

STAKEHOLDER ADVISORY COMMITTEE MEETING 3

4-6pm, Wednesday March 21st, 2012

Waterfront Toronto, 20 Bay Street, Suite 1310

The third meeting of the Port Lands Acceleration Initiative Stakeholder Advisory Committee (SAC) was attended by over 30 representatives from the member organizations (see participant list attached). The purpose of the meeting was to brief SAC representatives on the Port Lands Acceleration Initiative and seek their feedback and advice (see meeting agenda attached). A facilitated discussion followed the presentations. The summary below organizes feedback from the facilitated discussion into key advice from the SAC for the Port Lands Acceleration Initiative Project Team to consider. This summary was available for participant review prior to being finalized.

The mandate of the SAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. This was the third of several Stakeholder Advisory Committee (SAC) meetings that will take place between February and May of 2012. Please visit the project website (portlandsconsultation.ca) for more information.

FEEDBACK SUMMARY

Feedback from SAC representatives is organized here into six areas, including: Support for the work to date, but also some reservations; Don Mouth optimization/alternatives; Support for phasing and flexibility, and certainty; Need for political will; Concerns about green space; and Concerns about specific uses.

SUPPORT FOR WORK TO DATE, BUT ALSO SOME RESERVATIONS

- A number of participants expressed support for the work completed to date. The phasing was well received, and participants also liked that the work looked at “the big picture” and was built around infrastructure. SAC members also noted that they understood that the work was evolving, and that they felt good work had been accomplished in the project time frame thus far. That being said, there were also significant concerns expressed by some participants who were disappointed about the lack of beauty and vision in the evolving work, the sense that opportunities to create a great asset for the city were being compromised through this review process, and worries about the potential for big box retail.

DON MOUTH OPTIMIZATION /ALTERNATIVES

- There was general support for the optimized 4WS alternative, and the effort made to explore flood protection options. Some participants would like to know more about differences between the optimized and non-optimized versions. This includes any changes in the amount of hard edge versus soft edge, any changes in the width of the river/flood plain area, and effects on business relocation.
- There was a desire for further information on the criteria/analyses that were used in assessing all of the Don Mouth alternatives presented. Participants would also like more information on other alternatives from the EA that were not presented (e.g. 3 and 4 South).

SUPPORT FOR PHASING AND FLEXIBILITY, AND CERTAINTY

- Several participants expressed support for starting development/infrastructure in the area north of the Keating Channel.
- It was felt that the development phasing should be flexible enough to accommodate changes in developer appetite/market conditions.

NEED FOR POLITICAL WILL

- A number of tools for kick-starting development in the Port Lands were suggested, including: an expedited approvals process; identifying quick win opportunities; and using market sounding for specific sites/projects.
- Beyond specific land uses, several participants expressed a general concern about the potential for the “whittling away of plans” – that is that elements of a plan may be compromised or sacrificed as the plan is developed and implemented over time (e.g. Downsview Revitalization).
- Participants expressed interest in a Business and Development Plan with clear timelines – and in seeking approvals that would make sure plans are “locked in”. This would help minimize uncertainty for current Port Lands users in their leasing and investment decisions. Once these plans are locked in, there was also some interest in exploring ways to minimize the bureaucracy required to take action (e.g. waivers, expedited approvals, etc.).
- There was concern that the gap between revenue and costs in Port Land development meant that implementation would require a huge amount of political will and long term vision. Without this political will and vision, there was concern that the work done in the Port Land Acceleration Initiative would be repeated again in the near future. One suggestion was to consider the public costs that would be incurred if a Hurricane Hazel-like storm damaged communities in the flood plain, and use that to persuade governments of the value of investing now to prevent the damage.

CONCERNS ABOUT LOSS OF GREEN SPACE

- Concerns were expressed about what appeared to be a reduction in green space. There were a number of potential impacts of this reduction identified, including slower/lower land value growth and/or a “tug of war” between recreational uses and natural uses. One participant felt that all land south of the Ship Channel could be turned into parkland since development was not likely to occur here over the short- to mid-term.

CONCERNS ABOUT SPECIFIC USES

- Participants expressed concern about the prospect of big box retail and/or a regional shopping mall in the Port Lands. It was felt that planning for retail uses should take into account effects on street retail on Queen Street and other impacts on the surrounding community.
- One participant expressed concern over the uncertainty faced by the screen-based industry (film, television and interactive/games) in the Port Lands, noting that some businesses are on month-to-month leases which make business planning and expansion difficult. *City of Toronto staff noted that the screen-based industry is a very important economic sector that should be encouraged to grow in the Port Lands and that staff are committed to working with the industry to maximize their current and future opportunities.*

Next Steps

The meeting wrapped up with representatives of Waterfront Toronto and the City of Toronto confirming that the second round of public consultation would be a two-step process. Key findings and preliminary options will be presented at an open house drop-in session on March 31st, and then public input and comments will be sought at two identical workshop meetings on April 3rd and 4th. An official notice of the upcoming public consultation will be distributed to SAC representatives.

SAC Meeting 3 Attendance

Beach Waterfront Community Association
Building Industry & Land Development Assoc (BILD)
Canada Green Building Council
Canadian Urban Transit Association
Code Blue Toronto
Corktown Residents and Business Association
Don Watershed Regeneration Council
Evergreen
Federation of North Toronto Residents Assoc.
Film Ontario
Friends of the Spit
Gooderham & Worts Neighbourhood Association
Greater Toronto Civic Action Alliance
Midland Park Community Association
Outer Harbour Sailing Federation
Real Property Association of Canada
Sherwood Park Resident Association
St. Lawrence Neighbourhood Association
Toronto Association of BIAs
Toronto Board of Trade
Toronto Centre for Active Transportation
Toronto Cyclists Union
Toronto Green Community
Toronto Industry Network
Toronto Island Resident Association

Toronto Park People
Toronto Youth Cabinet
Tourism Toronto
Waterfront Action
West Don Lands Committee

Regrets

Canadian Advanced Technology Alliance (CATA)/Intelligent Community Initiative
Canadian Urban Institute
Kingsway Residents Against Poor Planning
Lake Ontario Waterkeepers
Martin Prosperity Institute/Institute for Competitiveness and Prosperity
Retail Council of Canada
South Riverdale Community Health Centre
Toronto Field Naturalists
Toronto Passenger Vessel Association
Urban Land Institute of Toronto
Weston Residents Association

Observers

Port Lands Landowners (LUAC)
Councillor Paula Fletcher's Office
Toronto Port Lands Company

SAC Meeting 3 Agenda

Port Lands Acceleration Initiative

STAKEHOLDER ADVISORY COMMITTEE MEETING # 3

Wednesday, March 21, 2012

Waterfront Toronto, 20 Bay Street, 13th Floor

PROPOSED AGENDA

- 4:00 pm** **Welcome, Introductions and Agenda Review**
SWERHUN | Facilitation & Decision Support
- 4:05** **Introduction**
John Campbell, Waterfront Toronto
- 4:10** **Update Briefing**
1. **Environment**, TRCA
 2. **Market Analysis and Land Use Demand Forecast**, City of Toronto
 3. **Development Planning and Phasing**, Waterfront Toronto
- 5:00** **Facilitated Discussion**
1. What do you like about the directions emerging?
 2. What, if anything, concerns you? Why?
 3. What refinements, if any, would you like to see explored?
- 5:55** **Next Steps**
- 6:00** **Adjourn**

Port Lands Acceleration Initiative

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4-6pm, Wednesday March 21st, 2012

Waterfront Toronto, 20 Bay Street, Suite 1310

ATTACHMENT A.

SAC Member Correspondence

Friends of the Spit

P.O. Box 51518
2060 Queen Street East
Toronto ON M4E 3V7

Tel: (416) 699-3143
e-mail: fos@interlog.com



23 March 2012

Mr. Michael H. Williams
Economic Development and Culture, General Manager
8th fl. E., 100 Queen Street West
Toronto, Ontario
M5H 2N2

Re: Stakeholder Advisory Committee Meeting No. 3
Portlands Acceleration Initiative, March 21, 2012

Dear Mike,

Following up on our discussion at Wednesday's SAC Meeting No. 3, we felt that we should elaborate on the Friends of the Spit position regarding the Portlands and the Hearn Generating Station.

As early as 1990, Friends of the Spit advocated, through various media and public consultation meetings, that the entire Portlands area south of the Ship Channel be designated and zoned as parkland. We proposed that the parkland would blend from intensive recreational in the west, to the passive recreational urban wilderness area of the Baselands and Spit in the east.

Within this proposal, we recognized the Port Authority's western dock wall and staging area, which we suggested be retained as is; and we recognized the Hearn Generating Station as an industrial relic.

Friends of the Spit believe that the Hearn Generating Station should be maintained, as an industrial icon, as evidence of past use, and simply for its architectural placement. This industrial relic would exist within the overall park space.

23 March 2012

Mr. Michael Williams

Re: Stakeholder Advisory Committee Meeting No. 3, Portlands Acceleration Initiative,
March 21, 2012

We have advocated this position consistently through the nineties and the last decade, particularly with Waterfront Toronto, and the planning of Lake Ontario Park. Friends of the Spit felt that the Lake Ontario Park mandate should include all the land north to the ship channel, and, again, that the park have a "gradient" of uses, ranging from the most active in the west to the passive recreational uses in the east. Again, we saw the Hearn being retained as an industrial relic.

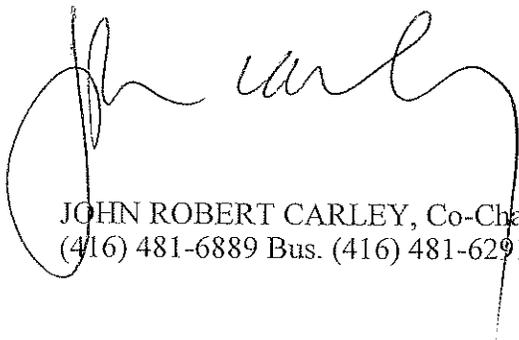
However, the retention of the Hearn must only occur with a use compatible to the surrounding green space.

In our coming discussions, it is the compatibility of the use proposed for the Hearn, coupled with the attendant traffic flow and circulation requirements, which will be of paramount importance, and frame our discussion. As an outlandish example, repurposing the Hearn as a casino would be totally inappropriate!

We wanted to elaborate on the brief discussion at the SAC meeting so that you would more clearly understand our position and our thinking in this matter.

We welcome further discussion, and look forward to those discussions.

Yours sincerely,



JOHN ROBERT CARLEY, Co-Chair
(416) 481-6889 Bus. (416) 481-6291 Bus. Fax



GARTH RILEY, Co-Chair



BUILDING A GREATER GTA
Building Industry and Land
Development Association

March 28, 2012

Ms. Nicole Swerhun
Facilitation & Decision Support
Portlands Stakeholder Advisory Committee
720 Bathurst Street, Suite 308
Toronto, Ontario
M5S 2R4

Dear Nicole:

Re: Stakeholder Advisory Committee

Thank you for allowing BILD the opportunity to be represented on the Portlands Stakeholder Advisory Committee. At the last meeting of March 21st, the BILD representative in attendance posed a series of questions that we have formalized in this correspondence.

The key focus of that meeting was to determine the best approach for diverting the Don River, taking into account all of the objectives that Council had set, addressing both environmental, economic and conservation issues. Upon reviewing the matter in greater detail, please see the following questions for your review and consideration:

1. Have each of the 3 alternatives under consideration: alternatives 2, 4W and 4WS been properly costed out? Clearly, reducing costs significantly will allow the project to be more easily financed and proceed to be accelerated.
2. Under alternative 4WS, has the costing to date taken into account the cost of remediating the impacted lands and as well, the cost of building what will apparently be 3 bridges making access into the balance of the lands affected by the relocation of the Don?
3. When can the group expect to receive all of the backup analysis on these 3 alternatives in order that a final decision of the Committee is made to approve any one of the 3 to go back to Council? Although it is commendable that alternative 4WS apparently has achieved some cost savings, a total budget of over \$800,000,000 is quite significant and our representative is not certain whether it does in fact include remediation and bridge building costs. Our understanding is that the other 2 alternatives produce much greater savings, as well as more land available for economic development which is desperately needed to ensure that funds are available for the Port Revitalization Project. We also understand that all of these 3 alternatives are within the 4 or 5 choices which were submitted under the existing environmental assessment and would not require a full restart of the environmental assessment if one of the other alternatives is chosen.

Many thanks for your consideration and we look forward to receiving the information requested.

Yours very truly,

Paula J. Tenuta, MCIP RPP
Vice President, Policy & Government Relations

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