

## Public Consultation Round 3 Summary Report

From May 24th to June 8th, 2012, Waterfront Toronto, the City of Toronto and the Toronto and Region Conservation Authority held the third round of public consultation for the Port Lands Acceleration Initiative. The consultation consisted of a public meeting on May 24th, 2012 followed by an online comment period via the project website. Round 3 concluded on June 8th 2012. During this round of the consultation, feedback was sought on current findings and recommendations. This report is a high level summary of the feedback received. It was written by the independent facilitation team for the project (Lura Consulting and SWERHUN). This summary was available for participant review prior to being finalized.

### Part 1.

#### Summary of Feedback Received at Public Meeting

*May 24th, 2012*

Around 300 people attended the public consultation meeting held on May 24th at the Metro Convention Centre. Feedback at the meeting focused on the following themes: the Public Consultation Process; the River Alignment; Parks; Transit; Phasing; Transformational Uses; Costs, Revenue, and Funding; Existing Uses; and Process Moving Forward. The summary from the May 24th meeting compiles feedback from the plenary discussion as well as the 35 Table Discussion Guides, 25 Individual Discussion Guides, and 25 other submissions received by email and mail following the meeting.

### Part 2.

#### Summary of Feedback Received Online

*May 24th – June 8th, 2012*

Waterfront Toronto and the City of Toronto utilized an interactive online engagement tool (IdeaScale) as part of the third round of public consultation for the Port Lands Acceleration Initiative. The IdeaScale online engagement tool – accessed at [www.portlandsconsultation.ca](http://www.portlandsconsultation.ca) – allowed members of the public and interested stakeholders to submit feedback, vote on others' feedback and comments, and/or add additional comments to previously posted submissions. The IdeaScale engagement portal was open during Round 3 of the consultation process from May 24th to June 8th, 2012. During this time, 60 people participated using IdeaScale, providing 15 submissions, 7 comments on others' submissions, and 38 votes on the various submissions.

#### Detailed Feedback (see separate file - Attachment)

A full record of written feedback provided in Table Discussion Guides, Individual Discussion Guides and other submissions is provided in attachments to this report. To view the full record of feedback provided online, see IdeaScale at [www.portlandsconsultation.ca](http://www.portlandsconsultation.ca).

## Summary of Feedback Received at Public Meeting

At the consultation meeting on May 24th, participants were asked two focus questions: What do you think about the current findings and recommendations; and, Do you have any suggested refinements to the current findings and recommendations? The key themes that emerged in response to these focus questions are listed below, with a full record of all feedback following in the attachments to this report.

### PUBLIC CONSULTATION PROCESS

- Several meeting participants were **pleased to see that there had been some changes that reflected feedback from previous rounds of public consultation.**
- **Suggested public consultation process refinements included:** improving the communication of information about public meetings (e.g. banner on City of Toronto home page); improved visualizations (e.g. width of floodplain) in presentations; and providing meeting summaries in a timelier manner.

### RIVER ALIGNMENT

- **Many participants felt that the new design had lost the magic of the original design** – that it was uninspiring, too pragmatic, and that the pendulum had swung too far in favour of cost and development.
- **There was also some appreciation of 4WS realigned**, with it being described as a balanced approach, pragmatic in its use of the slip and accommodation of port uses, and that it seemed similar to the original 4WS.
- **There was interest in continuing to refine realigned 4WS with the help of participants.** A number of refinements were suggested, including: addressing the sharp bend in the river as it moves from south to west; adjusting proportions so that developable land is the same as in the original 4WS; and ensuring that naturalization is present “in more than name only”.

### PARKS

- There was both **concern about the reduction in park space** and a desire for **clarification on the exact reduction** (e.g. 40 acres vs. 4 hectares). *It was clarified that the exact reduction is 4 hectares.*
- There was also some concern that any planned park land may be compromised as it is implemented over time, so it is **important to ensure land is reserved and parks built as early as possible.**
- **Other suggested refinements included:** larger and increased park space (e.g. Central Park-like), consolidating some of the smaller, scattered parks, and creating a park that would serve not just the local population, but one that would draw people from the entire city.

### TRANSIT

- **There was concern that transit did not seem to be a core consideration** – that there was no discussion of an integrated transit plan, that transit would be happening at the back end and not the front end of development, and that a bus service at the outset would not be adequate.
- **Suggested refinements included:** that transit in the Port Lands should be linked to the City’s overall transit plan, that LRT should be the option from the outset, and that a King via Cherry Street connection to downtown could be considered in addition to a Queen’s Quay East connection.
- It was also suggested that **connections for bikes and pedestrians should be taken into consideration**, with concern over the impacts to pedestrian travel north and south of the Keating Channel with the apparent loss of the bridge at Munition Street.

## PHASING

- **There was a desire for additional information on phasing**, specifically around order of magnitude timelines for completion of each phase and how the ability to phase 4WS realigned was superior to that of the original 4WS.
- Suggestions for phasing included: **combining phases 3, 4, and 5** to better ensure that the final work on the river mouth is implemented; that it may be **more financially feasible to develop certain areas earlier than others** (e.g. the area between Cherry Street and Don Roadway); and that **an opportunity can be created to develop new ideas (e.g. transformational uses)** as phasing progresses over time.

## TRANSFORMATIONAL USES

- A concern was raised about the **lack of specificity around transformational uses – especially because of the impact such uses would have on all other areas of planning**. Chicago’s Navy Pier was suggested as an example of a transformative use that could be considered.
- Several participants felt that **creating a new mouth for the river is a transformational opportunity**.

## COSTS, REVENUE AND FUNDING

- **There were concerns about how overall costs were calculated** – especially whether the overall costs included soil remediation and land acquisition. **There were also concerns about funding** – that it was not discussed in the presentation and that “something will be given up” to secure funding.

## EXISTING USES

- **Several participants felt that further discussion of and information on existing industrial uses would be helpful, including:** what will happen to existing uses if 4WS realigned is approved; why the industrial operations in the Port Lands are essential to the City; how long Lafarge will continue to operate at its current location; how industrial uses can be better integrated with new uses (e.g. Sugar Beach and Redpath); and how traditional industry fits with the new knowledge economy.

## PROCESS MOVING FORWARD

- Participants felt that the current exercise was on a macro scale, and there will be **interest in providing feedback when land use, zoning and detailed design** decisions are made.
- Participants would like **more information on the process moving forward**, including who will make the final decision on the plan, how it will be implemented, who will be accountable for implementation, and what measures will be put into place to ensure the plan is carried out.

## Summary of Feedback Received Online

Online participants were asked to view presentations and materials prepared by the Port Lands Acceleration Initiative Project Team in advance of providing feedback online. Two focus questions were provided to help guide the online feedback: What do you think about the current findings and recommendations? Do you have any suggested refinements to the current findings and recommendations?

The key themes that emerged through the IdeaScale submissions and comments are listed below, with a full record of all feedback available at <https://portlandsconsultation.ideascale.com>.

### KEY THEMES

- The vast majority of **online participants were supportive of the original plan for the naturalization of the mouth of the Don River (4WS)**. Participants expressed concern that 4WS realigned offers less green space and potential for naturalization.
- Many participants encouraged the Project Team to **look beyond cost savings** and explore ways to increase value/attractiveness in the area through naturalization, improved transportation, and sound urban design.
- Participants were concerned that the **revised plan for the Port Lands is not aligned with City’s Official Plan or DMNP EA terms of reference**.
- A number of participants were supportive of an idea to **host public tours in the Port Lands** to help members of the public to understand the history and current/potential uses in the area.
- Several participants indicated that they agree with the approach to **phase development in the area**.
- A few participants recommended that **public access to the Don River and Lake Ontario be protected** as both natural habitat and for future recreational uses.
- One participant recommended that **future residential development be planned in a manner that does not impact local industrial operations**, while another recommended that development in the **Port Lands should integrate the principles and practices outlined in the “Climate Positive Development Program”**.

### NEXT STEPS

The May 24th meeting wrapped up with representatives of Waterfront Toronto and the City of Toronto thanking participants for their contributions and confirming that the timeline for completing the Port Lands Acceleration Initiative has been extended, with a report going to Executive Committee in September, and Council in October 2012. This extension will provide an opportunity for a peer-review of the business plan, the continued development of the business and implementation plan, and an additional round of public consultation. These activities will ensure that the emerging framework is based on sound financial modeling, fits within a broader city-building context, and allows for incremental implementation.