

**Port Lands Planning Framework  
and Port Lands and South of Eastern Municipal Class EA**

**Land Owners and Users Advisory Committee  
Meeting #5**

**Wednesday, March 29, 2017  
Waterfront Toronto, 20 Bay Street  
8:30 – 10:30 am**

**Meeting Summary**

## **1. Agenda Review, Opening Remarks and Introduction**

Ms. Liz Nield, CEO of Lura Consulting, welcomed members of the Land Owners and Users Advisory Committee (LUAC) and thanked them for attending the meeting. She introduced the facilitation team from Lura Consulting and led a round of introductions of LUAC members and staff from the City of Toronto, Waterfront Toronto, and Urban Strategies Inc. Ms. Nield reviewed the meeting agenda and explained that the purpose of the meeting was to present and discuss the updated vision and key directions for the Port Lands Planning Framework and Villiers Island Precinct Plan, as well as outline next steps in the project process and opportunities to comment on the proposed Official Plan Amendments.

A copy of the agenda is provided in Appendix A. A list of organizations that participated in the LUAC meeting is included in Appendix B.

## **2. Process Update and Presentation**

Project team members provided the LUAC with an overview of the work completed since the November 2015 consultations in three presentations, listed below, and also outlined the next steps in the study process:

- Port Lands Planning Framework – Vision  
Cassidy Ritz, City of Toronto, Amanda Santo, Waterfront Toronto
- Port Lands Planning Framework – Key Directions  
Cassidy Ritz, City of Toronto, Amanda Santo, Waterfront Toronto
- Villiers Island Precinct Plan  
Christopher Glaisek, Waterfront Toronto, and Melanie Hare, Urban Strategies Inc.

The presentations were posted online at [www.portlandsconsultation.ca](http://www.portlandsconsultation.ca) following the meeting.

### 3. Facilitated Discussion - Questions of Clarification, Feedback and Advice

Following each presentation, LUAC members were given the opportunity to ask questions of clarification, provide comments, and discuss the material. A summary of the facilitated discussion that followed each presentation is presented below. A more detailed account of the discussion can be found in Appendix C.

#### **Port Lands Planning Framework – Vision**

##### *Points of Clarification*

- Clarified that compatibility with existing industrial uses is included as Objective 3 in the Vision.
- Clarified that the future of the Leslie Street Spit is being examined through a separate exercise.
- Clarified that the Resilient Urban Structure diagram (Slide 25) conveys the ability, within the approved site plan for the Pinewood Film Studios, to enable a future extension of the street network over time.
- Clarified that the proposed Ship Channel promenade will be located on the north side of the channel, reserving the south side for port functions.
- Clarified that the Framework will be reviewed and evaluated regularly, per legislated reviews of the City's Official Plan, including stakeholder and public consultation.

##### *Comments*

- Conveyed that the Vision appears to be moving in the right direction.

#### **Port Lands Planning Framework – Key Directions**

##### *Points of Clarification*

- Explained that the timeline for implementation of key elements of the Planning Framework will take approximately 6-7 years, and that the naturalization of the Don River mouth and flood protection must be completed first.
- Clarified that the proposed Greenway is not intended to displace existing industries; interim uses are likely possible, and more details (e.g., timing, phasing) will be provided in the near term.
- Clarified that land owners will be expected to come forward with comprehensive applications to amend the existing zoning bylaw; the City will not be developing an area wide zoning bylaw.
- Clarified that South False Creek is an appropriate example given that development in the Port Lands will likely be heavily subsidized.
- Clarified details for zoning allowances pertaining to film and industrial uses.
- Cautioned against designating too much land for film and other creative uses, noting that the context and operational requirements should also be considered.
- Clarified that consideration has been given to accommodate increasing numbers of people on Leslie Street travelling to the Leslie Street Spit and Tommy Thompson Park over time.
- Explained that the Transportation and Servicing Master Plan (TSMP) outlines the network of roads and services required to support the vision for the Port Lands, and does not preclude the use of ferries.
- Clarified that the Planning Framework and draft Official Plan policies are intended to be companion documents, noting that the policies are written by district. The Planning Framework outlines the intent and purpose (i.e., rationale), while the Official Plan Amendment provides the legal framework.

### *Comments*

- Identified that opportunities are limited for retail or ground floor operation at the intersection of Bouchette and Commissioners Streets given the existing buildings and on account of the Broadview extensions land requirements.
- Requested that designation of land for film and other creative uses should consider the context (i.e., proximity of other film hubs, industry trends, etc.) and operational requirements to support a viable mix of these uses.
- Suggestion to review the complete range of transportation options (i.e., network approach) for the Port Lands.

### ***Villiers Island Precinct Plan***

*No questions of clarification or comments were provided by LUAC members.*

## **4. Adjourn**

Ms. Ritz informed LUAC members that the project team will be reporting to the Planning and Growth Management Committee of Toronto City Council on May 31, 2017. She invited LUAC members to review and provide comments on the draft Official Plan policies by April 12, 2017, and noted that the draft policies and meeting materials will be circulated via email to LUAC members and posted on the project website ([www.portlandsconsultation.ca](http://www.portlandsconsultation.ca)) after the meeting.

Ms. Nield thanked the project team and SAC members for attending and adjourned the meeting.



**Port Lands Planning Framework  
and Port Lands and South of Eastern Municipal Class EA**

**Land Owners and Users Advisory Committee (LUAC) Meeting #5**

Waterfront Toronto Offices, 20 Bay Street, Suite 1310 – Town Hall

Wednesday, March 29, 2017

8:30 – 10:30 am

**AGENDA**

**Meeting Purpose:**

- Present and discuss the updated vision and key directions for the Port Lands Planning Framework and Villiers Island Precinct Plan.
- Brief members on next steps for the Port Lands plans and policies, including opportunity for comment on proposed Official Plan amendments.

**8:30 am**      **Agenda Review, Opening Remarks and Introductions**  
Liz Nield, Facilitator, Lura Consulting

**8:35 am**      **Port Lands Planning Framework – Vision**  
*Facilitated Discussion*

**9:10 am**      **Port Lands Planning Framework – Key Directions**  
*Facilitated Discussion*

**9:50 am**      **Villiers Island Precinct Plan**  
*Facilitated Discussion*

**10:25 am**     **Wrap-up and Next Steps**

**10:30 am**     **Adjourn**

## Appendix B – List of Attendees

### LUAC Meeting List of Attendees:

- Brookfield Financial
- CastlePoint Numa (309 Cherry Street, 475 and 495 Commissioners Street and 75 Basin Street and 225 Commissioners Street)
- Cherry Beach Sound
- Cimco Refrigeration
- Dufferin Concrete, CRH Canada
- First Gulf
- Infrastructure Ontario
- K + S Windsor Salt Ltd.
- LaFarge/Holcim
- Ports Toronto
- Port Lands Energy Centre
- Redpath Sugar Ltd.
- Telesat
- Toronto Port Lands Company

## Appendix C – Questions of Clarification and Detailed Summary of LUAC Feedback

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

### *Questions of Clarification*

#### **A. Port Lands Planning Framework – Vision**

**Q. Is compatibility with existing industrial uses included as an objective of the Vision?**

**A.** Yes, it is Objective 3 which states “Optimize maritime and industries and celebrate the working port while managing the neighbourhood interface.” The objectives are short and concise, but there will be additional text in the Planning Framework document to provide more context and clarification regarding the intent of the objectives.

**Q. Is the Leslie Street Spit included in this project? Is there any plan for future development on the Spit?**

**A.** There is a separate exercise (Lake Ontario Park Master Plan) that explored the future of the Leslie Street Spit. Unwin Avenue is essentially the boundary for the Port Lands Planning Framework.

**Q. Thank you for providing an overview of how the Vision has evolved since the last round of consultations; it appears to be moving in the right direction. The proposed road grid runs through the Film Studio District; the Pinewood Film Studios is a secured facility within this district. Has there been any consideration to ensure the proposed road network does not impact the existing studio?**

**A.** When the site plan was approved for the original Pinewood Film Studios, consideration was given to ensure that the Studio’s circulation routes would enable a future extension of the street network over time. The intent of the resilient urban structure diagram is to explain this ability and does not suggest that more public streets would run through the site.

**Q. Is the intent to continue the promenade on the north side of the Ship Channel around the entire Ship Channel perimeter?**

**A.** The promenade will be located on the north side of the Ship Channel, reserving the south side for port functions.

**Q. How is the success of the Framework going to be measured (i.e., every five years, ten years)?**

**A.** The Planning Act requires the City’s Official Plan to be reviewed every 10 years; there would be a legislated review of the plan as time goes on.

**Q. Will stakeholders be involved in the review process? Is there a defined program for review?**

**A.** There is not a defined program, but the Planning Act mandates consultation during Official Plan Reviews. We would refer to best practices and engage stakeholders and the public accordingly.

#### **B. Port Lands Planning Framework – Key Directions**

**Q. Is there a rough time frame for key pieces of the Development (i.e., Villiers Island, Leslie Street, Ship Channel) to be implemented?**

**A.** The naturalization of the Don River mouth and flood protection has to be completed before any major development can proceed in the Port Lands. There is already some development taking place in

the Port Lands; this Framework is needed to direct where some of those developments are going and what type of development will be allowed. We anticipate that the plan for Villiers Island will proceed first, in lock-step with the Don River naturalization. We are optimistic that we will get the rest of the funding this year to initiate construction of the naturalization. From then, it will take 6-7 years to build out initial pieces. Keep in mind this is a 50 year plan.

We are looking at short-term improvements to Leslie Street, but also need to determine how these will be paid for. Development south of the Ship Channel will depend on the uses that may want to locate there, and potential upgrades to the area (i.e., servicing Unwin Avenue, up-grading the one-lane Bailey Bridge, and re-configuring the road). Some of these improvements may happen sooner rather than later, but there will be a lot of construction in the area; possible improvements need to be viewed through a traffic and construction management lens.

Having a Framework in place to guide development is important and enables us to start using other tools (e.g., Section 37) to secure these larger projects.

**Q. Are there provisions in the plan for interim uses? There is a plan to consolidate the City works yard – can development on the Greenway happen in the interim? When will that Greenway be solidified?**

**A.** We were hoping to have answers on the Greenway, but we are still working through some of the timing and phasing questions. We have Council direction to try to provide more detail in the near term – I do not think there is anything that would preclude some kind of interim use. Please formally submit any comments you may have related to interim uses.

**Q. Is the intent to develop area wide zoning bylaw?**

**A.** An area wide zoning bylaw is not anticipated to be prepared. We expect individual land owners to come forward with comprehensive applications for zoning changes for their sites. In Mixed use districts, Precinct planning would still have to occur before residential uses are considered. Whatever development is proposed would have to be in accordance with the Official Plan Amendment.

**Q. Did you look into any other examples or precedents with a critical mass of uses? South False Creek is highly subsidized, and therefore may not be a good example.**

**A.** The Port Lands will likely also be highly subsidized, so the comparison is appropriate.

**Q. What about the zoning allowances for film and industrial?**

**A.** There is an area zoned I4, which is the heaviest industrial use; it does not actually allow for film studio uses. A minor variance had to be approved to allow for film studio uses. The zoning South of the Ship Channel is I2, which does not allow for some of the heavier industrial uses.

**C. We completed a detailed review of the existing sound stages and how the proposed Broadview Extension can align with them. We are generally supportive of the alignment, but still have concerns about the land that was removed.**

**The slides depicted an opportunity for retail at the edge of Bouchette and Commissioners Streets; however, there is insufficient land there to support even secondary retail. This should be flagged as there are few opportunities for retail or ground floor animation at that intersection.**

**We have some concerns regarding the vision for land use for the film precinct, specifically the allocation of approximately 100 acres towards the film and television creative centre (i.e., “Toronto**

Studios”). We are keen on expanding our operations from 300,000 sq. ft. to 600,000 sq. ft. within our secured area. However, it is important to note that other film hubs across the globe are creating real neighbourhoods and urban centres. It’s not as easy as “build it and they will come” – there is a very detailed and balanced equation that needs to be met.

Also, as a film studio operator, we need to operate for a specific amount of time to make the operation work and that is approximately 80 %. Simply creating designated spaces does not benefit the industry. The Framework should also consider that the Port Lands is not the only film hub in the City. There is also a major headquarters in the West End.

A. We recognize that the Port Lands is not the only location for film, but we think it is still an important location.

**Q. I have heard conflicting information about industrial land uses in the area south of the Ship Channel (i.e., that they will be discontinued). There are also concerns about the Greenway causing disruption to industry in the area. What allowances will be given to industry to remain and expand? More information is needed about what this means for businesses and industries in the area (i.e., salt).**

A. The intent is to deliver the Greenway without displacing the salt industry or impacting its operations, however some reconfiguration will be needed south of the Ship Channel to implement the Greenway. The draft land use plan considers the need for continuous segments of dock wall to support uses that require a large amount of space (i.e., storing salt). The City needs salt to maintain roads; it is an important service that will need to continue.

**Q. Can you confirm the background of the Greenway? Was it part of the Don Mouth Naturalization?**

A. The Greenway was originally planned for 25 years ago south of the Ship Channel; it is not part of the DMNP EA.

**Q. The Leslie Street Spit and Tommy Thompson Park will probably open up to the public completely in the next few years – this will bring a lot of people to the area and will put pressure on Leslie Street. Is this plan being coordinated with the plans for Tommy Thompson Park and the Leslie Street Spit to facilitate travelling to the area?**

A. We know there will be a significant amount of truck traffic that will continue to use Leslie Street, which is why we originally suggested expanding greenspace on either side of the street to provide a more pleasant environment for people travelling to and from the Spit. A new conceptual cross-section was developed for Leslie Street south of Commissioners Street as part of the EA; it depicts the potential for on-street parking to accommodate people who might want to go to the allotment gardens or the park. The railway is also still accommodated.

**Q. Were ferries part of the transportation analysis completed for the Port Lands?**

A. The original Central Waterfront Secondary Plan included potential ferry routes; we essentially resurrected some of those details. The Transportation and Servicing Master Plan (TSMP), however, does not deal with the specific ferry routes. We do not believe that an EA is needed to suggest ferries in the area.

**C. In my experience working at the island airport, you have to treat the Port Lands as an island, especially in terms of development, industrial uses and transportation. It might be better to look at the complete range of transportation options (i.e., network approach) and phasing construction (i.e., night time). It may even be better from a public relations and community engagement perspective.**

**A.** The presentation did not include details about the TSMP, which constituted a large part of the work undertaken on the Port Lands. The plan has been calibrated to look at the network of roads and services that would be required to support the articulated vision for the Port Lands. Other forms of transport might supplement or improve the plan, but the baseline conditions established by the plan are supported by the TSMP. The TSMP has not been approved yet, but will come forward with this package. We have established a long-term vision for the Port Lands, as well as a vision for the infrastructure and services required to support it. The plan may change based on how things progress, and will be evaluated over time. There is also a requirement under the EA process that the TSMP will need to be reviewed every 10 years.

**Q. How will the proposed land uses in the Land Use Direction be coordinated with existing land use designations? How do they get translated into zoning and other policies?**

**A.** There are only three land use designations that can be used per the Central Waterfront Secondary Plan; more specificity is provided in the draft Official Plan policies. The Planning Framework is not part of the Official Plan Amendment; however they are intended to be companion documents. The Planning Framework outlines the intent and purpose (i.e., rationale), while the Official Plan Amendment provides the legal framework. The Land Use Direction map will be included in the Planning Framework.

The land use section is the “beefiest” section in the draft Official Plan policies. Given that the Regeneration Area designation allows for industrial and all other types of uses, the policies are written by district (e.g., Villiers Island, McCleary District, etc.). We have carried forward the productions (i.e., production, interactive and creative uses) categories to help provide clarity with respect to permissions within the individual areas. There is also a very robust section on managing compatibility between land uses.

**C. Villiers Island Precinct Plan**

*No questions of clarification or comments.*