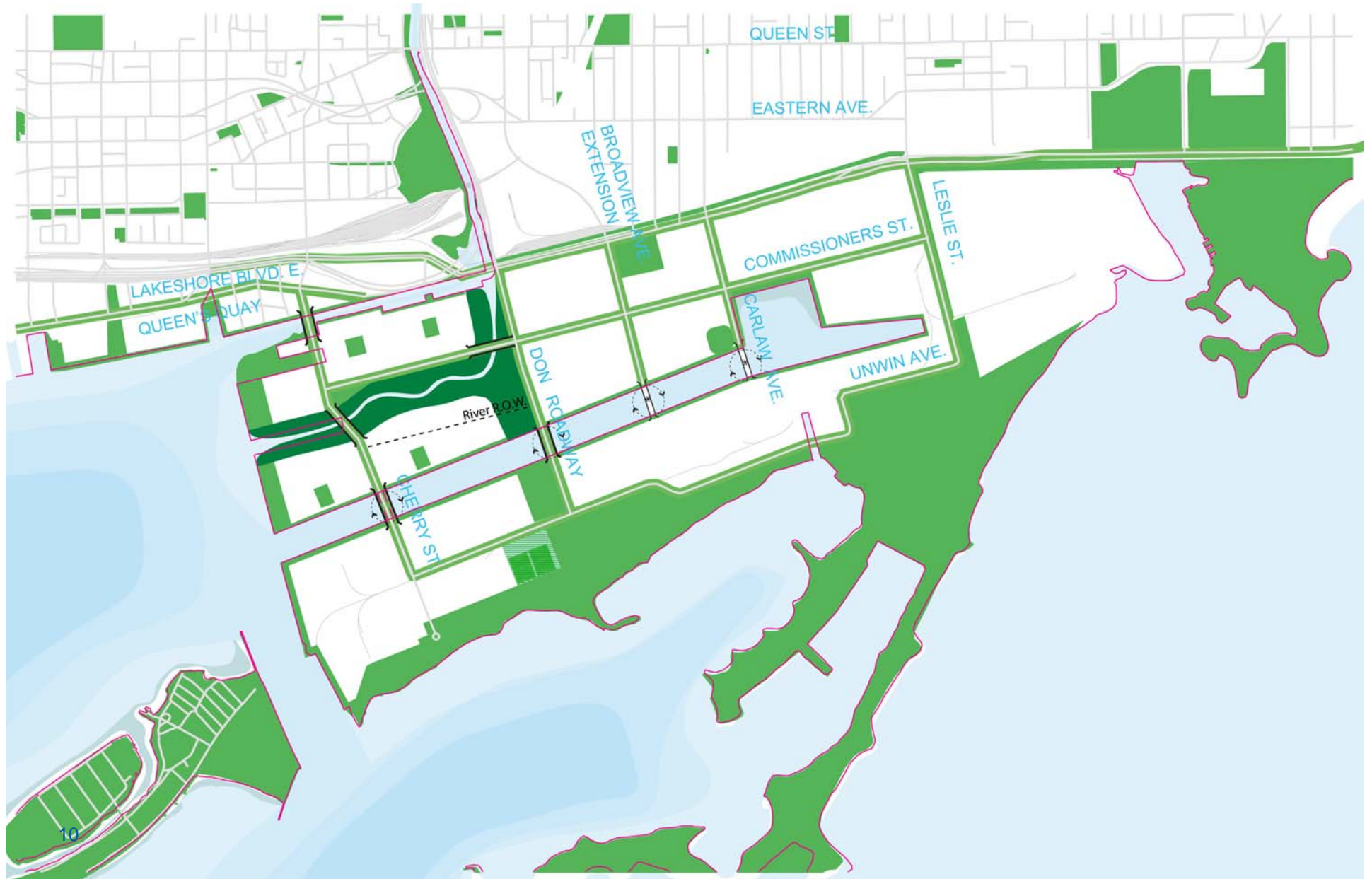
Flood protection

- greatest flexibility in conveying flood due to three outlets
- requires no expropriation of privately owned lands



4WS Realigned

recommended option - 4ws realigned



comparison of 4ws preferred and 4ws realigned

	Phasing Opportunity	Total Area (hectare)	Park Space (hectare)	Flood Plain (hectare)	Developable Area (hectare)
Option 4WS Preferred	3 Phases	84.7	14.4	30.7	39.6
Option 4WS Realigned	5 Phases	80.6	10.7	26.1	43.8



4WS Preferred



4WS Realigned

comparison of 4ws preferred and 4ws realigned



4WS Preferred

Promontory Parks Total 8.7
Ha



4WS Realigned

Promontory Parks Total 7.7
Ha

park precedent comparisons

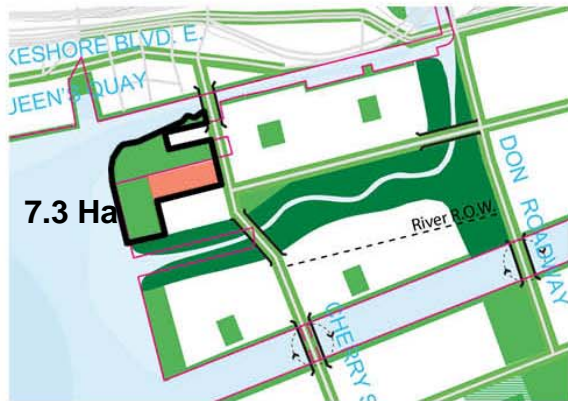
Don River Park



Dufferin Grove Park



Withrow Park



park precedent comparisons

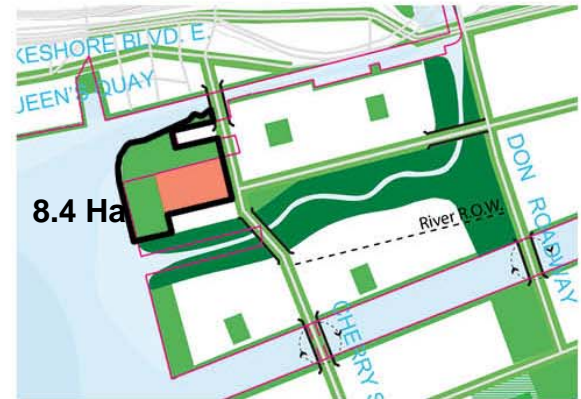
Coronation Park



McCleary Park



Kew Gardens



why 4ws realigned instead of 4ws preferred

- resolves stakeholders' concerns with 4WS Preferred by:
 - removing promontories, which eliminates navigational risk and loss of dock wall
 - phasing construction to maintain Lafarge slip for life of Lafarge plant
- provides 4 hectare increase in developable land area
- phasing increases potential for acceleration of flood protection and development
- improved development blocks that can be released in phases
- realignment enhances river views and improves access to public realm
- costs reduced due to:
 - removal of promontories
 - reduced area of flood plain
 - bridge and utility infrastructure efficiency and removals
 - use of Lafarge channel for river mouth alignment



4WS Realigned

draft recommendations (flood protection)

- endorse option "4ws Re-aligned" for the DMNP EA
- develop a phasing strategy and regulatory framework for the implementation of the DMNP
- protect the proposed corridor of the Lower Don River from encroachment by development



4WS Realigned

draft recommendations (land use planning)

- protect the proposed corridor of the Lower Don River from encroachment by development
- set the framework to conduct precinct planning
- revise the Lower Don Lands Class EA Infrastructure Master Plan
- Revise the Keating Channel Precinct Class EA Environmental Study Report
- identify and retain lands for potential transformational use(s)
- maintain existing industrial uses and operations in the Port Lands



transformational initiatives



Sydney Opera House



Singapore Biopolis



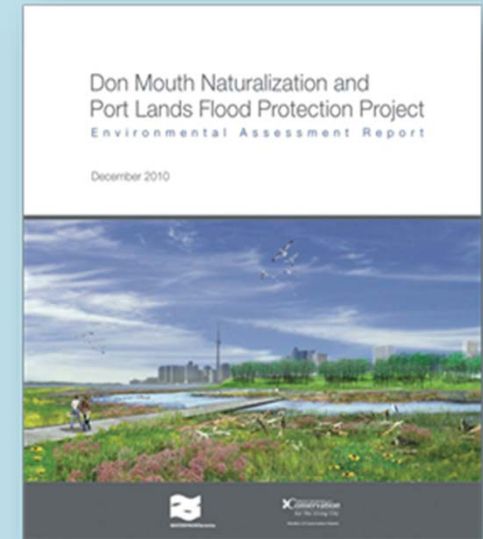
Boston Institute of Contemporary Art



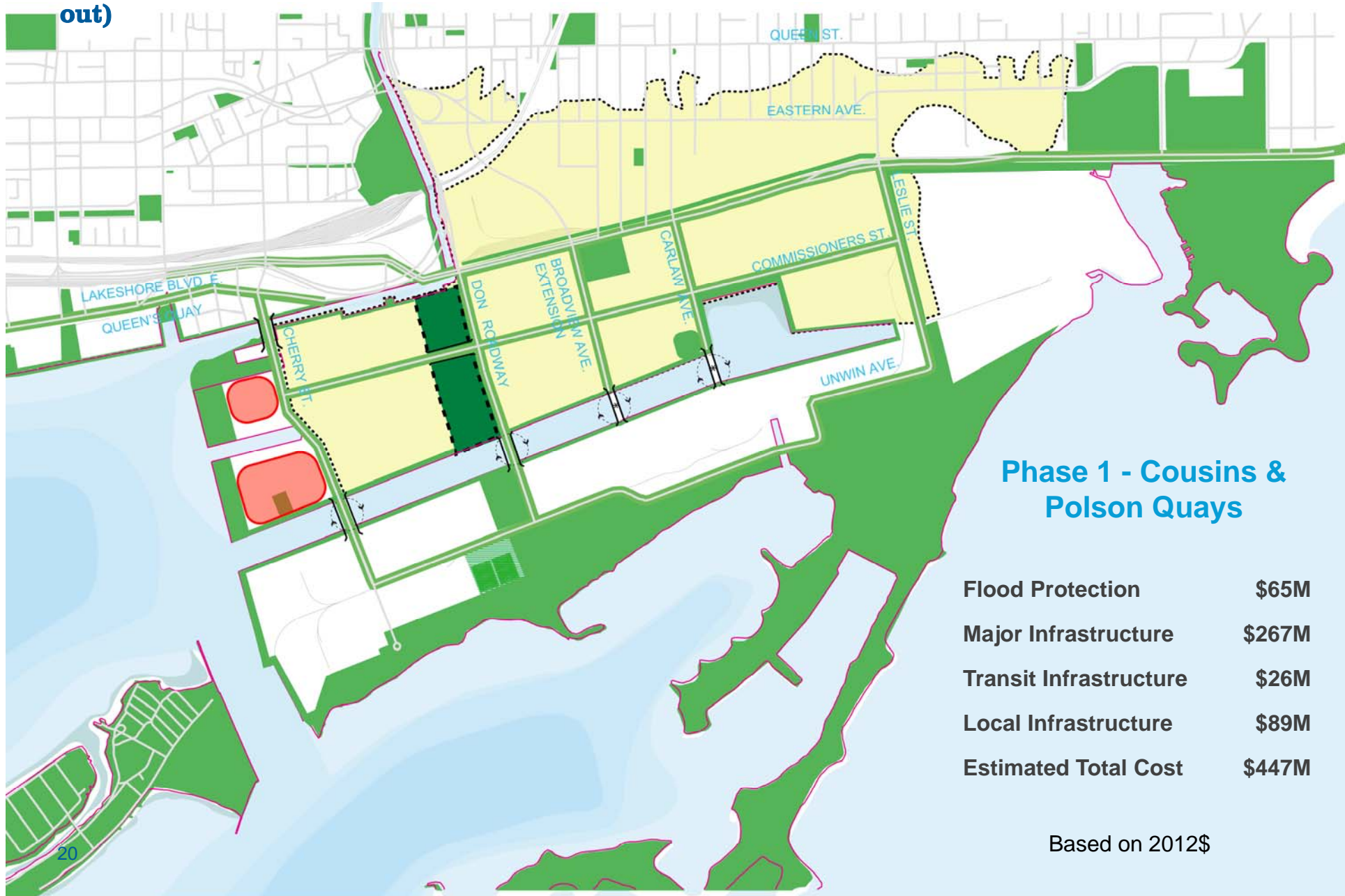
Bilbao Guggenheim Museum

phasing and costs

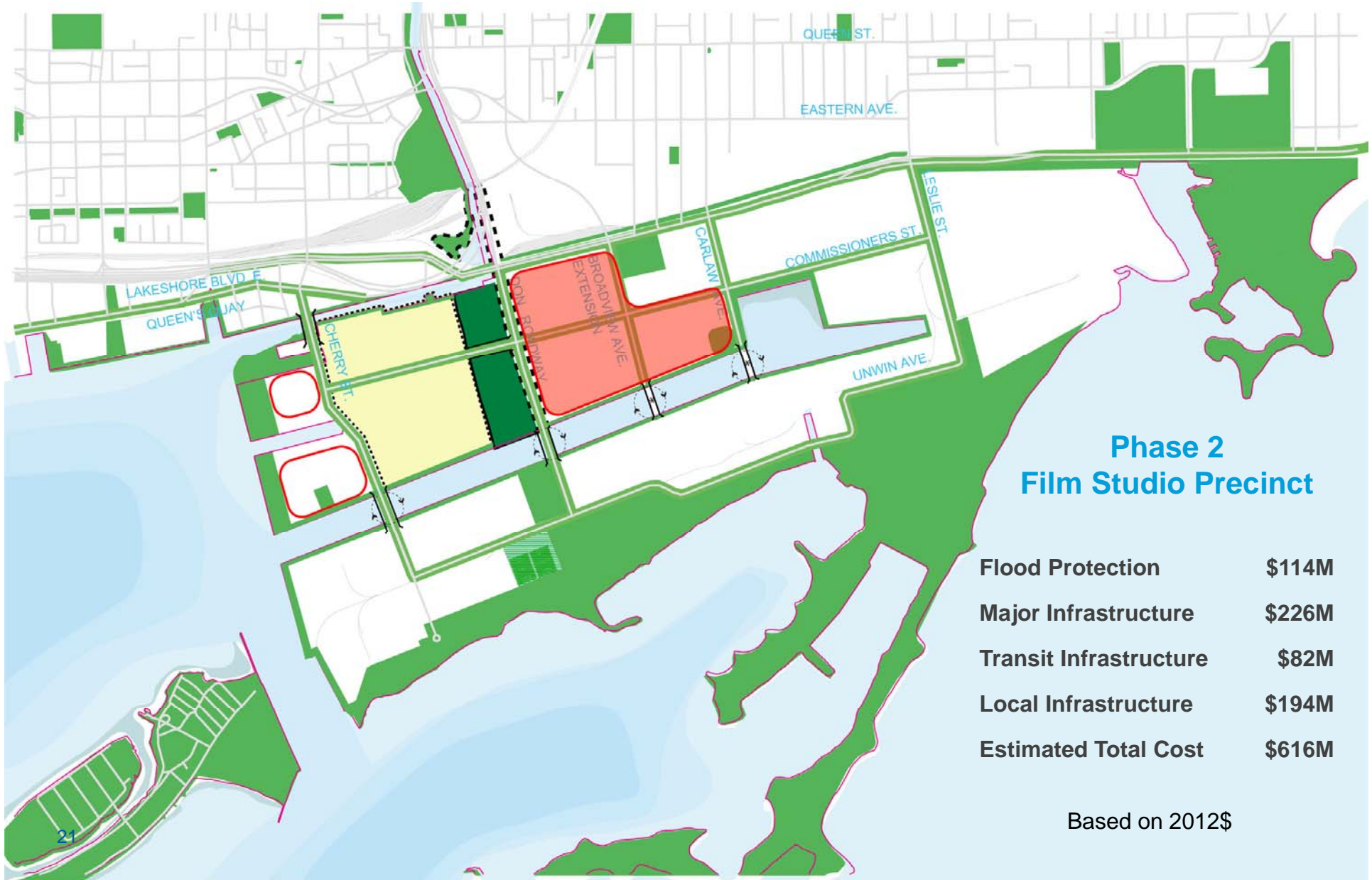
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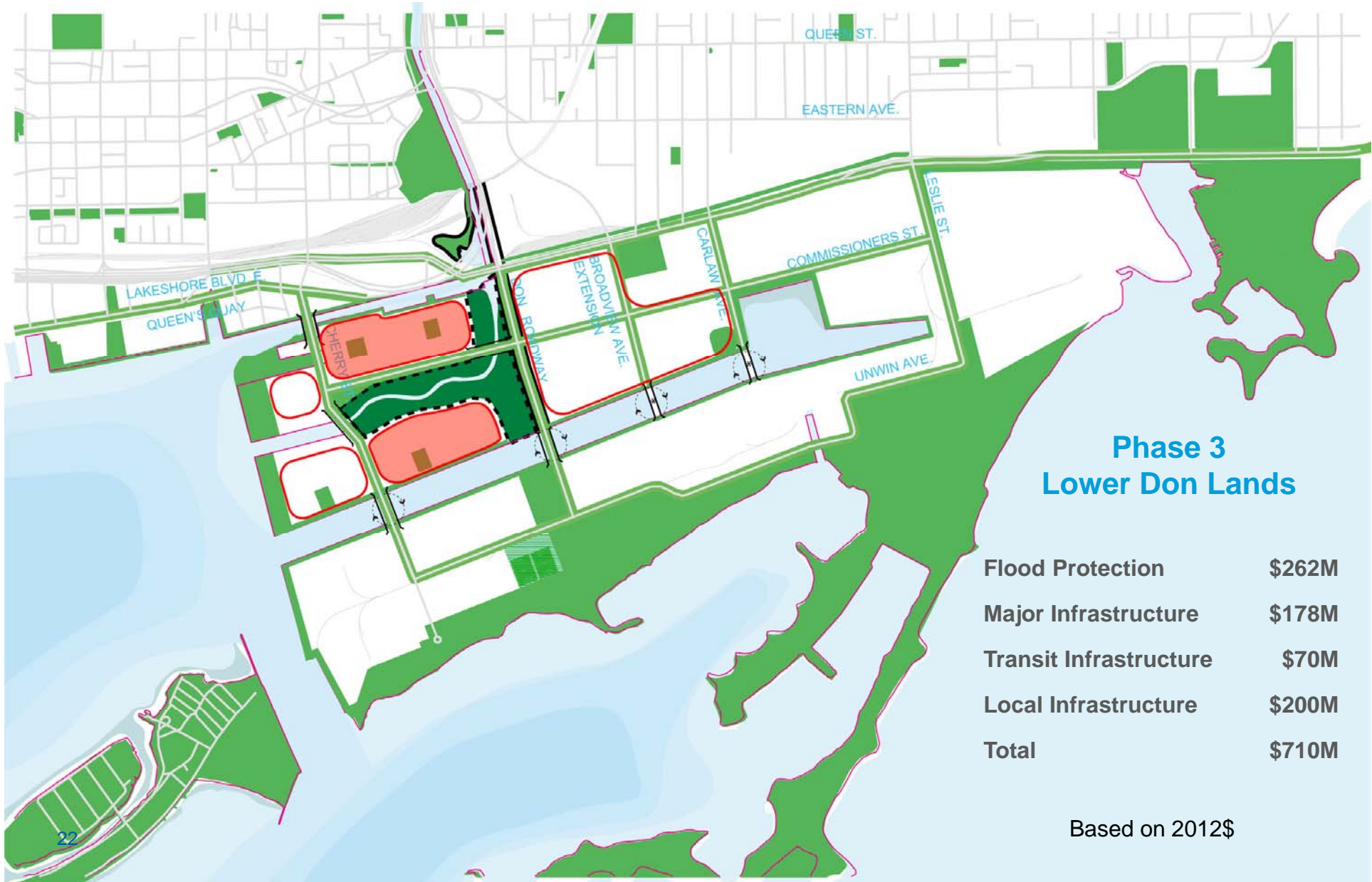
preliminary phasing and costs (based on full build out)



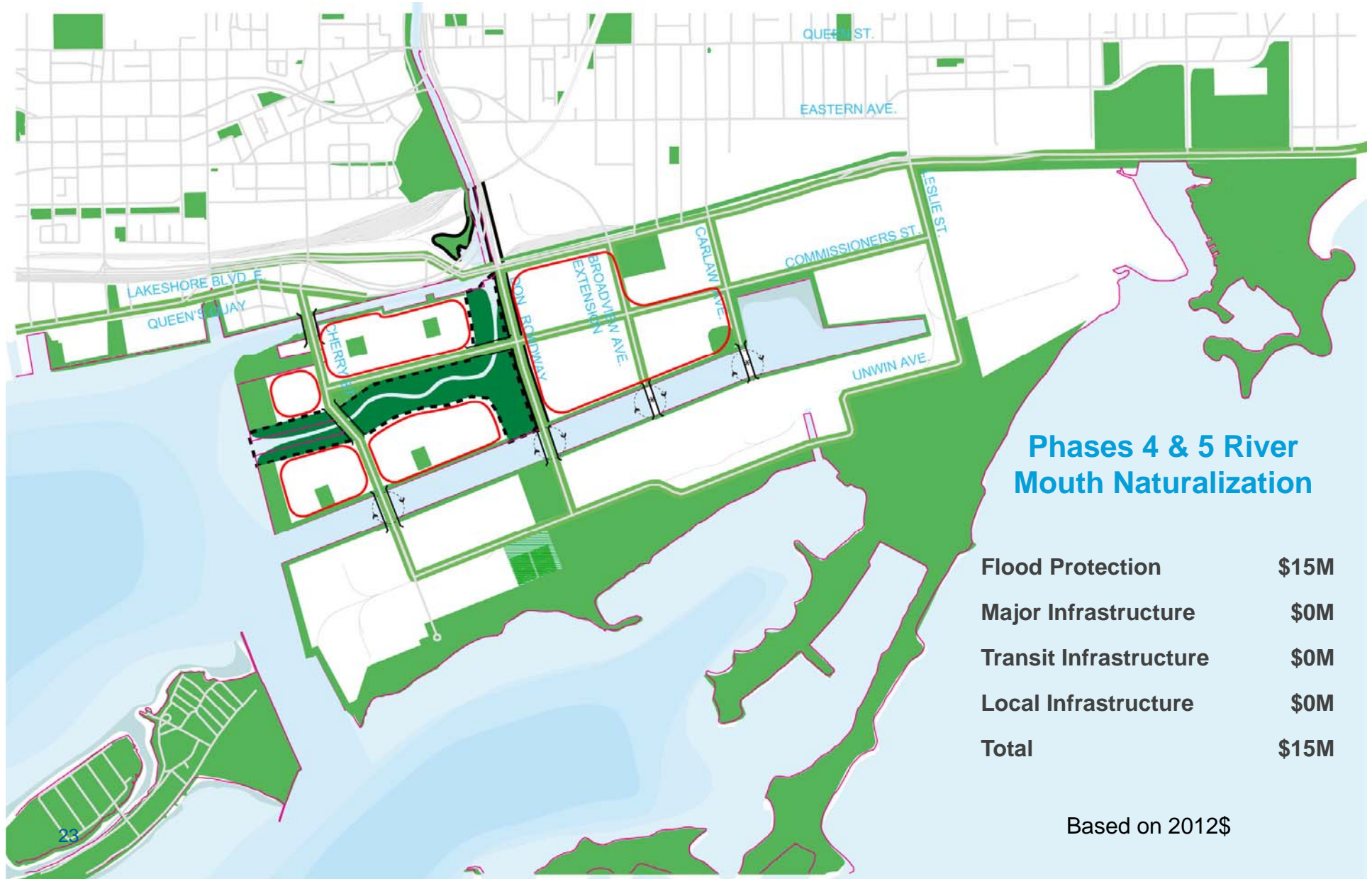
preliminary phasing and costs (based on full build out)



preliminary phasing and costs (based on full build out)



preliminary phasing and costs (based on full build out)



Phases 4 & 5 River Mouth Naturalization

Flood Protection	\$15M
Major Infrastructure	\$0M
Transit Infrastructure	\$0M
Local Infrastructure	\$0M
Total	\$15M

Based on 2012\$

preliminary phasing and cost summary

	Cousins & Polson Quays (Phase 1) (\$2012 Millions)	Film Studio Precinct (Phase 2) (\$2012 Millions)	Lower Don Lands (Phase 3) (\$2012 Millions)	River Mouth Naturalization (Phase 4 & 5) (\$2012 Millions)	Balance of PL North of Ship Channel (\$ Millions)	Total in 2012 \$ (\$Millions)
Flood Protection	\$65	\$114	\$262	\$15	\$0	\$456
Major Infrastructure	\$267	\$226	\$178	\$0	\$72	\$743
Transit Infrastructure	\$26	\$82	\$70	\$0	\$20	\$198
Local Infrastructure	\$89	\$194	\$200	\$0	\$20	\$503
Total Investment	\$447	\$616	\$710	\$15	\$112	\$1,900

flood protection and major infrastructure by phase

Phase 1

- Spillway
- Extend Queens Quay
- Reconstruct Cherry Street
- Construct Cherry Street bridges over Keating Channel
- Lake fill around Essroc Quay
- Install new utilities and municipal services
- Reinforce and rebuild dock walls
- Construct major parks and public realm

Phase 2

- FPL north of Lakeshore
- Widen Bridges
- Build sediment basin
- Reconstruct Don Roadway
- Reconstruct Commissioners Street and Carlaw Avenue
- Bury Hydro transmission lines
- Realign Lakeshore Blvdr
- Install new sewers, water mains, utilities and municipal services
- Reinforce and rebuild dock walls
- Construct major parks and public realm

Phase 3

- Construct river channel and flood plain
- Construct Cherry Street bridge over river
- Construct Commissioners Street bridge over river
- Reconstruct Commissioners Street
- Reinforce and rebuild dock walls
- New major parks and public realm

funding strategies

- Potential funding sources include:
 - Land sale revenue
 - Area specific development charges
 - Land owner cost sharing agreements
 - Front ending agreements
 - Private sector investment
 - Tax Increment Financing (TIF)
 - Government debt financing

Amount of required funding not yet defined

Not all funding sources feasible - additional sources are required

next steps

- conduct preliminary design review of 4ws realigned floodplain and parks
- finalize business and implementation plan
- undertake a peer review of business and implementation plan
- review additional sources of funding
- consult with property owners on the formation of a land-owners group, front-ending and other appropriate cost sharing agreements
- conduct next round of public consultation
- review the provision of transit to the Port Lands in the long term Rapid Transit Funding Strategy

Please visit

www.portlandsconsultation.ca