

Port Lands Acceleration Initiative

Public Consultation Round 2

ATTACHMENTS - for Participant Review

April 19, 2012

- ATTACHMENT A.** Feedback from Completed Table Discussion Guides
- ATTACHMENT B.** Feedback from Completed Individual Discussion Guides
- ATTACHMENT C.** Feedback from Other Written Submissions

ATTACHMENT A.

Feedback from Completed Table Discussion Guides

TOPIC: Flood Protection, Naturalization and Green Space

1. What do you like about the directions emerging?

April 3, 2012:

- Like the green space planning and don't want it encroached on.
- Like green space linked to broader hinterland (ecological connecting wildlife corridor).
- Site for world class city.
- Only part not cut off from the lake.
- Interest in great % of environment.
- Park destination?
- Like 4WS most.
- Like meadow – natural, fish friendly, with science.
- Flood protection vs. Cost of drainage – how much more money?
- Infrastructure vs. Naturalization.
- Original.
- Access vs. Beaches or islands.
- Spillway going into shipway.
- Phasing flood protection.
- The retention of the naturalized river.
- Cherry Beach is still part of the plan.
- 4WS appeals, as long as the green space is not diminished.
- The plan doesn't include monorails, Ferris wheels, or big box retail.
- Like the fact we are talking about reality.
- Flood protection forces green space.
- It puts the breaks on thoughtless development.
- Valuable information has come out.
- Breaking the plan down into manageable practical portions.
- Relocating spillway makes sense to accommodate immediate development.
- Revising the Don roadway.
- Still considering 4WS.
- That it's being discussed with the citizens of Toronto.
- Like the new outlet (avoiding the promontories).
- Preserving the Keating Channel.
- Preserves some of the key elements from the original plan (3 outlets, less sharp bend, green space).
- Not much compared to old plan.
- Appreciate realigning the spillway in Don Roadway.
- Flood protection is very important for surrounding neighbourhoods and businesses – phased plan toward protection is okay. Since we must move forward to respond to climate change.
- Shifting of Don Roadway and the spillway east.
- Likes the idea that flood protection is phased → smaller manageable pieces.
- Tried to maintain the naturalized river although revised plan is less desirable.
- Returns that majority of the primary features and it's still better than the 3 other alternatives.
- Maintains as much green space as possible while achieving some development.
- Phased approach is right direction.
- Want a balance between development and green space. Both allow for sedimentation removal.
- Like development to support funding. Investigate other sites to help fund.
- Figured out ways to do it in phases – this is possible.
- Retains the original vision of 4 years at consultation from the original.

- Like river redesign and using existing outlet to save \$
- Green spaces are good – show how contribute to development.
- Using the spillway as a park.
- 4WS scheme is held to viable.
- Refined 4WS is reasonable and validates what work was done.
- Refined 4WS still keeps the integrity of the original 4WS which is okay.

April 4, 2012:

- Able to accommodate the reg. storm
- Able to maximize area for development in a cost effective way
- Idea of naturalization of the river.
- Naturalization and flood protection is relatively cheap.
- Not really bothered about shifting the spillway to the Don Roadway.
- Keep the bike path.
- Keep the natural habitat (including wildlife and place away from the downtown core).
- Keep the area peaceful.
- Doing “something”
- Government are actively having discussions and thinking.
- Like that people are listening.
- Flood protection – 1st positive in “disaster” management
- Should be a new community that is based on the new direction → improving lifestyle for people of Toronto (water, parks, natural)
- Access for publically owned land.
- 4WS – original preferred.
- Like that they’re asking – accelerated without compromising original plan.
- Appreciative of the process, involving public.
- Like that it still sort of looks like natural river rather than under channels.
- Still balances the interim condition.
- More usable land and less land development (frees up additional land for flood plain)
- Maintains the original plans to keep flow coming out Keating and the spillway (maintains 4WS alternative)
- Phasing has been thought through
- Flood protection for east
- Modular and practical approach

2. What, if anything, concerns you? Why?

April 3, 2012:

- The spillway into the channel and the effect of continued shipping on the wildlife in spillway. Need more emphasis on the south option flood spillway to handle 100 year storm – can’t accommodate flow with just one channel.
- Worried about low density, looking for mid-rise.
- No Ferris wheel or casino.
- Worried about flooding and stream flow – elevation.
- Question of developmental lands.
- Not happy about low density super malls.
- Big box stores attract cars, need better transit.
- Difficult to analyze alternative plan due to lack of details.
- Reduction in green space by 40%
- Cost savings are coming at a cost to public, not corporations.
- Change to plan doesn’t follow the historic river pathway.
- Focus should be on flood plain, what are we spending money on developing other infrastructure?
- The consultation process seems to be being used as a way to cut back on the Lower Don Lands plan as opposed to accelerate the internationally award winning plan.

- We haven't looked at alternative ways of funding i.e. public bonds
- The loss of green space. The plan should continue to have the amount of green space as has previously been in the plan. There hasn't been.
- Flood protection should take into account climate change and future weather patterns.
- Pastoral open green space with public views.
- Maintain public access to the water.
- Physical/visual access from City to green space.
- Needs to be opened up and made inviting.
- Acceleration.
- Time wasting.
- Beautification can occur today on the main arteries without spending big money.
- Sacrifice an international design/city future for big box development.
- Need more information on what to green, space it will take, and look with before signing off the Mouth of the Don.
- Will there be \$ for the river if it is in the last phases?
- Like the direction that it's moving forward no matter how slowly, but concerned about the loss of land.
- Does the new green space area provide enough SWM for the new development?
- Should pay more \$ to ensure something happens.
- Original river alignment was more natural and interesting but its tolerable if benefits that great.
- Wildlife corridor?
- Too industrial, original was more naturalized.
- Loss of wetlands/parks at the mouth.
- Why bother developing unless your going to build the original design?
- Green space at the shore doesn't compare to current shore plan.
- Lack of promontory → req's phasing.
- Too much dockwall space.
- Information on shipping requirements.
- Overall cost very high, especially without known returns.
- Is it enough to adders Hurricane Hazel?
- This revision is removing parts of the public realm and giving it to the private sector.
- Toronto has a history of giving up promised green space in favour of development. We shouldn't give up anymore.
- The previous 4WS was better, RE: re-naturalization and parkland.
- We don't want to give up the urban estuary of 4WS – the realigned plan emasculates the original vision which was developed by many stakehodlers over long time.
- Why change the original plan? Need some undefined land (undeveloped).
- Don't like the loss of park space (40 acres).
- Development applications have been filed.
- Plan seems premature because we don't know what the complete picture is.
- Loss of green space (especially promontories).
- Need a guarantee that once first phase is complete subsequent phases will eventually be completed.
- Doesn't like road realignment in the proposed revised plan.
- Overall plan seems mediocre.
- Entire plan is watered down.
- Reduced green space – reduces value of land developed.
- Not as natural, not as unique in form.
- Looks more closed in by development.
- Green space left out current plan and would want to make sure it is not left out in future iterations.
- Hard time believing can create nature ecology in multiple stages.
- What and where is the parkland?
- Concern about raising lake levels – need to account for this in flood calculations in spillway and naturalized river – will it be green or muddy – what will it look like?

- All green space is interior – development will block views and will block public access.
- Extent of commitment to make this happen – how do we know full river will get done – cost and timing?
- How much reduced in parkland and corridor to LOP.
- Not enough parkland / over development.
- Lake being hidden from view.
- “acceleration” ? = misnomer
- Landscape ecology perspective → corridor of green space extending up then LSS
- Why are we worried about shipping if the quays are going to redevelop?
- Potential for woodland in the old 4WS – can we keep this?
- Would like a larger public promenade/buffer along edge of new river.
- In first phase north of Keating channel is a good opportunity to realign the Gardner.

April 4, 2012:

- Don't think it could still accommodate a flood, water won't go around a light turn → putting people at risk.
- Why are we going to a realigned if flood protection worked on the original?
- Should be more green space.
- Need to plan for a bigger flood (climate change).
- Very controversial – feel betrayed. Saw great plan with promontories and new gone. Don't like the narrowing and afraid.
- TPA political move re: no problem with shipping.
- Afraid of a canyon of development along new river, and loss of green space.
- Preferred old 4WS which is more natural.
- Curious to see the figures/numbers for cost reduction. Reduction in cost is not that much.
- Concerned that the Don will be destroyed and go to the private sector.
- Can't go back to natural once it's built out.
- Area needs a family space not commercialization.
- No condos, no big box stores because leads to too many parking lots.
- Concerned that only looking at tax \$
- Don Lands framework
- Seems we are moving from parkland focus to development focus.
- Don't want to cater to developers.
- Not as much green space.
- Unacceptable for development to be west of Cherry.
- No condos.
- Reduction in the size of the floodplain; reduction in green space.
- Costs of parks and green space
- Of the \$150 million – what goes to parks?
- Phasing of the naturalization – how long will it take? What if it takes too long and the plan is lost?
- Does not achieve EA objectives of naturalization, only flood protection.
- No wetlands.
- Wrong assumption that there is no government funding for the river.
- Lafarge can be relocated to the end of the ship channel – Promontory Park still can be built?
- Is the 4WS realigned plan more acceptable simply because it costs less due to a reduction in green space or because green space has been re-allocated for development? Why is the “realigned” 4WS cheaper?
- What shipping happens along the west side and why is green space removed? Why did it make it thought the EA the first time? Concern: loss of green space along promontories.
- Savings of \$150 M small potatoes in grand scheme of things.
- Frustrated by a few people upsetting the apple cart when years of consultation has already been done. It our land and our legacy, don't want to drip away the dream.
- Loss of green space at edge of the water, potential barriers to public access.
- Elimination of promontory reduces value of abutting.
- Costing a rationale is problematic at this level because numbers are not approved.
- The landscaping at the mouth of the Don looks like it just gets cut off (4WS realigned)

- Concerned about loss of green space.
- Silt build up – no plan to deal with this.
- Original plan defined what the flood plain is – don't know how they can change the flood plain, the river hasn't changed.
- Moving buildable line closer to the flood lines.
- Availability of public to enjoy the harbourfront, not just condo owners.
- Losing the natural flow and curves of the river.
- Repeating the "straight jacketing" and canalization of the Don.
- Is there adequate public access to the green space that is left?
- Hard edge versus human friendly, publicly accessible
- Moving green space inland robs us of relationship to lake
- Forget too much green space in eliminating promontory north

3. What refinements, if any, would you like to see explored?

April 3, 2012:

- What provisions will there be for bridges to increase wildlife? What is being done to invite wildlife and increase population?
- Daylight under bridges to encourage vegetation and discourage wildlife from crossing roads.
- Meandering preferred.
- Questions about H2O.
- No destination shopping, instead walkable shopping wide-pedestrian corridor.
- Affordable food stores.
- Need more than 20 year span.
- Clarification on cost savings achieved and the effects on the surrounding land
- Re-introduction of additional green space
- Circulation of green space versus non-circulation of infrastructure
- Attaching nodes within the green space.
- Could parkland dedication law or S.37 of the Planning Act be used to get additional parkland and naturalized areas?
- We would like progress on a financial strategy to fund the flood protection measures.
- This should be the Toronto version of Central Park. The original support for the plan was based on green space as a public asset; without the green space there is no reason to support.
- Looking for a compelling vision.
- Need to generate enthusiasm.
- Sense of community.
- Not hearing about planning aspects.
- Improve access to Lop.
- Make it easier to get to.
- If done right, development can make it more inviting.
- Make it an exciting destination.
- Great place to store kayaks.
- Move freely to lake from point of access – take a look at height, don't want oppressive development.
- Is the cost of maintaining a concrete mouth less than that of a naturalized mouth? If not, then naturalize – need more information.
- Development should start on the lands not in the flood plain.
- More naturalization and more green space.
- Temporary beautification on the remaining 80% so that the lands are accessible.
- Locking in the plans so they don't get overturned by future municipal administrations.
- Build protection of the plan so no future government level can change it.
- SWM important for the new development.
- Fees for development should pay for SWM.

- Should look at ways to generate revenues.
- Debris management, sediment management.
- Consider interim green space use while being developed.
- During a more dry period, people want it to look more like a river (more water).
- Phasing and promontory.
- Phasing of dockwall removal.
- Final vision requires more phasing.
- Develop east and the Don roadway first to build funds for the rest of the project. Leverage \$\$ from Don Lands that are out of the flood plain first.
- More pedestrian and cycling connections between Ward 30 and the lakeshore.
- More north/south green connections are necessary with Ward 30.
- Restore the marshland from the original plan.
- Restore the park land in Polson Quay – loss of promontory parks is unacceptable.
- Need more green space between the Don Roadway and Leslie north of the shipping channel.
- Need more green space.
- Native Canadian (First Nations) concerns / claims.
- Green space does not need infrastructure.
- Make concessions by having one promontory instead of two.
- Find other areas in the precinct for parkland to make up the difference (i.e. lake Ontario Park).
- Claw back some of the development land.
- Ensure public amenities are in place as part of the plan.
- Incorporate promontory as a later phase.
- Keep the mouth of future river as parkland and the perimeter of the keys also as parkland.
- Generous waterfront public access and green space at the front of the lane and end of the pier.
- Ottawa LRT project required bicycle paths as a part of vision.
- Do more detailed planning for connections.
- Make ends or quays green so people can use and have more views.
- Show trails, views of lake, and access to edges.
- Need wildlife corridor all the way up – crossing Unwin not good.
- Plan cycling routes now.
- Don't repeat Corus building – have set back much more to give much more lake access.
- Public access on west edge of quays – park, cafes etc.
- Grandville Island good example, government park.
- Need access to get a cultural uses.
- Redevelop docks.
- Identify berms and walkways on top – figure out where to put soils as start construction.
- Flood protection is a feature attraction element of the plan to bring land uses.
- Put back parklands and corridor to LOP.
- Ward 30 needs a North-South connection.
- Aboriginal involvement – acknowledgment of Aboriginal histories/treaties.
- Green space to come ahead of built space – naturalized space = Increased habitat for birds.
- What is the cost of the “naturalization” of the river.
- Lock down plans – protect from political interferences.
- How does the end of the river mouth connect to the lake?
- How does the spillway connect to the lake?

April 4, 2012:

- Move more green space east of the Don Roadway.
- Insurance companies will charge a premium → should be no residential in the area.
- Keep promontories and fill from the subway/LRT to build promontories
- If no promontories then make development accommodate much more waterfront green space.
- Question – want to know the height of buildings – leery of overdevelopment.

- Want to ensure we solidify the plan especially to development the plans.
- Attract local businesses.
- Youth people using income differently not buying cars, so we need public transit and green space.
- Start up companies, arts- oriented to relocate to the Port Lands = arts community brings money = small businesses. This will attract young people e.g. Queen West.
- Opportunity to have a “central park” on the waterfront.
- Make the Port Lands a cultural and sophisticated place by attracting arts.
- Make it affordable for people to come to the area, not like the Distillery District.
- Build enough green space now.
- Focus on recreation first.
- Keep more parkland.
- More things like High Park.
- If we are going to be an international city – green essential then we need green space.
- Slow and steady will work.
- Emphasize long-term vision not short term
- Put green in right away. Will green space be sufficient at full build out?
- Flood plain first then progress in phases.
- Identify parkland first, not development
- Increase green space.
- More parkland – more than 25%
- Would like to see parkland on the keys – increased diversity of park space.
- Create parkland on the Quay.
- Provide meaningful public access to the lake.
- What are the financials for the preferred 4WS alternative?
- Focus on 4WS.
- How do you get back to 4WS?
- Why can’t you phase 4WS?
- Why can’t all three governments focus development and river as a priority area?
- Why is promontory taken away?
- More forward long-term thinking for infrastructure for resilience and sustainability.
- Need to look at green space to improve water quality.
- Promontory feature adds cost now, but would like to see it added. Adds value to the land as a civic amenity.
- Provide for the possibility of addition of the promontory in the future.
- Does the remaining land provide for suitable development of neighbourhoods that deal with climate change conditions? Provides protection?
- Bring the promontory back – public access and buffer for wind
- Conduct full cost accounting (cost out the benefits) of naturalization of the area
- Call it the Don Greenway
- E1 (cousins Quay) should remain naturalized
- Sort out (clarify) ownership of and authority over dock wall at Polson Quay (Councillor Fletcher)

TOPIC: Economics, Marketing and Finance

1. What do you like about the directions emerging?

April 3, 2012:

- Phasing important – like section 37 – the developer has to give City money to build extra floors.
- Good green space “parkland dedication” be used to fund development.
- Doesn’t appear that there is immediate pressure to pave the lakefront.
- Generally, phasing makes sense in terms that we can’t pay for this all at once. Proceed slowly in small steps, while re-investing the profits.
- Early wins.
- Exciting little achievements.
- Need a reality check – will cost \$
- Emphasis on harmonious catalytic use.
- Using \$ from Port Lands to re-invest in Port Lands.
- Phasing in more manageable bits.
- Not one developer can do it all.
- Realistic expectations on timing, financing, and phasing.
- Recognition that transit is a priority.
- Developers and users of land have come together to consider a plan for the area.
- Phasing – residential market may go soft in the future.
- Recognition that we need public \$.
- Haven’t seen anything to like.
- Getting offices located in Port Lands.
- Building big box.
- This information tells us that there’s no rush – the market says we can’t “accelerate” – more important to do it right than to do it fast.
- Good to talk to developers early on about their interests.
- Pleased that transit has been identified as a key issue.
- Like that the pace of development is slower – may be able to recoup the rise in the value of land.
- Like the idea of the private sector funding some of the costs. Governments would need to play a role in how funding is allocated.
- Will cost the city less.
- Need SFH and combination of residential and commercial.
- Identification of precincts for development.
- A mix of uses in precincts.
- Public is being consulted and is being made aware of the real economic challenges but we really had a hard time finding anything.
- Like that opinion being sought.
- Precedent to talk to developers and financiers.
- Transit.
- Phasing.
- Good start – phasing is practical.

April 4, 2012:

- Being functionally the same, it is attractive to see more room for development.
- Olympics would trigger more things in the area → a catalyst type of development should be looked at to push for public & private funding and should be looked at closely.
- Need transport infrastructure first - like this. Don’t agree about this. Separated transit system.
- Like to keep the light industrial company workshop spaces – investigate this.

- Office space good opportunity for small business.
- \$2.5 to 3 billion is not as scary.
- We already know this is going to take time.
- Why is there an assumption that no government will spend \$ on this?
- A lot of good communication on this issue – good at speaking to the complexities, the realities.
- Developers are involved in the discussion – particularly around the feasibility of development there (transit is essential; flood protection)
- Phasing: building on bit by bit.
- Economics was not considered in original EA. It is good that we have it now. There is huge gap.
- Government funding is needed to get the river done, and major infrastructure.
- We are talking about how to fund it over the long-term in stages.
- Sell land with higher value because adjacent land is guaranteed to remain green space.
- Encouraged that its being looked at in incremental phases – phasing, budgeting accordingly
- Having an event to act as a catalyst for development
- Useful to have things broken down in a concrete way.
- Makes information tangible.
- Potential investors can see a path forward.
- Looking at so many different options.
- Realistic understanding of costs for general public

2. What, if anything, concerns you? Why?

April 3, 2012:

- Why was habitat for humanity not one of the market sounding interviewees?
- Concerned about urban big box centres – not the place for it – out of character for the space.
- Cost of flood elevation versus naturalization.
- Need more city building vision.
- Vision getting compromised for funding.
- Who pays for transit funding?
- Ownership/financial planning needs to stay with Waterfront Toronto.
- Can't be subject to political whims i.e. issues with Transit City.
- Look at very short term to just get going.
- We're not getting feedback on development and financing tools that are available – such as public bonds. There are different financial tools that can be used to implement the project. We're not able to provide feedback because they're not providing the numbers during the consultation process.
- Take care of liability issues first – what if we have another Hurricane Hazel? Will we be exposed to the risk of lack of flood protection in order to allow development first?
- We would like to see business cases for each scenario. The concern is that there is only one more opportunity to provide feedback and we're never been provided with the business cases.
- The plan should leverage parks and public amenities as a catalyst for development and leverage profitability.
- Transit funding (city-wide issue) appears to be a barrier to development happening.
- Concern that no property tax forgiveness should be given to private developers.
- P3's should not be used; the private interest will undermine public objectives.
- Don't see much potential for compelling exciting development.
- Robustness of the condo development plan.
- Doesn't seem realistic.
- Putting more and more cost on residential.
- Clarification on building heights – particularly in relation to the airport.
- Where is the infrastructure money coming from?
- Fencing mechanism for first development and infrastructure phase?
- Kill the big box – not appropriate for the jewel of the waterfront – large parking lots not appropriate.
- Big box tents – short term economic revenue.

- Concern that the putting in of the infrastructure does not necessarily mean “they” will come.
- Make sure that this area is for everyone not just for those who live here.
- Have seen TIFs used, but not sure if it would work with this scale of a project.
- Developers not likely to pay to remodel and develop, without infrastructure. Need government funding for infrastructure.
- Conflict between big box stores and lakeviews. Unless it’s an interim use.
- The notion of “destination retail” encourages driving.
- The notion of a World Fair is a way to leverage government funding for something they should be paying for.
- Raising funds will be difficult. Where will we get the \$\$?
- Waterfront Toronto can’t issue bonds.
- Need to see infrastructure cost broken down by precinct.
- Why did East Don Lands get tacked on?
- Building big box.
- Too much concentration on market driven planning – the public should have the primary say, not how much profit can be created for the private sector.
- The language – like “the P3 sector is innovative” – is biased and directive.
- Tax increased financing (TIF) – not a good model, mortgaging the future.
- Concerned about catalytic events because it would mean the development of the Hearne which is not a good place for development.
- Need to have developers pay for more of their share of infrastructure (development charges), and cover cost of naturalization.
- Concerned about big box/destination retail and large parking lots coming down to the Port Lands.
- Concerned about residential over saturating the market.
- Concerned that private land owners may not be willing to work with WT.
- Would like a better idea of what the revenues are. If you know the costs, revenues shouldn’t be far behind.
- Throwing the cost of \$1.75 million gets without further explanation makes it difficult to determine where it fits into 2.5 – 3B.
- Densities are too low to support the development.
- Timing not clearly outlined and can’t support development in a substantial way.
- Market – need to think outside the box.
- Need more detail in costing breakdown.
- Failing economic land development model because it is developer-driven and not user-driven.
- If the majority of land is purely surplus, that it lays the foundation for opportunistic land use and not anything with a strong vision.
- LRT not good enough – should build elevated transit.
- Talking to developers – what do you owe them for helping?
- Don’t know enough about costs and revenues.
- Didn’t look at all the land uses – need to examine culture, and industrial.
- Is looking at finance and economic premature?
- No vision in this – bad planning, do plan first, then economic analysis and phasing.
- Attractive location but cost is too high so need an attractive idea – catalyst, such as Central Park.
- TIF not a good model = tax increment finance
- Get the developers pay for more
- Catalytic development ≠ cultural institutions.
- Seems to be development that is not public driven.
- No organizing plan, not long term.
- Is there a better body to approve the development other than Council? Someone more objective?
- Can you reduce the cut back in green space by increasing development?
- Don’t bump up the development to make it cheap, may not be viable to develop the Port Lands.
- Has anyone looked at the financial viability of continued port activities as an input in the financial analysis?
- Really question the source of the information that says we should have a large retail on the waterfront. Why would it be important to create a big box?

April 4, 2012:

- Investors may be inhibited in the area because of concern of floods and liability → business don't want any risk. Need to alleviate these fears.
- Don't want heavy industry in the area.
- Need to know better what the revenue is to compare red \$ to green \$, and the phasing.
- Concerned that housing growth will slow – maybe a problem – can't predict what will happen.
- Toronto Port Authority (TPA) and their lack of response.
- Developers will pay for soil remediation but will not take on the liability.
- Not being proactive in paying for flood protection but relying on the developers to do that.
- Area is too large for one developer and one real estate style.
- Tall buildings block views.
- Further define where you need the \$
- The goal should be access for people.
- Change in lifestyle (people working from home).
- Transit?
- No recognition.
- Local agriculture
- Healthy lifestyle
- Worry that the costs of development will be so high that it will be economically prohibitive.
- Concern about creating a neighbourhood, creating community.
- More of the costs shifted on to the developers.
- What is the cost to the people of Toronto in tax increases?
- Cost of remediating land is going up and down.
- Funding – it's not clear.
- Equal proportion of office/residential.
- Cannot do only by leaning on market forces.
- B or C offices need minimum infrastructure
- Need government direction to make this area more attractive than suburbs.
- Low market demand projections for the land “is ridiculous” – last frontier of waterfront will be in demand.
- Feel like people at BILD Toronto want to make commissions (self-interest) in short-term. Need to get this flood issue taken care of quickly so they can get it developed → rather than having the patience to do it right and develop it right when the time is right.
- Hard to see directions emerging without see investment.
- High value assets like great parks and streetscapes may be left off the table because you can't fund basic infrastructure.
- Funding massive infrastructure 10% of land.
- Model is not clear – how to invest in a way to catalyze development.
- Acceleration works against financing.
- This is not the place for big box centre – it takes away from urban appeal. It's an exciting piece of land and it should serve the local community.
- Concern that planning is being driven by returns on short-term investment, instead of the public good.
- The development industry don't want to take on flood liability, they are forcing the public to shoulder the costs.
- This area shouldn't be required to pay for the ecological job it is required to do protecting the inherent ecological value of the area should not depend on developing the area. It shouldn't depend on the private sector – should be the 3 levels of government.
- Big box stores proposed.
- Talk of a casino.
- “905” style office park
- Public good shouldn't be contingent on revenue streams or private sector whims. Public good requires public investment.
- Need to do it because it makes sense and enhances the public sphere.

3. What refinements, if any, would you like to see explored?

April 3, 2012:

- Possible revitalization of the Task Force to Develop the Don.
- More “out of the box” thinking generally and finance structure, i.e. volunteer resources and Habitat for Humanity and more altruistic organizations/groups.
- Narrow down uses of non-green space i.e. no Costco.
- If needed, stack big box stores or put them underground.
- Economically describe over more than 20 years → 50 to 100 years.
- Q: why can't development be involved in serving/infrastructure development.
- Province kick in gas.
- Why wouldn't cost sharing work?
- What is Phase 1?
- How are phases being prioritized?
- Is the next step planning the phasing?
- How much money is funding to get started?
- What is the justification to develop the Port Lands? It is very expensive and the rest of Toronto is providing a lot of development opportunities. Provide cost-benefit analysis of development versus protection and public access. If the development isn't going to cost recover itself, why develop?
- Outline non-capital value of the region.
- Clarification of the funding tools and how they can be used.
- Considerations of higher development charges in the Port Lands because the infrastructure will be all new build – they aren't tapping into existing infrastructure.
- Flood protection and naturalization is in the public interest and should not be dependent on development revenue.
- Work towards a federal commitment to funding infrastructure. Seek ability to borrow at low interest rates. Also, TIFs.
- Use land north of Keating that is not flood prone to develop and earn profits.
- We need an answer on how to get transit.
- What is the possibility for leasing lands? Would it make financial sense the keep ownership of the land? Any uses considered interim should be leased, not sold.
- Rally money around a vision.
- Get back to the “big boys” like west field.
- Want to know how the \$ will be generated.
- Let major developers know we are open for business.
- Interim uses, like parks don't require the amount of infrastructure.
- Don't focus on commercial / retail area for the long term uses but could be used in the short term.
- See more concrete information on how to pay for it.
- DC's.
- Create the framework for the whole area at the same time develop selective sections and continue to phase infrastructure elements for the whole area.
- Federal funding in the future.
- Office/commercial uses → more of a bit for the lakeviews they would pay a premium.
- A unique attraction, with a connection to the area, could draw people and raise revenue.
- Ensure the mixed use is compatible with the residents areas nearby.
- Development needs to go hand in hand with transportation.
- Phasing – move along the waterfront, closest to the City first, people like harbour view.
- Develop east of the Don Roadway first before flood protection.
- Develop part of the Don Lands that isn't in the flood plain first (north of Keating Channel).
- Develop green space first to create value added.
- Rob Ford should go get money from the federal government since they're spending on other things – the Don

Mouth Naturalization is a very important public investment.

- Let all lands south of the ship channel go natural.
- Move concrete batching plants and salt to places that are less obtrusive.
- Continue to have some port uses.
- Reuse infrastructure.
- Cultural and artistic spaces e.g. reusing the Hearn (tourism).
- Remove destination retail or big box from this plan entirely.
- Need to find another way to make money on the site temporarily. Propose having interim uses to generate revenues until the area is built out. i.e. outdoor markets; urban agriculture (in the form of greenhouse or fish farming); and temporary tourist attraction; turn the Hearn into temporary tourist attraction.
- Think outside the box e.g. creative space type market.
- Opportunity and demands to expand the film lands – but they need amenities and better transit.
- Need to think about catalysts e.g. film studios, there is already an employment base there approx. 1000 people, leverage this! Film school?
- Greater density east of Don Roadway to support a vibrant mixed use neighbourhood.
- Examine alternative community development and landscape models as a way to generate economic benefits, e.g. urban farming and non-traditional models at creating community.
- Try to find the catalytic opportunity to define the site and have a productive and unique land use.
- Elevated transit connections to buildings above grade – Vancouver example, private enterprise will benefit, City has to do transit but streetcar not fast enough.
- No big box – just because it pays but it can go anywhere – mall also – need better attraction.
- Need a great attraction – canals, boats, something different.
- Transit should go all the way east – have a vision and once developers know it’s coming they will be attracted.
- More emphasis on catalyst.
- Economic levy → sec. 37
- Creative financing.
- Urban farming.
- Non traditional land use better than film studios.
- Tourism.
- Reduce the development and increase the development charges.
- Like to see the full build out plan with land uses and acreage in big context so decisions can be made.
- Would like to see a discussion of “production facilities” and opportunities for those to grow and expand.
- Look at opportunities for urban goods movement and should not remove these shipping facilities. Synergy between different uses.

April 4, 2012:

- Need government funding to jump start this.
- Need public transit to the area, nothing will work without it.
- Catalyst development = like attract like, bring in one industry you like and others will follow i.e. film industry. Move to outdoor shooting, other interim uses.
- Challenge to get down → needs to be examined further (i.e. roadways, access points)
- If you make it beautiful and attractive then land values go up. The dividends that it will produce need to be calculated. Tourism and businesses can start with lower cost housing because little infrastructure now. So can be cheaper to start with this. Like distillery district.
- Want to know how the commercial tax rate impacts things?
- Toronto should have a taxing authority.
- Municipal bonds – why not issue those? Waterfront Toronto should do this! A development corporation.
- Better financial planning.
- Define the complete analysis of infrastructure financing structure and review sources.
- Businesses should pay for the infrastructure.
- People are moving back into the City (don’t want long commutes).
- Provide natural habitat.
- Provide off leash area.

- Should be a destination.
- Don't have to make all decision now – take care of information.
- Creative funding sponsorship.
- People taxed/pay for this infrastructure – user fees? What can we do to manage infrastructure?
- Work where you live, live where you work = change will occur
- More artist community – like Yorkville; Distillery District.
- Maximize the revenue from development to the extent possible – special area development charges on the private lands.
- Increase residential and decrease office space.
- Cultural institutions/cultural space.
- Increase retail space and increase mixed use = live/work space.
- Community bonds as a source of funding.
- Include transit plans into Metrolinx plans of \$50 billion GTA project.
- Would TIFF or PPP work?
- Find creative ways to finance – lease out publically owned land (but public retains ownership and development control. Carefully assess tools available for their impact (financial and otherwise).
- Leverage the Pan Am Games to pitch quality development hard.
- Example from Sao Paolo – developers are responsible for creating a wonderful public realm at the base of the building (make this a requirement).
- Allow waterfront to issue bonds to assist in financing.
- Consider using tax increment financing (TIF).
- Annual tax/fee on impervious surfaces.
- Offering incentives for greening land/green infrastructure.
- Start with the park – public realm first and then think about development. Only way to get public realm needs to be from public money.
- Need a funding model for transit first.
- Referendum for a bond issue to population of GTA /province to front end, but where does it come from? Needs to go way outside the box.
- Incremental financing for greater clarity.
- Retail that serves the community, but strategically placed and in proportion to the needs of the community should be urban in form.
- Start selling off city land and generate revenue but concern that it won't be valuable without the infrastructure and flood protection in place.
- Leveraging long term development opportunities against future taxes.
- This is a jewel – better to have nothing done, as opposed to shackling future generations with “crap”
- Would like to see an integrated approach
- Where is the trigger? Catalytic use?
- Focus on potential catalytic use.
- Needs to be a plan that excludes large scale attraction-based development at the expense of civic activities.

TOPIC: Development Planning and Phasing

1. What do you like about the directions emerging?

April 3, 2012:

- Phased reorientation of the river.
- Phased reorientation of the river. Phasing time seems appropriate.
- We are looking at the entire Port Lands now, which allows us to lock in green space that was previously uncommitted.
- Taking a slow approach to building out the blocks – making the blocks (parcels/phases of development) in a realistic way.
- Like that they acknowledge this is too big of a project to leave to one developer – many developers will allow for more interesting urban form.
- Concept of mixed-use, pedestrian oriented development. It should be an urban development model.
- Potential to limit the extent of development through phasing, in order to maintain financial viability of development.
- On the right track with flood risk removal and phasing.
- Recognition.
- Support for appropriate retail.
- Agree that the Keating precinct is developed first.
- Identification of the potential of areas for phasing is good because it allows for time to provide a comprehensive vision for the Port Lands.
- We like acceleration if it is for a green, climate positive, comprehensive vision.
- Phasing is a logical approach.
- Like the realistic timeline presented.
- Like the realization that there should be a catalyst.
- Emphasis on planning and infrastructure on Keating and lower don.
- Like phasing (specifics depend on developers).
- We like the Carlaw connection N/S.
- The Broadview connection is very interesting.
- Naturalizing of the river.
- Precinct planning.
- Like the phasing of the plan.
- Phasing is effective to get the process started.
- Overall this is a practical plan that is implementable.
- Like the consultation efforts even though it's a bit exhaustive and repetitive.
- Block sizes of reach to seem agreeable.
- Precinct planning – identifying chunks that can be done manageably.
- Mixed use.
- Phasing manages current economic consultants and is positive.
- Like that is left open for catalytic development of a variety of possible development operations.
- Leaving options opened, allows for positive quantities to arise.
- Okay with phasing.
- Starting with the quays is a good idea to generate \$.

April 4, 2012:

- The phasing and the order of the phasing → hugely ambitious to try and take everything out and do it at once.
- The fact there is a plan.
- Keating Channel first.
- Phasing.

- Attention to shipping transportation > how the shipyard is defining characteristics of the space.
- With EBF and WDL developments ongoing, don't develop anything on Port Lands yet, until build the river first, increase value and demand before allowing any development.
- Get floor protection nailed down to remove uncertainty.
- We like the concept of phasing as long as we ensure the future development will stay true to the plan.
- Development allows for public investment ahead of time.
- Hard to "like" things when in such a hypothetical large scale.
- Like that the area north of the Keating channel is looking like it will be the first to be developed – extending a little bit from what we're already got
- Filling in previously missing financial pieces/business plan
- Thinking about costs
- Highlighting market saturation factor – being more realistic about how fast you can go with development
- Like that, after a momentary lapse, we are back to public consultation

2. What, if anything, concerns you? Why?

April 3, 2012:

- Governance structure.
- Ownership and buy-in.
- OMB overwhelming citizen lead development planning.
- "locked in" gets "locked out"
- What level of "critical mass" investment is required to jumpstart the process?
- Block planning plan without a city centre – real estate projections are someone's best guess. There is no plan.
- The coupling of the phasing of the flood plain and the phasing of the development is absent.
- What kind of process will there be to ensure there is integration of each parcel as it is developed in order to ensure a cohesive whole at the end?
- Loss of parkland around mouth of the Don, and lack of green space in general.
- Parklands aren't being shown at all in the plans.
- Concern about how the OMB might change the plan in the future.
- Concern about the possibility of big box retail (not an urban form, not sustainable, large parking lots, take away from street life).
- Why does the plan need to increase the amount of developable land, given the long timeframe for development.
- Worried that a casino could be proposed as a catalyst for development.
- Possible development areas – need to understand context – how it fits with official plan, etc.
- Don't want to see a casino (one participant).
- Impact of the water table on ultimate design.
- Concern about cars getting from the City to the retail area.
- Getting in and out of the Port Lands.
- OMB interference.
- Continued objections which blocks the progress of the overall plan.
- Ability to tweak without blocking the overall plan. How can Waterfront Toronto be creative in locking down an efficient plan.
- This could be our last chance for Toronto to meet the lake in a meaningful way.
- If development is not paying for anything beyond their site then start where infrastructure exists – Keating, and lakeshore corridor.
- If market softens can take awhile esp. If trying to get development to fund.
- Film district – keep as 100% employment/commercial. Would encourage more businesses/industry to come in – has worked in the USA.
- Transit access = key.
- Revisions seem to be de-emphasizing transit – north on Keating Channel are transit is required!
- When did area east of Don and south of shipping channel come back into play? Not relevant right now.

- Way too vague.
- Where are entertainment/cultural uses? Not just residential/commercial/retail. Educational?
- Again, this planning looks to be completely market driven – shouldn't only reflect the revenue garnered to pay for infrastructure.
- Want to make sure that new building do not block views of the water.
- Don't want any development should be all green and naturalized.
- No big boxes.
- Major vision should be "locked in".
- Precinct planning and phasing must follow the major vision/plan.
- Don't lock a precinct into a particular land use – allow for flexibility.
- Concerned that we're abandoning the original plan instead of phasing it in.
- Difficult to consider the plan because it's incomplete. Looking for a complete plan including present level planning where proposed land uses have been identified.
- Would like more information on a transit strategy.
- Overall timelines still need to investigate ways to ensure development can happen as soon as possible.
- Not clear on difference between anchors and significant places.
- Projected development is low if expect the development shown.
- Square foot price is too low e.g. \$300/square foot too low.
- What is the vision if there was a large sum available?
- There is no clear direction to follow.
- Don't see culture, industrial uses – very important.
- Don't see vision.
- Bad planning – do planning first, then figure out phasing, costs and finance.
- Do the overall plan then do the phasing.
- Transit plan? If do LRT won't do it for large numbers.
- Where do we need to do bridges over Keating channel.
- Transit – into area and out of area, as well as through area.
- Why is it that all great public places get developed? Should be like Chicago.
- Need to have excellent pedestrian linkages between downtown and Port Lands.
- Guidelines for how much mixed use.
- Think the development blocks are too much.
- Would like to keep height down.

April 4, 2012:

- Transit! Phase it at the same time as development, may need interim local transit. People living there will be working downtown, connection east and west and north south are needed.
- If you phase – may have achieve construction all the time which will disturb new residents.
- Com up with formula for affordable housing.
- Concerned with leapfrogging over the East Bayfront and West Don Lands – let those build out before starting the Port Lands.
- Avoid wall of high rises along the lake- wind issues and aesthetically displeasing. if starting at 480 Lakeshore then keep it low and deal with the Gardiner first.
- Density of units, housing in conflict with retail space.
- Will the City be accountable for all suggestions from public meetings?
- Conflict between good investment and local community – finding balance.
- If there is no set plan don't want a free fall.
- Transit?
- Recreation?
- Flood plain has to be established then high order transit.
- Soil cleaning
- Focus on development and not park land
- Need the industry
- Are we creating a global destination with this plan?

- Transit is not well defined – how will people get around?
- Does development in the Port Lands come at a cost of not intensifying other areas in the city?
- If we don't do enough early enough – must act now.
- Would like to see consistent development – consistent investment in the space. Incremental changes.
- Green infrastructure?
- Do not delay the naturalization of the Port Lands → demonstrate action is being taken.
- Show business plan with future economic benefits, revenues to governments, future build outs based on original EA. 4WS plan.
- Extend to all of Port Lands – Port Lands Business Plan.
- How can we make this plan permanent so that obstructionists can't re-open and amend it? – would a park dedication process work?
- Official plan is not prescriptive enough. Lock it in.
- Value of land decreased by phased spillway (i.e. development goes in)
- Land does not seem sufficient to deal with liability issues that were spoken about with re-naturalization.
- There is no vision it is hard to see what the area is striving to be. What is special about this place? There is nothing to get excited about.
- When they had the competition, you could see all the different visions and the winning proposal had this overarching vision that people could get behind. It's been lost through all the watering down and changes. The new concept needs to be revisited. Make sure that all the phasing aligns with the master plan/vision.
- Access to Leslie street spit – how do you get there? Make sure bike and pedestrian access to the spit is kept, and that the space remains for community access.
- Concerns about cutting off access to green space.
- Making sure that there is public access to the waterfront.
- Make sure there is affordable housing in the area – and if not here, where will it be?
- The city should ensure that developers contribute to the infrastructure they require.
- Flood hazard elimination for Leslieville should not take so long
- Money should not be contingent on development of Port Lands
- Don't want to see good planning hijacked for short-term political or economic gain
- "crazy" interim use
- Emphasis on acceleration might undermine responsible planning

3. What refinements, if any, would you like to see explored?

April 3, 2012:

- More vision. "Dong Tang City"
- Self contained community.
- Giant pilot project – ecological water treatment.
- Too many corporate interests.
- Phased out over a larger period.
- Provision for "best practices" quick adoption.
- Decentralized self-sufficient (community) – power/water/water treatment, foster partner "Dong Tang"
- A vision for 50 to 100 years.
- Provision for stepping up the modification of the plan for best practice if it becomes available.
- What we've been given is insufficient to provide in depth analysis; provide further detail.
- A lot of talk about shipping and docking concerns, but no detail – no analysis of anticipated usage, etc.
- They're gone back on their plan to save 180 million dollars.
- They are cutting a lot under the guise of acceleration, but the plan and project aren't actually being accelerated.
- Potential for a large, urban greenhouse for agriculture in the industrial area in the south of the Port Lands.
- Start development north of Keating, where it can proceed in advance of flood protection.
- We need more clarity on the vision for the character of future land uses and built form.
- Small, unique retail, street-related will be superior to destination retail.
- More information on how the plan will integrate land uses.

- Require more detailed information, It's hard to give comments on phasing without being able to understand how each phase can be a functional community.
- Also needs more information on potential catalysts.
- Need a name to build a dream on "Port Lands" nothing magical
- What is untouchable? What is out of the question?
- Looking at shipping channel as a catalyst – boutique shopping along waterway will generate revenue and attract people from Etobicoke or elsewhere in the City.
- What about cultural use
- Create greater interim uses that make the area more accessible to people i.e. more green spaces as interim use,
- Beautification of the current.
- Provide adequate public transit now to get people down here.
- Lock it in → instability in plan, process etc. doesn't create confidence for developers. Therefore prioritize the environmental approval to lock it in and stick to it. i.e. Chicago's 100 year plan. Use EA as lock in mechanism.
- Establish precinct plans within the whole plan.
- Naturalization of the Don should be a priority as the area develops.
- Transit should be ongoing in the phase.
- Please revisit the vision approach of the 2010 plan for the Lower Don Lands, expand it to the Port Lands.
- Bring us more examples of successful major park and mixed use options.
- Citizens of Toronto should demand money to pay for the river.
- Ensure neighbourhood/local scale green space / parkland.
- Develop residential and employment in tandem.
- If built employment areas on the east in tender could start that now and fund.
- Start closest to the city then move along the waterfront. People pay a premium to live on the waterfront. Keep nice looking views for residential.
- Build park first – draw developers in would show there is an esthetic in the area (e.g. Minneapolis). Could be the catalytic thing.
- Mid density area may be more attractive for the river precincts.
- Re-naturalizing will go a long way to revitalizing the area.
- Prioritize phasing accelerating what developers will/what is financially viable.
- Transit should be right of way, needs to be considered apart of larger transit plan → also needs to include connection to Leslie. No loop at river given Leslie street car house.
- Need north/south transport study, including ship channel crossings.
- Want Carlaw extended south to the lakeshore (i.e. park) but only for pedestrian/cyclists.
- How about some actual public planning?
- Where's the vision?
- Phasing should be revised – naturalization should come earlier.
- There should be a height limit on buildings in the area.
- The locale of the Port Lands on the water needs to be a major driver of design. The current plans seem to focus on function and economics first.
- Would like to see a well-designed area with specified land uses.
- No big box retail.
- Identify all potential cultural land uses.
- Develop lands east of Don Roadway.
- Would like to see transit phased in with bus way before moving to high order transit.
- Lock in plans to prevent unnecessary revisiting at the request of politicians.
- Incorporate original plan that encompassed all the vision next to revised so there is an awareness that the original plan included a lot of visioning.
- Extend beach area along cherry beach (e.g. Lake Ontario Park plan)
- Consider the film studios as an anchor, build an existing use and leverage it. Similarly consider other existing uses to build on.
- Ensure to include conventional e.g. loft, work/life etc.
- Need to complete a public space vision with a framework for possible development (catalyst).

- Toronto should be actively selecting catalytic opportunities → should go to the world.
- Green technology.
- No cars.
- Cultural will set stage for people to want to come here.
- No casino.
- Amphitheatre for concerts with view of the lake.
- Amsterdam – canals, public space, can go anywhere for a mall.
- Concentrate on catalyst.
- “off the grid” community – energy, farming etc.
- Organizing principles – greening, eco, could it be carless, off the grid?
- Need great transit, trails, connections to decrease cars.
- City of the future.
- Family units, seniors, co-ops etc.
- Don’t do any development until do plan.
- Consider elevated transit.
- Consider fixed bridges or tunnels rather than lift bridges.
- More pedestrian bridges.
- Should we tell developers they can’t develop elsewhere in the City and focus on Port Lands? – place to grow.
- Need to lock down through precinct plan. May not want to dictate the phasing – let the market decided within a strict planning framework.
- Focus on Eastern Avenue employment area first, or Film District.

April 4, 2012:

- Phasing determined by early staging of development need private funding.
- Transit! Connect to the network.
- Connect the film district to the city through the north.
- Would prefer to see some institutional started. Worried about housing collapse i.e. 200 or learning/research/botanical gardens.
- Build what Chicago did. Want more than a boardwalk – don’t make like East Bayfront.
- Very imaginary architecture - not just glass boxes. Zero carbon buildings like in Germany.
- Need a pedestrian first design.
- Sport facilities in family friendly neighborhood.
- Creation of a recreational sporting place with washrooms.
- Cherry street as a boulevard leading to recreation loop.
- High order transit → long term vision, need leadership.
- Gateway into the Port Lands.
- Like Cherry Street to be developed into a boulevard street.
- Industry should move over time.
- LRT then tunnel.
- Protect an easement to allow a tunnel in the future to the island (bike and pedestrian)
- Quay precincts – see E1 and E3 as parkland → no development on the quays.
- Public promenades → especially along the waterfront.
- Leverage your watershed – a watershed not a sub-watershed.
- Maintain zoning for original 4WS plan but initially build bare-bones to get development started.
- Build berm first to develop east of Don first. Use those funds to support re-naturalization of Don.
- A strong official plan is important to prevent frequent “amendments” with the OMB.
- Strongly define green space and strongly communicate to developers.
- Be much more explicit about section 37 requirements for development.
- Phase development after transit and then build east from Bayfront and West Don Lands.
- Vision needs to focus incrementally – talk Keating A and B not “all Port Lands” precincts
- If this space becomes available for residential housing, it could be amazing opportunity to introduce mixed housing and ensure there is housing access for all income levels in the city.

- We have a slogan for this – 1% for the 1%, 10% for the 10% and so on until you reach all income shares.
- We would like to have a greater understanding of the community components – services, library, access to trails, access to green space etc.
- So many opportunities for environmental sustainable development – make sure sustainability is built in at every step of the way, opportunities for wind turbines.
- Access from Riverdale – Leslieville neighbourhood to the Port Lands/ship channel/outer harbour via Carlaw Avenue
- Clear mandate/commitment to have this development carried through/overseen by WT
- More clarity on how land use planning will roll out – what is the process to be followed?
- Floodplain issues are not just a downtown concern.
- Clear planning framework to control interim uses.

OTHER FEEDBACK OR ADVICE?

April 3, 2012:

- The original plan is just find and doesn't need to change.
- Concern about corporate agendas driving the planning agenda and detracting from public objectives.
- Consider how to build into the plan requirements for sustainable and renewable energy (i.e. solar). Also, the potential for District Energy.
- The facilitation was awesome!
- Catalyst: university, corporate campus, urban farming, off the grid = city of the future. Don't see film park as catalyst.
- Think of temporary uses to get people down here.
- This level of public engagement was difficult – too high level with limited information.
- Just get the river located correctly and then get into Precinct Planning ASAP.
- Show us the tradeoffs so we can make decisions.

April 4, 2012:

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ATTACHMENT B.

Feedback from Completed Individual Discussion Guides

TOPIC: Flood Protection, Naturalization and Green Space

1. What do you like about the directions emerging?

April 3, 2012:

- Practical implementation of flood protection.
- Liked the “urban reform”.
- Liked the integrated plan.
- The landfill into the shipping channel right of way is removed.
- Original 4WS – not refined 4WS
- The possibility to phase flood protection is interesting, in as much as it gives us more options re: spreading out costs of flood protection and re-think order of precinct build-out.
- Go slow approach.
- Original 4WS 2007.
- Nothing – everything is going in the wrong direction.
- We like the phasing.
- We like seeing an attempt to naturalize.
- We like the mention of more parkland in the development.
- Mostly a negative response → generally “do river now”
- Green space.
- Where is the green?
- Great cities have great expansive parks! Like Chicago, Stanley Park.
- Liked acceleration but of green space (low cost)
- Like keeping naturalization.
- The emergence of option 4WS as preferred is delightful, and the ability to open some development areas as early as phase one is encouraging from an economic point of view if new uses for that land can be realized.

April 4, 2012:

- 4WS – what are the changes from 4WS?
- Nothing. It will deliver another concrete jungle.
- I don't like the direction emerging. From my perception, the realigned 4WS plan is inferior to the original 4WS plan, particularly with respect to the public realm. The realigned 4WS plan sacrifices 40 acres of parkland which is located in the most desirable location from the public perception (i.e. along the shore of the inner harbour) for development purposes. In effect, we are backing away from the winning 4WS design in 2007 which the jury said “(i) best addressed the objectives of providing a naturalized mouth and creating a comprehensive plan for addressing urban design, transportation, naturalization, sustainability, and other ecological issues; (ii) demonstrated the winning team’s detailed understanding of soil conditions and remediation, engineering requirements and land ownership issues to produce a plan that was cost effective and achievable (*points quoted directly from WT website*). I am not alone in holding this point. Ken Greenberg, Christopher Hume, and Toronto Star have all said that the realigned 4WS plan was an inferior plan. John Wilson, a member of the advisory group for Portlands Acceleration has been quoted as saying he is saddened by the prospect of losing the promontory park. The only favourable comment I have seen came from Councillor Doug Ford, he said “the study proves his point ... I told you so. You can print that in big letters.”
- Once again, the public realm appears to be playing second fiddle to private development. (Recently, I was at a University of Toronto lecture on the importance of culture to Toronto given Mark Kingwell and John Raulston Saul. They decried that fact that a neo-liberal philosophy (i.e. a thing or activity is only worthwhile if it has a monetary value or serves a useful purpose) pervades our culture. From my perspective, proposing the realigned 4WS is a reflection of that philosophy. How do you quantify the benefits that the public would receive from enjoying the promontory parks and wider Don River floodplain?
- Maintains 4WS alternative.
- Prefer original plan.

- Don't understand why we are developing Port Lands at this time although we would support some preliminary studies on the EA.
- 4WS still preferred component.
- I think that the direction should include ensuring industry and jobs in the Port Lands will be protected.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- I appreciate the fact that this process has been open to the public for consultation and that this exercise may expedite development of the Port Lands. I would like to point out however that millions of dollars have already been spent on expert advice and that the public has been consulted on this over the last seven (?) years or so. The result of that hard work and award winning design can be seen on Waterfront Toronto's web site.
- In the context of the boundaries of this planning study area (as designated by City Council) the proposed plan flood proofing approaches and sequencing is acceptable (i.e. the Don Roadway greenway, the raising of the Don Roadway by approximately 1 metre in height, the widening of the Lakeshore Blvd Don river road and rail bridges).
- Naturalization of the river in principle is a good idea – Do it right and do it well.
- Public consultation if it's properly enacted. By listening to us, being transparent, and being accountable for actions and plans forward.
- It seems clear you are taking flood protection very seriously. I can't detect any loss of function compared to the original plans. If we have to go with a realigned option, I'm glad you're recommending 4WS. Thanks for showing us the pros/cons of the other options evaluated.

2. What, if anything, concerns you? Why?

April 3, 2012:

- More substantial public space.
- Design.
- Want promontory plan back.
- Missing estuary at mouth.
- Seems expensive, continuous.
- Significant, generous public access to lake is lost.
- That the minimum 5% requirements for park space will be provided versus the preferred 25% park space in original plan.
- Want to restore naturalization of Don River – don't like new plan.
- Don't like that 40% of land was re-denigrated.
- Don't want more and more condos along the lakefront – this should be primarily public use area.
- I prefer the original 4WS – meandering river reduces river velocity/impacts from flooding.
- Disagree with big box stores – horrible development for a destination community. Same goes for destination shopping centre. I'd much rather shop on the streets that encourage a sense of place.
- Loss of green space in "refined" 4WS
- No green space along perimeter of lake.
- River not meandering – no longer "naturalized"
- Revisions should be based on science, not politics.
- It's irresponsible to suggest changes to the Lower Don Lands Framework Plan, when that was not within the scope of the PLAI.
- Removing park land.
- Toxic soil left by oil companies and other left to be cleaned up with taxpayers' money.
- Parkland reduced from original 4WS.
- Reduction in river space – no meandering make it difficult to maintain a naturalized wetland.
- Insane to put so much focus on housing/commercial space in an area prone to flooding – we need to count 100,200, 500 year storms – climate change means future is very unpredictable.
- Big wealthy cities should have massive attractive parks – this is the last remaining jewel on the Toronto waterfront.
- Like all groups present – massive concern about reduction in green space.

- No green, not enough room for river.
- Climate change will increase → river wants to flood – anything we do to engineer the river will cause problems, give the river its space.
- River needs to meander for wetlands to do their work cleaning the environment.
- Green vision – naturalizing mouth compatible with Humber and Rouge, and naturalization of whole watershed.
- In general, do not like loss of land.
- Climate change – will it deal with this?
- Wetlands need to be there (are the wetlands big enough?)
- This is our last chance for a huge park – when if not now?
- The large area of low lying, naturalized area in the overflow spillway needs to be handled carefully to avoid growing a swamp which might increase health risks from mosquitoes – there was a reason we drained the old swamp.
- We need to ensure that the normal flow through each of the Keating channel and the new river channel is sufficient to keep both channels continuously flushed.

April 4, 2012:

- Original plan defines removed promontory – wind and wave effects? River will have to be a canal.
- Reduction in waterfront green space.
- This process of arriving at a final plan for the Port Lands development is flawed from a public consultation perspective (and by public consultation, I refer to obtaining feedback from private citizens like myself). The summary section of the Flood Protection handouts says quote “4WS realigned should be carried forward and the EA completed”. From my perspective, it looks like the adoption of the 4WS realigned is a “fait accompli” and was done without much if any public consultation. Specifically, one the major themes raised at the December 12, 2011 public meeting was a concern about potential trade-offs from accelerating development of the Port Lands. Yet here in April 2012, the 4WS plan appears to be doing precisely that - trading parkland for extra development land. What public input contributed to that result? What happened to WT’s adherence to its core philosophy so eloquently expressed in the Port Lands 101 handout i.e. public consultation is considered a key component of the work.
- By advocating the 4WS realigned, WT is not adhering to one of its key results which says that public green space remains a critical element of the overall Port Lands plan.
- We lose all the spectacular elements of the 4WS alternative that City Council has already approved.
- Not consistent with waterfront OP provision to provide spectacular open spaces.
- Conflict of interest with planners regarding political pressure.
- Compromise a longer-term vision due to political want for development \$
- Bringing too much land on the market will reduce land values to the west that already have services partially installed.
- Loss of green space – 40 acres?!?!
- How is the green space accessed?
- What is private / public?
- Plan has lost its unique urban within natural setting with realigned water from of river.
- The reduction in natural areas seems to be a play for early inexpensive development to the detriment of a superior solution.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- I can't help but think that this entire shake up of the Port Lands development has been spearheaded by a handful of people who would like nothing more than to get a commission from the sale of city property. It is in their best interest to sell as much land as quickly as possible and, by compromising the green space around 4WS, it looks like we have started the process to realize their goal.
- With hundreds of acres of available land for potential development, why do we begin by giving up 20 acres of green space along the banks of the Don? The newly formed Don River will be the cornerstone of development in the Port Lands and one of its prime features.
- The new work done to date has validated the original EA; in terms of the set of options and the preferred option (4WS). I am not in support of the modified 4Ws. It looks as if it will effectively look like a second Keating Channel in a functional form sense (i.e. right angle turn, nonexistent river meanders but with the addition of

some limited ecological 'net benefit' gains. These net benefit gains are miniscule relative what was taken away decades ago.

- While I would prefer the promontories (a signature piece; instead of a Ferris wheel); if the omission of these promontories would allow for some expansion of the developable land on the two Cherry street quay focussed potential residential (over the next 20 years) then this would be an acceptable trade-off to me.
- It is imperative that any hydraulic/hydrological study be done NOW. Get it correct – NO excuses allowed.
 - Density currents may reverse surface currents
 - Changes in Lake Ontario water level
 - Siltation from the harbour
 - Sedimentation from the river
 - Wind and wave action – energy dissipation
 - All may confound your plans!!
- The term “acceleration”. This is contaminated land that requires adequate treatment and foresight to develop, including advanced flood protection.
- Acceleration concept even though market soundings pointed away from it.
- The loss of parklands identified in the original plan! This is a huge concern for me! This is an area I love and want to see it open to the public as parklands as originally planned. Do not bulldoze over the original highly thought out plans. You embarrass the City of Toronto by going through the same consultation a few years back that developed a world renowned plan and now you are wasting our time and money to go through the process again. Listen to our needs! Give us back the acres of parkland!
- Flood protection should not be compromised and the naturalization of the Don River is imperative (especially with increased flood risk!). Be real please.
- We heard a lot about flood protection but not much about naturalization & green space. The title of this section in the discussion guide doesn't even fit.
- For a layperson, it's hard to tell whether "realigned" 4WS is slightly, moderately, or severely different from original 4WS in terms of naturalization & green space. What exactly would we be giving up, to achieve acceleration that we could never get back? For example, could Promontory Park be re-added some day, or is it lost forever? Ken Greenberg's criticisms of a "mean" vision resonate.
- It's hard not to expect phases 3-4-5 to get cancelled, or indefinitely delayed, or changed beyond recognition once phases 1-2 are done and "benefits unlocked" i.e. all the revenue opportunities squeezed.
- Why doesn't Waterfront Toronto mandate bird-friendly buildings (ref. Chicago's award-winning Aqua building) as well as LEED? Why are we throwing up glass barriers far more lethal than wind turbines, on a crucial migratory flyway? It's bad enough we decimated habitat by draining Ashbridge's marsh a century ago; now we're rushing to kill remaining migrants with concussions?
- Flood protection is not seen as a priority – it could take 20-40 years to phase in the work that will eventually prevent the possible devastation from a catastrophic event in South Riverdale. The Provincial (and Federal?) government should be encouraged to be more proactive to complete the flood protection sooner than later rather than risk the potential cost required to clean up the area.
- Elimination of the promontories and the park land that was planned for them. The promontories may need to be removed, but the park land should not be. As part of city building, we feel there should be park land all along the water – both on the lakeside and the riverside
- Realignment of the river – spillway (greenway) – I heard that the proposal would narrow and deepen the spillway and, as a result, it would not be possible for trees to grow there – is that true?
- Phasing of the river mouth naturalization – it may be necessary to phase, but I think that phases 3 to 5 should be lumped into one phase. Otherwise, I fear that the river mouth will never be extended to the lake.
- The parks along the river need to be completed before development of Cousins and Poulson Quays. This will increase the property value if and when the city is ready to sell to a developer. This has been proven not only by the developments Waterfront Toronto has been responsible for, but throughout the world.

3. What refinements, if any, would you like to see explored?

April 3, 2012:

- More equitable distribution of public space.
- Proportion of green space needs to be better distributed.
- Connection to Ward 30.
- More meandering.
- More green space.
- Go back to the original 4WS with more parkland.
- Abandon revised 4WS – keep original 4WS
- Need long-term (50-100 year) financial/budget planning by the City of Toronto and province.
- Can we phase park construction? i.e. can we extend the park into ;lake Ontario at a later date (at pier and river outlet)?
- Flood protection accelerated.
- Naturalization of river.
- Widen river bed and reintroduce meandering.
- Seriously consider making the entire area between Keating and shipping channel west of Don Roadway into a massive waterfront park with sparkling lights across the harbour and massive, beautiful wetlands filled with songbirds.
- Make sure there are big welcoming connections from the developed city into a big river wetlands at the Don Mouth – especially by foot and bicycle
- Take the river seriously.
- Give a true 21st century global city sustainable vision.
- You have ignored the fact that wetlands and rivers are the infrastructure that: cleans air, cleans water, raises quality of life, and raises the global status of our city.
- Clarification of the climate change requirements – using naturalization.
- This is it – look to San Francisco, they are reclaiming land.
- Bring back meandering to river.
- Water trumps development.
- No infrastructure = no cost

April 4, 2012:

- Bring back the promontory.
- Recheck the 50/100/500 year flood lines. Cost the benefits of.
- Put the green space back in and create parkland on the quays to provide meaningful public access to the lake.
- Add real playgrounds – swing and slides and natural climbing features.
- In the comparison of the realigned alternative comparing realigned 4WS, 4W and 2, you need to include the original 4WS plan so we can compare it in terms of gross development area, floodplain area, etc. if \$WS is not included, then how can one quantify the disadvantages of going with 4WS realigned?
- I would like to see a summary of the downside of reverting to the original 4WS plan i.e. what are the additional costs? How are the development timelines affected? What are the major roadblocks that would have to be addressed? In terms of the additional costs, you need to tell us what they would be on an annual basis.
- Based on market projections over the next 20 years, only 10 to 20% of the Port Lands will be required for development. From my perspective, this 10 to 20% would fit nicely into the lands designated for development in the original 4WS plan. There will obviously be a cost to following this path. This cost needs to be quantified on an annual basis so that we can decided if the public benefits warrant the extra cost.
- Reinstate promontory.
- Provide more wetland.
- Allow outlet for canoes and kayaks through greenway with short portage if necessary to maintain water quality between extended Don River, ship channel, and outer harbour.
- Prefer original plan – superior design with the naturalized waterway.
- Morphology of the river flow (lost the curve)

- More naturalized river flow
- Interface between urban/natural
- Use the winning design as the basis for future development where transit and other infrastructure catch up to the development potential.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- I would like to see nothing short of the original 4WS plan implemented. The people of this city have spoken clearly and by all accounts, other than a handful of folks at T.P.L.C., everyone seems to like it. It doesn't have to happen all at once, but that must be the ultimate end goal.
- In addition to the proposed re-alignment of the Don River, two other key green space areas should be confirmed in principle now; specifically (1) the Lake Ontario Park and (2) the Leslie Street base lands. Along with the new Don River outflows, these three geographical land features should govern all other precinct planning initiatives. (the big picture landscape ecology context).
- Provide river access for canoes, rowing skiffs, racing sculls.
- Provide a slip and sail boat park – away from residences because of noise from frapping halyards, etc.
- Start marking out zones needing fill and the quality of material permitted, e.g. brown/concrete/etc.
- Provide berm for walkway and bike path.
- Corridors and walkways through these pathways! Connections! (Hire great consultant with international experience to help guide you) Think Australia, UK, Sweden.
- The re-emergence of the 40 acres of parkland available in the original plan
- The re-emergence of the flood protection (staged plans) and Don River naturalization plans. Start this in an earlier phase (not phase 2) to prevent unprotected residents and businesses. Show leadership and foresight and develop with common sense! Please! Prevent phasing all together to save Torontonians money (it was stated by a Waterfront Toronto official the phasing will cost 50-100% more! Don't waste out money and put the areas at risk of flooding by working in phases. Where is the political will!
- Naturalize Don River properly and don't wait until phase 5. This is not common sense!
- As there were changes to the plan we need another Environmental Assessment to show compliance (especially the naturalization and flood protection aspects).
- Easier-to-understand, easier-to-compare, side-by-side, complete renderings of unaccelerated vs. accelerated approaches. If you want us to believe there will be naturalization & green space, show it. It's OK to show concepts rather than committed plans, but before & after comparisons need to be equally fleshed-out.
- Preserve flexibility for future enhancements. Don't pave Paradise to put up a parking lot.
- If naturalization & green space can't be delivered in tandem with phases 1-2, find a way to legally mandate their eventual delivery. Ironclad, bulletproof, guaranteed-to-happen; a prerequisite condition of starting 1-2. Do we need to get that from the Province? The Feds? If it's municipal, how do we make it irreversible by future councils?
- Set up a fund for green space by charging developers who participate in (i.e. benefit from) phases 1-2.
- A jaw-dropping park design to attract the same kind of crowds as High Park's cherry trees (only for months & months, not 1 week/year), or Millennium Park in Chicago, or the High Line in New York. Maybe hold another competition? Ouch.

TOPIC: Economics, Marketing and Finance

1. What do you like about the directions emerging?

April 3, 2012:

- There is no rush.
- Phasing is important to make it viable but there seems to be no plan to provide for this. More detail on phasing with timelines, money etc.
- Section 37 contributions.
- Could we make use of parkland dedication by-law in planning Act to increase funding/revenue? Potential rich benefactors – opera?
- Phased approach is good. So what's the plan?
- Phasing is good.
- Not much good there.
- Discussion of who pays – what clarity in “planned” potential e.g. development and guaranteed funding – use other sources within planned phasing
- Like WT's 2010 direction.
- Like the ability to choose.
- Support mixed use surrounding the river (some would prefer no development).
- Planning for east of Don Roadway.
- The opportunity to repurpose this land for a new university/research park or corporate campus is very interesting.

April 4, 2012:

- Good background research is being done. This underscores the need to slow down.
- I like the approach being followed. It obtains input on market perspectives from as many organizations as possible. This contributes to a more accurate picture of what future market prospects will be. It gives a good summary of the total future investment costs required to service the entire Port Lands area. It provides a good starting list of potential revenue sources.
- Project can be phased without unmanageable public costs.
- Term
- Pre-financing for environmental.
- That a realistic approach to costing is being undertaken.
- We would like to ensure that all avenues of finance from other levels of government and private sources are investigated.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- I like the idea of attracting appropriate development through beautification.
- It is clear that the redevelopment of the Port Lands will be a long term project so there will be no easy fixes i.e. selling the public land to developers who are then expected to also pick up the costs of flood proofing, soil remediation and allied development related municipal servicing costs. This fact supports the phasing approach; as well as a flexible suite of financing tools that will be required to do the job.
- In the context of the 'right' phasing approach, all financing option tools probably have a place, including development charges; even though at the moment, the City does not have the legislative authority to implement them. The Province should be requested to provide this tool to Toronto.
- In general moving in the right direction encouraging private investment.
- Ability for public consultation and the statement that the public is being included early on to help shape the vision. Please keep to this statement and help make us proud of Toronto and Canada. This is one of the last few gems in Toronto. We won't let it be taken away from us! Please keep us involved and let us help you shape the vision! We are weary and want to be able to trust and work with you!
- The recognition that transit is an essential service.
- The wisdom of small, manageable phases.

- It sounds like you had really experienced/skilled participants on the project team (e.g. firms who worked on projects in NYC & Singapore), and consulted with more realistic developers than whoever Councillor Ford was "consulting" last year.

2. What, if anything, concerns you? Why?

March 31, 2012:

- What happened to the existing economic value of the Port Lands today? – industry / taxes that exist, recreation/quality of life = affecting investment and people in Toronto.
- Not clear if there is an inventory of “assets” – the existing open space is a mega asset to the City.
- Consider: park loss / big box /casino = public opposition → election issue.
- Get green infrastructure (i.e. parks) preserved and in place with approved EA scheme
- Destination will attract tons of traffic and clog street, increase paved parking – “bottom of the barrel” development.
- Loss of green space.

April 3, 2012:

- Planning is too driven by private sector and developers.
- That high value perimeter real estate will be given to private developers.
- No big box, and no surface parking lots.
- No provincial funding! There should be at least transportation funding.
- Financial planning needs to be with Waterfront Toronto in long-term → can't be subject to being compromised.
- Is the greater vision for this area being compromised for the sake of a quick funding fix?
- Developers should pay for infrastructure
- City/province pay for soil remediation/naturalization.
- How is this an accelerated plan? How is it being phased? I see public space being sacrificed to increase developers land – is this synonymous with accelerating build out?
- Why is the “environment” section of the Cushman and Wakefield report smaller?
- At the beginning of the process “all options” were on the table for financing – where are they now? This is the main responsibility of the acceleration initiative.
- Why are we talking about destination retail? How will sacrificing mixed-use to single-use development help with financing this project?
- Will development bring public benefits relative to the high servicing costs?
- Insistence on very expensive infrastructure to support residential/commercial development on areas that would be best left to parkland – maybe best left alone.
- Lack of vision, treated as a fire sale.
- Area north of Lakeshore was focus on recent much publicized OMB challenge because it is designated employment space → difficult to see how it could now be developed without a massive court challenge.
- No big box anywhere here → absolutely inappropriate this is a waterfront jewel and should be developed with that in mind.
- Focus economics for their own advantage.
- Dependence on city for expensive infrastructure.
- Who controls this process?
- How many time do we need to do this?
- Do not develop quays (very short sighted).
- What is impeding the process/
- This phasing direction is a gamble and we in the City will have to pay for decades for that infrastructure.
- Focus on the lakeshore corridor where infrastructure exists.
- Concern with development of quays → costly, risky and inhibits river mouth flow and naturalization to offset climate change.
- If there is a market for large retail development is it reasonable to approve that development in a more appropriate area of the city, but still apply the development fees into the Port Lands? Perhaps we do need a mall in Agincourt, but the mall itself does not need to be at the waterfront.

April 4, 2012:

- Why does this area have to pay for the cleaning (Lafarge, Port Authority)? Bring back the river system.
- Changes to the 4WS appear to be driven by the world financial situation. The last periods of development.
- Subsidization of developers.
- Taxpayers may not see the value in this, particularly if it delivers a concrete jungle without meaningful waterfront parks for the general public.
- I have reservations about using a world fair or Olympics as a catalyst for promoting development since the costs to build the sites would be high, the tangible benefits would be mostly short-term and it would be difficult to convert the sites to other uses after these events were over.
- I would be totally opposed to suing a destination retail centre or big box centre as a catalyst for development. These projects would generate tremendous volumes of auto traffic along with the associated problems of congestion and pollution. The image that comes to mind is looking out over a vast parking lot filled with thousands of cars.
- Would definitely not want big box store or casino as a catalyst to development.
- Too focused on the market, St. Lawrence community was not a private market initiative but served as a huge catalyst to development in that part of the city.
- When will they require \$ for the first 10 to 20 years?
- How long will flood protection take? If a cheque for \$450 million was given tomorrow?
- Sources of funding is vague
- Too many caveats
- Unrealistic sources of potential revenue
- Credibility of estimates
- Timing seems wrong in this environment in relation to raising funds.
- Does the City have enough credibility to raise bonds?
- That desperate measures might be used if the plan is implemented without sufficient capital assured.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- I don't believe we should only be looking to developers to finance this project. If a hurricane hit this area it could cost the Province (and the Federal Government?) millions of dollars in aid and clean up. They would have a vested interest to see this area protected from flooding and must have something to offer.
- That the market sounding study won't be listened to. It says to phase the commercial development of the area. So listen! Start with the foundations first! Remediate the land and naturalize the space with parklands to develop and enhance the marketability of the area! Attract community enhancing development (think the Beaches in Toronto, Bloor West Village, Port Credit) Develop transit corridors connecting the area. This will attract development. Create PPP plans to work with private industry looking to move into the area to develop these plans. Make us proud!
- The lack of transparency that might emerge. Keep all financing and PPP partnerships fully transparent! Prevent market oriented planning and work towards community engagement development. Develop facilitation sessions!
- RE the dependency on land use policy for determining permissibility of uses like big box retail, casinos, etc. -- who sets that policy? Toronto Council? Does that mean it could be changed by a simple vote? And/or the OMB? Scary.
- I'm afraid the \$ will dry up after phases 1-2. Then what?
- How do we protect against the following scenario? The citizens of Toronto/Ontario pay for a lot of infrastructure like flood protection, soil remediation, transit, services ... and then some short-sighted administration decides to "monetize" value-added assets by selling them to private interests, possibly at fire-sale prices.
- There is no clear way to fund the project – some of the options seem to be dismissed too quickly – why not pursue the challenges of TIFs and get things rolling?
- What about granting Waterfront Toronto the power to raise funding by issuing bonds?
- Catalytic Developments – Destination retail centre or urban big box centres should not be considered – the community has clearly spoken that those are not an option for this area.

3. What refinements, if any, would you like to see explored?

March 31, 2012:

- More access from communities to the north.
- Bring people into the Port Lands, make it safer with activity, will boost optics (not abandoned), make more desirable and boost land value for the future.

April 3, 2012:

- Borrow money from public coffers.
- Request federal funding.
- More public priority for funding.
- Polluters need to pay for remediation.
- If there was a high-stake tenant / development to really bring value, then developers would flock to this site. Seek that tenant.
- Long-term provincial/municipal funding with developer cost sharing agreements.
- Long-term budget planning (50 to 100 years)
- If you need bigger development locate beneath condos – not above ground beside where people live.
- Developers should pay for servicing because they will profit substantially.
- Landowners group cost sharing agreements – why wouldn't this work?
- How long are the phases? How do they occur?
- Should be medium density – not low rise, low density.
- Being developer driven.
- Stop duplicating planning processes and proceed!
- Long-term funding over 50 to 100 year horizon.
- This is city building! The city is taking a narrow view.
- Land sales, levies etc. will not cover the infrastructure costs have we considered keeping this land undeveloped in public hands, perhaps planting toxic eating plants etc.
- Focus development to the north of the Keating Channel and to the east of Don Roadway. These areas already have some infrastructure and easier access.
- Leave entire area between Keating and Shipping Channels to the west of the Don Roadway as potentially one large park.
- Port uses should be considered in part of the Port Lands – shipping likely to become more important.
- Existing buildings could be used in a culturally respectful way.
- Base on quality of life first. Consider culture and port use.
- We want vision, we want government support, we want development only east of Don Roadway (do not develop Quays).
- Give WT more financing and lock it in power.
- Focus on mixed use development, east of Don Roadway. This will allow for next 25-50 years of market demand. Keep west of Don Roadway for park.
- Urban farming can be well located here with a natural river to feed it.
- I wonder if there is any potential for development of industrial scale, perhaps vertical/hydroponic agricultural uses for all the sunlight in this area. Maybe we do not need to import all of the bananas or shrimp that we eat. At 4%, agriculture is the weakest land use in the city.

April 4, 2012:

- Focus on good public waterfront access to increase land values.
- Push more costs onto developers.
- Develop slowly and incrementally so that values obtained for any public land is maximized.
- Focus on live/work facilities.
- Ensure there is a mix of housing and that “family-sized units” will house families.
- Subsidize some artists' spaces to bring creative spirits into the community and improve sense of community.
- I agreed that all potential sources of revenue listed should be investigated.
- TIF financing has been used successfully by Portland, Denver, and Chicago. Learn from their experience.

- P3 financing has been used in Canada (i.e. for the Canada Line rapid transit system in Vancouver costing \$2 billion). Don Drummond in 2008 TD economics report on the GTA recommended using P3 financing as a revenue tool.
- WT should push the province and Metrolinx to include WT transit projects including those in the Port Lands in the Metrolinx project summary so that these transit projects will be eligible for money raised from the revenue tools that Metrolinx will propose in 2013.
- The total funds for infrastructure in the first 20 year period for the Port Lands west of the Don Roadway and north of the shipping channel should be quantified. This would give everyone a better idea as to what it will cost us to revert to the original 4WS plan.
- Since this whole Port Lands project is in a long-term initiative why not envisage a possibility that governments can be persuaded to put in some big bucks without short-term expectations of financial return from real estate development.
- Consultants be redirected to EBF, WDL, CWF work which will generate revenue to be used in the Port Lands – will assist raising capital until the economy improves.
- Maintain and refine the relationship with senior levels of government.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- Begin with 4WS as the overall objective and designate the green space as parkland to ensure it will, forever be protected from development. Once the proper safeguards are in place, begin with an absolute bare bones version of 4WS with (only) flood protection as the prime mandate. This should appeal somewhat to the Provincial and perhaps the Federal government to finance some, or all, of it as it could save them money if a hurricane did hit, and they too will eventually benefit from a larger tax base in Toronto. No green space, no parks, just the bare minimum to protect the area from flooding so we can get started. It should come in at well under \$4M.
- One indirect financing tool that is never discussed is thinking about are ways to significantly reduce the capital budget pressures of the City in the context of the self imposed upper debt limit that guides the City; even though the Municipal Act allows a greater upset capital indebtedness limit. I am not advocating any change in current City policy; in fact I support the current upper limit. What then are these potential macro capital budget relief tools independent of the suite of financing tools being considered? Two relief policy strategies come to mind. I would surmise that the biggest capital budget line items relate to the TTC (more particularly the subway) and the renewal of the local and arterial roads. Because the full build out of the port lands is expected to be a 100 plus years it would be remiss to think big in the longer term in the context of significantly less financial pressure on the City's capital budget.
- What are these potential policy tools? One is about a second look at vehicle registration fees through a totally different lens. A reinstated vehicle registration fee (i.e. a fee for service type fee) that guarantees a 'state-of-good-repair of the City's local and arterial roads may well be acceptable to City residents especially if it operating in a manner similar to the current water/sewer model of capturing both operating and capital renewal costs and embedded in the context of a segregated funding model. The other proposal is not a financing tool per se but a major influencer of the size of the overall capital budget. If the responsibility for the "Toronto subway" can be uploaded to Ontario (assuming that there is the will to do so by the Toronto municipal political class) Toronto would have a new play book in the context of City building.
- Effectively, the Toronto subway system is now for the first time, being extended into another region (York Region); and with possible further extensions (like Richmond Hill) and Pearson International in the fullness of time. The system is effectively evolving into an inter-regional service. This should mean ultimately provincial uploading of this system to Metrolinx via a cost of service agreement with the extent TTC organization. This won't happen overnight but neither will the build out of the Portland study area. The Province has traditionally seen its GTA transit role only in the context of Go Transit but with its decision to fund the extension to Vaughn, the Province has defacto made a policy decision with respect to the subway system. Time is on the side of the City.
- Because developers' have other opportunities within the GTA for residential/commercial development (said I believe in the context of consultations held recently with the development industry as it pertains to the port lands) ,it may be advisable to focus City building- and related capital commitment in the near term in the general vicinity of the Portland's study area first (i.e. East Bayfront and north of the Keating Channel up to the rail corridor) before considering any significant development within the Portland's itself.

- Build on existing successes. A bird in hand is worth more than two in the bush. While, according to the recent public presentations development is apparently expected west of Cherry Street within the next 20 years just how likely is this when that development will be bracketed by two cement distribution facilities? From a marketing perspective, would the completion of the East Bayfront development in conjunction with a significant development north and south of the Keating channel provide the necessary critical development mass (in conjunction with the distillery and West Don Lands precinct developments to then put intense developer interest in the Cherry Street corridor south of Lakeshore Blvd? If so then from this perspective, scarce capital dollars should be focussed on building the Queen's Quay West light rail line between Union Station and the King light rail line now.
- In order to make this transportation project more viable from an urban development/TTC economic and efficiency point of view, it is imperative to find a way to develop the lands directly north of Lakeshore Blvd. between Cherry Street and the Don roadway on/off route to/from the DVP.
- The City has specifically expressed interest in development of the lands north of the Keating Channel (as per specific direction to Waterfront Toronto to realign EA alternatives 2 and 4W between Commissioners street and the north Keating Channel wall to "protect land north of the Keating Channel for development" (Source: page 2 of Handout: Portland's 101). This is nice but the maximum full potential value of those lands may not necessarily be unlocked because of the constraints inherent in the current alignment of Lakeshore Blvd and the Gardner Expressway between the Don River and Cherry Street.
- This suggests that some traffic /civil engineering work be contemplated by the City in the context of a rethinking of the existing alignment of the Gardner Expressway and Lakeshore Blvd; as well as part of the extent rail track 'lead' to the THC facility; a track that parallels the south dock well of the Shipping Channel. In either case the gross capital cost should be offset by the fact that the existing bridges (rail and road) at Lakeshore Blvd must be widened/replaced. It also may impact (positively/negatively) on the overall cost of flood proofing on the west side of the Don, north of the still extent Lakeshore Blvd. NOTE: A caveat, as it pertains to the above comment. I am not advocating a total take down of the remaining elevated portion of the Gardner; nor would I support any solution that would require a stop and turn for those who travel between the Gardner and the DVP.
- It would, I think, be in the public interest' to determine what approach to a possible re-alignment would be the most cost effective alternative (takedown and alignment relocation or realigned elevated expressway) with due regard for maximum release of potentially developed land from sub -prime to prime category, Such an alignment, if feasible, may also free up more land in the development block directly south east of the Don Roadway. This additional land may compensate for the potentially developable land that would have to be reallocated to the original river design within the EA.
- The secondary potential development spin off could well be a small 'Channel' precinct on both sides of the westerly portion of the Keating Channel. That would be the logical linkage between the East Bayfront and the West Don Lands precincts.
- Consult with young professionals, retired persons and start-up businesses – these are the people who will reside there and use the area.
- Developers "respond" to demand for housing in the belief of making a profit.
- Work out a strategy to create a Toronto "gold rush"
- Investors and developers do NOT like uncertainty therefore start pile driving for transit elevated foundations NOW. Each station on the line is a development "hub" c.f. Yonge Street subway line.
- Provide multi-storey car park at the end of the rapid transit line for use by commuters and visitors to the Port Lands.
- Provide covered connections from rapid transit to car park and facilities
- Don't like the terminology and bias created in the public consultation handouts. Keep it unbiased and just the FACTS!! i.e. it was stated that P3 initiatives are "innovative" and "possible" and yet other options have "no precedence". Let us decide and don't present biased opinions. ONLY THE FACTS in correspondence please!
- Any public private partnership arrangements to be arranged are to be fully transparent with a "watch dog" mechanism in place with key stakeholders on board to develop a regulatory system for all PPP partnerships.
- No catalysts that will harm the neighbourhood potential. No Casinos! No big box retail! No Ferris wheels! Give us a neighbourhood that will attract local business and developers. This can be facilitated through land remediation to clean up the brownfield sites. This would also be spurred with proper flood protection and Don River naturalization. This would decrease the risk developers have of building and investing in the area! This was

already identified in the previous plan!! Why are you not listening? GIVE US COMMUNITIES AND NOT CASINOS! The catalyst to be developed by Torontonians in a transparent manner and not by outside interests. Let us shape the land we love. The cost for naturalization is anticipated at \$175 million of a \$2.5 to \$3 billion project. To open this are to developers this is a small cost (relatively) that should be done in one phase to attract developers.

- Stay with the original concept! Use profit to drive further development costs. This will allow for a phased development approach. We don't not want acceleration!
- I'm hard pressed here. It sounds like you guys are already looking at every possible angle. I was very impressed by Mr. Williams' presentation at the open house.

TOPIC: Development Planning and Phasing

1. What do you like about the directions emerging?

April 3, 2012:

- Original PWS (2007) can be done in phases we feel that it should be done without the loss of 40 acres of park land.
- We like the idea of phasing development but we don't feel that the loss of 40 acres of parkland at the mouth of the Don has to be part of this.
- Starting north of Keating Channel is good.
- Focus on public transit is important and should be an even bigger focus.
- Need for phasing – sections for planning.
- Possibility of visioning – potential to guarantee timelines.
- Liked phasing.
- Identification of the potential of areas for phasing is good because it allows for time to vision the Port Lands comprehensively.
- Like acceleration if it means a green vision.
- The idea to address the Keating and quay precincts first, at modest infrastructure cost, is attractive.

April 4, 2012:

- Phasing is a good idea. Area A should be first. It should not be another concrete jungle.
- Seems to point to development north of Keating Channel first.
- Phasing

Submitted via email and mail April 4, 2012 – April 15, 2012:

- I like the idea that, as long as we have a clear development plan, we can build this in stages.
- Great to see consultation at such an early stage in the planning process.
- Take care – do not get the cart before the horse – Overall vision is not there yet.
- Public consultation to get our voice heard.
- Seems pretty sensible, as far as I can tell. Breaking things down into manageable chunks is the way to go. If you can unlock revenue potential earlier without compromising* the vision/integrity of the whole project, go for it.

2. What, if anything, concerns you? Why?

April 3, 2012:

- That the development might be lacking in vision: Glan Tower.
- Need a catalytic tenant to set the tone.
- We have 1000 acres we should be able to carve out 40 acres. This will enhance the value of the rest of the Port Lands. We are afraid that if we at these tables tonight and tomorrow night don't say enough about the loss of parkland that we will be helping to seal the fate of these 40 acres of parkland.
- Build out of Quay precincts early on is a bad mistake → they would require major and complex infrastructure to remote areas that might best be diverted to parkland.
- There is a growing community demand to maintain giant waterfront park on Don Mouth – this will only increase as areas nearby are developed – development right on the Don Mouth is therefore extremely short sighted – leave area between Keating and Shipping Channels and west of Don Roadway as a potential for large park.
- Elimination of money for earlier guaranteed flood plain and other development.
- Must have green city visioning – off the grid, urban agriculture, mixed use.
- Culture does not rule but supplements city – phase in changes to river with phases of culture.
- Is there development potential over the 20 year horizon that will naturally occur in other areas of the City, that could be prohibited elsewhere and directed into the Port Lands?

April 4, 2012:

- Straightened commercial street, why?

- I do not want any development on the quays, particularly if the promontory has been removed.
- Pursuing development of the Port Lands before completing the development of the West Don Lands, East Bayfront, and Keating Channel Precinct would be a mistake. We might be biting off more than we can chew and we might end up cannibalizing development in those areas. Successful development of those areas would act as a catalyst for development in the Port Lands. It would also be easier and less costly to extend public transit into the Port Lands because there would already be good public transit servicing large populations in those areas.
- No serious effect to make affordable housing available in preparations needed given the income profile of Toronto's households.
- Transit – why wasn't there any info on transit?
- LOP and Lower Don Lands left out, why?
- Lack of vision, innovation, sustainable development
- Connectivity to green spaces
- What income bracket this will be accessible to (housing?)
- What will this become? What will it be known for? What will be unique?
- That the plan will be replaced a number of times before full implementation so we should ensure that what we do first is the best that can be done to set the standard for future iterations of the plan.
- The plan used as background (like letterhead) is not referred to in the phasing.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- I'm concerned that we will rush into this and blow it. The April 4 feedback session was held within fifty yards of the waterfront at the Harbour Castle - a prime example of previous city councillors/ developers blowing it.
- That the handouts do not show % green space, % retail, % residential, etc.
- The fact that this planning and development plan was ALREADY CREATED! Please use less tax payers money and revert back to some of the key results of the ORIGINAL PLAN! (i.e. the green spaces, the naturalization) we have already spoken as a City once! Why don't you listen to our original voice?
- No discussion on height restrictions. No horrible looming towers over our beautiful lake side setting.
- Lack of vision (see my next page vision statement) – create an overarching plan based on this (see my phasing proposal below).
- The 1-page handout for this section is pretty vague, compared to the other 2.
- Phasing is good, silos are bad. Scared that if we "uncouple" aspects like green space, they will never see the light of day.
- Transit is not included in some of the costing for the areas – specifically Cousins and Poulson Quays although the areas E2 and 4 across Cherry St have allocated \$160M.

3. What refinements, if any, would you like to see explored?

April 3, 2012:

- Extend Carlaw.
- Leslieville inclusion is confusing.
- Retail is not enough → need cultural, entertainment, family entertainment, theatre, e.g. "Cirque de Soleil"
- Development parcel A and B at the northwest are preferred as they are closer to the future (Pan Am) neighbourhood fabric and transit.
- That "smart growth" ideas should be supported by provincial/federal and help with infrastructure costs so that housing density can occur here and not on the moraine.
- We should spend money on creating a beautiful city and retain the existing 2007 Lower Don Lands plan.
- Retain the original plan.
- No compromising!
- Demand the money from a project that has already been approved – particularly the river – make the flood plain as wide expansive and beautiful as possible.
- Get some wind and solar power up and make it carbon neutral if possible.
- Naturalization should come as soon as possible.
- Restrict height of buildings on Port lands severely.
- Clarify transit – bikes, walking, wildlife corridors, LRT/water opportunity to experiment with alternative types of

roadways.

- If development is not paying for anything beyond its own site then direct it to Keating and east of Don Roadway along the lakeshore spine. Clarification of role of culture.
- Involve more local design professionals in the consultation.
- Review other successful models for visionary water park and estuary developments.
- Revisit costing of 2010 and begin phasing it.
- Citizens should demand money to pay for planning that has already been approved.
- I would be inclined to collapse phase 1 and 2 into one first phase, and then phase if financially necessary before moving into what is now phase 3. Phase 2 brings a large benefit to useable land.
- It is not clear to me when we would need to do something about the expensive lift bridge(s) over the Keating and Shipping Channels. Would it be useful to consider fixed bridges or tunnels instead of complicated lift bridges – which could create a problem if it failed, obstructing the channel for months? Would a fixed bridge be less expensive and less ugly?

April 4, 2012:

- Will (when) the gardener be coming down and the VIA be redesigned...
- No development on quays.
- Before starting on any work in the Port Lands other than that required for flood protection, complete the development (real estate, transit, water and sewers) in the West Don Lands, East Bayfront and Keating Channel Precincts.
- Revert to the original 4WS plan as the preferred plan and focus on development planning and phasing for this concept.
- Proceed to complete flood protection as follows: a) 1st stage: complete flood protection work from the Don Roadway to Cherry Street; and b) 2nd stage: complete flood protection west of Cherry Street and south of Polson Quay.
- Consider the feasibility of transferring development land lost through the return to the original 4WS plan to areas in the Port Lands east of the Don Roadway.
- More affordable housing especially family friendly housing close to the ground.
- If we can't seriously address the chronic shortage of affordable housing in this huge piece of land where will Toronto address the problem?
- Master plan for full Port Lands
- Vision, excitement
- Sustainable design
- Community centre
- Social housing
- No reference is being made to heritage in the plans. There is a total history around Fisherman's Island and the Ashbridges Marsh and what has already been obliterated should be recognized.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- This area should be a lot more attractive to investors once the flooding issue has been dealt with and, knowing there is clarity on what can and cannot be developed with a guaranteed designated green space, 4WS will eventually create acres of sought after prime real estate that will attract the appropriate development.
- The plan cannot focus solely on the road linkages/network. Depending on what is contemplated for the precinct planning designations, there may well be a continued need for the existing Portland's railway; as well as a continued need for a Toronto related marine port and port authority. Planning designations should be embedded in robust policy constructs that reflect to-day's world; particularly as it relates to: (1) the lands east of the Don Roadway and the lands bordering the north and south sides of the Ship Canal. While some will argue that there are too many full service ports in the GTA – and there may be along specific dimensions – the City of Toronto must weight off local urban goods movement/centralized goods/commodity distribution policy objectives that might ultimately require continuation of the railway/marine transportation modes. For example, the storage and distribution of salt from Toronto is of significance; not only to Toronto but much of southern Ontario. Could this be moved to say Hamilton? Perhaps, but there still would be a need for a 'Ship Canal' if the City deems that the existing "cement campus" is critical for continued local construction activity. Indeed. If the lands west of Cherry Street are to become residential/local retail over time, it may be necessary to relocate the two cement distribution facilities; as well as the TPA's heavy lift facility to a site(s) adjacent to the Ship canal.

- To be prudent, the existing footprint of the TPA; as well as select lands adjacent to the Ship canal should perhaps be zoned for port and marine uses, including bulk commodity storage and trans-shipment uses.
- To be competitive, a full service port requires direct rail access; as well, direct rail access needs to be strategically planned for, especially if a revised industrial land use zoning includes new distribution centres of City/regional significance. For instance it might be prudent to provide for rail access to Commissioners Street in order to replace the one lost by the need for the Don River spillway, If this is deemed essential for the future (depending on the ultimate land use zonings then it would be necessary to negotiate with the firm that operates the roofing manufacturing facility to grant permanent access rights through its property utilizing the right of way alignment of its most easterly siding.
- This is an old fashioned zoning designation. If the term is to be continued in downtown Toronto it should be defined to mean compatible uses; including enterprises that produce measurable products (e.g. like power production and software/films (Corus); as well as traditional manufacturing (e.g. the roofing manufacturer). It should also include allowance for distribution facilities such as parcel express/postal enterprises; as well as for manufactured natural resource products – like a centralized lumber distribution facility. It should NOT however include big box centres. This should be a separate designation perhaps building on the area where the facts on the ground more closely resemble 'Big Box' like the Lakeshore/Lealie area. Build on existing successes.
- No matter what transpires, it is extremely important to amend the planning regime to protect the lands that will be required for the flood plain sometime in the future, no matter what the final alignment is chosen. By the same token the lands for the proposed Lake Ontario park should be formally brought into the planning regime at the same time
- Serious consideration should also be given to formally including in the planning regime, a “Port District” that includes the TPA main facility are; as well as one/or both sides of the Ship Canal for marine related distribution activities (e.g. future relocation of the heavy lift transshipment crane to the south side of the Ship Canal because of the nearness to the TPA rail siding; as well as the future potential relocation of the two cement distribution facilities located on the west side of Cherry Street (e.g. on the north side adjacent to the existing cement campus; most likely site would be the old paper mill site).
- The Principle: People live downtown in order to get to work quickly and be close to amenities and entertainment, therefore plan accordingly.
- The Action:
 - Develop a master plan NOW then set up the phases for implementation.
 - Show “green” all round the perimeter for a landscaped walkway and bikeway.
 - Show “green” for parks, parkettes and connecting paths & bike routes.
 - Show the Rapid Transit Network – Poor ground, fluctuating ground water levels with Lake and to avoid flooding this must be elevated and connect with high level tracks into Union Station go through the Port Lands and loop up to Scarborough – VITAL
 - A streetcar does not have the capacity nor speed – use this for local downtown.
- Show mosque, church, outdoor amphitheatre, tennis (all weather) facility, swimming pools large enough for water polo and Olympic training, soccer pitches, etc.
- I have designed, built and delivered comprehensive, integrated urban infrastructure – create MORE excitement, what I have seen is dull.
- Phased development as per the market sounding results. Phase the development as follows:
 - (1 year) Phase 1: start with the foundations/ the basics
 - Remediate the land – the City allowed pollution decades ago! They should be responsible to clean it
 - Naturalize the area and the Don river all at once to save costs Torontonians pay for this vital revitalization
 - Develop a new environmental assessment
 - Develop a VISION! A cohesive vision before any development
 - (2-5 years) Phase 2: Development Initiation
 - Partial commercial development in pockets concurrently – create green public spaces through corridors to attract more development – create transit corridor connections (again to attract more development) – use the monies collected here to move further development in Phase 3
 - Ongoing consultation

- (5 – 15 Years) Phase 3: Development Completion
 - Further commercial development (to fill it out)
 - Ongoing consultation
- Keep up the public consultations. And thanks!

OTHER FEEDBACK OR ADVICE?

April 3, 2012:

- There has been little feedback to the questions we had at the first meeting: what will the acceleration initiative produce at the end of the process? what is the status of the existing plans, especially the Lower Don Lands Framework Plan? Who is responsible for what? What are the roles and responsibilities of all the participants?
- Where are the financial details? How can we sign onto changes to the Lower Don Lands plan without more details about funding/revenue sources? Where are they?
- Why are we discussing “destination retail” in this process? how will this kind of development make Port lands infrastructure more affordable?
- Why is the acceleration initiative looking at changes to the LDL framework plan? This is not within the scope as described by Council documents. Purpose of acceleration is to define how to implement existing plans.
- Concern that we’re being asked to sign off on changes to the plan that haven’t been fully explained.
- I hope that this string public outcry is not ignored as city planners impose their vision. We had a strong publically supported vision. We should not be chipping away at it.
- Stop trying to reduce the flood protection areas – let the river expand as much as possible.
- Widespread demand for a big, bold vision and protection of the last bit of Toronto’s waterfront.
- Disgust with even considering using the Port Lands as a location for something as dull as a big box store.
- There is a massive demand at this meeting to increase the green space, increase the wetlands, and decrease the emphasis on residential/commercial development.
- Use your local professionals.
- Liaise with essential services re: forests, health issues etc.
- Use the potential for a city with mixed use areas.
- Public consultation → rubber stamp?
- Will our ideas be heard?
- I want to see the park.
- Think about the third watershed – Humber and Rouge are recognized but this one is not.

April 4, 2012:

- Does the flood protection calculation include a protection for an increase in the frequency and security of future storms based on current parameters for global warming effects?
- Where is WT’s business plan based on the revised EA preferred alternative? Why is it not part of this process?
- How does the revised river mouth answer the need for re naturalization if there is no space for wetlands between Polson and Corius Quays?
- The full rationale for abandoning the promontories has not been made public. The explanation given at this meeting was not convincing.
- Who is the Councillor for Ward 27?
- Dedicate parkland now!
- Slow down
- No development on quays.
- Restore 40 acres of parkland on quays if necessary.
- Develop Parcel A first.
- Create whole communities, not monocultures.
- Ensure the areas are welcoming to families with large enough units and playgrounds no more than 250 m apart.
- Don’t create another concrete jungle.
- Every condo should have some green space visible to the street and conditions that will allow large trees to grow to maturity.
- It’s postulated that by removing 40 acres of parkland from the original 4WS plan, it would open up more land for development and thereby save lots of money. To see if this conclusion is valid, i would like to see a comparison of soil remediation and water/sanitary sewer infrastructure costs for the 4WS plan and 4WS realigned plan in the Port Lands area west of the Don Roadway. Perhaps these costs would be lower for the original 4WS plan.

- Questions I would like answered:
 1. The Port Lands acceleration initiative summary says that 4WS realigned plan provides for flood protection phasing. Wouldn't the original 4WS plan allow for flood protection as well?
 2. The Port Lands summary says the realigned 4WS plan would reduce costs by \$175 million. Observation: this cost when spread over the 20 year timeframe does not seem that daunting. What are the factors contributing to this \$175 million? I would like to see a breakdown in costs for each factor. Would the projected costs for flood protection be that much different for the 4WS plan and the 4WS realigned plan?
 3. In the flood protection summary it says that the EA was amended in April 2011 to address stakeholder concerns. What stakeholders had concerns? What were the specific stakeholder concerns?
 4. In the summary, it says that the promontories were removed because they would have an impact on current shipping. How valid is that conclusion? A Toronto Harbour report says that existing cargo tonnage is made up of mostly sugar (to Redpath refinery) and aggregate materials. Ships going to Redpath refinery would not be anywhere near the shoreline where the promontory parks were to be located. I would assume that most of the aggregate materials would be handled somewhere in the ship channel which would not appear to be affected by the proposed promontory parks.

Submitted via email and mail April 4, 2012 – April 15, 2012:

- Do you have some kind of fact-sheet that explains the differences between Option 4WS from the earlier discussions and Option 4WS (revised) that is now being discussed? I'm thinking of a pretty wide-ranging one- or two-pager that sets out changes in timeframe, cost, location of residential and other spaces, route of the river, etc. I think this would be a very useful document to help people weight the costs/benefits, gains/losses, tradeoffs in adopting one of those options over the other. Thanks very much for considering this.
- Can you tell me if the reports from the meeting held a few months ago at the Metro Reference Library (concerning acceleration of development) are available, and where I may find them?
- Whatever happened to the original design for naturalizing the mouth of the Don (approved by council in 2010), one on which we spent millions of dollars and hours of public participation?
- Why has the MVVA Don Mouth Naturalization plan been dropped? Why are we looking at alternatives that are mainly exercises in hardscape engineering and that have nothing to do with naturalizing the Don. The proposed alternatives reduce parkland, have no naturalized wetlands, or natural river mouth.
- I have read the Globe stories this week and am disgusted with the revised Port Lands plan. We lose key park elements which made the plan a "visionary one". Toronto residents in their thousands sunk the madness of Doug Ford's ferris wheel proposal. Now we have "Port Lands light" - or as Ken Greenberg described it "total mediocrity" with gutted public space at the key opening of the river to the lake. Stick to the plan that inspired us, don't sell Toronto out.
- The Portland development will require a Rugby playing facility consisting of a field and dressing rooms.
- When the TPLC and Doug Ford unveiled their alternate plan for the Port Lands last fall, with the help of \$500,000.00 from the operating budget of the (city owned) TPLC, Waterfront Toronto received overwhelming public support because they listened to, and reflected, the opinions of the public. They represent our best chance at building the awe inspiring, award winning vision for the Port Lands. Please don't abuse that public trust by catering to the whims of a handful of politicians, developers, or real estate agents who are only trying to make a fast buck. This goes well beyond our generation.
- Regarding the Toronto Port Lands and all this revising and rejigging - just stop it... - just go back to the original plan.
- As a City taxpayer I am very concerned about the acceleration plan: Prime parkland is at risk; and this city needs parkland more than anything. Flood protection should not be compromised, it endangers life, especially considering the extreme weather we will see more.
- I have read everything I could about the issue of the Portlands development and have concluded that the recommendations in the original study are the ones that should govern the project. The plan addresses all the issues. Yes, it will take time to fully implement, but after two hundred or so years of arguing back and forth, another ten or twenty years devoted to producing something really good as opposed to something expedient won't make that much difference. The critics had their chance to voice their views during the lengthy design process. To now scupper the original plan based on a hastily-congregated committee's recommendations just because the Fords and a few supporters on City Council don't like it (and probably don't understand it) would be irresponsible and short-sighted. Although the ridiculous notion of a ferris wheel and a mall are no longer on the

table (at least I hope so), the fact that these ideas were floated at all is indicative of the lack of vision for a great city that characterizes our mayor's agenda.

- I do not understand why the green space at the foot of the river on both sides has been eliminated! Surely those who will be in office towers or condos would appreciate having beautiful parkland to look at and enjoy rather than being at the water's edge. It just does not make sense! Which then prompts me to question the other changes being suggested in the interest of "speeding things up". Please do not be swayed by the politicians, be proud of what has been critically acclaimed as the "best in class plan" for the Port Lands area.
- There has been much talk lately that much of the planning, consultation and wonderful ideas for the portlands at the mouth of the Don are to be cast aside for a cash grab of developers' money. After decades of neglect, suddenly there is this supposed urgency to get moving on this and a spurious argument that private developers' money is needed to make it happen now! The plan that has been worked out over years of planning and public consultation should not be shunted aside for short term questionable private interests. If there is not enough money to do it all now then wait for awhile....the land is not going anywhere. We have an opportunity to do something marvellous here that will be a key green space for Torontonians and visitors for centuries. It is not a place to build condos or casinos. Please slow down and think again. Also, please keep me informed of any proposed changes.
- Please tell me what I can do to help ensure that council either rejects the revised plan outright, or postpones its implementation pending more EA and public consultation. Can we stop this thing in 3 days!?!?
- I do not agree with hastening the development of the Port Lands. I have visited Melbourne & they have redeveloped their waterfront in a fairly slow but well managed way. Infrastructure has to catch up. Toronto needs to preserve as much park space as possible North Queen's Quay has become a concrete wind tunnel -- not something to be replicated! The cleaning up of the Don River must be continued & the floodlands protected. It seems to me to be commonsense. Residents seem to have been satisfied with the current progress so I suggest the Mayor should stay out of the discussion!
- CodeBlueTO is an utterly necessary force in the effort to protect the Port Lands in a sensible and civilized way. Please stay steadfastly in this conflict against all the short-sighted people who would wreck the Port Lands Plan.
- I didn't like the strange on-line consultation where you make a comment and other people comment on your comment...
- The case has not been made for why development needs to be accelerated and doing so brings only bad news. It's a lot of land, we need to do it right. We need public parkland like the original plan. Not an inch of parkland can but cut for development. Sounds tough? Well, I've already been to consultation meetings as part of the original plan. The public input and public consultation is done. If you want to change it, we should start over. To me, that means a new environmental assessment. Changing the plan, or building quickly will flood the market with land - pun intended. It's all important - naturalizing the Don River, flood protection and the integrity of the consultations that have already taken place.
- Please do NOT deviate from the original plan. This city needs more green, public space. The waterfront is a precious resource that has already been largely ruined by poorly planned and executed development in a way that is permanent - there was no thought to how past development would spoil the waterfront for every following generation of Torontonian. The port lands are one the few places where it can be saved and improved upon.
- Please - less commercial development, more naturalization and public green space. Please - return to the original award winning plan.
- Start generating revenue now. Set up a zone for all city.
 - Concrete waste – zone 1
 - Asphalt waste – zone 2
 - Metal waste – zone 3
 - General fill – zone 4
 - When piles are three or four storeys high bring in a mobile crusher which will crush materials down for sewer backfill or specify as needed, use on site or sell
 - The crusher has magnets to extract rebar and metal – sort and sell metal for recycling
 - Revenue comes from 1) sale of product 2) saving in dump fee 3) saving in transport cost – transport out – transport in from quarry 4) material is crushed to “highest quality” for the city.
- Create a vision by fusing the vision of Torontonians

- What is my vision?
 - A place I love to be! Where land meets water and people meet place and each other.
 - Beautiful, clean spaces with beauty and unexpected delights i.e. art, creative spaces
 - Green, green, green! A place with green corridors that allow people and wildlife to roam and soar! Green spaces that stretch and roll along the water's edge. The water is for the people and not the people in glass towers. Please remember that and keep the land open to the public and to those who cannot afford the glass towers! Build for Torontonians and Canadians and not just for tourists (my vision does not have any casinos or box malls, only small, local, and thoughtful retail areas).
 - Community feel – my vision creates a place where neighbours are neighbours and places feel like a home. Less of the towers that are disconnected and more of the connectiveness of proven communities i.e. Beaches in Toronto, European villages, etc.
 - Green/sustainable leaders – my vision considers green initiatives to establish Toronto as a world leader! Think district energy systems, renewables, green buildings, other sustainable features etc.
 - Cultural and heritage centres and uses – create a beautiful iconic spot to put Toronto on the map, i.e. think Sydney Opera House that represents what Toronto is: creative, artistic, beautiful, diverse.
- I have followed this project from the first showing of the Don mouth naturalization design in 2010, and have participated in all public consultations in 2011 and 2012. I am appalled by the loss of 40 acres of green space in the "acceleration" proposal 4WS, and the confinement of the Don to a narrow corridor running through a canyon of condos. In its "accelerated" form, the project now promises to complete the (almost) unbroken curtain from west of the Humber to Cherry beach which separates the city from its lake. Initially a response to pressure from a now much weakened Mayor, this change is entirely unnecessary and in fact uneconomical: the original design would have greatly enhanced the value of residential development which now threatens to turn into yet another condo ghetto. The Port Lands project is well on its way to becoming the successor of the Harbourfront development, a 91 acre gift in 1972 from the Canadian government for a waterfront park which was disfigured by some of the most banal and unimaginative architecture in Canada, and produced only minimal park space.
- *The whole acceleration discussion got me thinking about different kinds of "compromise." Good compromises involve give & take, meeting halfway, ideally win/win. Bad compromises hurt or destroy something important -- like standards, values, ideals, health, safety, security ... Let's make sure we make only good, honorable compromises.
- I am emailing because I want to share my concerns regarding the Port Lands Acceleration Initiative. I feel that going forward too quickly will be harmful to the eventual state of the Port Lands, and their contributions to the lives of Torontonians and their environment.
- I feel very strongly that there should be lots of parkland preservation and restoration, that flood protection should be paid close attention to, including restoring natural wetlands, and that the naturalization of the Don River should be a priority. I believe that economic development is important too, but must not overshadow the restoration of the ecological integrity of the Port Lands; it must work in harmony with said restoration.
- Naturalization will draw tourists and benefit the lives and well being of Toronto residents. Please reconsider rushing ahead with this initiative.
- Once again I have spent a fair chunk of my time reviewing plans and proposals for the revitalization of our waterfront. Since I retired, 10 years ago, I have participated in public consultation around this issue in numerous forums and public meetings. I am so disappointed that, once again, I am having to turn my time and attention to the same issues that I have addressed repeatedly these past years. I see no gains in the acceleration suggestions. I believe we should go forward with the award winning designs which finally emerged from Waterfront Toronto after much angst, discussion and consultation and expense.
- I am especially concerned that the naturalization of the mouth of the Don and the maximizing of publicly accessible green space be retained in the development of the waterfront. I am vehemently opposed to giving waterfront space to casinos, hotels or shopping malls. There are better locations, off the water, for these types of structures and activities. A soon to be published book, Your Brain on Nature, by physician Eva Selhub and naturopath Alan Logan describes in detail the critical role that nature plays in human health. If one takes a holistic view of the waterfront revitalization and its role in helping to create a sustainable, vibrant city, one cannot separate the less tangible benefits of public access to waterfront vistas and the reduction in health care spending which can result from retaining or creating such access.

- Keep CodeBlueTO recommendations!
- My comments are the following:
 - Port Lands development should be guided by a vision and values associated with the public good. Private interests (e.g., condo and retail developments) should be secondary to the public good.
 - As part of the plan, develop continuous parkland from the Leslie Spit to the Don River. It should be designed to create a continuous wildlife corridor. What a fabulous addition that would be to our great city!
 - I want to see more, not less, green space in the Don Lands plan. There should be much less development, with fewer condos - not a wall of condos blocking the public's view of the lake as there is further west on the waterfront. The public deserves to be able to see and use the lake and waterfront.
 - All housing/condo developments should be required to include units for seniors and people with disabilities subsidized units as well as for people with low incomes. These developments should all include large green spaces paid for and maintained by the developers. The aim should be to create inclusivity and diversity, not exclusivity.
 - Do not, under any circumstances, allow big box stores and shopping malls because these would destroy local small businesses.
 - I am absolutely opposed to having a casino in the Port Lands. It would greatly detract from any sense of social cohesion and community in the Port Lands.
 - Maximize green space where the public can enjoy the shore and the lake and have some refuge from the pressures of modern city life. If cities like Chicago, New York, Rio de Janeiro, and Saskatoon (to name only a few examples) can do it, so can Toronto.
- As a concerned resident of the western end of the Toronto waterfront (in Mimico), I urge those in power to make NO CHANGES to the plan for the Port Lands that was approved earlier and has won awards for its outstanding merits.
- I am a downtown eastside resident (Riverdale), who already uses the existing waterfront extensively both walking and cycling and am passionately interested in a community involved and environmentally considered approach to its ongoing development. I wish to endorse the concerns and objectives presented by CodeBlueTO.
- I would like to endorse the position of CodeBlueTO without reservation. As a member of CodeBlueTO, I have participated in formulating it's positions. Please add my voice to theirs under all your questions.
- I would like to congratulate you on developing such a comprehensive package of information in the short time you have been given. The results prove what has been said all along – Acceleration is not possible. The area is just too large and has too many challenges.
- The number one priority needs to be the Flood Protection to safeguard South Riverdale and free the land for development. The second priority is to ensure there is no loss of park space that has been approved already as part of the Lower Don Lands Framework. An overall plan for the complete Port Lands area needs to be created at a high level.
- Why accelerate? The approved North of Keating and Lower Don Lands plans should be implemented with possible modifications if the promontories are to be removed.
- This exercise has proven that Waterfront Toronto has a true vision of the capabilities of developing the Port Lands and the lead should remain in their hands.
- Whatever is decided upon needs to be sanctioned by all levels of government and locked down so it cannot be reopened by successive City Councils. The \$1.5M plus and wasted year to determine that acceleration is not possible, should never be allowed to happen again.
- This is our legacy to the citizens of Toronto. Let's get on with approving the EA and finding the money to complete the plan that has already been approved by City Council.
- I am deeply distressed at the possibility that the carefully thought out original plan for the Port Lands may be short-changed in the name of expedience and short-term profit. We've all seen this movie before--just look at the wall of high-rises along the western waterfront. I am well prepared to be patient and have this project done right, thereby creating a better Toronto for my generation, and for the generations to come. I am so tired of being sold-out to developers and political and business interests that always dominate the conversation. I am fed-up with living in a city always satisfied with 'good enough.' Which usually means 'good enough' to line someone's pockets and the heck with the rest of us and our city. For once, we have grown-up, responsible, long-term planning in place that will generate positive, long-lasting change for Toronto. This is a once in a generation

opportunity to create lasting good. PLEASE DO NOT SCREW IT UP! Do not give in to the reactionary thinkers and 'small-picture' non-visionaries who want to deprive our wonderful town of its full due.

- Just a few quick comments on the information presented at the latest open house at the Design Exchange: No need for acceleration of the timeline - as we can see this a long-term process; No need to "cash in" earlier due to political pressure; Loss of natural river mouth is unacceptable; and, adding development parcels here are not required. Green space in this vital area is needed - continue with the original plan as best as possible. Development south of the Keating Channel cannot start until berm is in place; so it's pretty hard to rush development so there is no need. Waterfront is still a great piece of work overall, but I hope that this "acceleration" program is not the start of watering down the plan. Stay the course.
- I have stayed involved with the Waterfront development process because I think it has been well run, transparent from the beginning. I understand that there is political pressure to 'hurry up' and monetize more of the land to make it cost less. Don't compromise! Torontonians have given their support to the plans that were drawn up originally, to provide green space, a naturalized Don River mouth to create more parkland, more space for people to enjoy and clean water to flow into Lake Ontario. This is simply worth paying for. Don't let the financial folks make short-term decisions that we will regret for generations. All of the changes proposed compromise the original vision both in spirit and in content.
- I am writing to offer my feedback on the Port Lands Acceleration Initiative. I am greatly concerned that the updated proposal sacrifices a significant amount of green space and postpones the naturalization of the Don. Looking at the original, approved plan and the new proposal side-by-side, the reduction in green space in the latter is striking. I feel this would be a great loss to all residents of Toronto, and especially to potential occupants of new developments in the Port Lands. Moreover, the staging pushes the completion of the re-naturalization far off into an uncertain future, instead of making it a priority. It's unclear when, if ever, the river's mouth would actually be completed. Saving \$175 million would be nice, but it's not terribly significant in the context of a \$3 billion project, and not worth the significant trade-offs contemplated in the updated proposal. My strong preference is to return to the original, approved plan, and focus on finding ways to fund it.

ATTACHMENT C.

Feedback from Other Written Submissions

Sent: March-30-12 5:51 PM

Subject: Please Slow Down - Re: Media Advisory - Port Lands Information Open House and Feedback Workshops

Our PORTLANDS looked like this in the 1830's. Then came our landfill. Then came controversy.



After much ballyhoo and hoopla we all decided to hurry up and slow down.
We slowed down to prevent building shopping malls and giant Ferris wheels.
Then we decided to hurry up again.

After more bureaucratic committees full of even more ballyhoo and hoopla we are finding that we really – really – do need to slow down development of our Toronto Portlands. The facts that are coming out of even further due diligence are all ending up in the same place : SLOW DOWN.

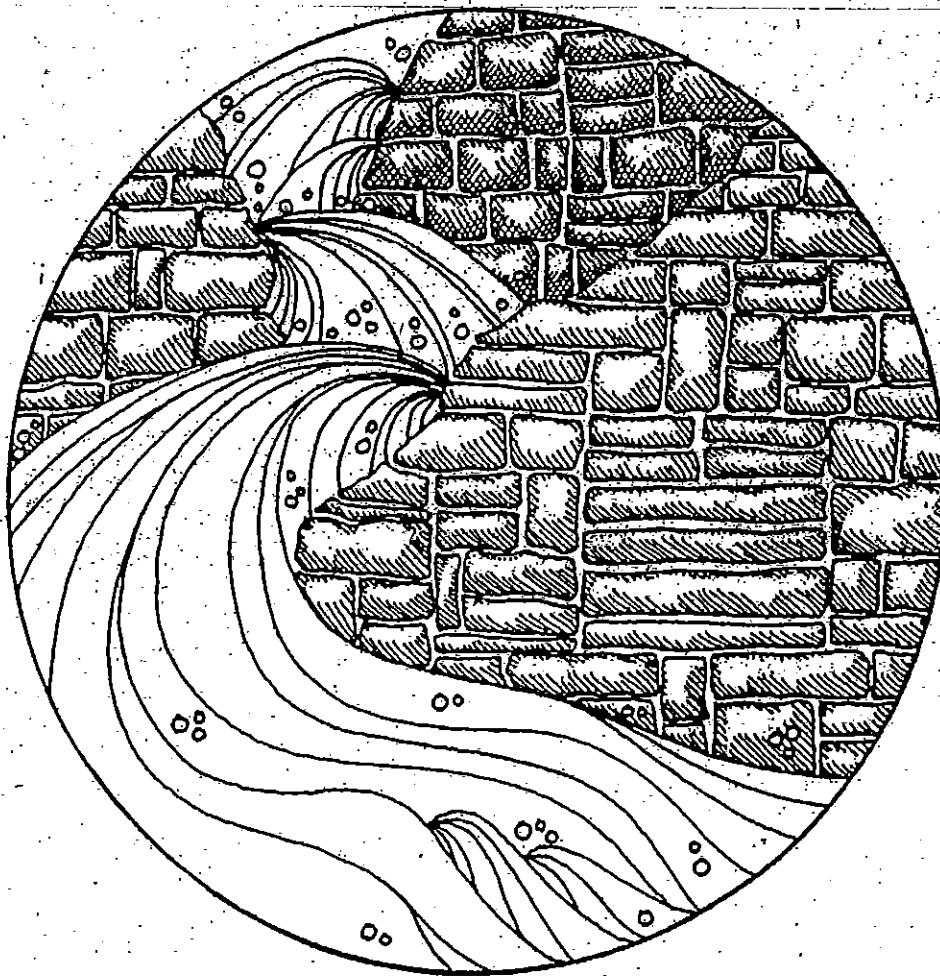
The latest information on why it has to take longer than anyone looking to make quick bucks would like can be found inside of Christopher Hume's latest write up in the Toronto Star :

<http://www.thestar.com/news/article/1143248--doug-ford-s-port-lands-dream-dies-hard> ,

but it is time we all faced the physical and economic facts of an undertaking this massive. For us living in this neighbourhood, we should be grateful that the PANAM games spurred as much real building as it did, as soon as it did. With the physical construction difficulties and the financial economic shortages at all three levels of government we need to slow down, and be more patient.

Thanks, [REDACTED]

AQUA TERRA:
Water Concepts
for the Ecological Society



The Water Center
Eureka Springs, Arkansas
Volume I Issue I
Spring 1991

"original"

RIVER REHABILITATION

About six years ago, in the Fall of '85, I got fed up with the endless talk among the province-wide Ontario Greens over our constitution-to-be. We had to do something to show what we stand for. Knowing of the public's concern over drinking water quality, I said, "Let's pick the Don River as a symbol of what's wrong with our tap water and our environment in general." We would say loud and clear that the Don River, of all things, can and should be cleaned up and restored. An outrageous idea! Particularly since locals regard it as nothing but an open sewer with an unnatural mouth of cement called an "urban orifice" in submission to a recent Royal Commission on Toronto's Waterfront hearing.

The Toronto Chapter of the Ontario Greens, now the Taddle Creek Greens, supported the effort to organize around the issue and get something tangible (not concrete) accomplished for the river. I said, "give me three people," and our team of four began to plan.

In late May of 1986 and the same springtime in '87, the Don River Walk got over twenty-five minutes of free television coverage and about the same total for radio and lots of press coverage with the theme of "Don't forget the Don; we should restore it." (The Walks continue each year, but more low key.)

Some time went by.

After a small meeting about Bioregionalism in May of 1988, we decided to do Bioregionalism. An ad was placed in the local hip weekly, *Now Magazine*, asking those interested to meet and go down into the Don Valley to plant and seed and see for ourselves. One who attended with his son was an executive assistant to a prominent City of Toronto elected Councillor.

A bit more time went by.

— and very much hard work

In late '88, a diverse group of citizens were invited to City Hall to talk about restoring the Don River. Over the next year and a half, we became an official City of Toronto Task Force on the Don River. It was not easy. We learned patience. Change through City Hall is one way to work locally for the Earth. The process is convoluted. The people are leading the way if they get and stay organized. Being "Green" is more important than theory. Beyond "isms". The leading edge of the movement for the Mother Earth is giving the people something to do, to heal, to protect.

Now we have a double mandate: to get public involvement and to create action-plans to restore or "Bring Back the Don." This includes re-vegetation, reforestation and reconstruction of wetlands. Also, we have funding. *

Remember, when your project starts to build momentum, welcome new people. Don't try and take credit, and on the subject of "beginnings", read *Lao Tzu*.

For more information write: Dalton Shipway
1100 Yonge St.
Toronto, Ontario
Canada M4W 2L6



Illustration by Carl Dennis (1987)

*\$ 400,000 for Chester Springs Marsh - size: 7 football fields
then,

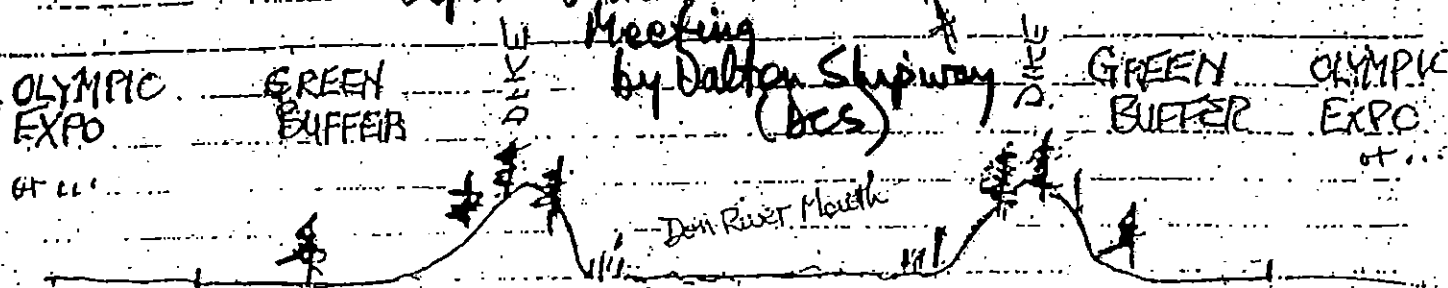
\$ 325,000,000 for Don Lake marsh - Lake Ontario - City Council Staff report EX-45.15 (year 2010)

Map #1 MARSH AT MOUTH OF DON RIVER

CROSS SECTION

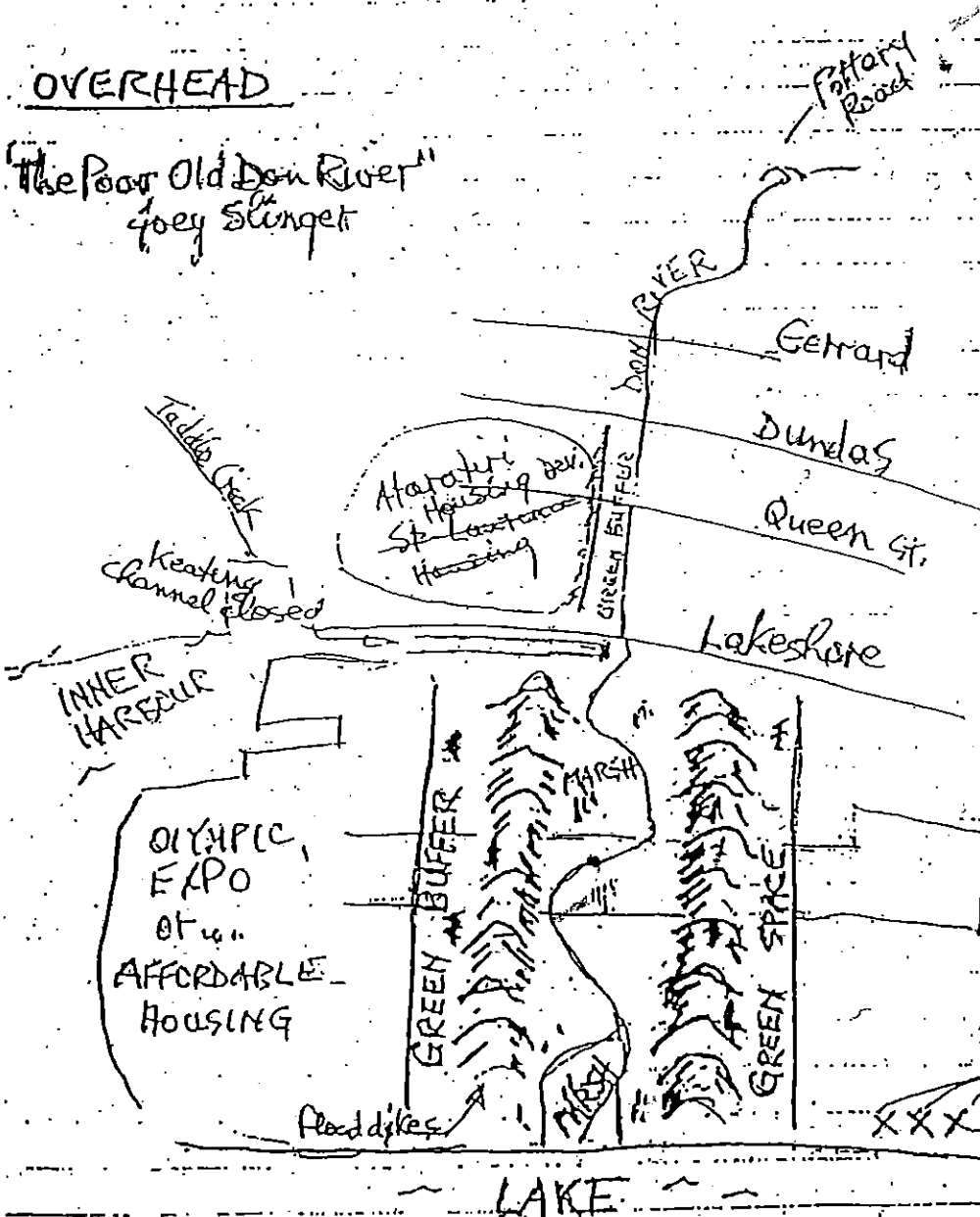
drawn up in 15 minutes before Interim Task Force Meeting by Dalton Shipway (D.S.)

March 8, 1989



OVERHEAD

"The Poor Old Don River" Joey Slinger



Newsletter: "Bring Back the Don" Fall '88

"We always said that Chester Springs Marsh was a practical example of Bringing Back the Don," stated Dalton Shipway, a founding member of the Task Force, "and that it was meant to show the way for the Marsh at the Mouth."

According to David Stonehouse, a City Planner assigned as Task Force coordinator in the early 1990s, "The big idea that captured everyone's imagination was that of a wetland at the mouth of the Don." How to realize it posed a problem. Building Chester Springs Marsh was a step toward that end.

OLYMPIC EXPO
or...
AFFORDABLE HOUSING
garden plots
sailing clubs
rowing

LAKE

PRESENTED AT SECOND MEETING OF INTERIM DON TASK FORCE - AFTER VERBAL ADVOCACY OF MARSH AT MOUTH DURING FIRST MEETING
DATES: Wed. Mar. 8/89 D.S. / P.M.'s Conf. at the Keating St.

* Species List 1100 Yonge Street submitted by Dalton C. Shipway
11 December 2011

To whom it may concern,

After 25 years of hard work for this project in Lakeshore Regeneration, I feel quite strongly that we have to keep our priorities straight:

The Ecosystem Approach is the way of the future. We have to follow the Brundtland Commission's direction for sustainable implementation using the famous three legged stool analogy

Social; Economic; Ecosystem
(the system doesn't work without all 3)

"My Waterfront Has Turtles and Frogs"

It is our duty to bring back the Don which means restoring AS MUCH OF THE HISTORICAL ENVIRONMENT AS POSSIBLE in the Lower Don lands (AKA "Portland") *

The lacustrine lakemarsh that was Ashbridges Marsh can now have regenerated habitat.

* The Target Species for this project

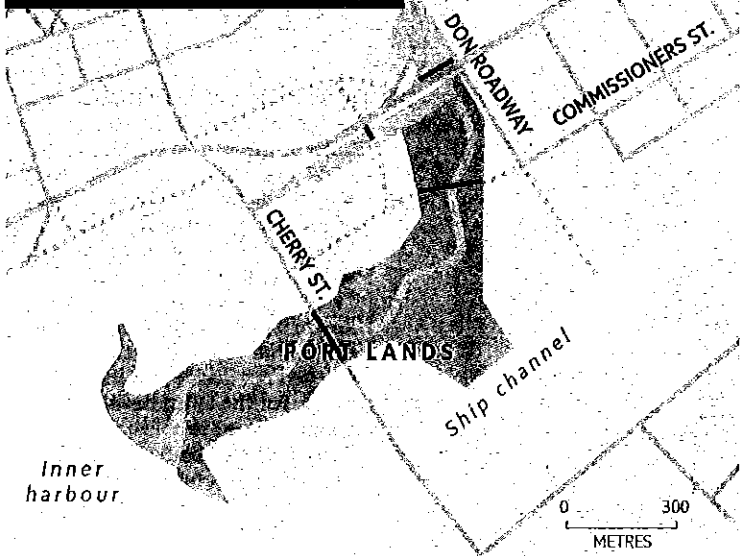
should be:
1: Bullfrog 2: Snapping Turtle 3: Wood Duck
4: Northern Pike

Sincerely, Dalton Shipway
DALTON C. SHIPWAY 11 DONZON

* since Toronto's functional Port never materialized with the St. Lawrence Seaway completion, the name "Portlands" must be changed to "LOWER DONLANDS" / cc David Crombie cc C. Paula Fletcher cc tor star

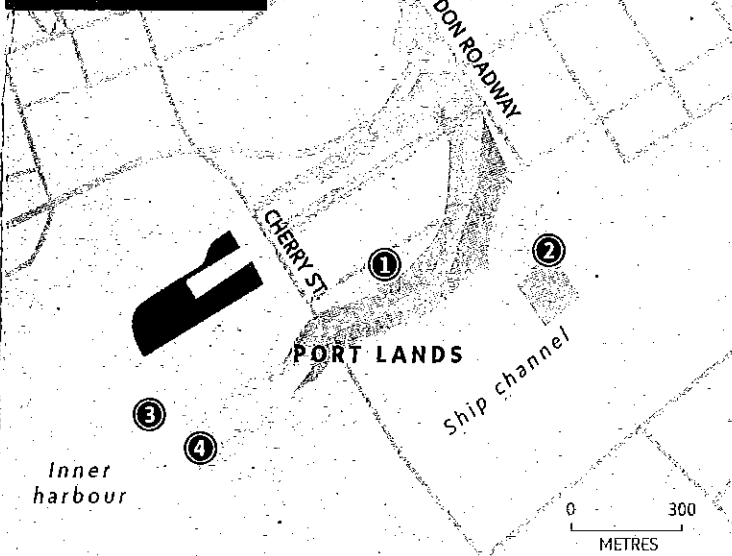
NATURE MOTIVE over Profit Motive

ORIGINAL PROPOSAL (APRIL 2011)



- Existing roads
- Future roads
- Proposed bridge/crossing
- Naturalized flood plain
- Public use flood plain
- River channel
- Lake fill

UPDATED PROPOSAL



- ① Moves the valley system north to create larger development blocks.
- ② Moves the spillway to the Don Roadway, also creates larger development blocks.
- ③ Eliminates the promontories at the mouth of the river to ease shipping.
- ④ Alters the river mouth to accommodate existing uses.

The original Port Lands plans developed by Waterfront Toronto included a \$634-million plan to naturalize the mouth of the Don River. The proposal was the result of more than a decade of public consultation and is part of a lengthy environmental assessment that is now on hold by the province. Critics of the proposed riverside park, including Councillor Doug Ford, say it is too costly and will use some of the city's most valuable undeveloped land with spectacular views of the skyline.

THE GLOBE AND MAIL
SOURCE: TORONTO AND REGION CONSERVATION

DEVELOPMENT

'I told you so,' says Doug Ford about Port Lands plan

But others have a different take on the revised waterfront proposal, which allows for more development and less green space

ELIZABETH CHURCH

There is no mention of a Ferris wheel or a monorail, but a new look at kick-starting development of Toronto's Port Lands includes a less pricey option for the mouth of the Don River that allows for more development and less green space.

The study examines when – and how – to develop the Port Lands, which stretch from the inner harbour east to Leslie Street. The interim findings will be released Saturday at a public open house. An advance copy, obtained by The Globe and Mail, identifies areas where development could begin within years instead of decades. But all that depends upon the right market conditions and the city figuring out a way to deliver transit and services to the eastern waterfront.

Councillor Doug Ford says the study proves his point. It was his musing last summer about fast-tracking development with a luxury hotel, a megamall and a Ferris

“

The only thing they are missing is the Ferris wheel.

Doug Ford
Councillor

wheel linked to the downtown by monorail that led to the current re-examination.

“I told you so. You can print that in big letters,” Mr. Ford said. “They are looking at mixed use and one of the critical things is transportation. The only thing they are missing is the Ferris wheel.”

Others have a different take on the findings, which include a study of real estate demand and financing options, as well as alternatives to the award-winning plans to transform the mouth of the Don River from a stagnant channel to a waterfront park.

“He must have a different set of

expert reports than I've been reading,” said Councillor Paula Fletcher. “It is not a slam dunk. This is a very complicated, long-term project.”

The Port Lands study is a joint effort by the city and Waterfront Toronto. It's part of a compromise struck by city councillors after Mr. Ford failed to get the needed support for his plan to take control of developing the lands from Waterfront Toronto. A final report is set to go to the city's executive committee in June and to council a month later.

A review of office and residential demand commissioned for the study shows that even with services in place it will take decades to build out the entire Port Lands – an area equal in size to the downtown core. It singles out sites such as land at the northern edge of the area that could be developed first under the right conditions.

Mr. Ford – long frustrated by Waterfront Toronto's lengthy development timeline – dismissed

those findings. “I totally disagree with that,” he said. “I'll get another firm to tell you something totally opposite. The market is there.” Still, he pledged to continue to work with the agency on its plans. “We are moving it forward,” he said.

One of the most controversial issues the study addresses is the transformation of the Don River mouth. The original plan developed by Waterfront Toronto included a \$634-million design to naturalize the river's banks as it flowed to the lake. The design is the result of years of consultations and part of an environmental assessment. The new study takes a second look at the other options included in the environmental assessment and proposes an alternative to the chosen design. That alternative leaves larger blocks of land for development and includes a more narrow strip of riverside park.

John Campbell, head of Waterfront Toronto, estimates the new design will save between \$100-

million and \$150-million. Its real advantage, he said, is that it can be built in phases, allowing development to begin before all the work is done.

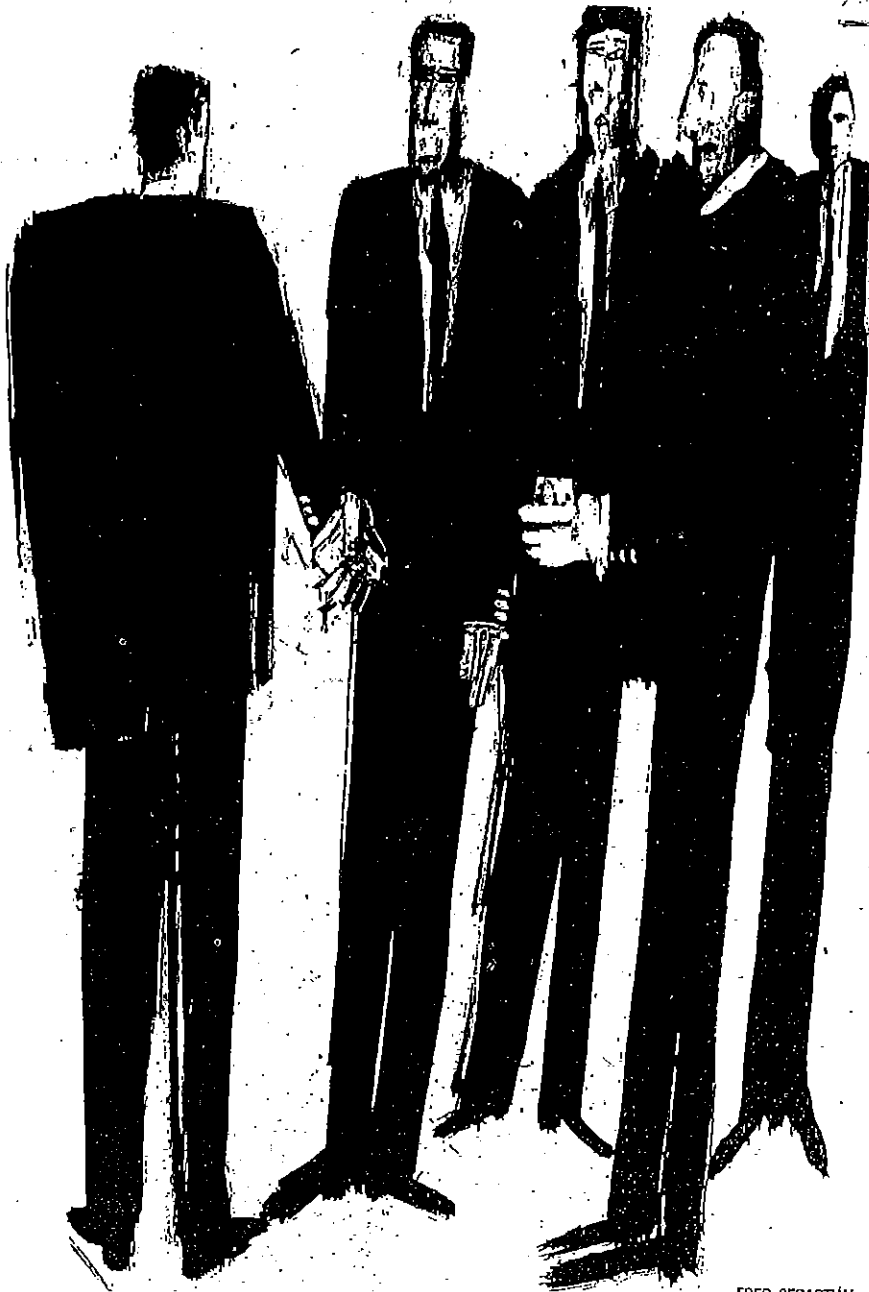
“The dream isn't quite as big as it was, but it is still a naturalized river and green space,” he said. Building the project in “digestible chunks” means the costs will be spread. First up would be the “spillway,” a stretch of green space that runs south to the shipping channel that he estimates would cost \$50-million.

John Wilson, a long-time advocate for the Don River and a member of the advisory group consulted for the study, said he is saddened by the prospect of losing the planned promontory park at the mouth of the river and the spectacular city views it promised. But he says the revised plan is “something that can be built.” The best case, he said, would be to have the original designers work on the new plan. “I'd love to see them put some pizzazz and wow back into it,” he said.

“INTEGRATE” *

Fool Us Once,

"original"



FRED SEBASTIÁN

Won't Be Fooled Again.

P.T.O. →

History fails to teach Toronto a waterfront lesson, for the nth time!

Although amply provided with parks away from the waterfront, Toronto is dissimilar from other cities in Canada and overseas, in not having a generous provision of public open space within a relatively short distance from the central business district.

This was not how it was envisaged by Toronto's founders.

At the outset, Toronto – then York – had over 1000 acres set aside for public open space reserves along the central waterfront. It has dwindled away under development pressures.

During the time we were losing public endowments, Victoria created Beacon Hill Park (1859 -- 62 acres); Vancouver founded Stanley Park (1888 -- 1001 acres), Winnipeg -- Assiniboine Park (1100 acres including 700 acres of forest, in 1904) Halifax created Point Pleasant Park (190 acres, in 1866)

Sydney set aside 84 acres downtown in 1830 as a public Domain. New York built Central Park (843 acres, in 1857), and Chicago -- Grant Park (319 acres, in 1836) preserved from threats of development through twenty years of legal battles).

Here we have the reverse: Planned open space being surrendered to development pressure.

It happened before -- a widely supported, farsighted vision stripped of public open space -- and it's happening all over again. How very Toronto.

Rollo Myers April 4, 2012
rollomyers@gmail.com

Further to my earlier comments (email below - April 9, 2012), the case for a relocated Billy Bishop airport as a catalyst for employment growth was reinforced by an article by Councillors Layton and Nunziata that stated that the economic zone around Toronto Pearson Airport includes 355,000 jobs (Toronto Star – April 11 2012).

Reference meeting at Harbour Castle, April 4 2012

1. Development Planning and Phasing

Up to 8,000 residential units. At present, with 27 condo towers under construction, there must be at least 10,000 units coming on the market. Also, there are still lots of open spaces (examples: on either side of Lakeshore Blvd between Sherbourne and Cherry Streets and the Bathurst, Front and Spadina area) which could be more easily serviceable than those in the Portlands area. Consequently there is no immediate rush to spend upwards of \$3 billion on site preparations; Once the latest wave of residential/commercial construction (with private finances) is completed, then revisit the Portlands in the next 10 – 15 years for such development.

2. Catalysts for employment growth and a regional transit hub through Union Station.

With the advent of Porter Airlines (plus Air Canada), the Toronto Island Airport (Billy Bishop) has become an outstanding success. Future growth and normal airport ancillary activities are curtailed by the location, especially the water crossing for vehicles, lack of space and the proliferation of surrounding condos. One scenario to consider over the next 15 years is to relocate the airport with less technical restrictions and with planned light industrial/warehousing/maintenance facilities. An airport and the existing medium to heavy industries (which are vital to Toronto's infrastructure requirements) are compatible. With a stated anticipated increase in Laker traffic and a present easy road access to Lakeshore Blvd and into the Union Station area, to bring these two types of transportation together, with similar service requirements, can have many advantages.

The Toronto Islands ferry crossings are becoming more and more expensive, they seem to increase annually. Closing the airport and refurbishing it to its 1930s existence as a recreational/park area with the tunnel access will better the quality of life for Torontonians and tourists who enjoy the existing lakefront ambience. This suggestion is totally compatible with WaterfrontToronto's goals along Queens Quay.

Based on the current architectural exhibit at Harbourfront, there is a large demand for housing on the islands. A small part of the old airport area could be designated for single/two storey cottages on minimal lot sizes similar to those on Wards and Algonquin Islands using a lottery system but no condos and minimal vehicular traffic.



Cc : Editor, Toronto Star
Dear Mayor Ford and City Councillors

We support Ken Greenberg's call to councillors (Toronto Star, Tuesday April 3, 2012) to support the original Portlands Plan and to reject the revised proposal:

"This is not just about numbers or even acres of parkland. It is about our capacity to create a very special place where land meets water and the Don River enters the harbour and Lake Ontario, a place for Torontonians and visitors to enjoy and share.

Council never voted to kill the plan for the Lower Don Lands and I would urge councillors to insist on an update on the progress of this study and its findings before this latest version goes too far. Let's get the approved scheme back as the preferred starting point and do the one simple study that was never done, which is to examine how it could be refined to deal with new technical inputs and phased in over a realistic time frame without sacrificing its quality."

Please respond, giving your assurance of support for the original Portlands Plan, described below.

Sincerely

[REDACTED]

Here is the complete article:

"After thousands of Torontonians spoke up last November to resist overturning the fruit of years of effort that had gone into shaping plans for the Lower Don Lands, the idea was to move forward not backward.

But, as evident in Waterfront Toronto's revised proposal released last week, this exercise has been hijacked by the not too hidden agenda of the Ford administration to undo and undermine everything that has come before, especially anything that expresses a generosity of spirit for the public or that is not of a commercial nature.

The new plan for the 1,000-acre Port Lands cuts about 40 acres of green space and would add more development on the unsubstantiated theory that this would cut costs and entice developers. You can almost hear the Fords saying, "I told you so."

The whole point of the international competition held by Waterfront Toronto and the city with great fanfare in 2007 was to connect the dots by looking holistically at the issues of flood-proofing, naturalization, parks, land use, transit and urban infrastructure with an eye to creating an exemplary new part of Toronto's waterfront.

The outcome was a plan approved by council in 2010 that has won eight major international awards and brought Toronto to the forefront of forward-looking, sustainable city building.

The original Lower Don Lands plan would introduce urban development, native ecologies and public infrastructure on 280 acres accommodating housing for 25,000 residents and 10,000 employees. It would create a variety of hard and soft public spaces at the water's edge, including a major public park at the heart of an urban river estuary with room for organized sports on four regulation-sized fields, informal pickup games, small boat launching, jogging and in-line skating on the trails, and birdwatching, strolling and contemplation along more secluded pathways. All of this has now been judged to be an expendable frill.

What we are witnessing is a determination not to see the components as a whole but in isolation, taking us back to where we were before the competition, working in silos, tackling one issue at a time.

What is sacrificed is the connectedness of things and their ability to contribute to a satisfying larger picture. The biases of this reductive approach are all too obvious: public space is an unaffordable luxury; we need to cheapen the plan, speed things up, create more lands for condo development and "monetize" the lands by getting them into the hands of developers as quickly as possible with minimal commitments.

Our city is economically robust compared to most others. We are in the midst of a development boom that surpasses by far all other cities in North America, but even our heated market has limits. What is the unholy rush? We have lands on the waterfront in the East Bayfront and north of the Keating Channel that will accommodate development for decades. The most optimistic assumption for additional development in the Port Lands is for 8,000 residential units and 2 million to 4 million square feet of commercial development plus retail in the next 20 years. This would occupy less than 20 per cent of the 1,000 acres. Moreover, experience elsewhere suggests that great parks add value, not diminish it.

We are at risk of falling back into a poverty of imagination that refuses to see long-term value. There is an eerie recall here of our previous failures, like Harbourfront Corp.'s abandonment of its original plan and the infamous wall of condos that materialized in its place.

This is not just about numbers or even acres of parkland. It is about our capacity to create a very special place where land meets water and the Don River enters the harbour and Lake Ontario, a place for Torontonians and visitors to enjoy and share.

Council never voted to kill the plan for the Lower Don Lands and I would urge councillors to insist on an update on the progress of this study and its findings before this latest version goes too far. Let's get the approved scheme back as the preferred starting point and do the one simple study that was never done, which is to examine how it could be refined to deal with new technical inputs and phased in over a realistic time frame without sacrificing its quality.

Great cities do not seek to simply "monetize" their waterfront assets by unloading public land in the most expedient and short-sighted way. As we embark on what will be a \$3 billion project in the Port Lands that will take several generations, let's not start off in a panic mode but proceed with care armed with an optimistic framework that embodies our values as a proud and confident city, committed to excellence. Let's not be led passively into a destructive ritual slaughter of the

possibility of a generous civic future on the waterfront. As citizens (not just taxpayers) we must not let this happen.”

***Ken Greenberg** is an architect, urban designer, author of *Walking Home* and a member of the team that created the approved plan for the Lower Don Lands.*

From The Toronto Star, Tuesday April 3, 2012

Re:Portlands Consultation

To whom it may concern

This email is to voice my support for Ken Greenberg's call, published in the April 3rd issue of the Toronto Star, to support the original Portlands Plan and to reject the revised proposal:

"This is not just about numbers or even acres of parkland. It is about our capacity to create a very special place where land meets water and the Don River enters the harbour and Lake Ontario, a place for Torontonians and visitors to enjoy and share.

Council never voted to kill the plan for the Lower Don Lands and I would urge councillors to insist on an update on the progress of this study and its findings before this latest version goes too far. Let's get the approved scheme back as the preferred starting point and do the one simple study that was never done, which is to examine how it could be refined to deal with new technical inputs and phased in over a realistic time frame without sacrificing its quality."

Respectfully,



PS:Here is the complete article:

After thousands of Torontonians spoke up last November to resist overturning the fruit of years of effort that had gone into shaping plans for the Lower Don Lands, the idea was to move forward not backward.

But, as evident in Waterfront Toronto's revised proposal released last week, this exercise has been hijacked by the not too hidden agenda of the Ford administration to undo and undermine everything that has come before, especially anything that expresses a generosity of spirit for the public or that is not of a commercial nature.

The new plan for the 1,000-acre Port Lands cuts about 40 acres of green space and would add more development on the unsubstantiated theory that this would cut costs and entice developers. You can almost hear the Fords saying, "I told you so."

The whole point of the international competition held by Waterfront Toronto and the city with great fanfare in 2007 was to connect the dots by looking holistically at the issues of flood-proofing, naturalization, parks, land use, transit and urban infrastructure with an eye to creating an exemplary new part of Toronto's waterfront.

The outcome was a plan approved by council in 2010 that has won eight major international awards and brought Toronto to the forefront of forward-looking, sustainable city building.

The original Lower Don Lands plan would introduce urban development, native ecologies and public infrastructure on 280 acres accommodating housing for 25,000 residents and 10,000 employees. It would create a variety of hard and soft public spaces at the water's edge, including a major public park at the heart of an urban river estuary with room for organized sports on four regulation-sized fields, informal pickup games, small boat launching, jogging and in-line skating on the trails, and birdwatching, strolling

and contemplation along more secluded pathways. All of this has now been judged to be an expendable frill.

What we are witnessing is a determination not to see the components as a whole but in isolation, taking us back to where we were before the competition, working in silos, tackling one issue at a time.

What is sacrificed is the connectedness of things and their ability to contribute to a satisfying larger picture. The biases of this reductive approach are all too obvious: public space is an unaffordable luxury; we need to cheapen the plan, speed things up, create more lands for condo development and “monetize” the lands by getting them into the hands of developers as quickly as possible with minimal commitments.

Our city is economically robust compared to most others. We are in the midst of a development boom that surpasses by far all other cities in North America, but even our heated market has limits. What is the unholy rush? We have lands on the waterfront in the East Bayfront and north of the Keating Channel that will accommodate development for decades. The most optimistic assumption for additional development in the Port Lands is for 8,000 residential units and 2 million to 4 million square feet of commercial development plus retail in the next 20 years. This would occupy less than 20 per cent of the 1,000 acres. Moreover, experience elsewhere suggests that great parks add value, not diminish it.

We are at risk of falling back into a poverty of imagination that refuses to see long-term value. There is an eerie recall here of our previous failures, like Harbourfront Corp.'s abandonment of its original plan and the infamous wall of condos that materialized in its place.

This is not just about numbers or even acres of parkland. It is about our capacity to create a very special place where land meets water and the Don River enters the harbour and Lake Ontario, a place for Torontonians and visitors to enjoy and share.

Council never voted to kill the plan for the Lower Don Lands and I would urge councillors to insist on an update on the progress of this study and its findings before this latest version goes too far. Let's get the approved scheme back as the preferred starting point and do the one simple study that was never done, which is to examine how it could be refined to deal with new technical inputs and phased in over a realistic time frame without sacrificing its quality.

Great cities do not seek to simply “monetize” their waterfront assets by unloading public land in the most expedient and short-sighted way. As we embark on what will be a \$3 billion project in the Port Lands that will take several generations, let's not start off in a panic mode but proceed with care armed with an optimistic framework that embodies our values as a proud and confident city, committed to excellence. Let's not be led passively into a destructive ritual slaughter of the possibility of a generous civic future on the waterfront. As citizens (not just taxpayers) we must not let this happen.

*Ken Greenberg is an architect, urban designer, author of Walking Home and a member of the team that created the approved plan for the Lower Don Lands.
From The Toronto Star, Tuesday April 3, 2012*

Waterfront Toronto,

Over the years I've attended numerous public meetings conducted by WT. On the whole, WT has conducted an open, consultative, transparent and instructive process that placed great emphasis on citizen participation. Regrettably, that seems to have come to an end, judging by my experience at the Port Lands Open House March 31, 2012.

I sat in on Mike Williams interesting and informative talk on Economics, Markets and Financing.

I then sat in on a talk by a TRCA representative who spoke to slide projections describing the Don Mouth Naturalization and Port Lands Protection Project (DMNP EA). He spoke about alternative plans but did not evaluate or compare those alternatives with the winning plan designed by the Michael Valkenburgh team (MVVA), (which was evaluated and judged by an international jury) and accepted by Toronto city council after years of public consultation. During the Q&A I asked about this obvious and significant omission. The speaker said he didn't have enough time to include the original award winning naturalization plan, along with the alternatives on his slide! I asked, then how could we possibly make a fair comparison between the alternatives and the original proposal ? A lot of shrugging of shoulders ensued. What gives?

Why has the MVVA Don Mouth Naturalization plan been dropped? Why are we looking at alternatives that are mainly exercises in hardscape engineering and that have nothing to do with naturalizing the Don. The proposed alternatives reduce parkland, have no naturalized wetlands, or natural river mouth.

Your public process has all the hallmarks of bait and switch. Conduct a clean, smart, public and thoughtful design process, in 2007 ; five years later, thrown it out . "Oh, sorry didn't have enough time to include it on my slide!" How can engaged citizens possibly make a comparison between then and now?

The citizens of Toronto have put up with decades of nonsense that occurred with the development of the central waterfront; backroom dealings and all the opaque and sordid rest of it. Now it begins on the so called public consultations for the Port Lands?

Please reinstate the original Don Mouth Naturalization plan as designed by Valkenburgh (MVVA).



This is more to make a comment than anything else. I worked on the Portlands with the Waterfront Development Corp. a number of years ago specifically Commissioners Park and then on a general plan for the area including Lake Ontario Park. I know that Commissioners Park has been axed and I understand that the park area in general is being whittled away for development instead.

Frankly from what I can see, you are starting from scratch again. I can't believe the money and people's time already spent on this is just being tossed away. I also can't believe the much treasured park land that was going to be developed first so it would not be whittled away by development but protected, is now moot. And as usual in this city, is slowly getting eaten up by development. It either ends up a small version of the original plan or disappears all together. Greed is ruining this city and greed may ruin this parcel of land that could be made into something special. From my many meetings with Waterfront Toronto the overwhelming feeling I got was that people wanted the Portlands and waterfront done right and done well.

Chicago has done a nice job of their waterfront, New York has their Central Park and preserved this, surely we can do something equally as special with this prime piece of property.

I feel very strongly about preserving and having as much green space in the form of a park in this area as we can. What happened to the original plans for Lake Ontario Park and the other park spaces? With so much density of population and such a large area that this city encompasses, you need green space for a healthy environment. Plus parks are always something cities are proud of and makes them a desirable place to live. Once the green space is developed it is usually gone forever.

With Mr. Ford pushing for development I just hope that those initial values are not lost and another eye sore isn't created having been put together in haste and under pressure. I know we can do this right and I am urging you with this unique opportunity with such a large area to make it into something we all can be proud of.

Sincerely,



I am very interested in the portlands development. I've lived in Riverdale for the past 20 years and working in the film industry, I've also spent a lot of time in the area for both work and recreation.

I think it would be very helpful if there were a link to all the various plans for development that have been proposed over the decades. Who knows, maybe something in a plan from decades past, may contain something which would be highly useful for today. I think it would also be very helpful if any maps/photos of the area from as early on as possible be included on the site. I think the more information, especially visual, people have access to, the better.

I think it would also be helpful to post general information about the land because as a layperson, I might think a subway would be a great addition, but perhaps from an engineering standpoint, it's unfeasible.

The one thing I do know from first hand experience is that whatever the proposal, we must take into account that for at least 4 months of the year, the area can be a very cold, windy and inhospitable place. Any design must take this into account and not just be for the warm, summer months.

Cheers,

A black rectangular redaction box covering the signature of the sender.

You wrote:

CodeBlueTO also wonders – and we hope you do too – if the slight cost savings (\$175 million in a total revitalization budget of \$2.5 to \$3 billion) is worth minimizing the original vision for the Lower Don Lands and the Don Mouth naturalization project. We know many of you will agree that losing 40 acres of prime parkland, increasing the size of the development lands, unnecessarily delaying flood protection, and putting off naturalizing the Don River aren't what Torontonians expect for their waterfront.

Well you are right that is not what I want or expect. I have two great grandchildren. I only see disaster at this point in the rush to make money at any cost to the environment and their future well-being. I pray wise heads will prevail.



To whom it may concern:

All of the issues cited below are of concern to me.

Naturalization of the Don Portlands with extensive wetlands is a feature we have been planning and anticipating for years. It would be a shame to waste that process, and open up the land to development that could ruin yet another portion of the city's waterfront.

I have just returned from Chicago and have seen how powerful the thoughtful planning efforts there have preserved their waterfront forever. Parks are important as this city grows.

[REDACTED]

Begin forwarded message:

From: CodeBlueTO <[REDACTED]>
Date: 11 April, 2012 21:50:20 EDT
Subject: PORT LANDS FEEDBACK NEEDED BY APRIL 15

Is this email not displaying correctly?
[View it in your browser.](#)

#CodeBlueT



**Supporting the
people's plan for
Toronto's Port Lands.**

HEY TORONTO! YOUR FEEDBACK ON THE PORT LANDS IS NEEDED!

You have until April 15 (yes, that's this Sunday) to comment online or by email about the work done to date for the Port Lands Acceleration Initiative.

Why? Because, as we explain below:

- 1. Accelerating development on the Port Lands isn't possible.**
- 2. Prime parkland is at risk.**
- 3. Flood protection should not be compromised.**
- 4. Naturalizing the Don River might well be set aside.**
- 5. The integrity of the Environmental Assessment is now in question.**

6. What kind of catalyst will “spur development”?

Maybe you thought debate about the future of the [Don Mouth Naturalization and Port Lands Flood Protection Project](#) and development of the Port Lands was resolved last fall. What really happened was that [a review process – the Port Lands Acceleration Initiative – was started](#). The [review](#) has been underway for several months and final recommendations are going to City Council in July.

There are lots of questions to be asked about just where the Acceleration Initiative is going. Here are just a few of the things that concern CodeBlueTO:

1. Accelerating development on the Port Lands isn’t possible. We’re happy that the review’s [“market soundings”](#) have confirmed there’s only so much development on the Port Lands that the market can absorb at any given time. As CodeBlueTO always maintained, it is not wise to expect that a site as large as the Port Lands can be developed within a decade – nor is it possible. ([See slide 15 in this presentation to see how big the Port Lands actually is.](#)) In fact, the development of the Port Lands will take decades to complete. That’s why the Port Lands need a well-planned, sequential planning and development process informed by an overall vision – and by high-quality public consultation. This is the kind of process that Waterfront Toronto has used so far in all its projects.

2. Prime parkland is at risk. The “revised” plan for the Don River realignment removes approximately 40 acres of prime public parkland as it was positioned in the council-approved plan. Again, a reminder: this original plan went through years of public input, public consultation, and expert design that won several [awards of excellence](#), in Canada and around the world. Prime parkland next to the river and the lake cannot be substituted with parkettes scattered throughout the interior of the Port Lands.

- Here’s a great [comparison of the original, approved Lower Don Lands plan and the new proposal](#) from the Globe and Mail.
- And check out the [Lower Don Lands image gallery](#) for more views.

3. Flood protection cannot be compromised. The consultants have determined that flood protection can be done in stages, through a phased plan for building the new Lower Don Lands and Don River Mouth (see [slides 17-22 in this presentation](#)). But the phasing plan could leave residents and businesses in South Riverdale unprotected for a number of years, since the greenway and berm are only built in phase 2. And it could also mean that naturalization of the mouth of the Don River never gets done – after phase 2 is built, the impetus to getting the rest accomplished may well wane. Comments made during one of the public meetings by a Waterfront Toronto official indicate that phasing could cost 50-100% more than if the entire Don Mouth Naturalization and Flood Protection project is built all at once.

Flood protection for South Riverdale is long overdue. Flood protection is the key that unlocks the ability to develop the Port Lands. The political will must be found to get the job done. And done properly.

4. Naturalizing the Don River might well be set aside. The original plan for revitalizing and naturalizing the new Don River had a ten-year timeframe. Now, with the new phasing plan, it’s unclear how long, if ever, it will take before the Don River actually becomes a proper river again. It’s not until Phase 5 of the plan that the mouth of the river emerges. Until then, we are left with a greenway that can channel storm water when needed, and a

river mouth that empties into a shipping slip.

In regards to the reconfiguration for the Don River, CodeBlueTO believes that what is now identified as phases 3, 4, and 5 should in fact be approached as one cycle from beginning to end, ensuring that the Don River is built to meet Lake Ontario.

5. The integrity of the Environmental Assessment is now in question. The changes to the originally approved 4WS realignment for the Don River ([see this presentation](#)) might well be more than “tweaks.” We wonder whether losing 40 acres of prime parkland conforms to the requirement for “city building” in the original [Environmental Assessment](#) (EA). We also wonder whether having the river enter the lake through a narrow green space with no surrounding wetlands or transitional areas conforms to the requirement for “naturalization.” And we wonder whether delays to flood protection meet the terms of the EA. We wonder if this new plan has to go back through another Environmental Assessment for its findings to be valid.

6. What kind of catalyst will “spur development”? There’s been lots of talk of creating a “catalytic development” that would act as the springboard to developing significant portions of the Port Lands. Some kind of major project that would bring all levels of government together with the private sector to get the job done, and done quickly.

CodeBlueTO would like to remind the City that **a catalyst has already been found**: the approved plan for revitalizing and naturalizing the Don River was supposed to spur development on the Port Lands. And Waterfront Toronto is configured to make this happen: with all three levels of government working together through an agency dedicated to ongoing public consultation, with the mandate to attract private sector interest in developing the city’s long-neglected Central Waterfront.

During this latest round of discussions, CodeBlueTO members have heard about the Port Lands possibly featuring a major shopping complex, or big box stores ([see slide 9 here](#)), or maybe a [casino that acts as an anchor for a “golden mile”](#) – an entertainment district on the waterfront. It is our belief that any catalyst for development can only be developed based on the direction of the people of Toronto, created through a transparent public process. It can’t be imposed by outside interests – whether they be developers, the provincial or municipal government, or from any other party insisting on shaping the Port Lands without hearing from Torontonians first.

CodeBlueTO also wonders – and we hope you do too – if the slight cost savings (\$175 million in a total revitalization budget of \$2.5 to \$3 billion) is worth minimizing the original vision for the Lower Don Lands and the Don Mouth naturalization project. We know many of you will agree that losing 40 acres of prime parkland, increasing the size of the development lands, unnecessarily delaying flood protection, and putting off naturalizing the Don River aren’t what Torontonians expect for their waterfront.

We want you to be heard during this process. It’s very important that the voice of the people of Toronto is heard on what we want for the future of this jewel on the waterfront.

BE HEARD! Your comments are needed by April 15 for this second round of the Port Lands Consultation.

CONTACT:

[REDACTED]



And stay engaged – the final public meeting is scheduled to be held some time in late May.

FOR MORE INFORMATION:

Get more details from the Acceleration Initiative [information open houses and feedback workshops](#).

Information about the Port Lands, Lower Don Lands, and Don Mouth projects:


- [Waterfront Toronto Port Lands](#) – Waterfront Toronto
- [Lower Don Lands Planning](#) - Waterfront Toronto
- [Mouth of the Don River](#) - Waterfront Toronto
- [Don Mouth Naturalization and Port Lands Flood Protection Project](#) - Toronto and Region Conservation Authority

Check these recent media stories:

- [Proposed revisions to Lower Don Lands plan risks repeating mistakes that created Toronto’s infamous wall of condos](#), by Ken Greenberg in the Toronto Star
- [On the waterfront: Swapping green space for development lands a lousy trade](#), by Matt Elliott in Metro
- [Doug Ford and the Port Lands: That sinking feeling](#), by Christopher Hume in the Toronto Star

CodeBlueTO is a coalition of individuals, organizations, and groups who have come together in the shared belief that Toronto’s waterfront should be revitalized in the most beautiful, ecologically sensitive, and financially astute ways possible, using processes that are transparent and engage the broader community.

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Dear CodeBlue TO,

I was dismayed to learn that the apparent resolution of the Portlands redevelopment debate was in fact a smokescreen for retention of many elements of the less desirable plan put forward by the current city administration.

The environmental and social losses associated with the acceleration plan will be permanent and irreversible. I strongly support the original plan as it was developed prior to the advent of the current administration and urge you to pursue every possible avenue to preserve it.

Sincerely,

A solid black rectangular redaction box covering the signature area.

Hello [REDACTED],

Thank you for copying Councillor Fletcher on this request and for your continued involvement with the future of the Port Lands. You make an excellent point and I am requesting that Councillor Fletcher receive a copy of this document when it is prepared. It can be forwarded to my attention.

Regards,

[REDACTED]

>>> [REDACTED] 04/06/12 10:47 AM >>>

Thanks for getting back to me.

I attended the open house last weekend and I have also reviewed the material on the website.

However, I could not find the document I'm seeking, namely a comparison of Options 4WS and 4WS (revised). If such a document exists on the web, I would be grateful if you could point out its URL. If it does not exist, I'd suggest it would be a very useful thing for your team to create as it would contain a lot of useful information in one short document – information that I believe would go to the heart of much of the current discussion.

Thanks again.

On 2012-04-05, at 9:05 PM, Port Lands Consultation Team wrote:

Good evening [REDACTED]:

Thank you for your email and for your interest in the Port Lands. I would encourage you to visit our website (www.portlandsconsultation.ca) to review meeting materials, including information specifically related to flood protection, naturalization, and green space. On the Public Consultation page, you can review concise handouts, information open house presentations and videos, and the discussion guides used during the second round of public consultation.

If you have any further questions, please do not hesitate to contact me.

Kind regards,

Mark

Mark van der Woerd, Lura Consulting
Port Lands Consultation Team | www.portlandsconsultation.ca
info@portlandsconsultation.ca | t:647.723.6648 | f:416.572.3736

From: [REDACTED]
Sent: April-05-12 10:59 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Request for information

Hello:

Do you have some kind of fact-sheet that explains the differences between Option 4WS from the earlier discussions and Option 4WS (revised) that is now being discussed?

I'm thinking of a pretty wide-ranging one- or two-pager that sets out changes in timeframe, cost, location of residential and other spaces, route of the river, etc., etc.

I think this would be a very useful document to help people weight the costs/benefits, gains/losses, tradeoffs in adopting one of those options over the other.

Thanks very much for considering this.

[REDACTED]

[REDACTED]

To:

[REDACTED]
School of Urban & Regional Planning
Ryerson University

[REDACTED]
Centre for Studies in Food Security
Ryerson University

[REDACTED]
MetroAg Alliance for Urban Agriculture
Centre for Studies in Food Security
Ryerson University

[REDACTED]
Canada Green Building Council (CaGBC)
Centre for Studies in Food Security
Ryerson U.

Dear Professors,

I would like to bring to attention a proposal that some members of the board of Biochar Ontario have been discussing over the past several months.

The proposal, which is currently called [perhaps unimaginatively] the "*Centre for Urban Sustainability of Toronto*" (CUS-T) is the product of discussions we have had with many people over the past few months, and has culminated in what we hope is an interesting and engaging proposal for a new "hub" of Food and Sustainability activity in Toronto that is complementary to the work that is being done by, for instance, the Evergreen Brickworks.

This e-mail comes to you as a result of a meeting we had yesterday with several people including [REDACTED], professor and Dean of the Faculty of Forestry at the University of Toronto (CC'd), and immediately following a successful face-to-face meeting with [REDACTED] at the George Brown College School of Design.

CUS-T is meant to be a project of multi-disciplinary collaboration within industry, including universities and colleges.

We have (at least) three major higher educational institutions in relatively close proximity to the proposed site of this 'Centre', including the *University of Toronto, Ryerson University and George Brown College*, which is the reason I am contacting you today, i.e. We hope also to have Ryerson University become a part of this project and provide "consultative services" as part of our upcoming **Metcalf Grant application**.

This collaborative exercise is intended to complete the first phase of documentation for public

consultation through exhibitions in Toronto, namely, at the *Urban Agricultural Summit* in Toronto this August, at the *MOVE: Transportation Expo* in Evergreen Brick Works and at the *Royal Agricultural Winter Fair* in Toronto, plus one or two other relevant venues.

Note: The concept of CUS-T came about during a "charrette" exercise that was done in preparation of the *MOVE: Transportation Expo* that is scheduled to exhibit at the Evergreen Brickworks from June to September 2012.

The completed documentation is intended to be displayed at the Expo.

This is what we have discussed yesterday:

- Biochar Ontario will be the "industry project initiator" as well as a design consultant and manager of the project
- The University of Toronto will be the Metcalf grant applicant as well as a collaborator and consultant in the areas of Forestry (including the development of "Food Forests"), Arts and Science and other Engineering tasks
- George Brown College, in consultation with Biochar Ontario, will manage the design, documentation* and presentation materials

*One of the documentation priorities will be to do a comprehensive "business plan".

We also hope that **Ryerson University** will, in consultation with Biochar Ontario [and possibly also the *Five Planets Foundation*], be able to take on a meaningful role in this project.

My hope is that both the *School of Urban & Regional Planning* as well as the *Centre for Studies in Food Security* at Ryerson might be able to play an active role in the further development of this project, with, possibly the *Centre for Advanced Engineering Technologies*** at George Brown College also playing a potentially significant role in developing some of the "core technologies" that would make such an "Urban Sustainability Centre" possible.

** I am hoping also that [REDACTED] will be able to pass this message along to [REDACTED], [REDACTED] Centre for Advanced Engineering Technologies at George Brown. (As well as [REDACTED], their Director of Applied Research and Innovation.)

Our "Vision" for this project is to have CUS-Toronto become the place where "**Intensive Urban Agriculture**" will take place in the City of Toronto (along with being a place where "Local Food Training" might also take place ~ possibly working with organizations like CRAFT, the "Collaborative Regional Alliance for Farmer Training".)

Our proposal and business plan will be to approach this as a **for-profit enterprise** that generates employment and a reasonable ROI for investors:

i.e. A for-profit "Local Food" enterprise that integrates "Sustainability" and "**Local Food**" *production and handling* into a central "hub" (location) in the Greater Toronto Area.

(Note: One of the *key* aspects of this project is its LOCATION and access to existing *Transportation* Networks.)

Income for the project would not only be generated by the **sale of local food** (including eggs from the on-site 'egg farm', honey from the on-site Apiary and fruit and nuts from the on-site permaculture edible forest, the market gardens and "vertical farming" infrastructure), but also through the **sale of Energy** {wind, solar and biomass energy [incl. a micro 'biorefinery' and district heating]} and the **sale of Biochar-amended compost**.

We are hoping, as well, that there will be other local food business collaborations and that this business model can be replicated in other cities across Canada, North America and around the World.

We are, of course, looking for *Corporate partnerships*, possibly with (a) large Food retailer(s), in moving this forward.

It is our hope also that this Project will become **the "Catalyst" for the revitalization of the Donlands** -- the "game changing" Cultural and Institutional space that becomes the "Iconic Landmark" and 'Publicly accessible space' that will attract new investment into Toronto's waterfront and accelerate the development of the district, turning it into the *"Doorway to the City"*.

Note: The plan would also include 'cultural land uses' that would allow for pedestrian and cycling access etc., since it is proposed that a small portion of the existing "Tommy Thompson Park" be converted over to Urban (food) gardens and "Edible Food Forests" associated with the CUS-T project [buildings/infrastructure, all of which would be designed to be *"off grid"*].

Please refer to the attached PowerPoint file for more information about our proposal for our "local food business" hub project focused on "soils, food and healthy communities".

Please also refer to some additional information in the message below.

Regards,



www.biochar.ca



A nation that destroys its soil, destroys itself.
- Franklin D. Roosevelt

----- Original Message -----

[REDACTED]

April-12-12 7:23 AM

[REDACTED]

Centre for Urban Sustainability of Toronto (CUS-T)

...CUS-T is more than that. On top of mandatory urban agricultural promotion, it is where various green technology and social innovation would also take place.

In short CUS-T is: That we are creating a "central hub of Urban Farming for the GTHA" ... "to address urban sustainability". It will also be a "local food terminal" ... that will "accelerate intensive urban food production" and help to "meet the mandate of 30%" locally sourced food in Toronto "by 2040", " in an environmentally sustainable and equitable way". It includes a "Biochar Ontario research lab", where we "collaborate with local universities and colleges" to demonstrate and tackle many of the "green energy", "waste management" and other food, energy and climate security issues in the city. Our aim is to be an example for all of the "other C40 Cities around the world".

The idea was incubated while I was involved in the charrette with the group *Challenge 10 Food Not Crude*.

It is now developed into stand alone full-blown project with a definitive site in the PortLands of Toronto. We have realistically and strategically thought through where capital may come to fund the project into realisation. There will be operators, businesses and institutions who may wish to take up spaces in the buildings and field(s). The CUS-T design proposal encompasses all the relevant possibilities. It is our position that all the collaborators and consultants disseminate the content details in the proposal and make improvement on what's already there.

Since Biochar Ontario is registered non-profit organisation *without* a registered charitable number, the fund applicant [University of Toronto] will submit the application (deadline 19th April, 2012). They will ask for max. \$100,000CD for a one [1] year project allowed under the Metcalf funding call mandate *Environment Program – Local Sustainable Food*.

We are happy to see George Brown College to be a vital part of this evolution.

Please contact me if you have any question and we are looking forward to working with you.

Sincerely

[REDACTED]

Centre for Urban Sustainability of Toronto (CUS-T, CUS-YYZ)

A Centre for Urban Green Infrastructure
Implementation in Food Security,
Energy, Environment
and Social Innovation

Problems in Urban Sustainability

UN and C40 Cities define Urban Sustainability Problem:

Finding job	→	Harder
Energy consumption	→	Increasing as demand goes up
Water consumption	→	Increasing and polluting
Producing waste	→	Mounting and disposal cost going up
Cost of food	→	Going up
Quality of food	→	Going down
Cost of healthcare	→	Going up
Cost of fuel	→	Going up
Air quality	→	Getting worse
Urban population	→	Accelerating
Cost of infrastructure	→	Up to the roof
Traffic congestion	→	Getting worse
Income disparity	→	Gaps getting bigger and bigger

A Key Question

- **How can we create farms in our cities in order to reduce transportation costs and energy consumption?**
- **96% of North America's food has traveled 1000 miles and requires 1 gallon of fossil fuel for every 100 lb being transported.**
- **Today, over 500 million kilograms of food crops are imported from the United States alone to meet growing demand of Toronto.**
- ***Is this sustainable?* – the ultimate question**
 - Challenge 10 Food Not Crude Charrette, MOVE: The Transportation Expo

Expanding Urban Sustainability

- One of the ways to address these problems may be found in “Food Mileage”. So, Urban Farming will be looked at in this proposal for its sustainability.
 - Because food production and distribution in urban environment is complex and intricate in maintaining it in ways that are environmentally sustainable, it requires leadership in research, education and support.
 - Hence, **Centre for Urban Sustainability of Toronto** is proposed here for an avenue for its leadership role to address and tackle issues beyond food mileage for its sustainability.

Centre for Urban Sustainability of Toronto

In the given site of the closed Hearn Generating Station, there could be two sites.

Site 1 : the old Hearn Generating Station

Site 2 : A 38 acres lot taken from vacant land adjacent to the Station for the Centre.

- The site is a gateway to Port Lands and Tommy Thompson Park from Leslie Street

Centre for Urban Sustainability of Toronto

Vision:

It will be a central hub of Urban Farming for GTHA as a means to address urban sustainability in the region. The Centre is to advocate, promote and accelerate urban and local food production to meet 30% of produce consumption in the region by 2040 in an environmentally sustainable and equitable way possible along with other issues like pollution and climate change arising from metropolitan cities around the world.

Centre for Urban Sustainability of Toronto

Objective of the Centre in meeting the target:

- Runs on carbon-negative system for the whole Centre
- Supports all the urban spaces available in the cities to produce fresh food in the empty spaces - roof tops, backyards, community gardens including indoors.
- Knowledge and technical/financial support can be learned and acquired from the Centre
- Attracts business as well as tourism and learning as a recreational and educational place to visit all year around – a weekly destination for people in the region.
- Helps build an infrastructure to meet 30% of produce consumption for GTHA urban population by 2040.
- Sets an example for other C40 Cities.

Centre for Urban Sustainability of Toronto

Programs that can be found in the Centre:

1. Complete carbon-negative operational technology can be viewed.
2. All the responsible farming techniques applicable in cities can be taught.
3. Public and private financial support and services will be in.
4. Research and government institutions can be located.
5. Business organisation for urban sustainability can be housed.
6. Spaces for fresh food production on site in the field and plots will be allocated for vegetables, herbs, berries, fruits and nuts plus egg and fish.
7. Spaces will be provided for indoor as well as outdoor functions and activities to facilitate venues and programs including child educational programs.
8. A permanent waste stream management system will be set up on site .
9. Wholesale food terminal for local farmers will be incorporated on the site.
10. Regional environmental assessment in real-time will be broadcasted.

CUST-T / CUS-YYZ - The Centre

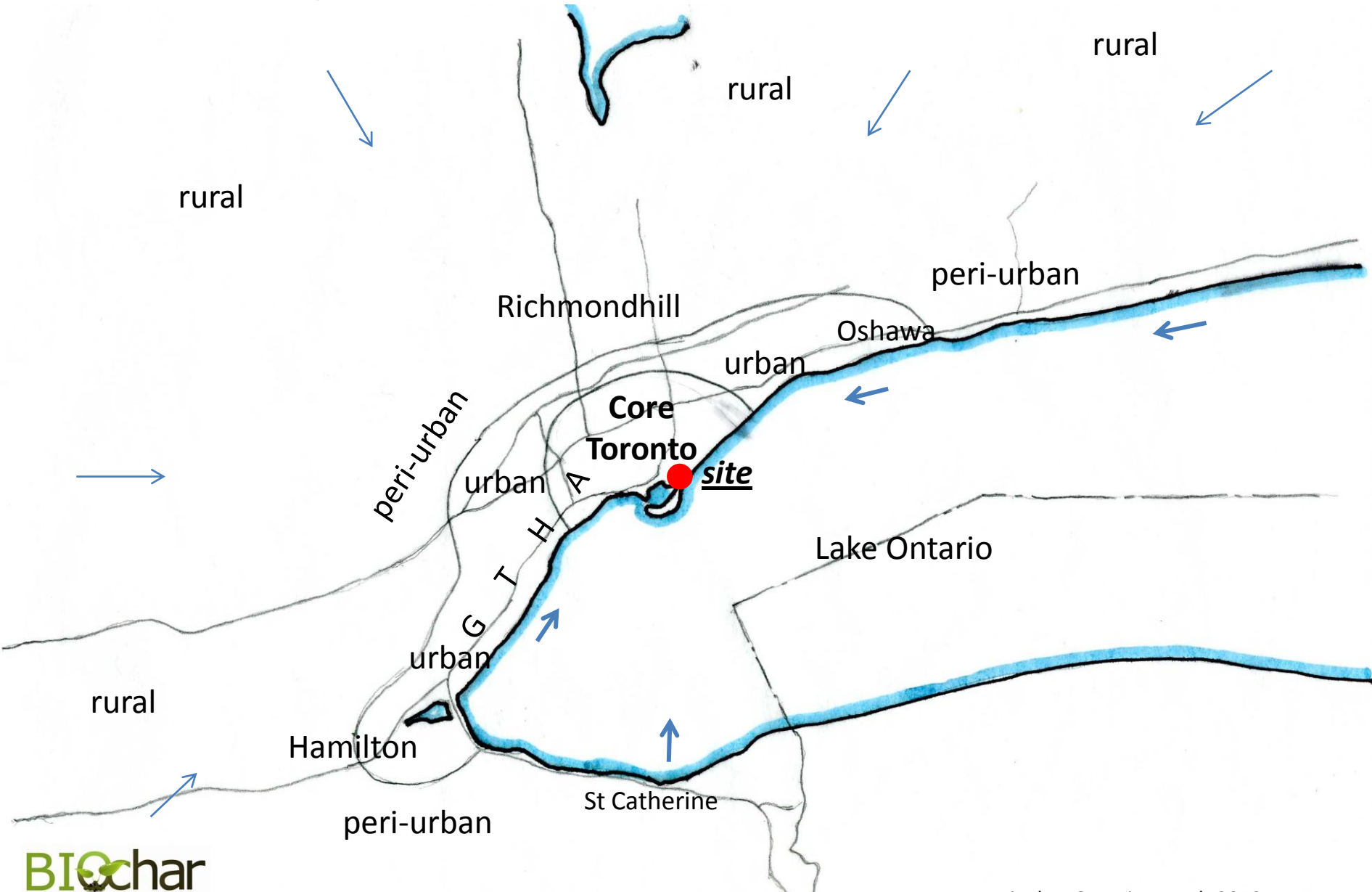
Why Centre for Urban Sustainability of Toronto?

In light of issues in urban sustainability and quality of life in cities, the Centre would play a central role to foster an infrastructure in urban farming and its supply chain for urban food security. Its mandate would encourage the farming practices as environmentally responsible and ecologically equitable to address issues for energy and pollution. The Centre would take advantage of its unique geographical and historical location to facilitate and to educate business and public at large, and accelerate local food production for local market to meet 30% of produce demand by 2040.

Proposed Site at Port Lands and Tommy Thompson Park, Toronto



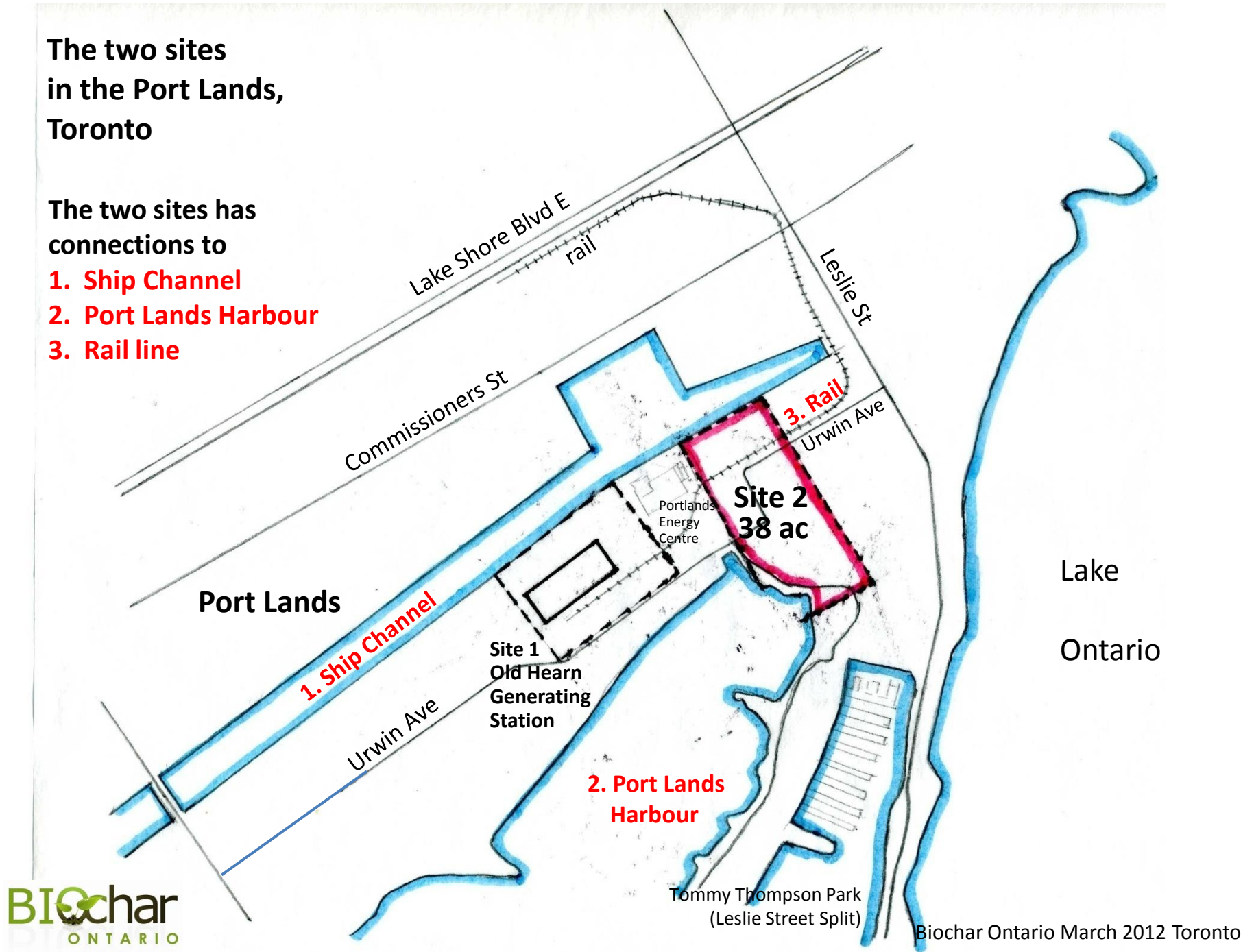
The GTHA Region



The two sites in the Port Lands, Toronto

The two sites has
connections to

1. Ship Channel
2. Port Lands Harbour
3. Rail line



CUS-T/CUS-YYZ
Centre for Urban Sustainability of Toronto
Site 2, 38 acres
Port Lands, Toronto



Ship Channel

1. The Terminal

rail

Urwin Ave.

2. The Centre

3. The Field

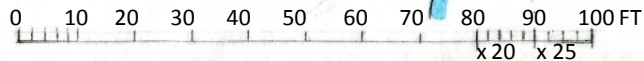
The Centre
in three parts:

- 1. *The wholesale food Terminal*
- 2. *The Centre buildings*
- 3. *The Agricultural Field*

Urwin Ave.

Port Lands
Harbour

BIOchar
ONTARIO

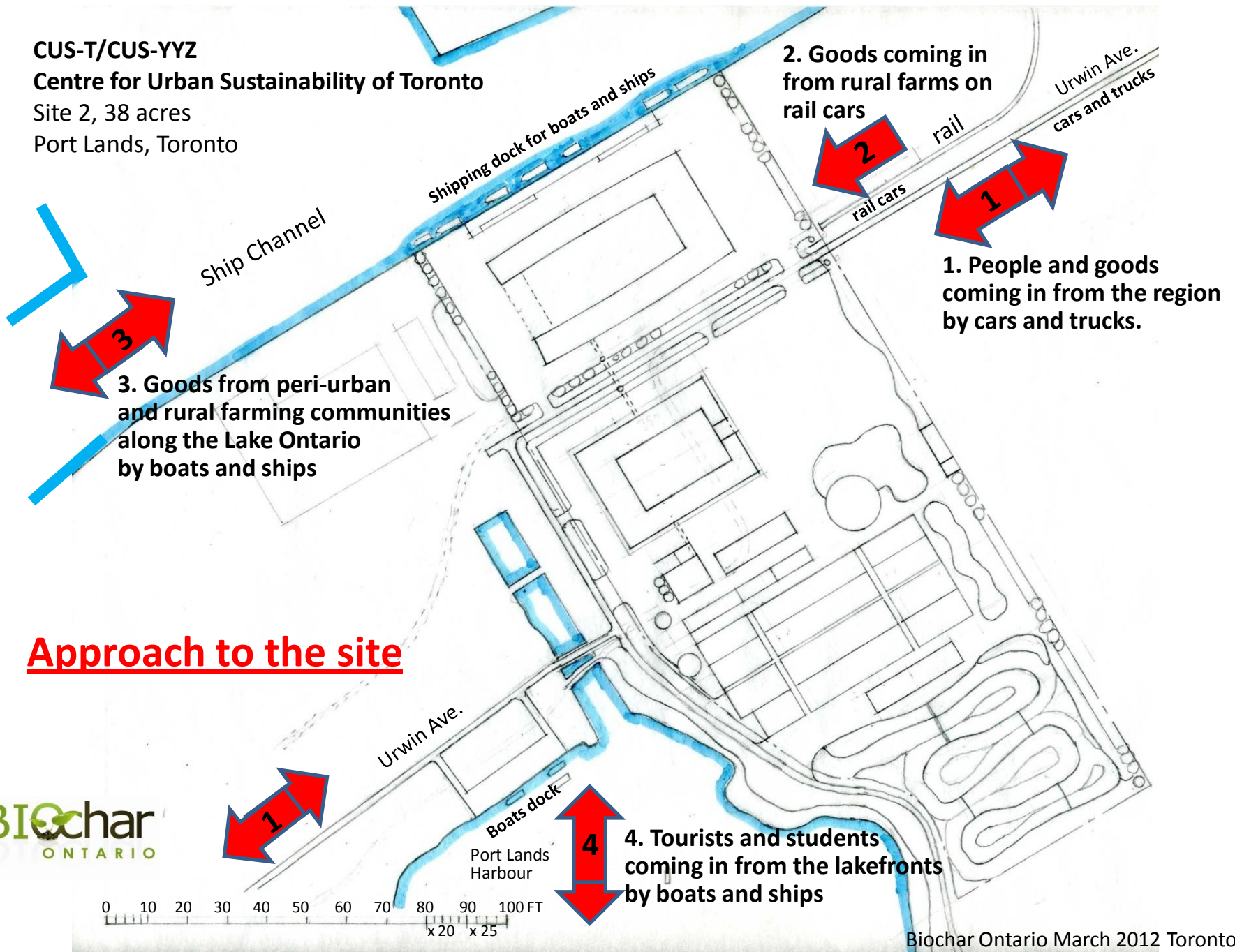


CUS-T/CUS-YYZ

Centre for Urban Sustainability of Toronto

Site 2, 38 acres

Port Lands, Toronto



Approach to the site

Access to the site



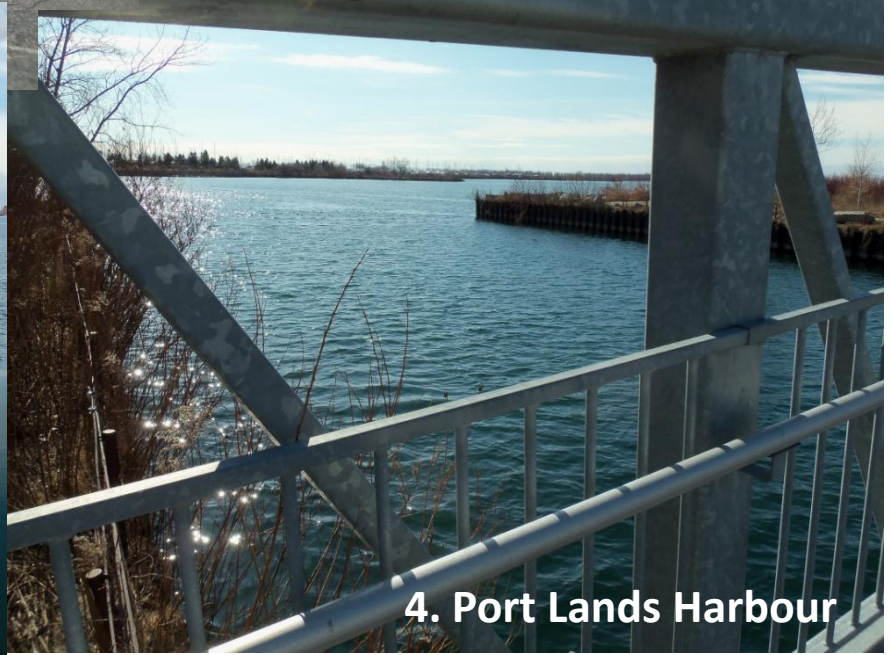
1. Leslie Street leading to Urwin Avenue



2. Existing railroad track



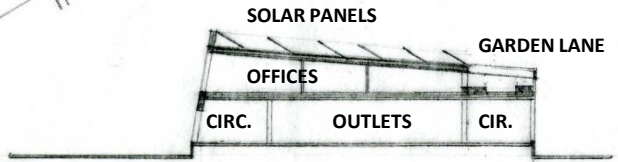
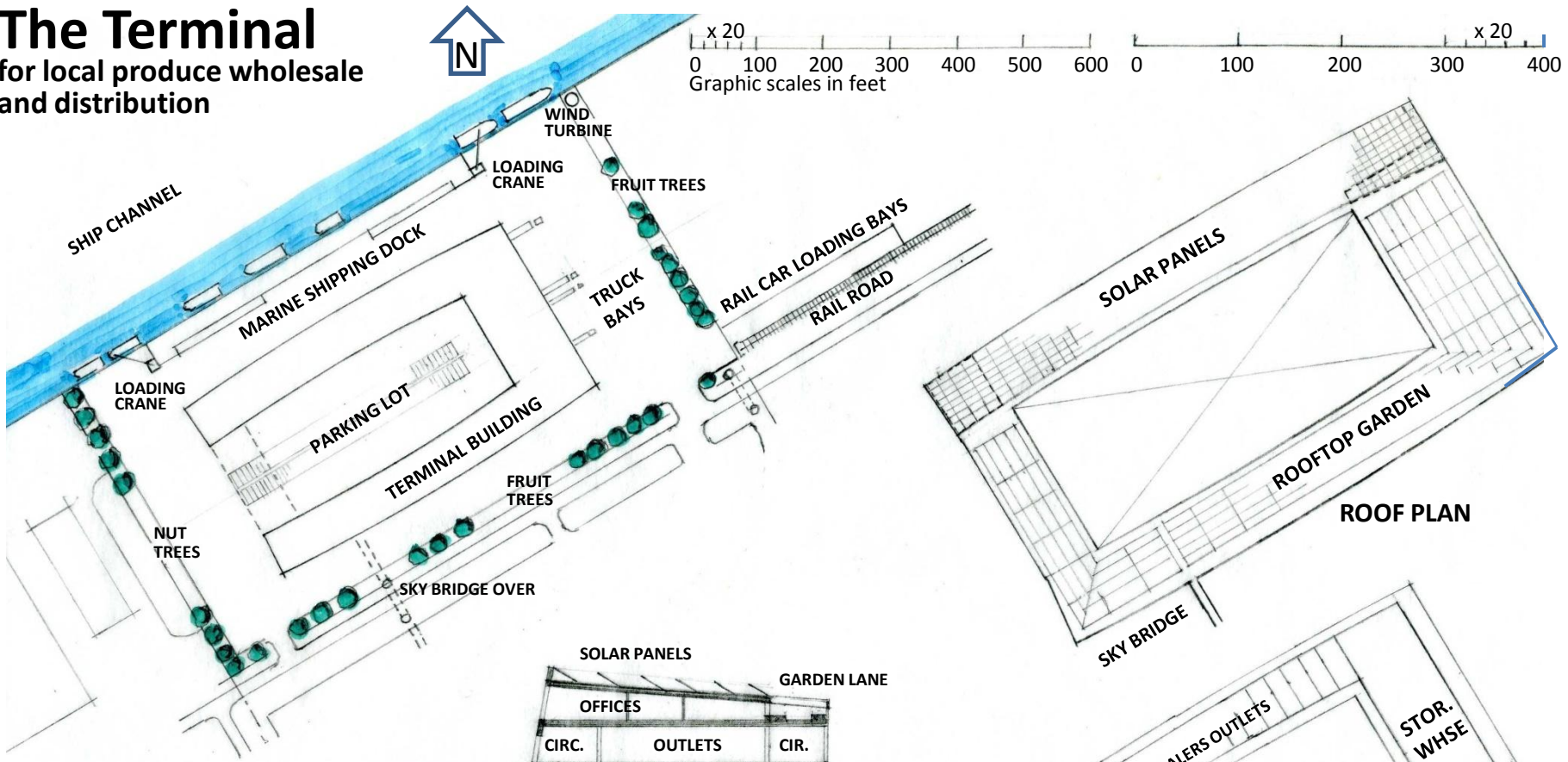
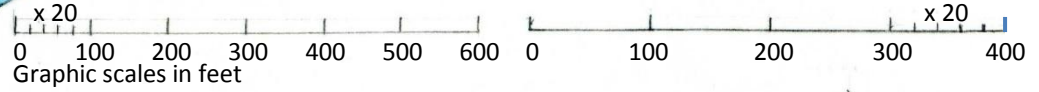
3. Ship Channel



4. Port Lands Harbour

The Terminal

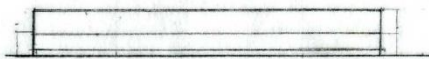
for local produce wholesale and distribution



NORTH WING CROSS SECTION



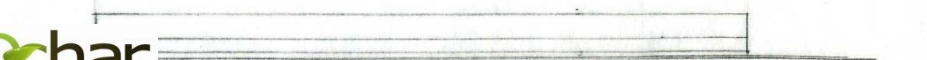
WEST ELEVATION



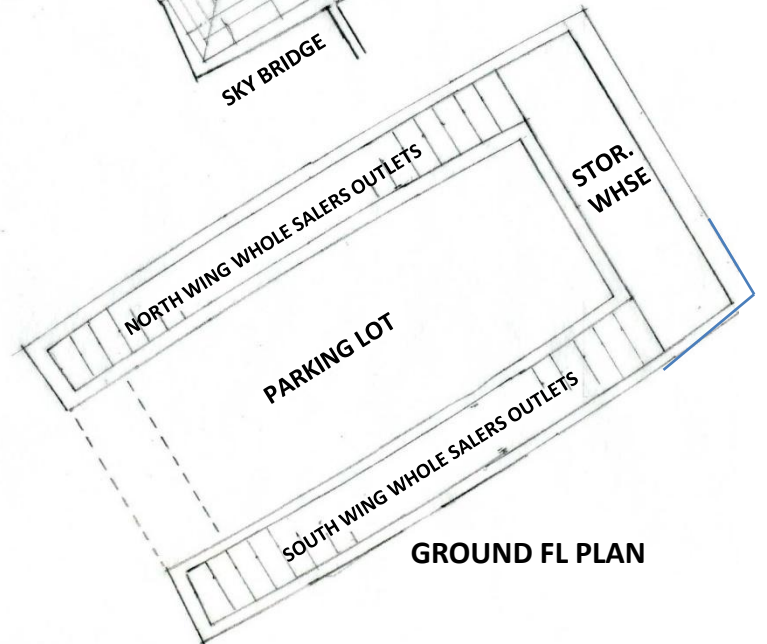
EAST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION



GROUND FL PLAN

Man-made Wilderness Untouched an ideal site for this proposal



The Centre and The Field

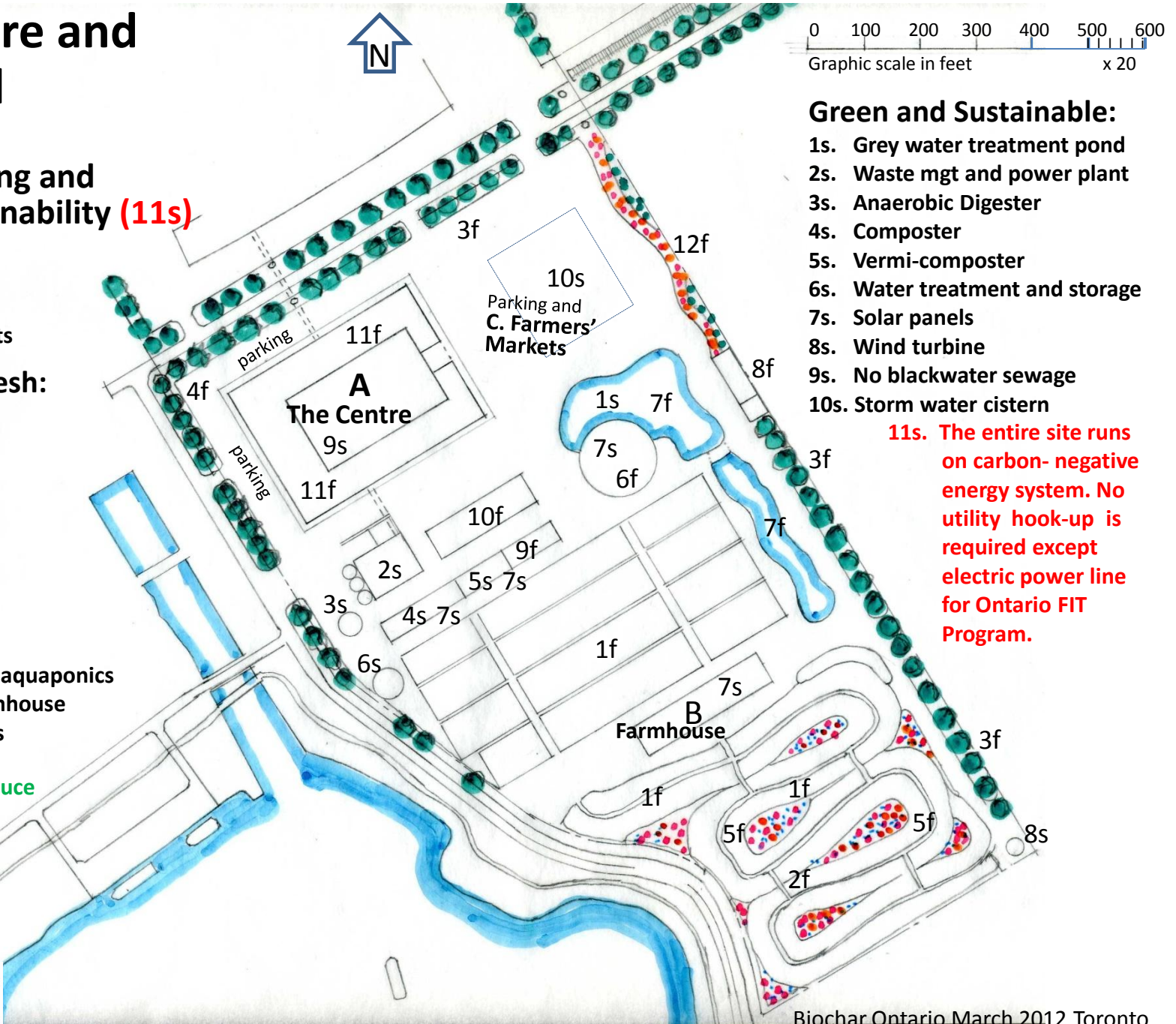
for a hub of Urban Farming and Urban Sustainability (11s)

- A. The Centre
- B. Farmhouse
- C. Farmers Markets

Green and Fresh:

- 1f. Vegetables
- 2f. Herbs
- 3f. Fruit trees
- 4f. Nut trees
- 5f. Berry bush
- 6f. Egg Farm
- 7f. Fish pond
- 8f. Honey bees
- 9f. Mushroom
- 10f. Greenhouse/ aquaponics
- 11f. Rooftop greenhouse
- 12f. Edible flowers

On-site fresh produce can be organic. Its site sets in a pleasing pattern of landscaping throughout.

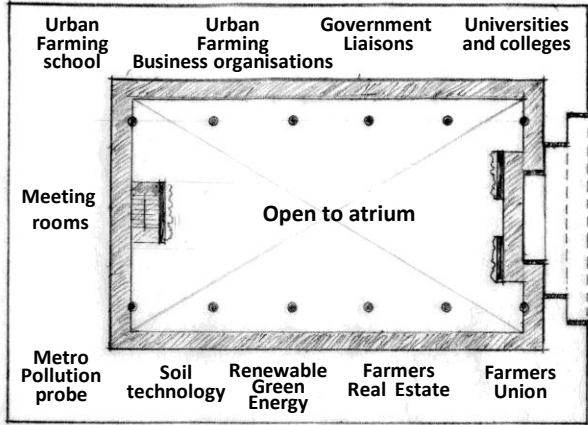


Green and Sustainable:

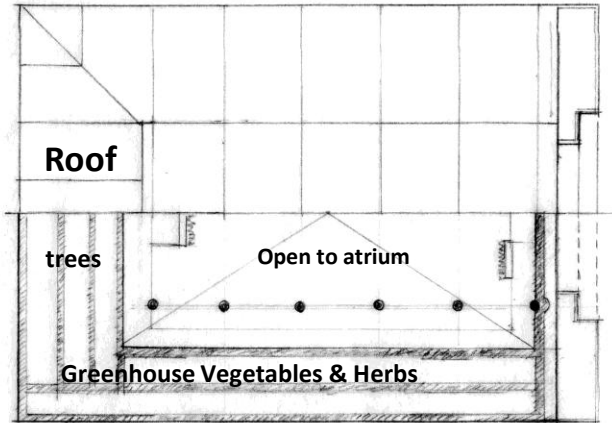
- 1s. Grey water treatment pond
- 2s. Waste mgt and power plant
- 3s. Anaerobic Digester
- 4s. Composter
- 5s. Vermi-composter
- 6s. Water treatment and storage
- 7s. Solar panels
- 8s. Wind turbine
- 9s. No blackwater sewage
- 10s. Storm water cistern

11s. The entire site runs on carbon-negative energy system. No utility hook-up is required except electric power line for Ontario FIT Program.

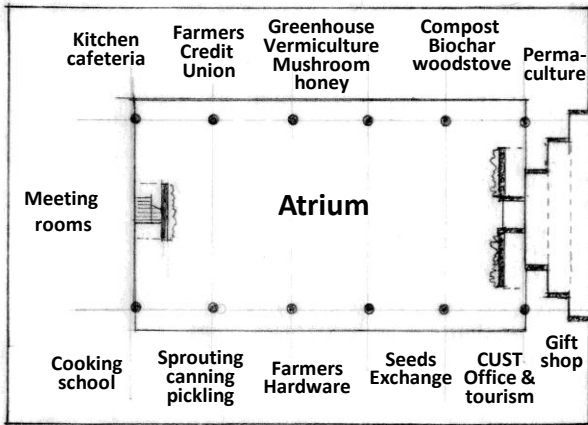
A. the Centre Building the Great Meeting Place Invest in the Future for industry, business and governments for urban sustainability



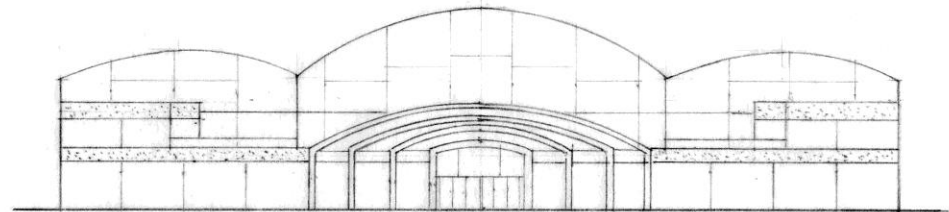
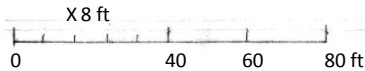
Second Floor



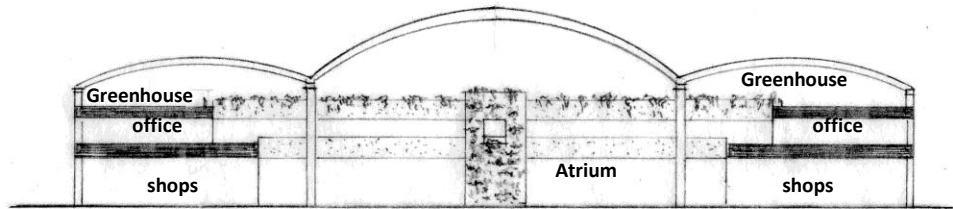
Roof Deck Greenhouse open to atrium



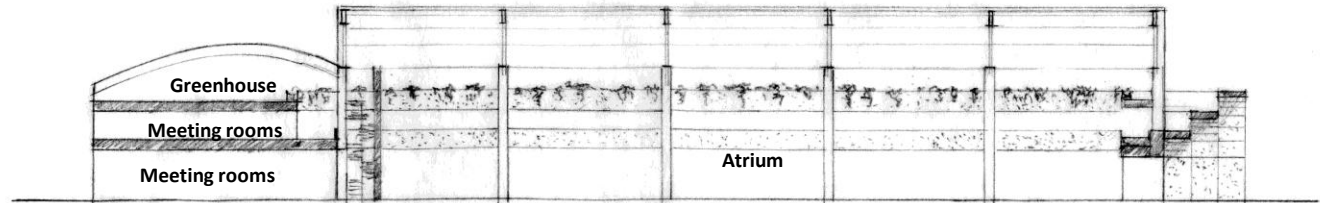
Ground Floor



Front Elevation



Cross Section

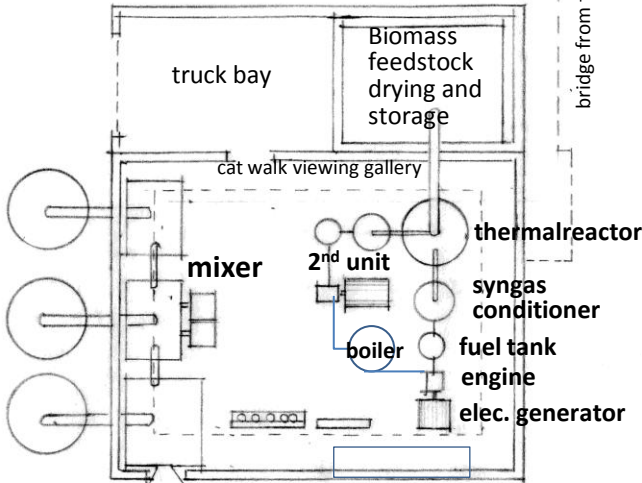


Longitudinal Section



In the Field

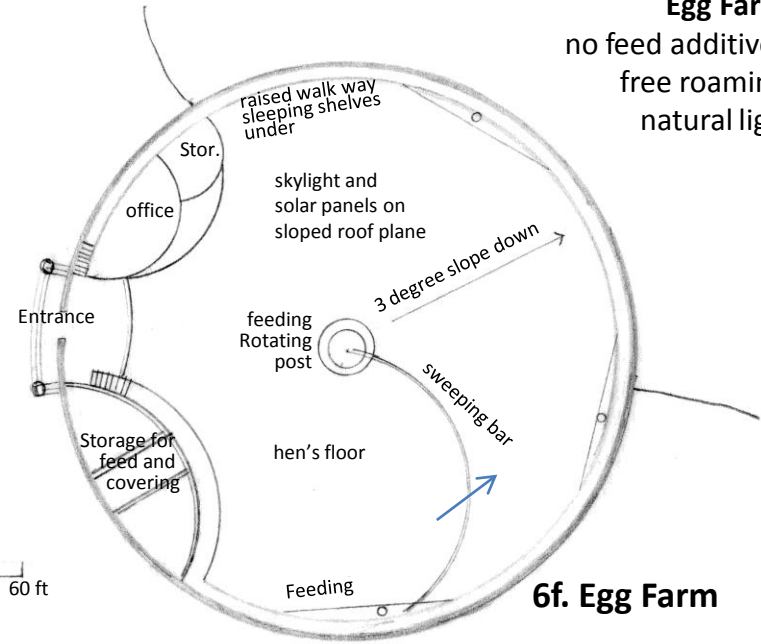
storage silos for Biochar*
Biochar/compost
compost



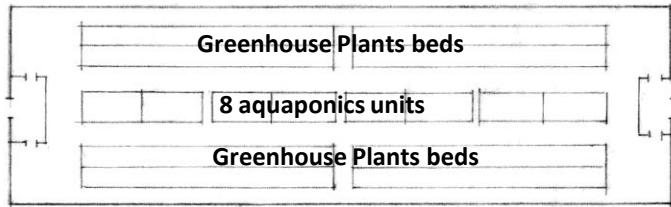
2s. Waste Management / Power Plant of an industrial unit

0 20 40 60 ft

Egg Farm:
no feed additives,
free roaming,
natural light

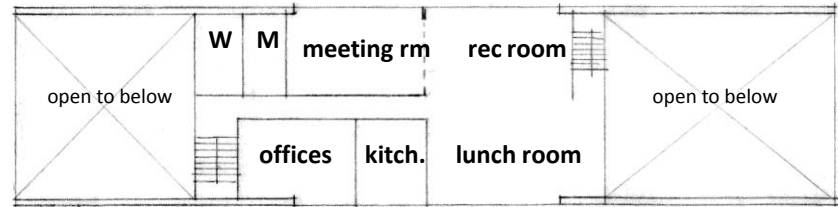


6f. Egg Farm

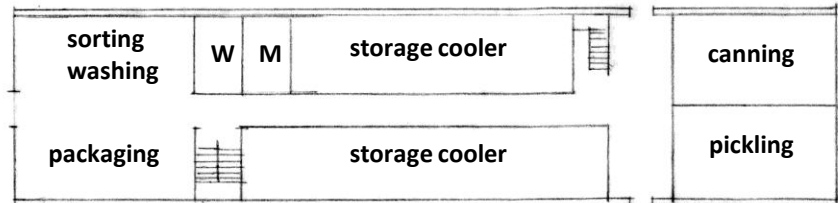


10f. Greenhouse/ Aquaponics

0 20 40 60 70 ft



mezzanine floor



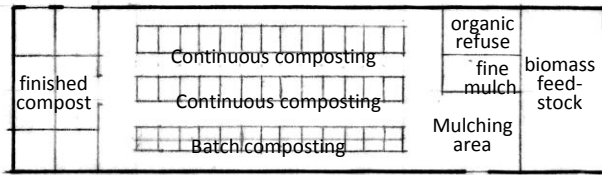
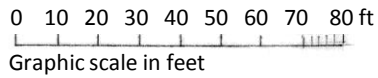
B. The FARMHOUSE

ground floor

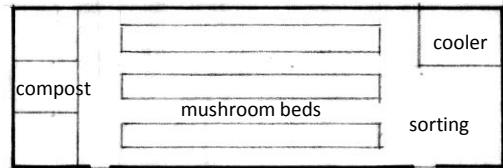
***Biochar:** soil decontaminant, moisture holder, soil nutrients modulator, carbon sequestrator, water purifier, aerator, by-product of biomass energy generation, and lasting 100s years. Biochar is a powerful tool to apply for remediating ecological degradation and climate change.



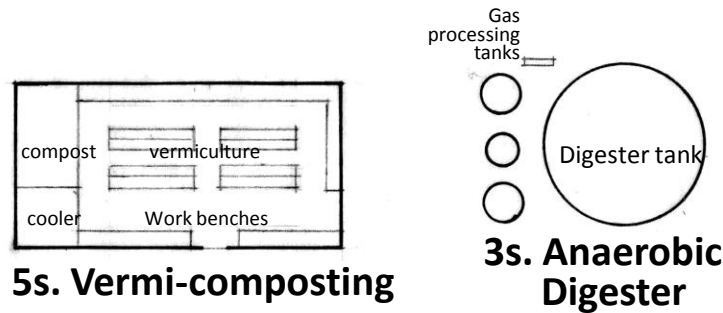
Waste Stream Management



4s. Composting (thermophilic)



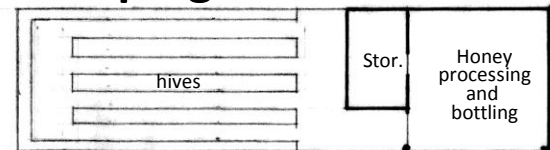
9f. Mushroom



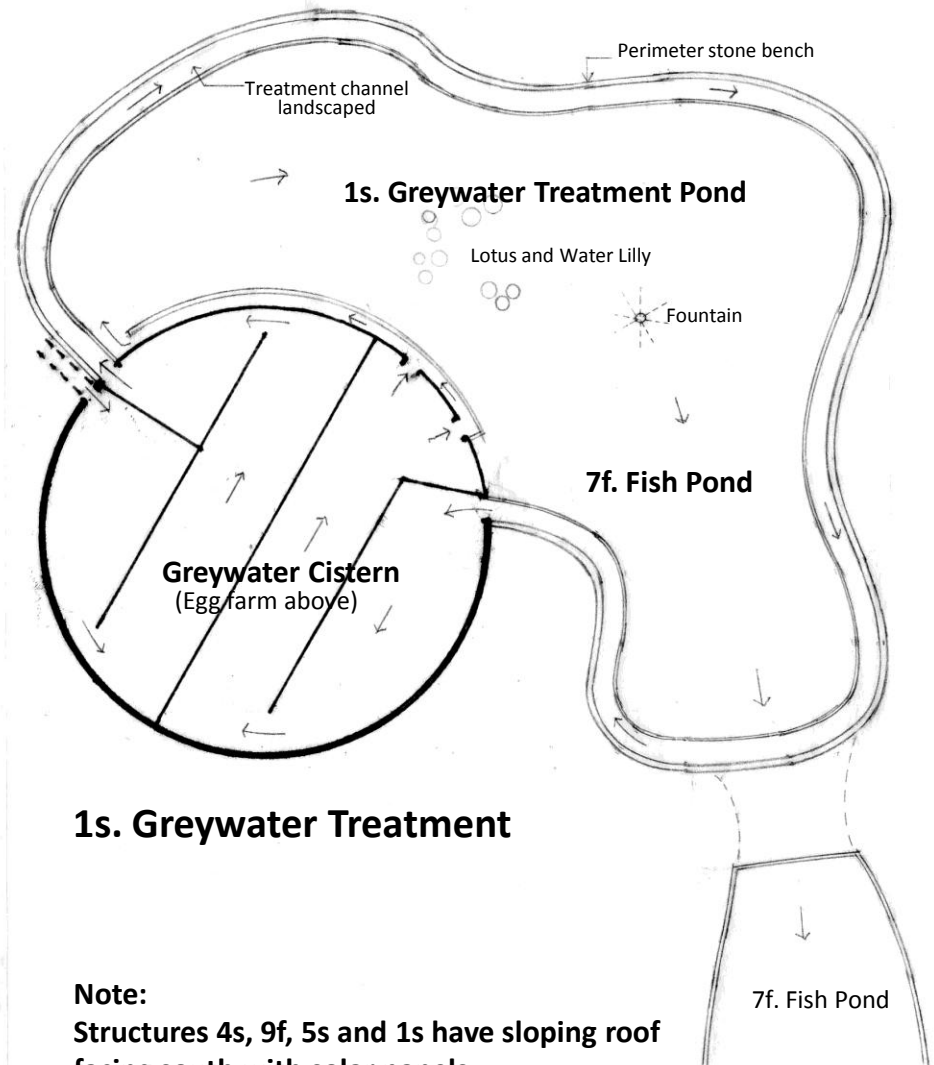
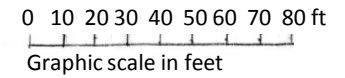
5s. Vermi-composting

3s. Anaerobic Digester

Beekeeping



8f. Honey



1s. Greywater Treatment

Note:
Structures 4s, 9f, 5s and 1s have sloping roof facing south with solar panels.

Scenario A

CUS-T unique features of the Development that would:

- run on complete close loop system in energy and waste management,
- require no service infrastructure like water, sewage, garbage or gas, except electric power line and road (Urwin Av.) diversion,
- sell excess electric power of green energy to grid (Ontario FIT Program),
- revive ship channel traffic by boats and ships on Ontario Lake like old times for goods and people for business and tourism,
- revive railway service to Port Lands for some industries and tourism,
- serve as a gateway to Tommy Thompson Park naturalisation with more trees and new direction for Port Lands development,
- demonstrate power generation technology from waste biomass,
- provide testing ground of biochar for ecological climatic remediation,
- stimulate employment and new social innovation,
- accelerate urban and local food security mandate of 30% by 2040, and
- act as a central innovation hub of urban ecology and sustainability.

Scenario B

Cost sharing of the development under mandates

- UN, the World Bank and C40 Cities: 50%
- City of Toronto: 10%
- Province of Ontario: 15%
- Federal Government: 15%
- Industrial Partners: 10%

Scenario C

Revenue and Risk sharing of the operation

- CUS-T Management: 40%
- City of Toronto: 10%
- Province of Ontario: 10%
- Federal Government: 10%
- Industrial Partners: 30%

We need eco-economy that fosters both worlds, man and nature, and that promotes peaceful co-existence for our future generations now.



Thank you

Harry Ha

Former senior architect of Arthur Erickson Architects, Toronto

Founder of Sunfoods Natural Inc., Toronto

Director, Biochar Ontario

Lloyd Helferty

Consulting Technologist

President, Biochar Ontario

Principal, Biochar Consulting

Steve Mann

Professor, University of Toronto Faculty of Engineering, Arts & Science, and Forestry

Inventor of hydraulophone

Sandy Smith

Dean and Professor, Faculty of Forestry, University of Toronto

I am writing with considerable concern over the proposed changes to the Don River/Port Lands plans.

The restoration of the Don River to its natural state must be kept in the forefront as should flood control. Once these projects are properly being attended to people can relax a bit and you may restore trust in your good intentions.

Parkland areas should be restored to the earlier plan and probably rules or by-laws should be in place before more plans are developed because citizens have been burned by the havoc and terrible planning of all the new high rise housing in the old downtown area which creates arid neighbourhoods and hides even more of the lake every day.

Speeding up the process is fool-hardy. Rather, you should be explaining to the politicians and the voters what a vast plan this is. Very few people know you are talking about the area of downtown Toronto and that is just part of it. Rome wasn't built in a day, and it looks like the latest addition to downtown Toronto was!

Rather than just putting the unimaginable bottom line for the sum total of all the projects, you should be presenting them in clearly broken down units, of people will just throw up their hands in despair not realizing the area and time line involved.

Public transit must also be confirmed, embedded irreparably in any plans.

Sincerely,



Here is my feedback on the Port Lands Acceleration Initiative.

I am in favour of the original approved Don Lands plan and have serious concerns about the findings of the acceleration initiative.

I very highly value: 1) an ecologically strong naturalization of the mouth of the Don River with surrounding wetland and transitional areas, 2) the creation of parkland, 3) flood protection and 4) the creation of thriving community, with public spaces for people, public access to the water and nature, accessible integrated business and living space developed on a human scale, environmentally forward thinking/ ecological focus (i.e. maximize support for the benefit from natural systems).

Specifically, my concerns with this new proposal are:

1. There is too much focus on rushing the timeframe. If it takes decades to do quality work, with time for market absorption and appropriate consultation and planning, for this much land, so be it. A rushed, degraded vision is not what I want. Years of consulting produced the previous vision. It was approved. It should be respected.

2. Prime parkland is at risk. The “revised” plan for the Don River realignment removes approximately 40 acres of prime public parkland as it was positioned in the council-approved plan.

3. Flood protection cannot be compromised.

The consultants’ phasing plan could leave residents and businesses in South Riverdale unprotected for a number of years, since the greenway and berm are only built in phase 2. And it could also mean that naturalization of the mouth of the Don River never gets done – after phase 2 is built, the impetus to getting the rest accomplished may well wane.

4. Naturalizing the Don River might well be set aside. The original plan for revitalizing and naturalizing the new Don River had a ten-year timeframe. Now, with the new phasing plan, it’s unclear how long, if ever, it will take before the Don River actually becomes a proper river again.

5. The integrity of the Environmental Assessment is now in question. The changes to the originally approved 4WS realignment for the Don River (see this presentation) might well be more than “tweaks.” We wonder whether losing 40 acres of prime parkland conforms to the requirement for “city building” in the original Environmental Assessment (EA). We also wonder whether having the river enter the lake through a narrow green space with no surrounding wetlands or transitional areas conforms to the requirement for “naturalization.” And we wonder whether delays to flood protection meet the terms of the EA. We wonder if this new plan has to go back through another Environmental Assessment for its findings to be valid.

I support the work of CodeBlueTO.

Sincerely,

A large black rectangular redaction box covering the signature and name of the sender.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

John Campbell: President/CEO
Waterfront Toronto

6 April, 2012

Neutral Community Facilitator
Waterfront Toronto Consultations

Re. Portlands Acceleration Initiative/Public Consultation Workshops

I attended the Saturday March 31st. Open House with my Councillor Mary-Margaret McMahon. I then attended the Tuesday April 3rd workshop at St. Lawrence Hall.

Because the printed responses did not fit with the four (4) comments I wanted to make, I've taken the liberty of responding through this letter.

Background: as someone who attended the initial Waterfront Toronto Revitalization consultations about a decade ago, we need to remind ourselves of two points:

- the large turnouts a decade ago were sparked by a backlash against the "stolen" waterfront resulting from dismal planning and the resulting condos along Queen's Quay East and West including York Quay Centre, Queen's Quay Centre and Westin Harbour Castle Hotel
- corporate greed and poor planning permitted those condos to be constructed

Recommendations:

- (1) **"Acceleration" Initiative:** the progress of Waterfront Toronto under the direction of John Campbell has been successful because (a) the pace of decision-making has been careful and cautious, (b) in many cases, internationally recognized planners and competitions have been involved, (c) unlike the early waterfront condo debacles, designing PUBLIC green space has preceded corporate demands for construction

At the Tuesday Workshop it was clear that the word "Acceleration" is seen by the public as a FOUR-LETTER word; it smacks of unnecessary concessions to the Ford Brothers, both of whom have shown a level of incompetence to comprehend the fact that the Naturalization of the Don River is an opportunity to impact Toronto's Waterfront for centuries and future generations.

Personally, I'm infuriated at the notion of "Acceleration" to meet the demands of individuals who have exhibited an embarrassing level of incompetence on the waterfront, transit and other files.

- (2) **The Naturalization of the Mouth of the Don River:** like many at the meetings, I share Ken Greenberg's frustration in this week's Toronto Star (Latest Temptation for Toronto's Waterfront). The Old 4WS Realignment, prior to the withdrawal of 40 acres from the plan, was excellent.

Industry's demands (read Ford/industry) to compress the 4WS format is nothing but a display of greed/ignorance and total disregard for the significance of a meaningful naturalization format to serve the city for centuries to come.

I recall attending a meeting a few years back where TEDCO and senior executives from the Film Studios group raved about their plans for a major hotel and restaurants on the Film Studios lands. Surely the land leased to the Film Studios was designed for (brace yourself), film production.

Let's have a generous, spacious and meaningful naturalization of the Don's Mouth, one that will encourage abundant wildlife, canoeing/kayaking but more importantly, public usage.

I recall attending many public meetings of new immigrant communities during David Miller's initial campaign for mayor (at the time of the "bridge to the Island Airport debate"). I was frequently approached by men and women who pointed out how important the waterfront and islands were to their communities. The Muskokas, Kawarthas, Temagami may be the summer playgrounds of the more affluent Torontonians, but the waterfront was the spring/summer/fall playground to those with lesser fiscal resources & options.

- (3) **Vertical Agricultural Gardening:** at the table I attended on the Tuesday night workshop, I introduced a concept that was enthusiastically received by the participants, namely year-round vertical vegetable/fruit farming as illustrated by LUFA Farms in Ahunstic (urban) Montreal.

Many of the tables at the Tuesday Workshop highlighted the need for local food production in the Portlands Lands in keeping with the "green mandate" for the area.

LUFA Farms involves the conversion of a 31,000 square foot rooftop of a commercial building to greenhouses. It is billed as the world's FIRST commercial-scale rooftop greenhouse. Food production is 10 times MORE productive than a traditional farm. Rainwater is captured and recirculated to the crops without a drain on city water supply. Over 1,000 families are expected to participate in the purchase of food boxes weekly. (attached is some data downloaded from the Internet on LUFA).

LUFA (a family organization) is anxious to expand to other Canadian cities; why not The Portlands (it's better than a ferris wheel, big box complex and mega-mall)

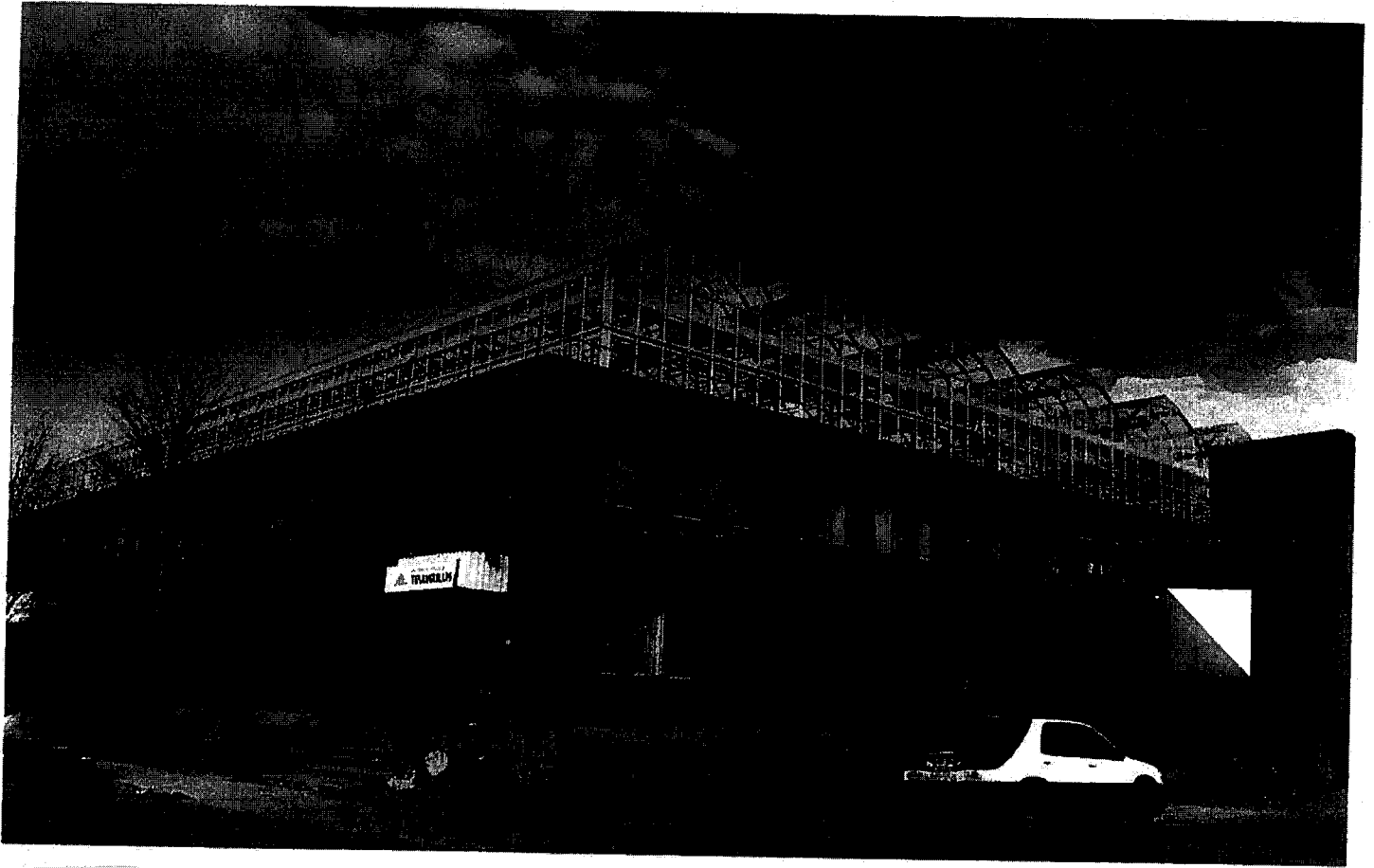
- (4) **An Architectural Magnet/Tourist Project:** it's interesting how these workshops spawn creative thinking. John, you were in attendance on Tuesday and heard several suggestions for an "architectural gem" for the Portlands. It's not a new idea but it has considerable merit. The Sydney Opera House is the most frequently highlighted but Canadian Frank Gehry's Guggenheim Museum (Bilbao Spain) is the most recent, together with other Gehry projects, the Weisman Museum of Art (Minneapolis, Minn.), the Zollhoff/Customs House (Dusseldorf, Germany), Walt Disney Concert Hall (LA, CA). Gehry has recently stated his desire to work in Canada. If not Gehry, why not an international competition for a GREEN GEM for the Portlands.

If necessary, return to City Council for a mandate to jettison the "acceleration/ maximize-industrial area concept" and return to the "we're planning for the benefit of future generations, not for fast-track development" concept.

Good luck; as a 74 year old Torontonionian, I've been delighted with progress to date !

copy: Councillor Mary-Margaret McMa
(Ward 32/Beaches-East York)

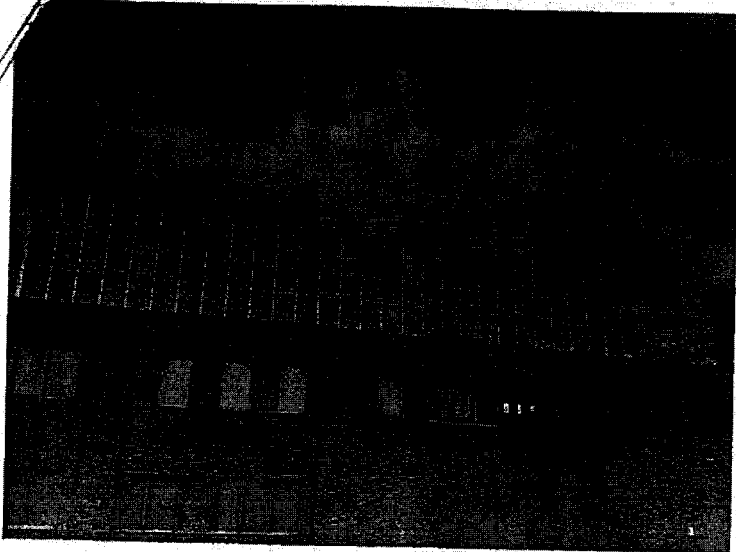




Lufa Farms

One thing you gotta love about Montreal is... well everything. We love this city and whatever we don't like, we love to hate. One of the latest reasons to love Montreal is Lufa Farms. Lufa farms, located at 1440 Antonio Barbeau in Ahunatic, is the world's first commercial-scale rooftop greenhouse - giving us something else to add to our environmentally friendly c.v. with the likes of the Bixi bike-rental service, a law outlawing wood stoves and the approval of the construction of two new eco-centres to divert recyclable, reusable and hazardous items from landfills.

How is Lufa farms environmentally friendly? Well for one they're basically growing food 10x more efficiently than a traditional farm, on land where food couldn't be grown. What's more is that they capture rainwater and continuously recirculate it to water their crops in order to avoid straining the city's water supply. They also use "biological pest controls" instead of pesticides, which let's face it, nobody wants on their veggies.



Lufa amidst the heavens

Lufa farms has now completed their 31,000 square foot rooftop greenhouse and they will be ready to deliver their first ever harvest to their customers in April 2011. This harvest includes lettuces, tomatoes, cucumbers, peppers, a mix of herbs and a selection of eggplants and bok choy. The 12-week subscription price for a small basket of these vegetables is \$264 (\$22/week), and \$360 (\$30/week) for a large basket.

Lufa farms is actually just Lufa farm for now but their goal is to create rooftop farms all over the city and even eventually expand to other cities in North America. It's time for old MacDonald to step aside because there's a farming revolution about to take place and it's all starting from the 499 km-squared island they call Montreal.

For more information visit the [Lufa Farms website](#) or follow them ([@LufaFarms](#)) on twitter

Like { 1 } Tweet { 0 }

Published: [April 1, 2011](#)

Filed Under: [In The News](#)

Tags: [farming](#) : [green](#) : [lufa farms](#) : [montreal](#) : [rooftop](#) : [sustainable](#) : [urban](#)

3 Responses to "Lufa Farms - Pioneers in Urban Farming"

1. [kmcals](#) says:
[April 1, 2011 at 8:45 pm](#)

this is just insane.

[Reply](#)

2. [nzo](#) says:
[April 1, 2011 at 8:48 pm](#)

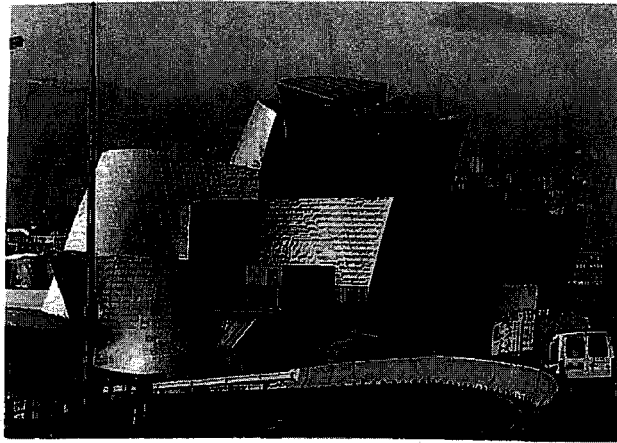
It makes an old boring office building look like the coolest building in montreal

[Reply](#)

3. [asher zekry](#) says:

*Federal a Priv.
gov't is refused
to provide
grant money
Mohamed Hage
a family funded
The multi-million
dollar project*

Guggenheim
Bilbao, Spain



Zollhoff Customs house
Dusseldorf, Germany



Weisman Museum of Art
Minneapolis, Minn.



Walt Disney Concert Hall
Los Angeles, CA



Dear [REDACTED],

I put an ideal for the New PortLands in a descriptive form, a kind of prose in point.
I may follow up with a physical form for the New PortLands shortly.

[REDACTED]

Description of PortLands Development Idea

1000 acres of waterfront property for development, the size of downtown Toronto.
A rare opportunity to showpiece of Toronto in what it can be.
A city within a city.
That has never seen it before so beautiful, so vibrant.
Beholden by other waterfront cities.
By tourists and Torontonians alike.

No more jungles of concrete, asphalt, and high-rises.
No more dead streets off-hours and weekends.

All walks of life come and find his own place to mind his business
Yet they come and mingle together as they please.

Art, culture, science, technology, entertainment, in high intensity
Yet all are intertwined with green, parks and trees, flowers and water.
See the connection to nature right where they work.
Yes, even urban farmers grow foods for children to see where their foods come from.
Urbanite grow their own food too.
Right in their back yard and rooftops.

It is a test bed of urban sustainability from waste management to green energy.
Where waste turn to energy, where people see value in energy and conservation.

Torontonians are blessed with water and water fronts.
Water edges are where life meets and life begins.
Full of life , in repose and excitement, is lined along the water edges.
With restaurants of international gastronomy,
With aquatic museums and science museums and sport museums . . .

Everything is laid in balance.
All in human scale.
Small is beautiful.
See each other eye-to-eye and connect each other.
Soothe your soul.
One feel a place to stand no matter who you are, what you have, what you do not have.

It's a place of civic, civil and civilized, for you came to the New Portlands.

-----원본 메시지-----

보낸 사람: [REDACTED]

보낸 날짜: April-04-12 2:53 PM

받는 사람: [REDACTED]

제목: Re: Port Lands

Thx - I look forward to your thoughts

-----Original Message-----

From: [REDACTED]

To: [REDACTED]

Sent: 04/04/2012 2:18:05 PM

Subject: Port Lands

Dear [REDACTED],

It was nice we met briefly at the St Lawrence Market Hall yesterday. I was the one who flagged a lack of vision in the planning of the Port Lands Initiative. Toward the end of the discussions in the hall, that was what I felt.

Instead of segmented approach in phasing the whole site development over the years, I felt that there should be a guiding principle with a vision that would make perhaps the last piece opportunity into an achievement Torontonians would feel proud and excited about. There was obviously no such air from the people in the hall.

My experience yesterday forced me to think about what the Port Lands should look like in 50 years. If I get something, I may be back to you to see if you may be liking it.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

We expected at the beginning of the PAI process that the preferred design for the Lower Don Lands arrived at in the EA would be "tweaked." What we have seen, however, amounts to a lot more than tweaking. I believe that the changes to the spillway and the river mouth are major enough to need an EA process to study them. I urge that the PAI be put on hold while the EA is reinstated, that the appropriate studies and consultations be reactivated, and the changed configurations be thoroughly examined against all the criteria of the EA.

I am particularly concerned that the EA process examine whether the proposal that the river enter the lake, through a narrow green space with no surrounding wetlands or transitional areas, conforms to the requirement for naturalisation.

██████████

Responses to the March 31, 2012 Information Open House

Questions of clarification:

Why did the costs for Flood Protection in the Planning presentation slides not add up to the total presented in the totals slide – i.e. \$60M + \$140M + \$240M does not equal \$400M?

Comparing the Planning presentation to the Flood Protection presentation, the former (Planning) slides showed Phases 1, 2 and 3 of (i.e. flood protection for Quays, Film/Lakeshore, and River precincts) as costing nothing for Naturalization. Is it proposed that there is to be no naturalization during the construction of the Don Spillway (aka Greenway), the Sediment Trap location, or the new Don River course as far as Polson slip?

It was stated (without specifics) in the Flood Protection presentation that the “Realigned” 4WS option – the option that is being pursued as the new preferred option – saves a considerable percentage of cost as compared to the original version of 4WS proposed in the EA documents filed with the MoE. In what areas are these savings expected to be realized? Is it proposed to find savings through reduced spending on naturalization? Where else are savings expected over the build-out of the DMNP with the realigned 4WS?

Comments:

It appears that the realigned 4WS option has the advantage of costing a bit less (over a multi-decade build-out), while robbing the Lower Don Lands of features that create value – e.g. parkland and a naturalized course for the Don River within the foreseeable future. Realigned 4WS appears to have no advantage, other than to free up Cousins Quay for early development, rather than creating Promontory Park. Is this the acceleration we were promised?

It is very disappointing to hear presenters dismiss land value capture options like TIFs by simply stating that the province and city finance department will not go for them, essentially throwing up their hands. If this project is to be completed, we cannot leave money on the table; we need leaders who will fight for every potential revenue source, private and public, and use them all judiciously, as they may apply to various parts of the build-out. A TIF seems perhaps to be the correct financing tool for the “but for” project of higher-order transit to the area. (“But for transit, this area would be a development of worldwide appeal.”)

If business-as-usual proceeds in the Port Lands, and 20 years of development can be accommodated largely in the Keating and Quays precincts, there seems to be little incentive to complete Phase 2 Flood Protection in the foreseeable future (taking South Riverdale, Film and Lakeshore districts out of the Spill Zone), and no incentive whatsoever to complete Phases 3, 4 and 5 of Flood Protection. The rational choice is to leave the Don River in the Keating Channel and leave the area between Cherry St., Don Roadway, Keating


Channel and Ship Channel in the Flood Zone essentially forever. There will need to be a transformational change in the development plans of the Lower Don Lands to make Don Mouth Naturalization happen.

Acceleration in general has been demonstrated to be a chimera through this process. The PLAI Executive Team needs to look at what value there is in spending the funds necessary to complete this Initiative. The PLAI should recommend to Council an immediate return to the “status quo ante”, i.e. April 2011.

It is essential that several pieces of work be done starting immediately:

1. The Don Mouth EA should have the “pause” lifted and should be completed using the original 4WS;
2. The Lower Don Planning regime needs to be finalized to reflect the Don Mouth EA. The Lower Don Framework Plan, OP amendments, revised Central Waterfront Secondary Plan all need to be confirmed, including within the OP Review process, the lands required for flood protection should be protected, and the commitment to great city-building, including spacious waterfront parkland, should be confirmed.

The next steps for Port Lands development should be:

1. Waterfront Toronto should complete the business case for the Lower Don Lands and the framework plan for the Port Lands as a whole. Developers need to know with certainty what they are buying into.
 2. We need to end the pattern of each new Chief Magistrate attempting to hijack the waterfront agenda for short-term political advantage or vanity projects. The City of Toronto should enter negotiations with Ontario on renewed governance and expanded powers for Waterfront Toronto. The role of the federal government needs to be reviewed going forward. Waterfront Toronto should be constituted with the powers necessary to lead the Port Lands revitalization long-term, including the powers to borrow money, issue bonds, and otherwise raise funds in the capital markets. There is a need for a single, non-political agency to lead a transformational revitalization of the Port Lands over the long term. The oversight roles of the City and the Province need to be arm’s-length, defined through overarching policy instruments like the Official Plan and the Provincial Policy Statement, and exercised through Board appointments (only).
 3. Waterfront Toronto should invest in leading-edge, executive-level financing know-how and business-development expertise to drive forward transformational development.
- 

Round 2 Public Consultation - Open House and Feedback Workshops
Comments of the Don Watershed Regeneration Council (DWRC)
April 14, 2012

Topic: Flood Protection , Naturalization and Green Space

The DWRC strongly endorses the naturalization of the river with a new river mouth through the Port Lands and retention of a minimum 15 m. low flow channel and 135 m. floodplain as recommended in the preferred option of the Lower Don Lands E.A.

The DWRC is very concerned about the loss of public green space (estimated at 40 acres) adjacent to the flood plain for public enjoyment and a "reserve" for water absorption in the event of more catastrophic storms with climate change.

The naturalized river with woodlands, parks and trails on either side will create a unique feature of City wide value to attract development interest and public support for redevelopment.

The naturalized river will add significant value to the land. The more aesthetic features and opportunities for public enjoyment the greater the increase in value.

The river is an iconic design feature which enhances the whole waterfront. and has more than just a monetary value in City building in the same way as the selected design for the new City Hall in the 60's.

The new river has an important ecological function in restoring a healthy river system. The valuation of Ecological Goods and Services should be highlighted in the consultants' work going forward.

Flood protection is the top priority for releasing the land for development. Sacrificing a generous allotment of green space in the original 4WS design for the sake of minor savings (250 million less for 4WS realigned) in a total budget of 2^{1/2} - 3 billion for site preparation is short sighted.

A maximum amount of green space will be necessary to "soften" the impact of the high density development and minimize the "heat island effect " as well as provide adequate leisure space for the 25,000 residents and 10,000 employees (and perhaps more east of the Don Roadway once a plan is prepared for the remainder of the Port Lands).

The original allocation of parks and green space adjacent to the new river in the E.A. should be locked into the Port Lands Framework Plan and eventually the Official Plan amendment for the area . This provides the insurance over the long term that the concept is protected. Implementation then falls to the various tools in the Planning Act (S. 37, Parks dedication) and new mechanisms being explored through this exercise.

Topic: Economics, Marketing and Finance

Funding is the major barrier to achieving the flood protection and a naturalized river. Government participation has always been a component of any major redevelopment project and should be pursued once the economic climate improves

Approach international companies (not just local developers) to gauge a broader interest in investing in the area.

The marketing projections clearly indicate that there is very limited market potential in the next 20 years (100 - 200 acres.) This seem to be a strong argument for waiting (rather than creating an artificial stimulus) and realizing the natural increase in land value that will accrue when development land in the GTA becomes scarce .Experience has shown that a scarcity of land can also effect the willingness of developers to participate more extensively in financing services.

Developers will need to see a government commitment (in terms of investment in infrastructure) as part of their risk assessment in a decision to embark on development of a brownfield site.

The costs of infrastructure will only increase over time. Therefore it makes sense to proceed now with the basic infrastructure needs (transit . sewer, water , roads) and also to proceed with development on lands that are already serviced - 480 Lakeshore - to generate revenue.

A comprehensive estimate of the monetary benefits of development and naturalization (not just costs) is necessary to proceed with a useful dialogue on how best and when to proceed and to approach the various levels of government for their participation.

Topic: Development Planning and Phasing:

Some discussion was held on "stimulus" uses for the Port Lands. Uses that the DWRC rejected included:

- a casino (because of the social implications in a residential community and the typical "dead zones" around other casino projects);
- a regional mall or "big box" store as it was felt that the GTA is already well serviced and buying on the internet will continue to grow in the future. Also the massive asphalt parking areas are the antithesis of environmental sustainability.

Uses that would be beneficial to the whole area as well as stimulating investment were:

- an institution for aquatic research;
- a campus for knowledge based industries - with support services;
- Toronto museum;
- a multi use sports complex that would be available for traditional and emerging sports (ex. cricket, lacrosse)
- expansion of the film industry.

In general I support CodeBlueTO's comments and observations, but there are a couple of things I would like to stress or add.

First of all, whether or not there are any changes to the flood protection plan—which of course, whatever the changes, must still offer flood protection!—they must not result in any loss of green space. On the contrary, if anything, green space should be enhanced. There is an enormous amount of land that can be developed in the Port Lands. Added green space will enhance the value of the entire area (and of Toronto as a whole). As well, I would like to see more stress placed on ensuring there is a more-than-adequate wildlife corridor linking the spit to the Don Valley. This has been a critical aspect of the whole naturalization of the Don project since the inception of the Bring Back the Don Task Force in the late 1980s.

Second, while I obviously agree that naturalization and green space are catalysts for future development, I think some other things are needed as well. In what I have seen presented, there seems to be little *excitement* about the opportunity the Port Lands offer. It all seems to be pitched along the lines you might expect if this were a suburban subdivision instead of an incredible opportunity to build a 21st to 22nd century city in the heart of a mature city (OK, well along a critical, previously ignored edge of a mature city). There should be more talk and thought about a city-off-the-grid. A community that generates its own electricity, takes care of its own trash, lives largely without cars, is accessible, economically mixed, culturally diverse, perhaps even provides a chunk of its own food. Everyone keeps mentioning “taking the best of what we have in Toronto.” Yes, but what about the best of what is being done around the rest of the world?

Finally, another concern I have is tying this area to the rest of the city so that it is not just an outpost, a place somewhat difficult to get to as, for instance, the Beach neighbourhood is at present. That requires more thought being given not just to transit through the Port Lands (I don't think streetcars or at-grade LRT will be the best choice given the need for a safe wildlife corridor). I would like to see discussion of a system like the one that has been operating without a break in Wuppertal since 1901 (and is featured in



the movie Pina), and how it might be tied to other downtown transit enhancements. That's it for now! Above all, this is a long term project that should not be “accelerated” in any way for some short term gain. I'm glad it has become a subject of wide discussion. I hope there will be creative ways to comment on it as it proceeds—along the lines of *Spacing's* Sims project, Spacington.



To whom it may concern,

This summer, about a year after the WaterfrontTO development process was interrupted by the mayor, the Port Land Acceleration Initiative's results will head back to the Executive Committee. I'll be a deputant there, and I'll do my best to explain what the process was like from my perspective as a member of the public. Very briefly, these are my concerns from the second feedback session, and my hopes for the third:

The Acceleration Initiative was approved by council in order to study ways to fund the flood-proofing and infrastructure underlying the Lower Don Lands Framework Plan, by considering it in a larger context. That was the spirit of the motion at council. And yet, somewhere between two well-attended public feedback sessions, members of the PLAI decided that what council meant was to ignore funding considerations, to remove the public from a discussion of financial instruments, and to make substantial changes to the Lower Don Lands plan. This was an offensive and aggravating position for the PLAI to take: it runs counter to the direction council gave it, and it ignores the majority of the feedback the PLAI has received in support of the existing LDL plan.


Two years ago, council voted to endorse the Lower Don Lands Framework Plan and the Lower Don Lands Infrastructure EA. It did so based on very detailed plans for the waterfront. It was the work of professionals, which won out against the work of other professionals, that was selected as the winning proposal in an international competition by another set of professionals. It's irresponsible for the PLAI to avoid talking about the sunk costs of the current plan when it suggests a new one, and it's disingenuous to talk about cost savings from changing direction on flood protection when all of those costs are borne by the design. In other words: we're not getting the same city for less money.

There were many different ideas put forward for financing after the first meeting, ideas that people were keen to learn more about at the second. Instead, PLAI representative, City GM and TPLC chair Mike Williams stood up during his session on March 31st to tell us that TIF's "were the same as public bonds." (Not true.) A few minutes later, we were treated to a lecture on the "market reality" of developers' interest in building big-box stores. Neither point addressed the problem at hand. Whether the cost to build infrastructure and flood protection in the near term is \$400M or \$643M, we still need to have that discussion of financing.

This reluctance speak to the financing issue seems to me evidence of a dysfunctional process. In government, as in life, when we don't do what we're asked to do, people tend to wonder: "Why not?" So, has the PLAI, internally, come to some sort of compromise that the public isn't party to? I wasn't the only person to notice that presenters never showed us detailed images from the LDL framework plan, but were happy to let an audience member new to the discussion think that we weren't, as a group, considering taking a giant step back. Presenters were happy to talk about the potentially cost-saving idea to phase flood protection with the revised 4WS option, but didn't say that flood protection could be phased in the original 4WS plan as well.

I'm grateful that there's still time left to have a voice in this process as a member of the public. I'm hopeful that the City, Waterfront Toronto, and the other component groups realize that they must - if they're going to hold public feedback sessions in good faith - go above and beyond in the final round of this process. They're must lay out all of the financing options, show that they've looked at the way other cities have financed their waterfront projects, and show that they've spoken to other levels of government about ways we can move forward together.

If the PLAI doesn't manage to treat taxpayers with respect and address financing well in the final meeting, the Waterfront process will continue to stall at City Council, and the Port Lands 'acceleration' will cost us more \$1.6M, and a six month delay.

Thank you,


I couldn't figure out how to get connected and make a comment. So I hope this finds a home somewhere.

FYI I have several opinions. As a former chair of Bring back the Don and member of the TRCA I have been involved with this process for many years.

While the current proposal is very well thought out I disagree with its priorities. I think my comments have already been summed up very well by Ken Greenberg. I really believe that it sells the city short in many respects. Primarily it seems to allow building and development precisely where we need the green space most . where the river meets the lake now. It also takes away a large amount of green space overall. I find that to be very short sighted as it is my belief that that the green space will add value to the development lands. The green space should be the last to go not the first. When we look at other cities proximity to parks increases land value. Examples are legion. Why are they being ignored.

I was very interested in the very logical manner in which the current plan was developed and presented. BUT I have to wonder about the goals and objectives given to those involved were. How different were they from those given to the last group at Waterfront Toronto who made so much progress.

I also wonder how much money will have been wasted by ditching the last plan. (and I don't mean the ferris wheel plan0 I mean the real award winning one)

I hope my comments will be accepted by the consultants.

Sincerely

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]