

# Port Lands and South of Eastern



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

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Port Lands and South of Eastern  
Community Consultation Meeting #1 Report

This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Port Lands Planning Framework and Port Lands and South of Eastern Municipal Class Environmental Assessment (EA). If you have any questions or comments regarding this report, please contact:

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## INTRODUCTION

### Background

Building on the achievements of the Port Lands Acceleration Initiative, Waterfront Toronto, the City of Toronto and the Toronto and Region Conservation Authority (TRCA) continue to work together to revitalize the Port Lands. The focus of current efforts is to create an overall planning framework to guide revitalization for the next several decades. Studies now underway include: the Port Lands Planning Framework, precinct planning for Cousins Quay and the Film Studio District, the Port Lands and South of Eastern Transportation and Servicing Master Plan. While not part of the *Central Waterfront*, the City of Toronto City Planning Division is also undertaking a planning study – the South of Eastern Strategic Direction in the South of Eastern area, directly to the north of the Port Lands.

The Port Lands are an unparalleled redevelopment opportunity for the City. Located east of Toronto's downtown area between the Inner Harbour and Leslie Street and south of Lake Shore Boulevard, the Port Lands are approximately 356 hectares (880 acres) in area and were created through filling in of the Ashbridges Bay in the early 20th century as a new district to serve the City's growing industrial sector. Waterfront Toronto and the City of Toronto are jointly developing a high-level plan to establish a coordinated and comprehensive framework to guide investment and future revitalization of the Port Lands. An overview of each initiative is included below:

### *Port lands Planning Framework*

Waterfront Toronto, the City of Toronto and TRCA are developing a planning framework for the Port Lands that builds on the momentum from the Port Lands Acceleration Initiative adopted by City Council in 2012. The planning framework will guide revitalization efforts in the Port Lands and will provide the foundations for affirming and refining the vision for the Port Lands in the Central Waterfront Secondary Plan.



### *Precinct Planning*

Precinct planning is being undertaken by Waterfront Toronto and the City of Toronto for Cousins Quay and the Film Studio District. Precinct Plans outline development principles and guidelines at a more detailed level and illustrate how lands can be developed to meet the policies of the Central Waterfront Secondary Plan. Precinct planning forms the bridge that allows planning to move from Secondary Plan policies to Zoning By-law provisions.



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### *South of Eastern Strategic Direction*

The City of Toronto is undertaking a planning study - the South of Eastern Strategic Direction – for the South of Eastern area. The South of Eastern area is an employment district bounded by the Don River in the west, Eastern Avenue to the north, Coxwell Avenue to the east and Lake Shore Boulevard to the south. The Strategic Direction will focus on economic development, urban design and transportation.



### *Port Lands and South of Eastern Transportation and Servicing Master Plan EA*

The City of Toronto is undertaking a Transportation and Servicing Master Plan (TSMP) for a portion of the Port Lands and the South of Eastern area in accordance with the requirements of the Municipal Class EA. The TSMP will identify the necessary infrastructure (streets, transit, watermains and sewers) to support revitalization in the Port Lands and continued economic growth in the South of Eastern area.



### **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 planning process.

The objectives of the consultation process are 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 operates, including those of the *Planning Act* and Municipal Class EA;
- Present information in a manner that fosters an understanding of the emerging plans and provide opportunities for meaningful dialogue that embraces different perspectives; and
- Identify and work towards a common ground, ultimately building trust and support for the recommendations that will be contained in the final plans.

The Port Lands and South of Eastern Planning Studies, including Precinct Planning for Cousins Quay and the Film Studio District, will include a robust public consultation program to ensure multiple

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opportunities for participation as part of an inclusive and transparent consultation process. The first public consultation process was held between November 21 and December 12, 2013, and engaged over 100 individuals and 24 stakeholder groups.

Engagement during this round of consultations was facilitated through several complementary approaches including: a stakeholder advisory committee meeting, a land owners and users advisory committee meeting, a community consultation meeting, 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, and will be used to inform and shape the next phase of the planning process and related consultation activities.

## **Report Contents**

This report provides a description of the consultation and engagement activities undertaken as part of the first phase of the Port Lands and South of Eastern Planning Studies, as well as a summary of the feedback received from the consultation activities. 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 into key themes in Section 3, and includes a compilation of the comments and suggestions that emerged from the consultation process. Next steps in the Planning Study process are outlined in Section 4.

## **ROUND ONE CONSULTATION PROCESS OVERVIEW**

To fulfill the objectives of the consultation strategy, 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 utilized to provide multiple opportunities for public participation as part of an inclusive and transparent consultation process.

### **Communication and Promotional Tactics**

#### *Community Mail-Out*

Approximately 5000 meeting notices were mailed-out through Canada Post during the week of November 11-15, 2013. The distribution area included all properties in the study area plus the surrounding area bound by Queen Street East to the north, the Don River to the west, and Coxwell Avenue to the east.

#### *Project Website*

The project website ([www.portlandsconsultation.ca](http://www.portlandsconsultation.ca)) serves as a landing spot for all information related to planning efforts for revitalizing the Port. The website includes a comprehensive overview of the study, relevant documents and resources, information about consultation events and opportunities to provide feedback. The project website also includes links to City of Toronto and Waterfront Toronto

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webpages containing additional background information about the planning studies and history of planning efforts in the Port Lands.

### *Social Media*

Waterfront Toronto and City of Toronto Twitter accounts - @WaterfrontTO, @TorontoCivicEng, and @CityPlanTO were used as promotional tactics to increase awareness about the Community Consultation Meeting and to encourage broad participation. The project hashtag #portlandsconsult was also used on all tweets to promote and track discussion.

### *Public Notice/Invitation*

A formal public notice was published in the Toronto Sun and Beach-Riverdale Mirror on November 18, 2013 and November 21, 2013 respectively to promote stakeholder and public awareness of the community consultation meeting. A copy of the public meeting notice is included in *Appendix A*. The public notice was also included in the November 2013 edition of Waterfront Toronto's newsletter, which was emailed to subscribers and available [online](#). 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.

### **Consultation Resources**

A number of resources were developed to facilitate participation for the first consultation process. These resources were made available at the first Community Consultation Meeting and subsequently posted on the project website. An overview of each resource is provided below.

### *Participant Workbook*

A Participant Workbook was developed to summarize the five initiatives underway. The Workbook contained a summary of the planning initiatives, draft objectives to guide the development of the Port Lands Planning Framework and Precinct Plans, and problems and opportunities related to transportation and servicing in the Port Lands and South of Eastern areas. The Workbook also included key discussion questions, enabling participants to provide feedback on each study. An interactive version of the Workbook was posted on the project website between November 29 and December 12, 2013, allowing the public to provide comments and feedback to the project team following the public meeting.

### *Overview Presentation*

A presentation was delivered at the public meeting to provide an overview of the planning initiatives underway in the Port Lands including: the Port Lands Planning Framework and Precinct Plans, South of Eastern Strategic Direction, and the Port Lands and South of Eastern Transportation and Servicing Master Plan EA. A PDF version of the presentation is available on the project [website](#).

### *Open House Display Boards*

Approximately 40 boards were displayed at the Community Consultation Meeting to provide attendees with an overview of the project and to provide more detail about the individual planning initiatives.

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Space was also provided for attendees to provide their feedback directly on the panels, charts and maps. A PDF version of the boards was made available on the project [website](#).



**Photos of Open House Display Boards and Maps**

### **Consultation Activities**

The following consultation activities were implemented to ensure broad participation from key stakeholders and members of the public.

#### *Stakeholder Advisory Committee (SAC) Meeting*

A SAC meeting with key interest groups and community associations was held on November 21, 2013 at City Hall. The purpose of the meeting was to orient stakeholders with the different studies, and receive feedback on the presentation in preparation for the first Community Consultation Meeting. The format of the meeting consisted of a presentation, a question and answer period, and an open discussion about the material presented.

#### *Land Owners and Users Advisory Committee (LUAC) Meeting*

A meeting with land owners and users was held on November 21, 2013 at Waterfront Toronto. The purpose of the meeting was to orient stakeholders with the different studies, and receive feedback on the overview presentation in preparation for the first Community Consultation Meeting. The format of the meeting consisted of a presentation, a question and answer period, and an open discussion about the material presented.

#### *Community Consultation Meeting (CCM)*

A Community Consultation Meeting was held on November 28, 2013 at Riverdale Collegiate. Approximately 100 people attended the meeting. The purpose of the meeting was to introduce and provide background information on the five initiatives underway in the area and seek feedback on:

- Likes and dislikes about existing conditions in the Port Lands and South of Eastern areas;
- People's vision for areas/sites within the Port Lands;
- The draft objectives developed to inform and guide the development of the Port Lands Planning Framework and Precinct Planning;



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- Important considerations for the South of Eastern Strategic Direction; and
- Problems and opportunities in the Port Lands and South of Eastern areas specifically related to transportation (streets and transit) and servicing (water, sanitary sewers and stormwater management).

The format of the meeting consisted of an open house followed by a presentation and question and answer period (see *Appendix B*). During the open house, participants had the opportunity to view display boards, featuring key aspects of each planning initiative, and provide input. Members of the project team were available to answer questions during the open house.



**Photos of Community Consultation Meeting on November 28, 2013**

### *Online Engagement*

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

- Online Participant Workbook - The project website included an online version of the Participant Workbook allowing stakeholders to review the information and discussion questions and provide feedback on their own time.
- Social Media - Twitter was used to provide real time updates of the proceedings at the Community Consultation Meeting. The project hashtag #portlandsconsult was used on all tweets to promote discussion.
- Email – Stakeholders were also invited to submit feedback through email, either through [info@waterfrontoronto.ca](mailto:info@waterfrontoronto.ca) or [portlands@toronto.ca](mailto:portlands@toronto.ca).

## SUMMARY OF PARTICIPANT FEEDBACK

The purpose of this round of consultation was to introduce and seek feedback on the Port Lands and South of Eastern Planning studies currently underway.

### Open House Feedback

Interactive stations set up near the display boards during the open house session were designed to collect feedback from participants using coloured dots, post-it notes and flip chart paper. The feedback is summarized below:

#### *Dotmocracy and Post-it Notes*

Land Use, Observations and Experiences	
Like	Dislike
<ul style="list-style-type: none"> <li>Cherry Beach/North Shore Park (x4)</li> <li>Cherry Beach Soccer Fields (x2)</li> <li>Hearn Generating Station (x3)</li> <li>Leslie Street Spit (x4)</li> <li>View to downtown (x1)</li> <li>Heritage buildings and silos on Cherry Street (x2)</li> <li>Potential for bars/restaurants along Keating Channel (x1)</li> <li>Explore whether Marine Terminal building can be re-purposed for park use (x1).</li> <li>Consider designating the area south of the ship channel as park land (x1)</li> <li>Infrastructure to support job creation in information technology (x1)</li> <li>Clean tech cluster (x1)</li> </ul>	<ul style="list-style-type: none"> <li>Go-Karts at Polson Pier (x1)</li> <li>Do not develop North Shore Park (x1)</li> <li>Do not introduce beaches within the Leslie Street Spit (x1)</li> <li>Limited roadway connections into the Port Lands (x1)</li> <li>Clean contaminated industrial lands (x2)</li> <li>Limited transit to support business and commercial activities (x1)</li> <li>Scrap yard near Leslie Street and Eastern Avenue (x1)</li> <li>Congestion at Carlaw Avenue and Lake Shore Boulevard – permit u-turn (x1)</li> </ul>



Photos of the aerials where participants provided feedback about Land Use using coloured dots and post-it notes.

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Transportation and Servicing, Opportunities and Challenges	
Opportunities	Challenges
<ul style="list-style-type: none"> <li>• Build a new school next to the Cherry Beach soccer fields (x1)</li> <li>• Redevelop the Hearn as a multi-purpose venue space (x1)</li> <li>• Recognize and include First Nation history in the redesign (x1)</li> <li>• Extend Carlaw Avenue as a flyover bridge for cyclists and pedestrians (e.g. Spit Bridge) (x1)</li> <li>• Extend Broadview Avenue to Lake Shore Boulevard (x1)</li> <li>• Create gateway connections to the lake (x1)</li> <li>• Re-route Lake Shore Boulevard at Coxwell Avenue (x1)</li> <li>• Build on existing recreation uses and trails (x2)</li> <li>• Separate storm/sanitary sewers (for Eastern Avenue) (x1)</li> <li>• Potential for new LRT route on Commissioners Street (x1)</li> <li>• Toronto Waterfront Golf Academy (x3)</li> </ul>	<ul style="list-style-type: none"> <li>• Limited north-south bike crossing over the shipping channel (x1)</li> <li>• Improving existing connections into the Port Lands to make them more inviting (x1)</li> <li>• Existing shipping activities (x1)</li> <li>• Toronto Waterfront Golf Academy (x2)</li> </ul>



Photos of the aerials where participants provided feedback about Transportation and Servicing using coloured dots and post-it notes.

*Flip Chart, Ideas for the Hearn?*

- Improve connectivity through public transportation and bridges.
- Re-purpose it as event space, a recreational facility, or a cultural facility (e.g., Canadian Music Hall of Fame, Tate Modern, and Hamburg Concert Hall).
- Recognize and protect the Hearn as a film location.
- Leverage existing assets (e.g. First Nation history, archaeology, current anthropology).

## Presentation Questions of Clarification

Following the presentation, the following questions of clarification were asked:

**Q1: With respect to the Gardiner East project, one of the options is to remove the elevated expressway which would impact the northern area of this plan. What integration discussion is there going to be? At what point would you connect those two plans?**

**A1:** Many of the same staff are working on both projects. The recommendation for the Gardiner East has not been finalized. All of the options being looked at for the Gardiner East are being looked at with an eye towards making sure they are compatible with the Don Mouth Naturalization EA, and Port Lands Acceleration Initiative. We will ensure they are coordinated, especially looking at traffic volumes. The next round for Gardiner East consultations is scheduled for late January/early February. There is a major attempt to coalesce the plans.

**Q2: With all the new proposed community neighbourhoods, what are the implications for an expanded Billy Bishop Airport?**

**A2:** The implications of the expanded airport are set out in a report that is available on the City's [website](#). There are a lot of unanswered questions with respect to that proposal. Generally, the work we are doing on the Port Lands has to take into account a wide range of considerations. It is one of many factors that will be taken into account as we develop the framework and the precinct planning. There is an airport zoning regulation that has a limitation on height, it extends out from the airport but by the time it reaches the Port Lands it is quite high. It has not been thought of as a significant issue to date, but we are mindful of it.

**Q3: I am curious about the sustainability implications of building. What is the timeframe you are looking at? What are the sustainability goals and issues you will be addressing so the City builds something that is truly sustainable, meeting goals within the timeframe?**

**A3:** Sustainability will be addressed in the precinct plans, including building envelopes, direct sunlight in the public realm, renewable energy sources and stormwater treatment systems. Sustainability specialists are on the various consulting teams retained to assist with the planning work. Our goal is to bring in as much creativity as we can to sustainability initiatives as each precinct is planned. As of January 2010, all site plan applications that the city processes must meet the City's Green Development Standard. The City had 600 applications in total adhering to the Standard, resulting in significant greenhouse gas emission reductions. The City is very engaged with sustainability both on the policy side, new planning, and the regulatory side.

**Q4: Your presentation shows an emphasis on streetscapes within the study area. I am worried about the streets surrounding the precincts. No thought been given to main thoroughfares. We don't want the same thing that happened in Mimico to happen here.**

**A4:** We are going to be developing streetscape options for Commissioners St. and Cherry St. Connectivity to surrounding neighbourhood and land uses is a key priority of the planning studies.

**Q5: I represent the Mississaugas of the New Credit First Nation. There were traditional sites in the area, how will they be addressed and looked at? As a First Nations person, we don't see ourselves in any of these plans. It has all been covered up. All of our existence has been erased. On the waterfront, we hope that it will be considered important and recognized.**

**A5:** Phase I archeological assessments will be done as part of these processes. We would like to engage you on the issues you just raised and talk about how you can contribute on those processes.

**Q6: Is there an overall timeline for this? Is it a 20 year plan? A 10 year plan? You talk about flexibility, how will they fit together eventually if they are developed so many years apart?**

**A6:** We foresee building out over a 20-30 year period. We can make this clearer. It is a long projection. Flood protection is key to start unlocking the potential.

**Q7: I am concerned that the South of Eastern employment area is going to act as a barrier to transportation through that area to the lake. Our experience on Leslie Street has been bad that way, with big box stores taking over space for cycling infrastructure. I am concerned about the north-south connections.**

**A7:** Permeability is a key issue. Both the transportation work and the urban design work will look at that issue. The City is addressing this with current applications to improve connectivity early on. That will be a key ingredient in connecting neighbourhoods in the north.

**Q8: I am homeowner in the residential area south of Eastern Avenue. What are the implications for our neighbourhood from all the development around us?**

**A8:** Generally, the policy calls for the retention of residential pockets. It's a community; we must have regard for that when we deal with the questions that come up regarding South of Eastern. How we locate new buildings, how we deal with traffic and parking issues. Those are the types of issues that the City is mindful of and we will be happy to connect with you.

**C1:** I sat on the SAC, and attended the meeting last week to preview the presentation. You did a fabulous job of boiling down the information; it came across very well tonight.

**Q10: There is a lot of potential in this area. There is potential to intertwine and interweave the economic plans with your urban design. It is important you do not alienate various parts of the communities. Do you see your urban design plan having a community engagement component?**

**A10:** When we think of the new public spaces, we need to think not only of the people who would work in the area but also the broader community. We will look at integration, from a design and programming point of view.

### **Participant Workbooks**

Participants who attended the community consultation meeting provided feedback by completing and submitting the Participant Workbook, while online participants submitted comments electronically using a fillable version of the Workbook on the project website. A combined total of 18 hardcopy and online feedback forms were completed between November 28, 2013 and December 12, 2013. Feedback,

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organized by the discussion questions in the Workbook, is summarized below and provides a high-level synopsis of recurring comments, concerns and/or recommendations from consultation participants.

*Key Issues & Opportunities to be addressed in the Port Lands Planning Framework*

- Create sustainable transportation linkages to connect the Port Lands to the City (e.g., complete streets).
  - Focus on non-car centric design.
  - Introduce measures to address speeding on Eastern Ave.
  - Ensure cyclists have an uninterrupted lane into the downtown corridor.
- Create a destination area, but ensure connectivity between downtown, harbourfront and surrounding neighbourhoods.
- Bring industry and jobs (revenue) to the Greater Toronto Area (GTA).
- Plan for mixed use neighbourhoods.
- Include local opportunities for food production/growth in land uses.
- Create design guidelines for density, height and urban form (e.g., Beach Design Guidelines).
  - All structures in the Port Lands should be low/mid-rise and must not impede the view or access to the water ways.
  - Underground wiring (i.e., no lines to be seen on poles).
  - Infrastructure must incorporate the latest sustainability measures (i.e., community-wide vacuum garbage separation and collection) and provide capacity to incorporate innovations over time.
- Maximize green space and plant lots of trees.
- Maintain direct access to the waterfront and waterways.
- Enhance recreational opportunities.
- Ensure statutory clout to withstand challenges from land owners and developers.
- Balance future development to address the needs of existing industrial uses with new uses (e.g., residential, commercial, etc.).
- Simplify governing/administration of entire Port Lands under one authority.
- Ensure affordable housing in the area, particularly for low and middle income families with children.
- Address environmental and ecological issues (e.g. re-naturalizing the area where necessary, promoting green building).

*Land Uses/Character to be achieved in the Port Lands*

Port Lands Study Area

- Prioritize a large employment base including commercial, entertainment, restaurant, theatre, film, and sports venue uses.
- Encourage pedestrian presence day and night.
- Consider compact 4-6 storey residential buildings with narrow streets, winding alleys, and ground floor retail (e.g., Barceloneta neighbourhood in Barcelona).
- Include artists and farmers' markets.

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- Promote small businesses to create a sense of culture (e.g., a modern distillery district without the premium cost).
- Promote opportunities to create a clean technology cluster/eco-district (e.g., alternative energy).
- Enhance north-south connections particularly for cyclists, pedestrians, and public transit.
- Build on existing recreational uses and make it easier to access them (e.g., cycling, birding, fishing, hiking, boating and kite boarding).
- Recognize and include First Nations histories in the designs.
- All areas need sufficient, not token, green space.
- Consider the creation of outdoor event spaces.
- Increase opportunities for urban farming, garden plots and other recreational uses.
- Ensure mixed use commercial/residential developments with new parks and amenities (e.g., educational institutions, libraries, community centres, cultural institutions, hotels, etc.).
- Ensure each new neighbourhood has a distinctive feel by encouraging a variety of architectural styles and materials.
- Retain designated and listed heritage structures as well as artifacts from previous buildings and incorporate them into the new communities.
- Reconsider the earlier decision to demolish Marine Terminal 35. If retained it will serve as a reminder of the area's shipping heritage and could be repurposed as a park.
- Perhaps regional sports and cultural amenities could be provided in the Hearn, but there is no particular value in developing major sports, recreation and cultural facilities geared to the wider region on new sites in the Port Lands.
- Do not consider a casino.

#### Lower Don Lands

- Re-naturalize this area with parks and open space that "direct" people toward the harbour and Toronto islands.
- Include mixed use residential/commercial developments if they can be designed to withstand flooding.
- Include park lands along the existing dock to expand park area around a re-naturalized Don River.
- Celebrate connections to the Don River and encourage people to use the river for recreation (e.g., canoe/kayak rentals).
- The initial plan to keep ESSROC is wrong. It's not heritage; it's ugly and should be torn down.

#### Film Studio District

- Consider space for small craft studios, creative culture-based jobs and a new media cluster.
- Maintain the commercial and residential characteristics of this area in the Port Lands.
- Consider space for an open-air event space (e.g., roman-style area for summer theatre, concerts, demonstrations, etc.).
- Design the area to accommodate the largest film studio in North America. Surround with art, design, and information technology schools and colleges and ancillary businesses.

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- This entire area should be designated for employment uses similar to the Corus building (e.g., mixed media in low rise buildings).

Cousins Quay

- This area should emphasize water uses with facilities for small boat launches and rentals, and encourage water-related small businesses (e.g., boat rentals, building and repair).
- Sample plans are a good start, but LaFarge should be relocated.

East Port

- Consider featuring a large landmark building.
- Focus on employment and light industrial uses.
- Consider a clean technology cluster/incubator modelled after MARS.
- Consider a mixed use residential/commercial area with complete streets that connect neighbourhoods to the Lake. Use community gardens as an existing parameter for design.

South of Ship Channel

- Consider a beach/nautical themed architecture design palate.
- Include space for recreation and urban agriculture.
- This area should be returned to as much of a natural state as possible.
- Old abandoned structures (e.g., the Hearn) should be demolished.
- Consider a mix of residential (e.g., Bonn, Germany) and commercial uses with an accent on connectivity and public access to the Waterfront.
- Add a separated cycling trail through Tommy Thompson Park to avoid trail user conflicts and to protect sensitive habitat.

*Feedback on Draft Development Objectives for the Port Lands Planning Framework*

- Regarding public transit, consider moving away from streetcars; maintenance is ongoing, expensive and disruptive.
- Allow a portion of land to be used for agriculture while awaiting future development (e.g., allotment gardens).
- Concern about the whole area being under the flight path of planes, particularly jets if they are permitted, taking off and landing at the Billy Bishop Toronto City Airport.
- Stress a mandatory cap on building heights.
- Emphasize the recreational and health benefits of re-naturalizing the Don River and creating new green spaces.
- Sustainability is key; consider district energy, renewable energy demonstration models and green building standards.
- Create opportunities for affordable housing.

*Feedback on South of Eastern Area Improvements*

- Enhance local and regional connectivity to the area (e.g., north/south connections, Gardiner and Don Valley Parkway ramps, etc.).



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- Attract businesses that permit the area to be locally self-sustainable from a residential perspective (e.g., grocery stores, restaurants, entertainment, art, services).
- Create vibrant and animated streets with retail, and move beyond factories and warehouses.
- Widen Carlaw Ave. on west side from Lake Shore Blvd. to Queen St.
- Add a bike trail in the unused rail spur.
- Consider reclaiming soil and acreage for urban farming. If the Hearn plant is not contaminated, it could be redeveloped as a multi-purpose event space.
- Maintain existing light industry/employment uses.

*Business and Economic Activity to be promoted in South of Eastern Area*

- Promote office employment in the ICT sector (i.e. information and communications technologies) and creative industries, in addition to FIRE (finance, insurance, real estate) sector.
- Promote educational institutions to incubate talent that will work in the district (e.g., college for trades/professions to support the film industry).
- Include amenities to serve the needs of users/residents (e.g., shops, retail, restaurants, recreation).
- Promote art, entertainment, culture, and food (i.e. like in the Beaches).
- Promote employment uses that do not rely on car transportation.
- Promote the development of a clean tech cluster/incubator.
- Break up the barrier provided by Lake Shore Blvd. by creating more intersections with north-south streets to provide places for cyclists and pedestrians to cross.

*Transportation and Servicing*

- Improve connections to the area and provide a major gateway to invite people to the Port Lands (e.g., Carlaw Ave. as a gateway to connect the north to the lake).
- Extend Eastern Ave. /Broadview Ave. intersection down to the lake.
- Consider the effects of development on surrounding residential pockets (i.e. Logan Ave., Morse St., and Carlaw Ave.).
- Improve the already impressive bike trail around the Port Lands.
- Build a pedestrian/cyclist crossing across Ship Channel.
- Queen St. transit is at capacity. How does loading/off-loading on Queens Quay impact effectiveness of a Commissioners St. LRT?
- Separate storm/sanitary sewers in South of Eastern area.
- Ensure the light rail tracks between Leslie Barns and Queen Street do not become a psychological barrier for pedestrians or cyclists traveling between the Port Lands and Woodbine Beach.
- Roads and driveways that intersect with the multi-use path north of Lake Shore Blvd should have traffic lights to ensure pedestrian and cyclist safety.
- Consider canal transportation and extend the water channel north and south of the shipping channel.
- New employment uses should not contribute to an influx of cars; give employees alternative ways to get to and from the area.

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- Consider a municipal lottery to raise capital with the funds earmarked for infrastructure and transit building.
- Include walking, biking and exercise trails as part of transportation.

### **Additional Feedback Received via Email**

- All lands south of the Ship Channel should carry a park land designation.
- Vacant lots in the Ship Channel should be opened as temporary parks so the population at large may enjoy the land in the interim, as development in the area may take decades.
- The alignment of Unwin Ave. should be altered to show alignment from the 2010 Planning Study, which illustrates a more northerly route for Unwin Ave. This northerly route shows more parkland for Lake Ontario Park and the Base Lands and further increases the size of the green link from the spit and the Base Lands through to the North Shore through to the Don River.
- Unwin Ave. has never been intended as an arterial road. Strategies must be devised to ensure the bulk of auto traffic and parking remains north of the Ship Channel. A series of pedestrian and cycling bridges which span the Ship Channel at regular intervals would be an asset.
- The parking areas required for the development of the lands should be available in off-hours and weekends for use at little or no expense for those who are coming to experience the park land and sporting facilities south of the Ship Channel.
- Consider an intensive urban farming hub.
- Prioritize affordable housing and home ownership options in the Port Lands. Reconsider the use of conventional regulations applied in the Central Waterfront to promote affordable housing, as they are ineffective without public subsidies and do not provide long-term affordable housing options. The City and Waterfront Toronto should: 1) increase the percentage requirement of affordable housing/rental units; 2) demand the provision of “below-market” housing; 3) develop controls to maintain its permanent affordability; and 4) establish eligibility criteria for owners/renters.

### **NEXT STEPS**

The feedback received during Round One of the Port Lands and South of Eastern Planning Studies will be used to inform and shape the next phase of planning and related consultation activities. The next round of consultation on the Port Lands Planning Framework and Port Lands and South of Eastern Master Plan is expected to occur in February of 2014. It is also anticipated separate consultations will be held for the precinct plans and South of Eastern Strategic Direction in early 2014.

For more information please visit: [www.portlandsconsultation.ca](http://www.portlandsconsultation.ca).

**APPENDIX A: PUBLIC MEETING NOTICE**

## PORT LANDS AND SOUTH OF EASTERN PLANNING STUDIES NOTICE OF STUDY COMMENCEMENT AND PUBLIC MEETING

Waterfront Toronto and the City of Toronto are undertaking the following studies in the Port Lands and area south of Eastern Avenue.

### Port Lands Planning Framework:

At 356 hectares, the Port Lands are a tremendous redevelopment opportunity for the City. Waterfront Toronto and the City of Toronto are developing a planning framework for the Port Lands that builds on the momentum from the Port Lands Acceleration Initiative adopted by City Council in 2012. The planning framework will guide revitalization efforts in the Port Lands and will provide the foundations for affirming and refining the vision for the Port Lands in the Central Waterfront Secondary Plan.

### Precinct Planning in the Port Lands: Cousins Quay Precinct Plan and Film Studio Precinct Plan:

Precinct planning is being undertaken by Waterfront Toronto and the City of Toronto for Cousins Quay and the Film Studio District. Precinct Plans outline development principles and guidelines at a more detailed level and illustrate how lands can be developed to meet the policies of the Central Waterfront Secondary Plan. Precinct planning forms the bridge that allows the City to move from Secondary Plan policies to Zoning By-law provisions.

### South of Eastern Strategic Direction:


The City of Toronto is undertaking the South of Eastern Strategic Direction, which applies to an employment area and will build upon the South of Eastern Planning Study completed in 2008 that resulted in proposed amendments to the Official Plan and Zoning Bylaw. The Strategic Direction will focus on economic development, urban design and transportation.

### Transportation and Servicing Master Plan – Municipal Class Environmental Assessment (EA)

The City of Toronto is undertaking a Transportation and Servicing Master Plan (TSMP) for sections of the Port Lands and South of Eastern area in accordance with the requirements of the Municipal Class EA. The TSMP will identify the necessary infrastructure (streets, transit, watermains and sewers) to support revitalization in the Port Lands and continued economic growth in the South of Eastern area.

### UPCOMING PUBLIC MEETING

Public consultation is a key component of the Port Lands and South of Eastern studies. Consultation on the studies in different public forums will occur. This is the first consultation meeting to introduce these studies. You are invited to learn more about these studies, as well as provide input and feedback:

- Date:** Thursday, November 28, 2013
- Time:** Open House – 6 to 7 p.m.  
Presentations and Q & A – 7 to 9 p.m.
- Location:** Riverdale Collegiate – Atrium and Auditorium  
1094 Gerrard Street East 
- TTC:** 506 Carlton streetcar (to Jones Ave) or  
83 Jones bus (to Gerrard Ave)
- Parking:** On-street – Gerrard Avenue or Jones Avenue

More information about the studies is available at  
<http://www.portlandsconsultation.ca>.

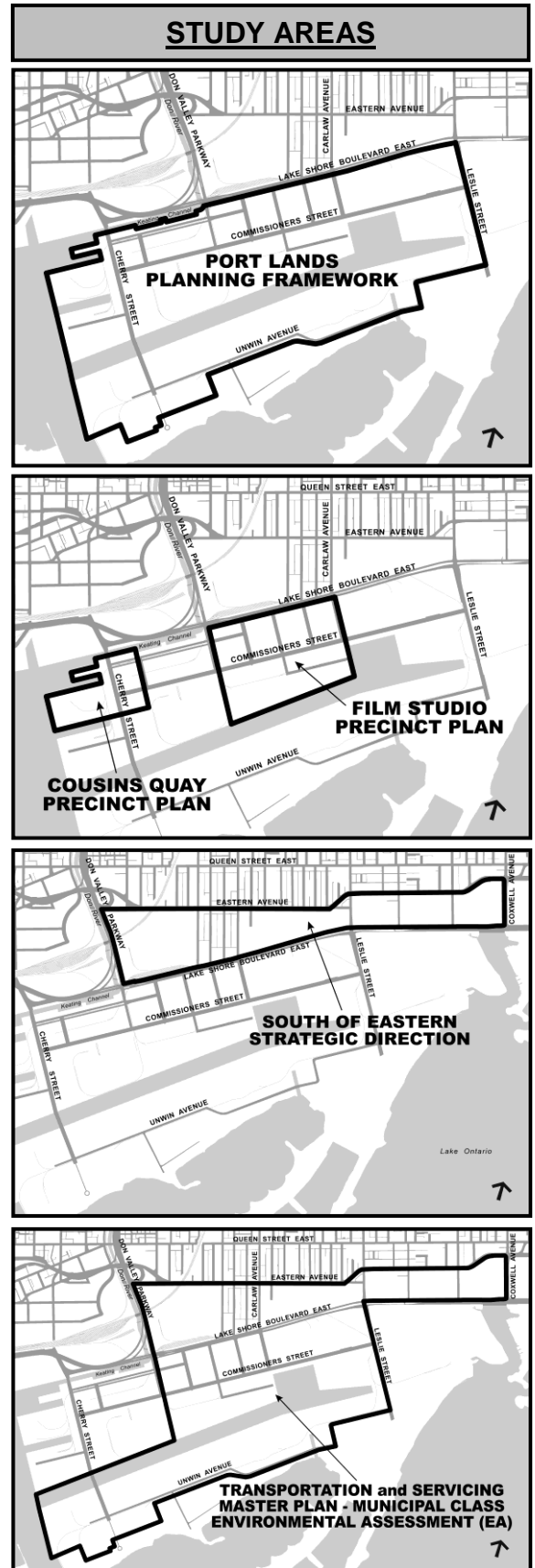
If you wish to receive further information on the studies or be added to a mailing list, please contact:

#### PORT LANDS:

**Cassidy Ritz, Senior Planner**  
Community Planning  
100 Queen Street West, 18<sup>th</sup> Floor, East Tower  
Toronto, ON M5H 2N2  
Tel: 416-397-4487 Fax: 416-392-1330  
Email: portlands@toronto.ca

#### SOUTH OF EASTERN STRATEGIC DIRECTION:

**Angela Stea, Senior Planner**  
Community Planning  
100 Queen Street West, 18<sup>th</sup> Floor, East Tower  
Toronto, ON M5H 2N2  
Tel: 416-392-7215 Fax: 416-392-1330  
Email: astea@toronto.ca



**APPENDIX B: WORKBOOK**



# PARTICIPANT WORKBOOK

## Port Lands and South of Eastern

November 28, 2013 Public Meeting  
Riverdale Collegiate, 1094 Gerrard Street East



Completed Participant Workbooks can be returned at the public meeting, or alternatively completed by **December 12, 2013** and mailed to:

City Planning Division  
Attn: Thomas Rees, Planner  
City Hall  
100 Queen Street West  
18<sup>th</sup> Floor, East Tower  
Toronto, Ontario  
M5H 2N2

An **online version** of the Participant Workbook can also be completed up to **December 12, 2013** at:

<http://www.portlandsconsultation.ca/>

# PORT LANDS AND SOUTH OF EASTERN PUBLIC MEETING

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## MEETING PURPOSE:

- To introduce and provide background information on the five initiatives underway in the area:
  - Port Lands Planning Framework
  - Cousins Quay Precinct Plan
  - Film Studio Precinct Plan
  - South of Eastern Strategic Direction
  - Port Lands and South of Eastern Transportation and Servicing Master Plan
- To seek your feedback on:
  - Your vision for areas/sites within the Port Lands
  - The draft objectives developed to inform and guide the development of the Port Lands Planning Framework and Precinct Planning
  - Important considerations for the South of Eastern Strategic Direction
  - Problems and opportunities in the Port Lands and South of Eastern areas specifically related to transportation (streets and transit) and servicing (water, sanitary sewers and stormwater management)

## AGENDA:

6:00 -7:00	Open House
7:00 -7:10	Welcome and Introductory Remarks <i>David Dilks, LURA Consulting</i> <i>John Livey, Deputy City Manager, City of Toronto</i> <i>John Campbell, President &amp; CEO, Waterfront Toronto</i> <i>Councillor Paula Fletcher and Councillor Mary-Margaret McMahon</i>
7:10 -8:00	Presentation Introducing the Five Initiatives Gregg Lintern, Director, Community Planning, City of Toronto Chris Glaisek, VP, Planning and Design, Waterfront Toronto
8:00 -8:15	Questions of Clarification <i>David Dilks, LURA Consulting</i>
8:15 -9:00	Opportunity to Complete Workbooks at Open House Stations
9:00	Adjourn



# OPEN HOUSE DISPLAY BOOTHS

## 1. OVERVIEW OF PLANNING INITIATIVES

- Learn about the new initiatives, how they fit together, and the overall planning process

## 2. PORT LANDS PLANNING FRAMEWORK

- Provide feedback on:
  - o How you see the Port Lands developing out over the long-term
  - o Draft objectives

## 3. PRECINCT PLANNING

- Learn about the two precinct plans – Cousins Key and Film Studio – that are now underway

## 4. SOUTH OF EASTERN STRATEGIC DIRECTION

- Provide input on important considerations for the study

## 5. PORT LANDS AND SOUTH OF EASTERN TRANSPORTATION AND SERVICING MASTER PLAN

- Provide feedback on problems and opportunities that should be considered in the plan

# OVERVIEW OF INITIATIVES

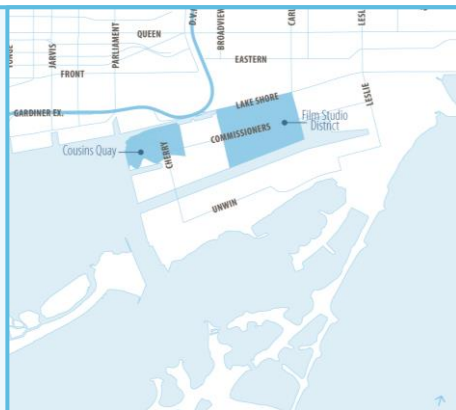
## Port lands Planning Framework

At 356 hectares, the Port Lands are a tremendous redevelopment opportunity for the City. Waterfront Toronto and the City of Toronto are developing a planning framework for the Port Lands that builds on the momentum from the Port Lands Acceleration Initiative adopted by City Council in 2012. The planning framework will guide revitalization efforts in the Port Lands and will provide the foundations for affirming and refining the vision for the Port Lands in the Central Waterfront Secondary Plan.



## Precinct Planning

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## South of Eastern Strategic Direction

The City of Toronto is undertaking the South of Eastern Strategic Direction will build upon the South of Eastern Planning Study completed in 2008 that resulted in proposed amendments to the Official Plan and Zoning Bylaw. The Strategic Direction will focus on economic development, urban design and transportation.



## Port Lands and South of Eastern Transportation and Servicing Master Plan EA

The City of Toronto is undertaking a Transportation and Servicing Master Plan (TSMP) for sections of the Port Lands and South of Eastern area in accordance with the requirements of the Municipal Class EA. The TSMP will identify the necessary infrastructure (streets, transit, watermains and sewers) to support revitalization in the Port Lands and continued economic growth in the South of Eastern area.



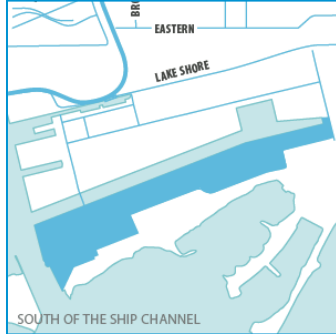
# CONTEXT



## PORT LANDS QUESTIONS

1. What do you see as the two or three key issues and/or opportunities that need to be addressed in the Port Lands Planning Framework?

2. What types of land uses and/or character would you like the different areas in the Port Lands to have?



# PORT LANDS DRAFT OBJECTIVES

Six draft objectives to assist in the evaluation of options/alternatives and to inform the vision for the Port Lands have been developed and are provided below.

## CREATING AN INTERESTING AND DYNAMIC URBAN MIX

The revitalized Port Lands is a dynamic and vibrant area of the city. A number of new, inclusive, sustainable, urban-scaled, compact, mixed-use communities and employment areas will be created. Each new urban area will have a unique local identity and character. Water permeates and influences all facets of the revitalized Port Lands given its proximity to the waterfront, new river valley and continued port activity. A number of new destinations and special places are developed which promote walking and taking transit, provide opportunities for social interaction and contribute to an interesting urban life.

## CONNECTING THE PORT LANDS TO THE CITY

Enhanced physical, social and visual connections are created in the Port Lands, connecting the Port Lands to the city. These connections include new public streets, higher-order transit, new bridges, enhanced pedestrian and cycling connections and the renaturalized Don River. New public street connections provide permeability into, out of and within the Port Lands. The public streets promote synergies between the South of Eastern area and the Port Lands by stitching these two areas together, and better connect the Port with the rest of the city. The Port Lands' unparalleled views, including those of the city's skyline, are protected, framed by development and celebrated. New views to the water's edge, river valley and iconic structures are created.

## LEVERAGING THE PORT LANDS ASSETS

The Port Lands are an important remnant of the city's industrial past and portions have since evolved into wonderfully diverse natural areas. There are a number of important and iconic heritage resources that are conserved, repurposed and appropriately leveraged to contribute to placemaking and to celebrate the Port Lands industrial heritage. The new Lake Ontario Park, which includes Tommy Thompson Park, the Base Lands and Leslie Spit, is a key asset that distinguishes the Port Lands as a unique destination for people and provides habitat for wildlife.

## DEVELOPING A HIGH-QUALITY PUBLIC REALM

A comprehensive network of public parks and open spaces are developed that capitalizes on the Port Lands' waterfront setting, the new river valley and Lake Ontario Park. High-quality streetscapes, outstanding parks, new natural linkages and design excellence for public facilities are secured to ensure that complete communities created in the Port Lands are great places to live, work and visit.

## CONTRIBUTING TO THE SUSTAINABLE FUTURE OF THE CITY

The dynamic mix of uses developed in a walkable, urban form, the creation of new jobs and opportunities and continued port activity are the cornerstones of the Port Lands' and city's sustainable future. Equally important is ensuring that all aspects of redevelopment contribute to a healthy and sustainable environment. Leading-edge and innovative approaches are utilized that showcases the revitalized Port as a leader of sustainable development on the world's stage. Reducing resource consumption, providing low-carbon developments, minimizing dependency on the private automobile and fostering new technologies are just some of the principles that are employed to optimize the sustainability of the revitalized Port Lands.

## PROVIDING FLEXIBILITY AND CERTAINTY IN THE PLAN'S IMPLEMENTATION

The Port Lands, at 356 hectares, will incrementally redevelop over an extended period of time. The planning framework for the Port Lands must allow for a high degree of flexibility to accommodate changes over time. Notwithstanding this flexibility, it must also be specific enough to ensure that public and private investments contribute to the long-term vision for the Port Lands and have lasting value.

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

## SOUTH OF EASTERN QUESTIONS

4. Are there specific improvements that you would like to see in the South of Eastern area? Are there areas that you think need special attention?

5. What types of businesses and economic activity would you like the City to promote in the South of Eastern area?



# PORT LANDS AND SOUTH OF EASTERN TRANSPORTATION AND SERVICING MASTER PLAN

**Based on a review of existing conditions and objectives to revitalize the Port Lands and ensure continued economic growth in South of Eastern, problems and opportunities to be addressed in the Environmental Assessment process have been developed.**

## PROBLEMS

- Existing infrastructure is insufficient or is non-existent
- Major infrastructure like the Gardiner Expressway, Lake Shore Boulevard and rail corridors are impediments for better connections
- Street networks are limited
- The areas lack defined streetscapes and pedestrian amenity
- There is no higher-order transit service and introducing higher order transit on Commissioners Street requires resolving the hydro transmission towers located within the right-of-way east of the Don Roadway
- Existing connections across the Ship Channel are insufficient or are in disrepair
- New streets and servicing requires resolving soil contamination issues. Moreover, the area has a high water table
- The long-term revitalization of the lands necessitates developing strategies to ensure compatibility between existing industrial traffic and revitalized city environments

## OPPORTUNITIES

- Located within close proximity to the city's downtown
- Opportunities to improve existing infrastructure comprehensively as the Port Lands and South of Eastern undergo redevelopment, including:
  - Introducing and extending higher order transit routes
  - Improving existing streets and establishing new streets
  - Providing complete streets
  - Capitalizing on the Ship Channel and Turning Basin for water-based transportation opportunities
  - Managing transportation impacts of growth on established, stable residential neighbourhoods
  - Providing innovative, state-of-the-art stormwater facilities
  - Providing the needed capacity for other municipal servicing

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

## CONTACT INFORMATION

**OPTIONAL** — Please **PRINT** name, address and email

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- I consent to the disclosure of this comment sheet containing my name, address and comments to the respective Ward Councillor(s) for the purpose of communicating with me about these planning matters.
- Please ensure that my name is on the City Clerk's Office mailing list for the initiatives I've identified below as being of interest to me.

Please indicate which of the initiatives are of interest to you?

<input type="checkbox"/> Port Lands Planning Framework	<input type="checkbox"/> Cousins Quay Precinct Plan	<input type="checkbox"/> Film Studio Precinct Plan
<input type="checkbox"/> South of Eastern Strategic Direction	<input type="checkbox"/> Port Lands and South of Eastern Transportation and Servicing Master Plan	

Advisory committees/working groups are being established for the different initiatives. These are smaller groups of interested community members which would provide input on the different initiatives at key stages in the process.

Please advise if you would like to participate on advisory committee/working group for any of the initiatives identified below and provide your contact information above.

<input type="checkbox"/> Port Lands Planning Framework	<input type="checkbox"/> Cousins Quay Precinct Plan	<input type="checkbox"/> Film Studio Precinct Plan
<input type="checkbox"/> South of Eastern Strategic Direction	<input type="checkbox"/> Port Lands and South of Eastern Transportation and Servicing Master Plan	

The formal notice of any public meeting held by the City under the *Planning Act* will be sent to: property owners within 120m (400 feet) of the property; anyone submitting a written request to the City Clerk's Office to be notified; and anyone entering their name on a Sign-in or Comments sheet provided at the Community Consultation Meeting.

The personal information on this form is collected under the authority of the *City of Toronto Act, 2006*, the *Planning Act*, and the City of Toronto Municipal Code. The City collects this information to enable it to make an informed decision on the relevant issue(s). Individuals who submit correspondence should be aware that any personal information in their communication will become part of the public record. The City will make it available to the public, unless the individual expressly requests the City to remove the personal information. Questions about the collection of this information may be directed to the Planner listed above.