

PORT LANDS PLANNING FRAMEWORK + TRANSPORTATION & SERVICING MASTER PLAN

February 13, 2014 Community Consultation Meeting



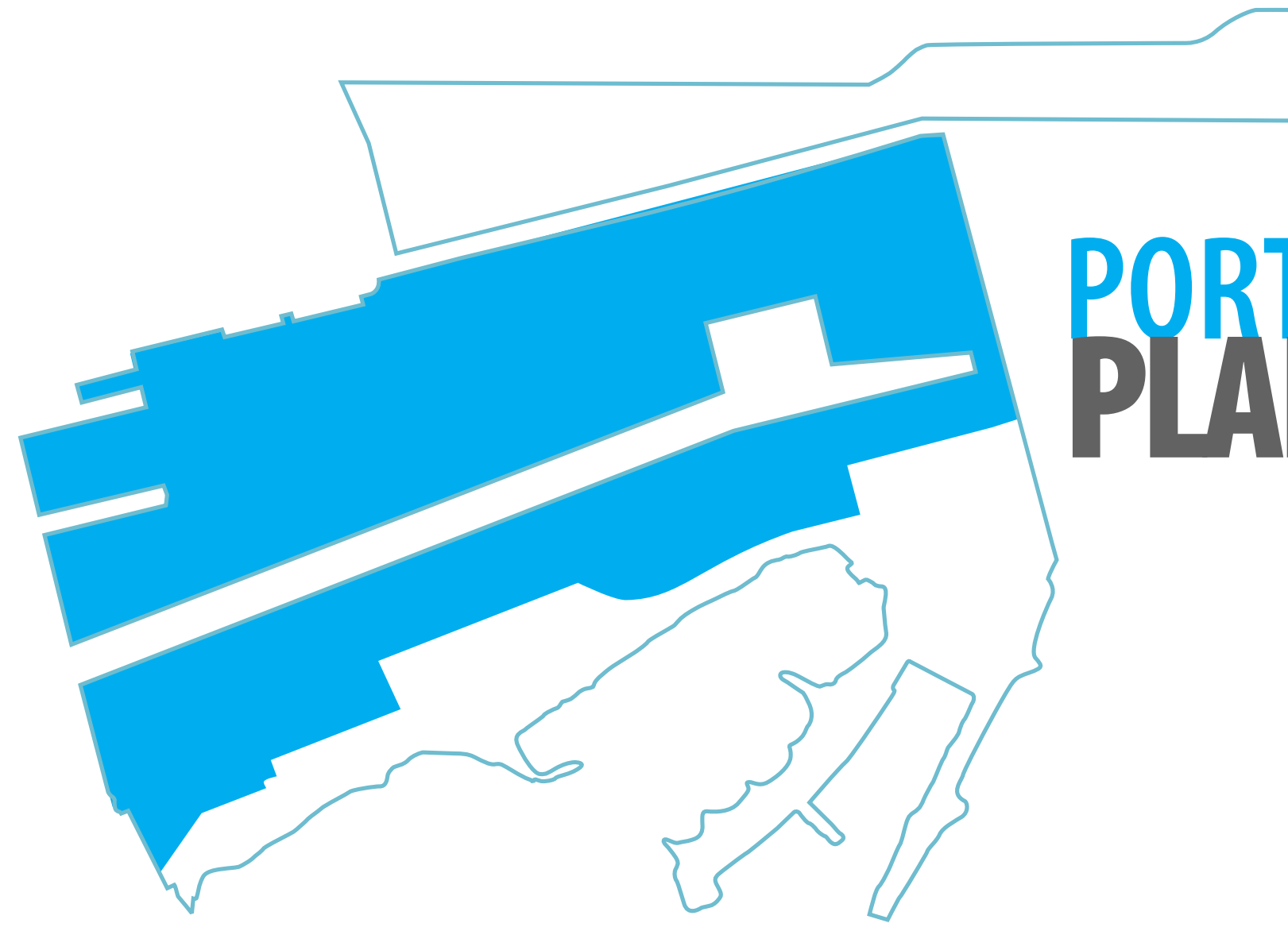
MEETING PURPOSE

Present and seek feedback on:

1. Ideas for **land use** in the Port Lands
2. Alternatives for **streets** (including transit) and **municipal servicing** (water, wastewater and stormwater)

AGENDA

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|---------|--|
| 6:30 PM | Drop-in (Display Boards) |
| 7:00 PM | Welcome and Opening Remarks |
| 7:05 PM | Overview of Planning Initiatives and Recap of Process |
| 7:10 PM | Port Lands Planning Framework: Lands Use Options |
| 7:30 PM | Transportation and Servicing Master Plan: Alternatives |
| 7:45 PM | Questions of Clarification |
| 8:00 PM | Facilitated Table Discussions |
| 8:40 PM | Report Back |
| 9:00 PM | Adjourn |



PORT LANDS PLANNING FRAMEWORK

THE FILM SECTOR



EXISTING + PLANNED ASSETS

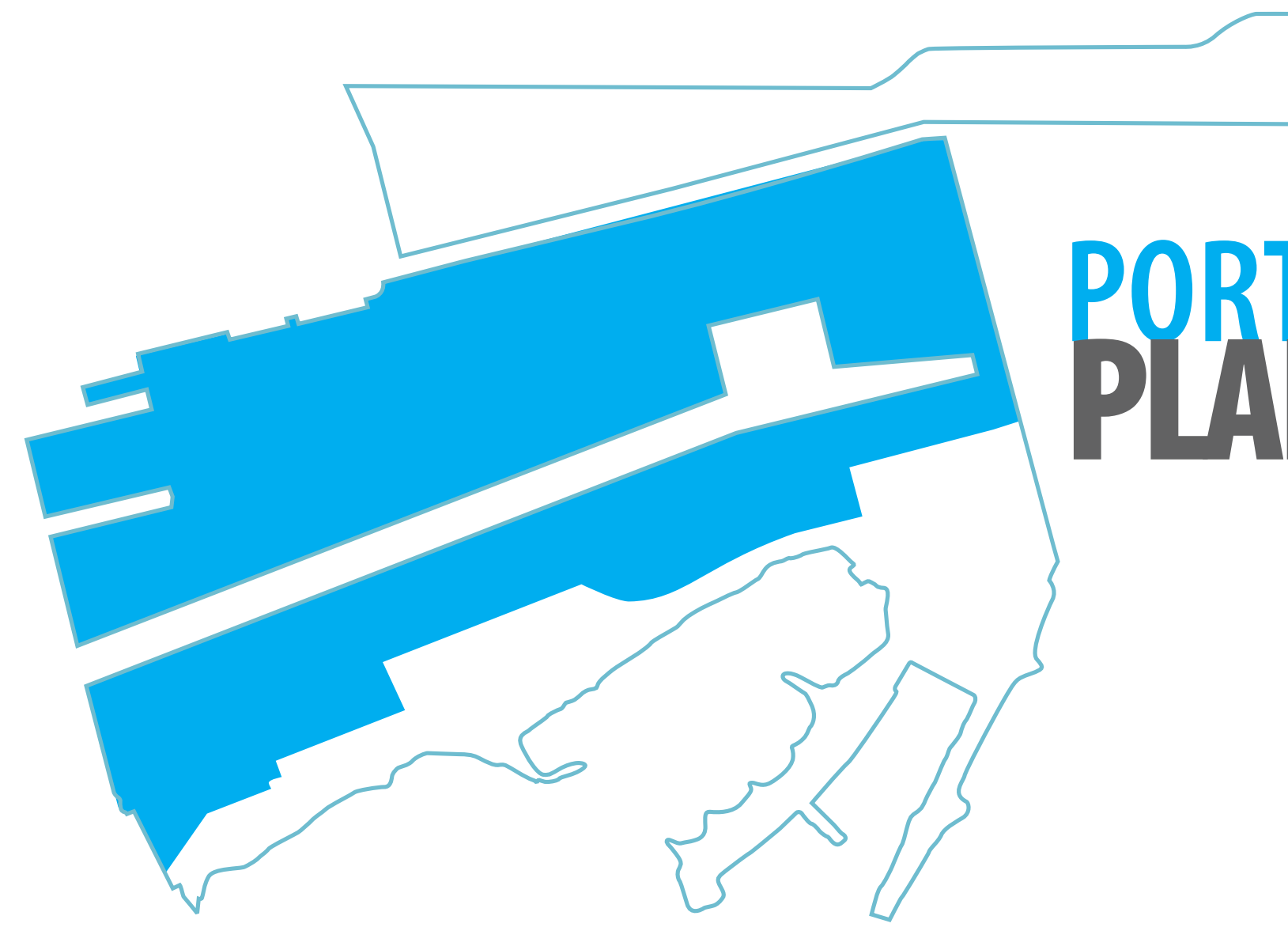


- ① New River Valley
- ② Promontory Park
- ③ The Ship Channel
- ④ Turning Basin
- ⑤ Tommy Thompson Park
- ⑥ Cherry Beach
- ⑦ Chimney Stacks
- ⑧ Leslie Street Greening
- Heritage Buildings

PARKS AND OPEN SPACES



- EXISTING PARKS & OPEN SPACES
- PLANNED PARKS & OPEN SPACES
- LAKE ONTARIO PARK MASTER PLAN



PORT LANDS PLANNING FRAMEWORK





A WORKING PORT



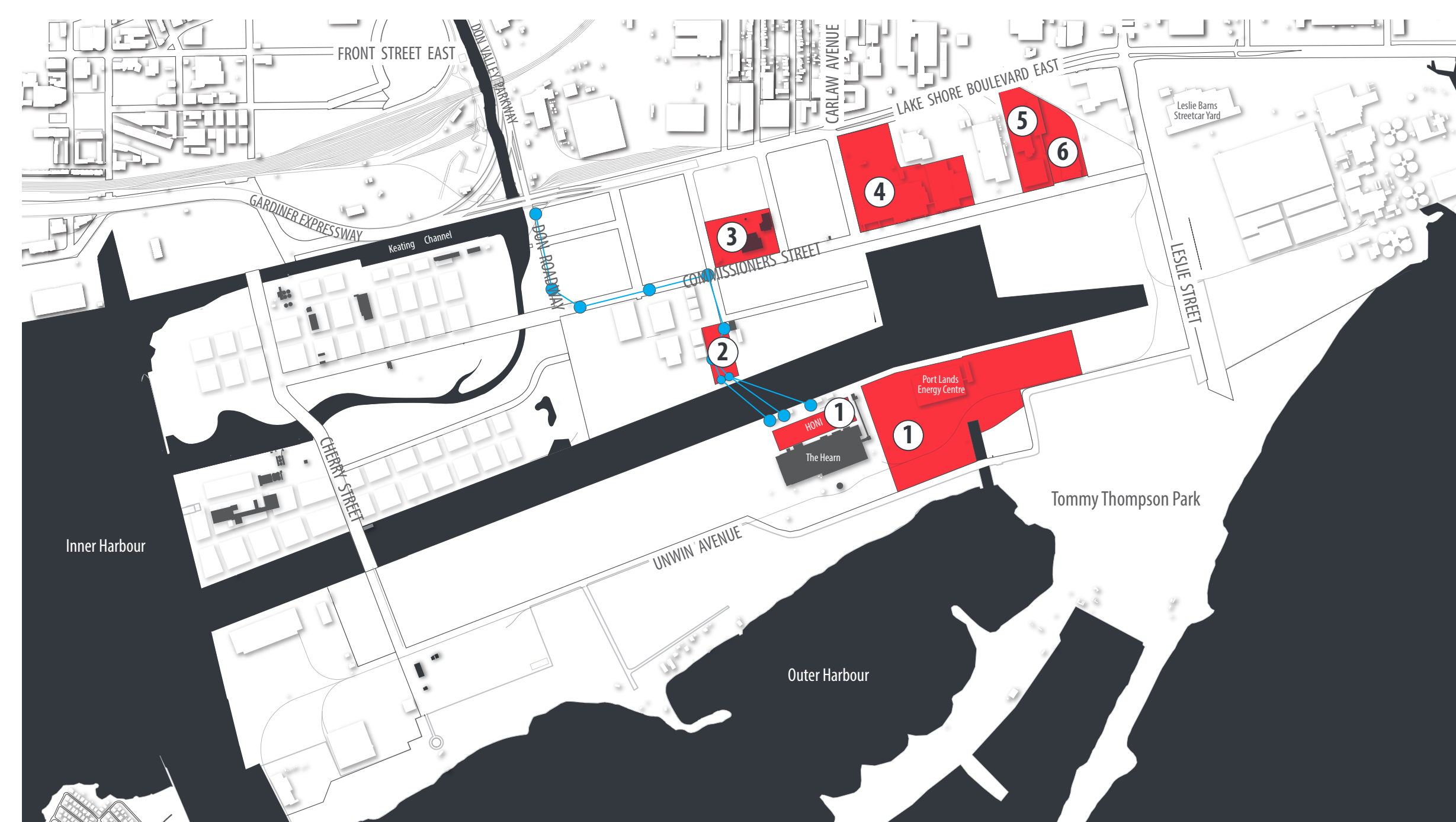
- ① Toronto Port Authority
- ② Road Salts
- ③ Lafarge (Cement Powder)
- ④ Essroc Relocation (Cement Powder)
- ⑤ Waterford (Aggregate)
- ⑥ Strada Aggregates

A WORKING PORT NEEDS...



CARGO	EQUIVALENT TRUCKS	TOTAL CARGO INTO PORT (2012)	TOTAL TRUCKS
 1 SALT BOAT = ~26,000T	 1 BOAT = ~750 Trucks	386,422 tonnes	~11,000 trucks
 1 CEMENT BOAT = ~7,600T	 1 BOAT = ~220 Trucks	543,000 tonnes	~15,500 trucks

CITY SERVING USES

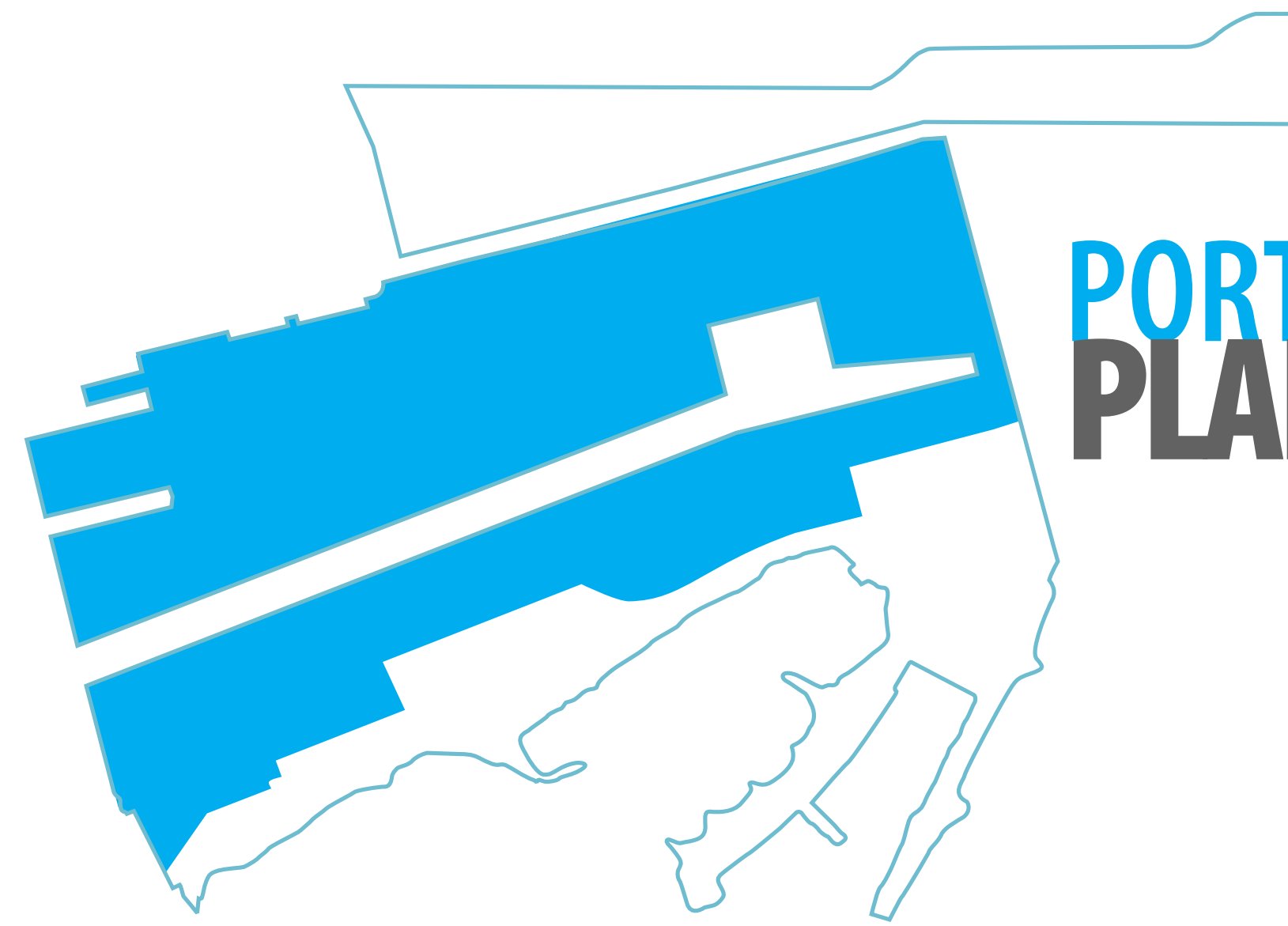


- ① Port Lands Energy Centre & Hydro One
- ② Toronto Hydro Switching Station
- ③ Waste Transfer Station
- ④ Toronto Hydro Offices
- ⑤ TTC Lake Shore Yard
- ⑥ Canada Post
- Overhead Hydro Transmission Wires

The City Serving Uses located in the Port Lands provide needed services for the City to function. For example, the Port Lands Energy Centre (#1 on the map) provides power to downtown Toronto.

These uses are either:

- 1) Likely to remain in the Port Lands over the long-term because they are on non-city owned land or long-term leases;
- 2) Would need to be relocated elsewhere in the Port Lands or City



PORT LANDS PLANNING FRAMEWORK

LAND USE OPTIONS

PURPOSE OF THE LAND USE OPTIONS

The vision for the Port Lands in the Central Waterfront Secondary Plan is to transform the lands **into a number of new urban districts set amid the hustle and bustle of Toronto's port activities.**

Having a working port next to these new urban districts is a unique opportunity, but also requires careful consideration. Port uses are not necessarily compatible adjacent to where people live. There are also a number of existing industrial uses that will remain the long-term. We would like to better define where land uses should go in the Port Lands. This will allow us to:

- Provide more robust direction for the long-term vision of these lands;
- Ensure proper separation of industrial and port uses from the new communities that will be developed; and
- Continue to provide the services that grow the city and make the city work.




THINKING STRATEGICALLY ABOUT REVITALIZATION

These are some of the questions that we are thinking about to help us determine how land uses are organized in the Port Lands:

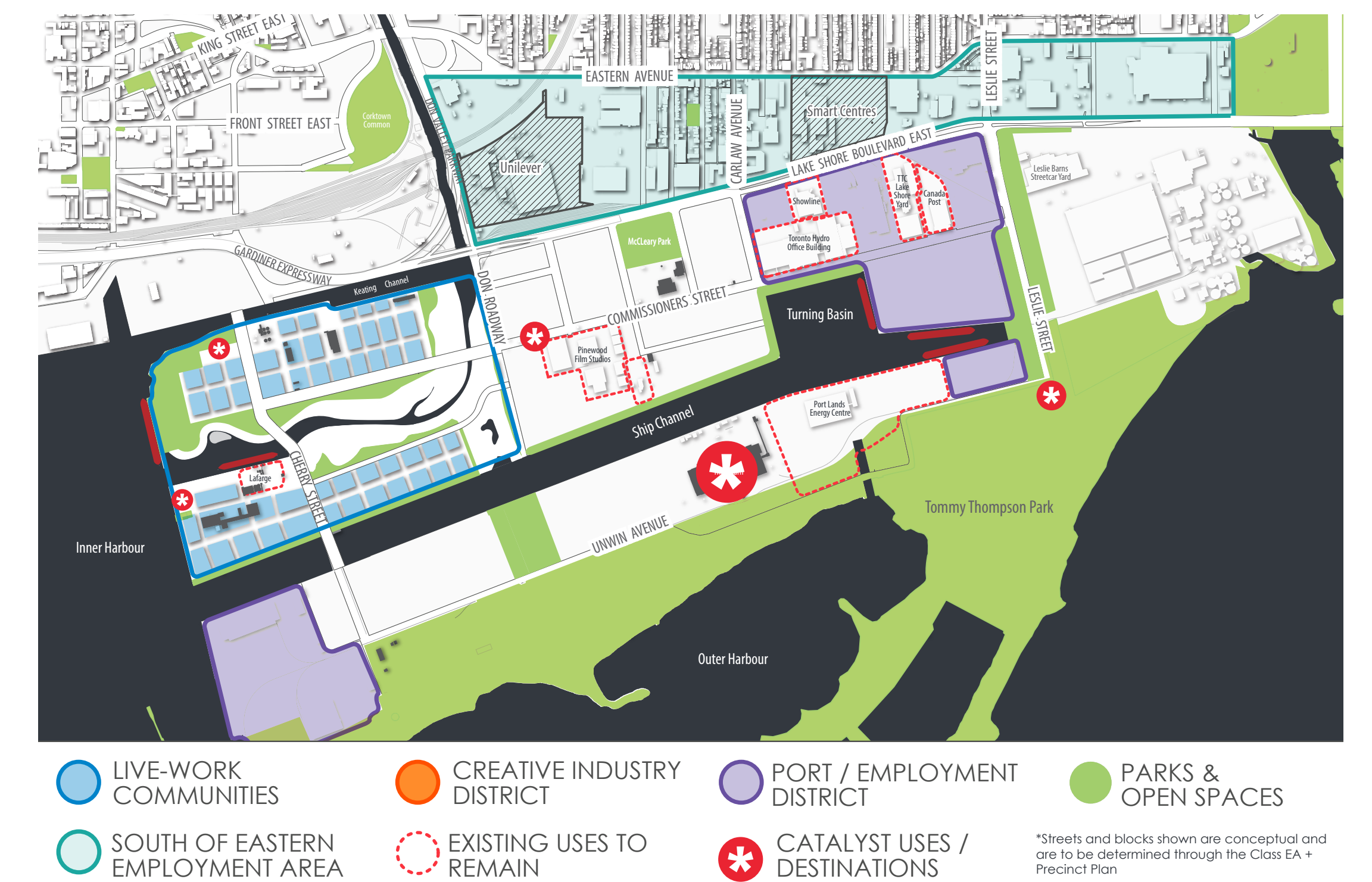
- Revitalization in the Lower Don Lands will take its cue from the new river. What other features should inform revitalization in the balance of the lands?
- How do we revitalize while ensuring that the uses that grow the city and make the city work are still provided?
- How much space should be reserved for our working port?
- Where should people live recognizing that areas in the Port Lands will continue to be used for industrial and port purposes over the long-term?
- What is the right mix of places for people to live and work in the Port Lands in the context of the surrounding area?

How do you think we should be addressing these questions in the land use options?

LAND USE CATEGORIES

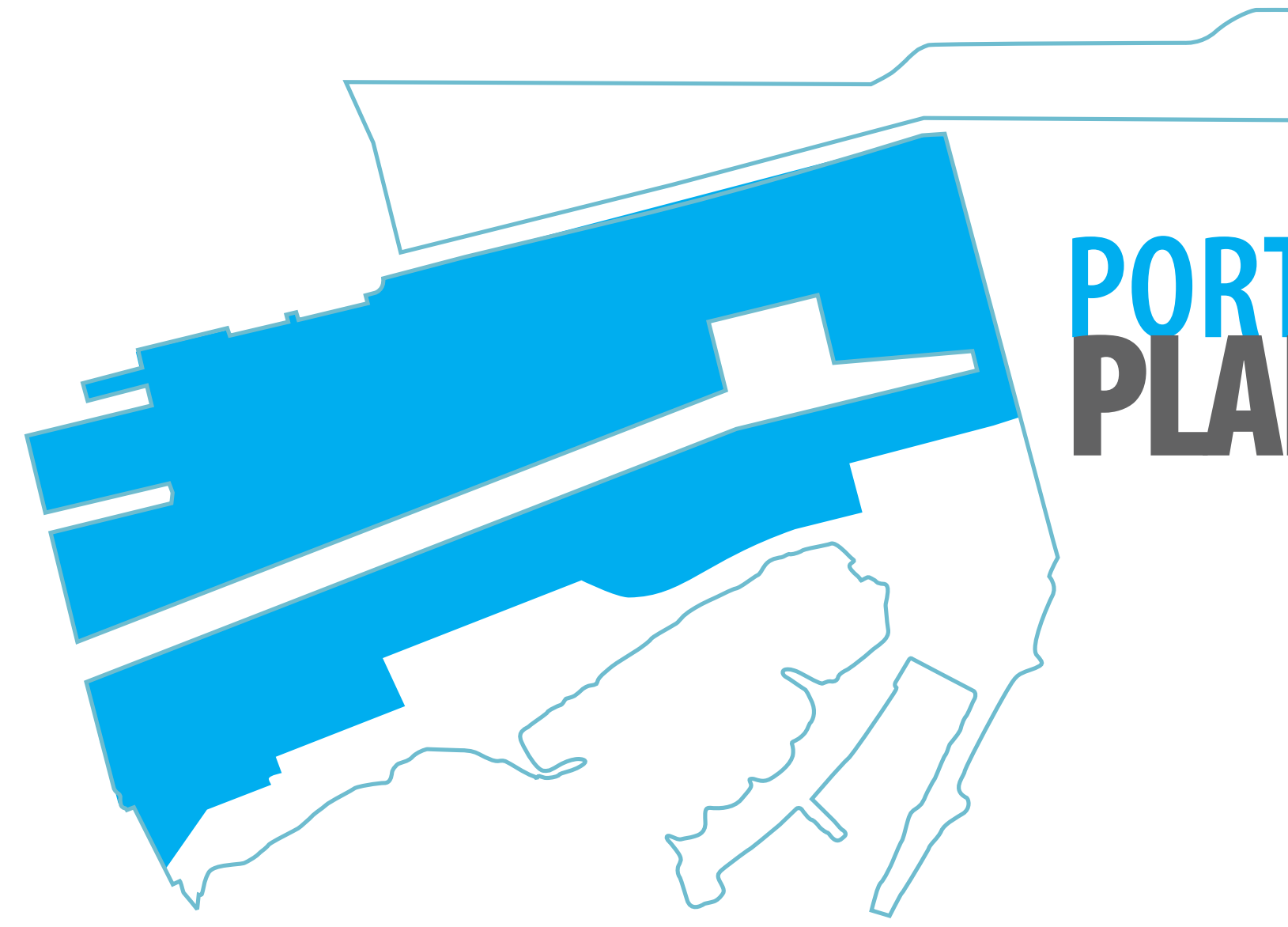
 <p>LIVE-WORK COMMUNITIES</p> <p>Opportunities for living + working</p> <p>Complete communities with schools, affordable housing + other day-to-day needs</p> <p>Retail and other active uses at the base of buildings on main streets</p> <p>Neighbourhood parks + open spaces</p>	 <p>CREATIVE INDUSTRY DISTRICT</p> <p>Anchored by Pinewood Film Studios</p> <p>Film studio expansion opportunities</p> <p>Synergistic uses such as offices, workshops, post-production, design studios, architecture firms, media, technology</p> <p>Retail and other active uses at the base of buildings on main streets</p> <p>Transition from industrial to more sensitive uses</p>	 <p>PORT / EMPLOYMENT DISTRICT</p> <p>Active, working port uses</p> <p>Related and supportive industries</p> <p>Greening of port activities</p> <p>Other industrial and employment activities + existing uses to remain in the long-term</p>
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SIMILARITIES BETWEEN THE OPTIONS



- The Lower Don Lands continues to be envisioned as a mixed-use, live-work community framed by the new, naturalized river valley
- The lands east of Carlaw Avenue would be used for port and employment purposes as there are existing uses that are anticipated to remain in the long-term
- South of Ship Channel, east of the Hearn, the lands would continue to be used for industrial and port purposes
- The Hearn is transformed into a destination
- The lands owned by the Toronto Port Authority remain in use as a working port

Different levels of employment intensification have been assumed for the South of Eastern area to help inform the studies and to have a better understanding of the transportation system needed to support and accommodate significant economic growth.



PORT LANDS PLANNING FRAMEWORK

LAND USE OPTIONS

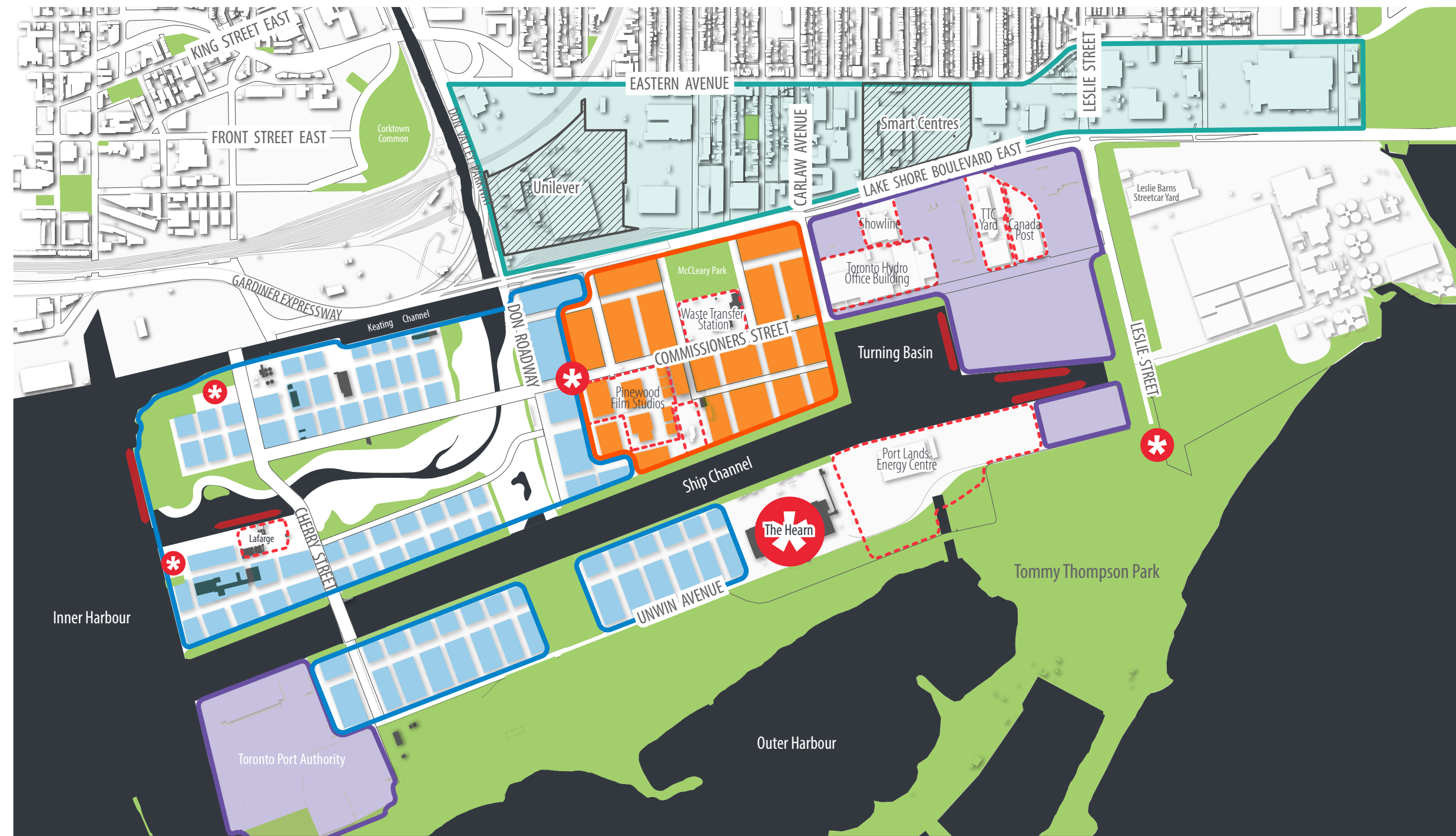
DISCUSSION GUIDE QUESTIONS

These land use options are our thoughts and ideas for how land uses could be organized in the Port Lands. Thinking about these options...

Which land use option best captures your vision for the long-term revitalization of the lands? Why?

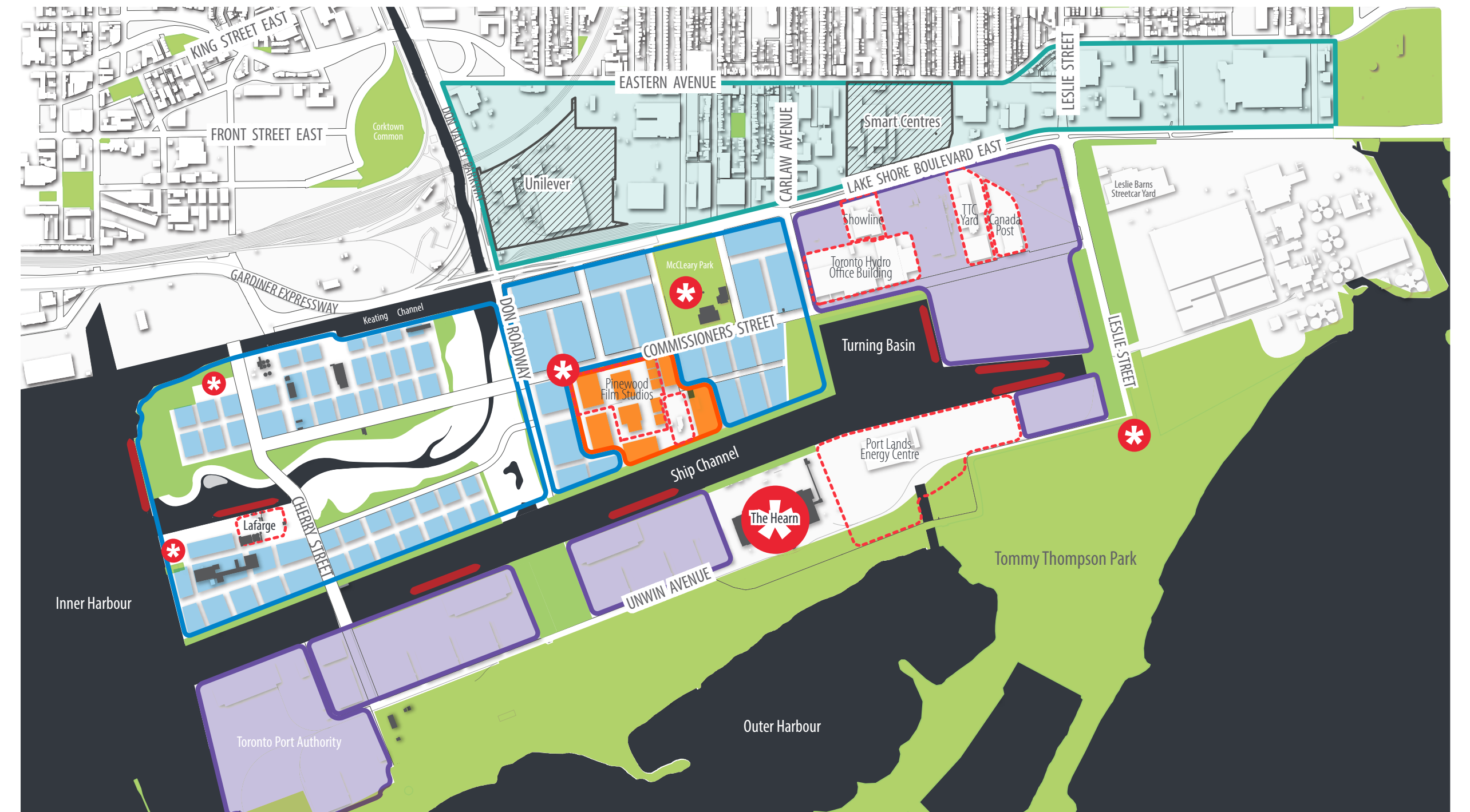
What improvements would you suggest we make to your preferred land use option? Why should these improvements be considered?

OPTION 1



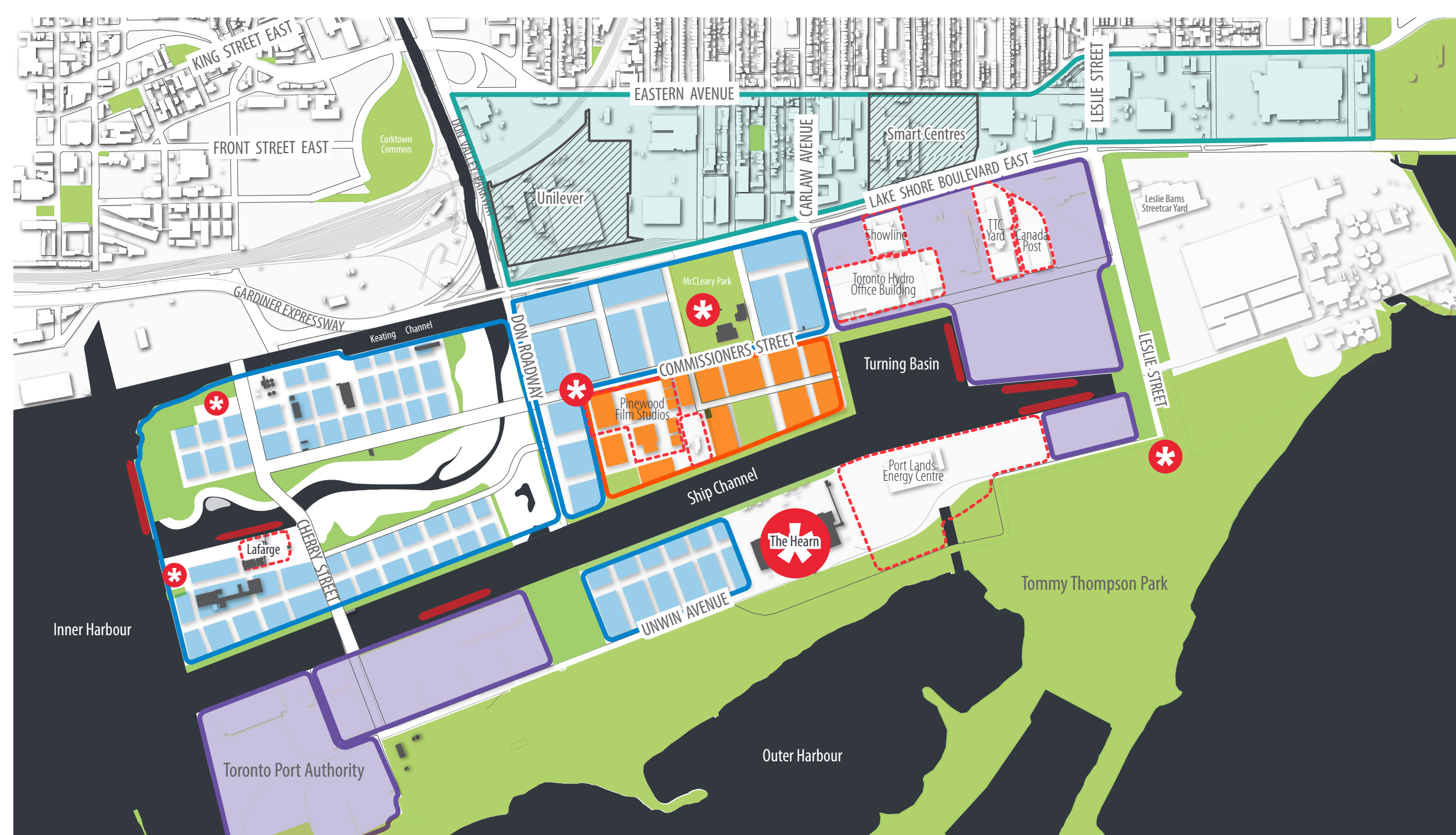
- LIVE-WORK COMMUNITIES
 - CREATIVE INDUSTRY DISTRICT
 - PORT / EMPLOYMENT DISTRICT
 - PARKS & OPEN SPACES
 - SOUTH OF EASTERN EMPLOYMENT AREA
 - EXISTING USES TO REMAIN
 - CATALYST USES / DESTINATIONS
- *Streets and blocks shown are conceptual and are to be determined through the Class EA + Precinct Plans

OPTION 2



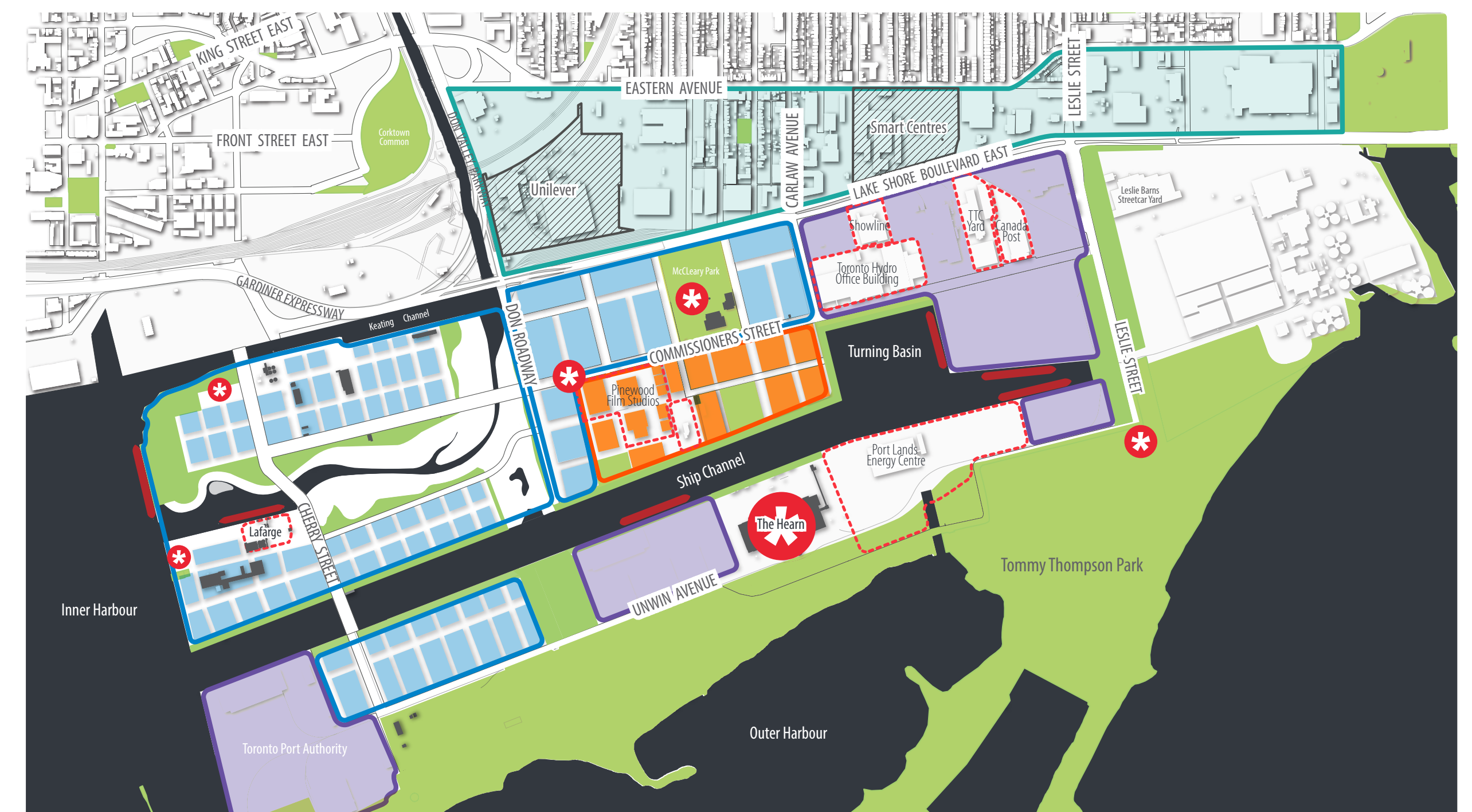
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OPTION 3



- LIVE-WORK COMMUNITIES
 - CREATIVE INDUSTRY DISTRICT
 - PORT / EMPLOYMENT DISTRICT
 - PARKS & OPEN SPACES
 - SOUTH OF EASTERN EMPLOYMENT AREA
 - EXISTING USES TO REMAIN
 - CATALYST USES / DESTINATIONS
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OPTION 4



- LIVE-WORK COMMUNITIES
 - CREATIVE INDUSTRY DISTRICT
 - PORT / EMPLOYMENT DISTRICT
 - PARKS & OPEN SPACES
 - SOUTH OF EASTERN EMPLOYMENT AREA
 - EXISTING USES TO REMAIN
 - CATALYST USES / DESTINATIONS
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COMPARISON OF OPTIONS

	PORT LANDS			SOUTH OF EASTERN
	POPULATION	JOBS	PORT* <small>LINEAR METRES OF ACTIVE DOCKWALL</small>	JOBS
TODAY	0	~4,000	~1,400 m	~4,000
OPTION 1	~40,000	~50,000	~930 m	~15,000
OPTION 2	~36,000	~36,000	~2,020 m	Up to 55,000
OPTION 3	~38,000	~41,000	~1,580 m	
OPTION 4	~40,000	~40,000	~1,350 m	

*Excludes Toronto Port Authority Site