

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

**Stakeholder Advisory Committee Meeting #4**

**Thursday, November 5, 2015  
Metro Hall, 55 John Street, Room 303  
6:30 – 8:30 pm**

**Meeting Summary**

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

Liz Nield, Lura Consulting, welcomed Stakeholder Advisory Committee (SAC) members and thanked them for attending the session. She introduced the facilitation team from Lura Consulting and led a round of introductions of SAC members and staff from the City of Toronto, Waterfront Toronto and Public Work. Ms. Nield reviewed the meeting agenda and explained that the purpose of the meeting was to present and obtain feedback on the emerging vision for the Port Lands.

Councillor Paula Fletcher thanked the project team and members of the SAC committee for their contributions to the framework's development over the past two years. She acknowledged the tremendous amount of work completed for such a large area of the City during the relatively short amount of time since the Port Lands Acceleration Initiative was endorsed by Council.

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

**2. Process Update and Presentation**

Cassidy Ritz, City of Toronto, Amanda Santo, Waterfront Toronto and Adam Nicklin, Public Work provided LUAC members with an overview of the work completed to date, the format of the upcoming public consultations and the emerging vision for the Port Lands.

The presentation will be available online at [www.portlandsconsultation.ca](http://www.portlandsconsultation.ca) following the November 14, 2015 open house and information session.

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

Following the presentation, SAC members addressed the following discussion questions:

- 1 What do you like about the emerging vision?
- 2 Has anything major been missed or of concern to you?
- 3 What refinements would you suggest ahead of the upcoming public consultations?

A summary of the feedback and advice is provided below. A more detailed account of the discussion can be found in Appendix C.

### **Emerging Vision**

- It is fantastic – the framework captures what stakeholders have been dreaming about for the Port Lands.
- Committee members also liked:
  - The distinct areas taking shape within the Port Lands.
  - The focus on the relationship between Blue-Green (i.e., water and natural areas).
  - The work done to integrate biodiversity into the framework.
  - The work to maintain the industrial heritage of the Port Lands.
  - The view corridor to the Hearn from the proposed Broadview Extension alignment.
  - The focus on water and daylighting hydrologic processes (e.g., bioswales, etc.).
  - Consideration of truck routes and goods movement within the plan.
  - The 20% goal for affordable rental housing in the plan.
  - The phenomenal work completed in the past two years, including public consultations.

### **Biodiversity**

- Ensure the biodiversity framework supports a diversity of flora and fauna.

### **Emerging Land Use Direction**

- *Character*
  - Ensure each district within the Port Lands has a distinct character and sense of place.
- *Density*
  - Increase the recommended density for residents in the Port Lands to ensure the necessary critical mass.
  - Consider combining uses to support more efficient land use or to lower the cost of development (e.g., stacked recreational uses combined with affordable housing).
- *Film, Media and Creative Uses*
  - Study fluctuations in the film industry over time to gain a better understanding of the sector's long-term land use needs.
- *Housing*
  - Consider integrating affordable housing and market units in the same building to ensure success.
  - Include a clear objective for a diversity of housing options within the Port Lands (e.g., affordable, co-operative, and market) as well as a requirement for inclusionary zoning.
- *Industrial Uses*
  - Require a mix of uses in employment zones to support diverse uses.
  - Consider changing the land use direction for Polson Quay so that it becomes a mixed-use neighbourhood (live work employment uses are desirable).

- Consider removing the hydro towers on Commissioners Street after they have been decommissioned.
- *Mixed-Use Development*
  - Prioritize mixed-use development – do not let compatibility issues with long-term industrial uses limit the vision of the framework.

### **Transportation and Road Network**

- *Public Transit*
  - Ensure the framework prioritizes public transit throughout the Port Lands, particularly on Unwin Avenue and Lake Shore Boulevard.
  - Ensure there are transit routes to major destinations within the Port Lands (e.g., the Hearn).
  - Consider using the railway spurs between the Hearn and Union Station for future LRT use.
  - Align the mode of transit with density in the surrounding area to ensure a mix of transit options throughout the Port Lands (e.g., bus routes in lower density areas).
  - Consider further integrating the Ship Channel with north-south corridors.

### **Upcoming Public Consultations**

- Make the vision for the Port Lands more explicit; ensure it is bold and challenges the status quo.
- Consider depicting the Toronto Islands in the visual materials to help complete the picture.
- Reduce the amount of information presented, focusing on high level ideas.

### **Other**

- Recommend the use of retractable awnings to help regulate indoor temperatures.

## **4. Adjourn**

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



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**Stakeholder Advisory Committee (SAC) Meeting #4**

Metro Hall, 55 John Street, Room 303

Thursday, November 5, 2015

6:30 – 8:30 pm

**AGENDA**

**Meeting Purpose:**

- Present the emerging vision for the Port Lands, including land use direction, preferred street network and urban structure, as well as the direction for other key elements like built form, biodiversity and sustainability.
- Obtain feedback from the SAC ahead of the upcoming public consultation meetings in mid-November.

**6:30 pm      Agenda Review, Opening Remarks and Introductions**  
Liz Nield, Facilitator, Lura Consulting

**6:40 pm      Process Update and Presentation – Cassidy Ritz, City of Toronto; Amanda Santo, Waterfront Toronto; Adam Nicklin, Public Work**

- Process Update and Upcoming Public Consultations
- Placemaking in the Port Lands: The Emerging Vision

**7:30 pm      Facilitated Discussion – SAC Questions, Feedback and Advice**

7:30 pm      What do you like about the emerging vision?

7:45 pm      Has anything major been missed or of concern to you?

8:00 pm      What refinements would you suggest ahead of the upcoming public consultations?

**8:15 pm      Wrap-up and Next Steps**

**8:30 pm      Adjourn**

**SAC Meeting List of Attendees:**

- CodeBlueTO
- Corktown Resident & Business Association
- Cycling Toronto/Ward 30 Bikes
- Gooderham & Worts Neighbourhood Association
- Resident
- Toronto Field Naturalists
- Transit Advocate
- West Don Lands Committee

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

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

**C. The vision for the Port Lands must be bold and challenge the thinking “we can’t do this”. From a transit perspective, consider revisiting the work done in the original environmental assessment (EA) in 2004 which included transit on Unwin Street. Ensure the framework for the Port Lands includes a vision for light rail transit to ensure it is a priority in the future. The original EA also included transit on Lake Shore Boulevard which should be added to the framework. On the development side, the recommended density should be reviewed to increase the number of residents in the Port Lands.**

**A.** The framework does include an extensive transit network on streets in the Port Lands. We are presenting the street network with higher order transit, but it will come down to funding to get higher order transit in place. We are pushing to get that funding. We are also future-proofing the street network. The Broadview Extension, for example, is being designed with future needs in mind (e.g., higher order transit) to avoid building lift bridges twice. There may also be interim uses (e.g., bus rapid transit), but none of the streets preclude transit.

**Q. Will the Don Roadway be wide enough for truck use?**

**A.** The Don Roadway will have the highest capacity of all the streets in the Port Lands (i.e., two lanes). The other streets are being designed with one lane in each direction and a turning lane for efficiency. We have identified some working streets which will be 3.5 m wide and fall within the City’s lane width guidelines. We recently met with industry representatives to identify dedicated truck routes. Some industries are amenable to that solution, while others will find it more challenging. The key is to ensure there is redundancy in terms of truck route options so that heavy trucks are not moving through residential areas.

**C. I am awe struck – this is fantastic. The framework has captured what we have been dreaming about for the Port Lands. I like that that there are many separate areas taking shape. Each district needs a hub of activity so that it has a distinct sense of place. I do also have some concerns – the transit diagram did not include any routes to the Hearn, which will need transit if it will be a major destination. Consider using the railway spurs that run between the Hearn and Union Station for future LRT use. There is also a risk of creating transit deserts in lower density areas if only right-of-way or higher order transit is planned for (e.g., LRTs). Consider bus routes in low density areas of the Port Lands.**

**A.** There is a line on the transit map depicted in gray which protects for a future streetcar route to the Hearn. The rail spurs can be used for other systems when they are not being used for industrial uses (e.g., biodiversity).

**C. I also want to add that arenas do not have to be free standing single purpose buildings with parking. An arena can be part of a stacked building with other recreational uses (e.g., running track, swimming pool, etc.). An arena does not necessarily need windows; the outside edges could be combined with other uses (e.g., affordable housing). In terms of sustainability, retractable awnings should be considered to help regulate indoor temperatures.**

**C. I really like the focus on the relationship between Blue-Green – it’s a term already used by the committee I represent. I love the biodiversity work that has been done; the biodiversity layers are quite brilliant. I also like that diversity in general is being built into the framework. I do have some**

concerns about ensuring mixed-used development in the area. The compatibility issues with long-term industrial uses should not limit the vision for the future of the Port Lands. There is a need to ensure a healthy mix of diverse uses in the precincts and that the framework can accommodate change over time.

**C.** I love the idea of starting with water and the expression you used – “the green fringe that hugs Toronto”. I urge you to show the Toronto Islands in the context of the Port Lands to complete the picture. Something to replace the island airport would be welcome. I have one note of caution about biodiversity – coyotes have killed cats and dogs on the Toronto Islands. They travel across the winter ice from the Leslie Street Spit to the Island. It is something to consider as we want to support biodiversity, but not a monoculture of coyotes. On the subject of Film, Media and Creative uses, the film industry is susceptible to external factors (e.g., exchange rate) and fluctuates accordingly. Please keep that in mind when planning the framework for the Port Lands. You don’t want to overbuild for a single land use and end up with vacant spaces. I suggest studying industry fluctuations over time using data from the Ontario Media Development Corporation website.

**C.** I was happy to see the green fringe on northern side of the Ship Channel. How much of that green fringe can be animated at different times throughout the day (e.g., at night)? I like the idea of maintaining artefacts (e.g., smoke stacks); they are iconic of the area’s heritage. The Broadview Extension alignment with a view corridor to the Hearn was a nice reveal. I also love the focus on water (e.g., naturalization, bioswales, etc.).

**A.** I want to note that this is a framework plan so it is very high level. Within the framework, all the neighbourhoods will eventually go through precinct planning (like is being done for Villiers Island); many of these ideas will get fleshed out further.

**Q.** How would future phases of planning and development in the Port Lands be affected if the required flood protection work (e.g., berm, re-naturalization of the Don River mouth, etc.) is drawn out?

**A.** The original EA was based on a three or four phase approach for flood protection. We have asked the three levels of government for funding to complete the full build out of the river because there are so many efficiencies of doing it at one time, including unlocking the Port Lands. We are undergoing an extensive due diligence process to accurately cost those issues. We are optimistic we will get the funding to complete the flood protection.

**C.** I like the island airport and use it all the time. It does have its function in the downtown core. I would like to congratulate the team – the work completed in the past two years is phenomenal, including the public consultations. I am impressed with the overall process. I do have some concerns about the employment zones. The types of uses in the employment zones should include blue and green industries to ensure a diversity of uses (e.g., live, work, play). Affordable housing is another big issue; I love the 20% target, but there is a need to ensure a mix of affordable and market units in the same building to ensure success. I like the work that has been done in Regent Park, but the affordable and market units should have been integrated within the same buildings instead of being separate developments.

**A.** It is difficult to integrate affordable and market units in the same building, but we do have pilot projects that are trying to achieve that. We have had some success in the West Don Lands integrating buildings with affordable units near buildings with market units. Waterfront Toronto’s design review process has ensured a level of design excellence so one cannot always tell which building has affordable units and which has market units.

**C. Cooperative housing is another model that is very successful. There should be a clear objective for a diversity of housing options in the Port Lands as well as a requirement for inclusionary zoning. I would also like to congratulate the team on the phenomenal work completed to date. I also have a few concerns – I see this as a framework, not a vision. A vision requires an overriding narrative that describes what is there now and also inspires future development. There is also a need to explain what the Port Lands is (e.g., an extension of the City?). The narrative about the water is important. I also have some concern about the direction for Polson Quay – I think the direction presented is the wrong one for that piece. It is an important part of the Port Lands; I don't want to give it up to industrial or employment uses unless they are live-work uses. They don't animate the landscape the way a neighbourhood would. The First Gulf development includes high density employment uses nearby. There is also a need for a critical mass of residents in the Port Lands. Where will they be located? Is it possible to remove the hydro towers on Commissioners Street to make it a civilized street? I don't see the need to maintain them. Can you also clarify if the work on the Broadview Extension is being integrated with Gardiner East EA?**

**A.** Yes, staff from Transportation Planning are involved in both projects. The studies inform each other.

**Q. How specific will the framework be on the location for the alignment of the Broadview Extension?**

**A.** The transportation component of the study is part of an EA, which is currently in Phase 2. The specifics of the alignment would take place in Phase 3 of the process. We have exceeded the work required for Phase 2 of an EA process to meet flood protection and transportation planning requirements.

**C. I love the green-blue vision you presented as well as the suggestions to re-naturalize the Port Lands. Consider integrating the Ship Channel with north-south corridors.**

**C. The presentation had too much information. Cull the amount of information to focus on high level ideas.**

**C. Keep it big picture – don't let the audience get lost in the details.**