

Port Lands Planning Framework and Transportation and Servicing Master Plan



Prepared by Lura Consulting for:
The City of Toronto and
Waterfront Toronto

March 2014



Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Port Lands Planning Framework and Transportation and Servicing Master Plan. If you have any questions or comments regarding this report, please contact:

Liz Nield

505 Consumers Road, Suite 1005
Toronto, Ontario M2J 4Z2
416-536-6174
lnield@lura.ca

OR

info@waterfrontoronto.ca
www.portlandsconsultation.ca



Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

Table of Contents

Introduction 1

 Background 1

 Purpose of Consultation and Engagement Activities..... 2

 Report Contents..... 3

Round Two Consultation Process Overview 3

 Communication and Promotional Tactics..... 3

 Consultation Resources 4

 Consultation Activities 5

Summary of Participant Feedback 7

 Presentation Questions of Clarification 7

 Open House Maps..... 8

 Discussion Summary 9

 Additional Feedback Received via Email..... 16

Next Steps 16

Appendix A: Public Meeting Notice

Appendix B: Detailed Participant Feedback

INTRODUCTION

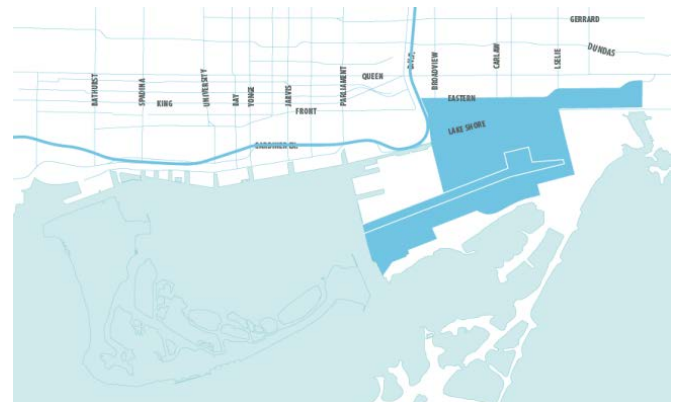
Background

The City of Toronto and Waterfront Toronto are developing a comprehensive long-term plan to guide the revitalization of the Port Lands. The plan will include direction for the transformation of the Port Lands into a number of new urban districts alongside our working port. This plan will build on the direction from the Port Lands Acceleration Initiative that was adopted by City Council in 2012 and will incorporate the planning for the Lower Don Lands and the naturalized valley of the Don River.

A Master Plan under the Municipal Class Environmental Assessment (EA) process is also being developed to establish the street network (including transit), and the water, wastewater and stormwater infrastructure needed to support revitalization. The Master Plan applies to most of the Port Lands and to the area referred to as "South of Eastern" (located north of Lake Shore Boulevard East, south of Eastern Avenue, between the Don River and Coxwell Avenue). The Master Plan will provide a coordinated transportation and servicing strategy between the two areas.



Port Lands Planning Framework Study Area



Transportation and Servicing Master Pan Study Area

The Port Lands Planning Framework will knit together more detailed planning work that has occurred to date for the Port Lands. It will also incorporate outcomes of precinct planning that is underway for Cousins Quay and the Film Studio Precincts. For more information on each of the planning studies underway in the Port Lands, please visit: www.portlandsconsultation.ca.

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

The study is being undertaken in three phases:

- Phase 1 is the background phase;
- Phase 2 involves developing a long-term vision for the revitalization of the Port Lands and land use alternatives to test and evaluate; and
- Phase 3 will include the development of recommendations.



Purpose of Consultation and Engagement Activities

The City of Toronto, Waterfront Toronto and TRCA recognize the importance of engaging stakeholders and the public to provide opportunities for feedback throughout the planning process. The objectives of the consultation process are to:

- Build on the robust consultation approach undertaken as part of the Port Lands Acceleration Initiative;
- Raise awareness of the continued planning efforts underway in the Port Lands, mobilize interest, and encourage broad participation;
- Meet the public consultation requirements of all regulatory regimes within which the City of Toronto, Waterfront Toronto and TRCA operates, including those of the *Planning Act* and Municipal Class EA;
- Present information in a manner that fosters an understanding of the emerging plans and provides opportunities for meaningful dialogue that embraces different perspectives; and
- Identify and work towards common ground, ultimately building trust and support for the recommendations that will be contained in the final plans.

The Port Lands Planning Framework and Transportation and Servicing Master Plan projects include a robust public consultation program to ensure multiple opportunities for participation as part of an inclusive and transparent consultation process. The second round of public consultation was held between February 13 and February 28, 2014, and engaged over 130 individuals and 24 stakeholder groups.

Engagement during this round of consultation was facilitated through several complementary approaches including: a Stakeholder Advisory Committee meeting, a Land Owners and Users Advisory Committee meeting, a community consultation meeting, web-enabled consultations, and social media. A review of the input received reveals common themes, concerns and viewpoints brought forward by

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

the project's stakeholders and members of the public, and will be used to inform and shape the next phase of the planning process and related consultation activities.

Report Contents

This report provides a description of the consultation activities undertaken as part of the second phase of the Port Lands Planning Framework and Transportation and Servicing Master Plan projects, as well as a summary of the feedback received from the consultation activities. Section 2 provides an overview of the consultation process, the various consultation approaches used to reach and engage different audiences, and the communication and promotional tactics used to encourage participation.

An overview of the feedback received is organized into key themes in Section 3, and includes a compilation of the comments and suggestions that emerged from the consultation process. Next steps in the planning process are outlined in Section 4.

ROUND TWO CONSULTATION PROCESS OVERVIEW

A range of consultation activities was utilized to provide multiple opportunities for public participation as part of an inclusive and transparent consultation process.

Communication and Promotional Tactics

Community Mail-Out

Approximately 5,666 meeting notices were mailed-out through Canada Post during the week of January 27-31, 2014. The distribution area included all properties in the study area plus the surrounding area bound by Queen Street East to the north, the Don River to the west, and Coxwell Avenue to the east.

Project Website

The project website (www.portlandsconsultation.ca) serves as a landing spot for all information related to efforts to revitalize the Port Lands including the Planning Framework and Transportation and Servicing Master Plan. The site includes a comprehensive overview of the projects, relevant documents and resources, information about consultation events and opportunities to participate online. The project website also includes links to City of Toronto and Waterfront Toronto webpages containing additional background information about the projects.

Social Media

Waterfront Toronto and City of Toronto Twitter accounts - @WaterfrontTO, @TorontoCivicEng, and @CityPlanTO were used as promotional tactics to increase awareness about the Community Consultation Meeting and to encourage broad participation. The project hashtag #portlandsconsult was also used on all tweets to promote and track discussion.

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

Public Notice/Invitation

A formal public notice was published in the Beach-Riverdale Mirror and Toronto Sun on January 30, 2014 and January 31, 2014 respectively to promote stakeholder and public awareness of the community consultation meeting. A copy of the public meeting notice is included in *Appendix A*.

Notification was also included in the February 2014 edition of Waterfront Toronto's newsletter, which was emailed to subscribers and available [online](#). Members of the Landowners and Users Advisory Committee (LUAC) and the Stakeholder Advisory Committee (SAC) were sent a copy of the public notice via email.

Consultation Resources

A number of resources were developed to facilitate participation during the second round of consultation. These resources were made available at the second Community Consultation Meeting and subsequently posted on the project website. An overview of each resource is provided below.

Discussion Guide and Discussion Questions

A Discussion Guide was developed to provide participants with information on four land use options as well as alternatives for transportation and municipal servicing. Revitalization objectives and an overview of the planning framework were also included as background material. A copy of the Discussion Guide can be found online [here](#). Accompanying the Discussion Guide was a series of Discussion Questions enabling participants to provide feedback on the land use options and transportation and serving alternatives that were presented. A copy of the Discussion Questions can be found online [here](#).

An interactive version of the workbook was posted on the project website between February 13 and February 28, 2014, enabling the public to provide comments and feedback to the project team following the public meeting.

Presentation

A presentation was delivered at the Community Consultation Meeting that began with an overview of the planning initiatives and recap of the study process. Following the overview, four land use options were presented as well as alternatives for the transportation and servicing master plan. A PDF version of the presentation is available on the project [website](#).

Open House Display Boards

Approximately 18 boards were displayed at the Community Consultation Meeting providing attendees with an overview of the planning process and evaluation criteria as well as the draft land use and transportation and servicing options. A PDF version of the boards is posted on the project [website](#).

Open House Maps

Large maps, post-it-notes and markers were provided on each table at the Community Consultation Meeting to encourage participants to provide comments or suggest modifications directly on the maps.

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

The maps featured the proposed Road Network Alternatives, Land Use Options, and Approved Port Lands Infrastructure.



Photos of Maps Provided on Tables at Open House

Consultation Activities

The following consultation activities were implemented.

Land Owners and Users Advisory Committee (LUAC) Meeting

A meeting with land owners and users was held on February 3, 2014 at City Hall. The purpose of the meeting was to present and receive feedback on the draft land use and transportation and servicing options in preparation for the first Community Consultation Meeting. The format of the meeting consisted of a series of presentations, a question and answer period, and an open discussion about the material presented.

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

Stakeholder Advisory Committee (SAC) Meeting

A SAC meeting with key interest groups and community associations was held on February 3, 2014 at City Hall. The purpose of the meeting was to present and receive feedback on the draft land use and transportation and servicing options in preparation for the first Community Consultation Meeting. The format of the meeting consisted of a series of presentations, a question and answer period, and an open discussion about the material presented.

Community Consultation Meeting (CCM)

A Community Consultation Meeting was held on February 13, 2014 at The Toronto Fire Academy. Approximately 130 people attended the meeting. The purpose of the meeting was to present and seek feedback on ideas for land use and alternatives for streets and municipal servicing in the Port Lands. The format of the meeting consisted of an open house followed by a presentation and question and answer period, and concluded with roundtable discussions. At the open house, participants had the opportunity to view display boards featuring land use options and transportation and servicing alternatives. Members of the project team were available to answer questions during the open house. The roundtable sessions featured small table discussion groups, which were facilitated by City Planning and Waterfront Toronto staff, and provided participants with the opportunity to provide feedback on the Discussion Questions.

Online Engagement

Parallel to the face-to-face consultation activities, online options were also available to facilitate broad participation. An overview of the tools used to encourage online participation is provided below:

- Online Discussion Guide and Discussion Questions - The project website included an online version of the Discussion Guide and Discussion Questions allowing stakeholders to review the information and provide feedback on their own time.
- Social Media - Twitter was used to provide real time updates of the proceedings at the Community Consultation Meeting. The project hashtag #portlandsconsult was used on all tweets to promote discussion.
- Email – Stakeholders were also invited to submit feedback through email, either through info@waterfrontoronto.ca or portlands@toronto.ca.

SUMMARY OF PARTICIPANT FEEDBACK

Questions of Clarification

Following the presentation at the Community Consultation Meeting, participants asked the following questions of clarification.

Q1: Regarding the bridges on the Ship Channel, in some diagrams all three are shown. I am unsure whether we can assume that all three will be built or if we choose one.

A1: Not all the bridges are necessarily needed. We need one lane in each direction in addition to what's there. We could have many different combinations. Beyond the need for getting people across the channel is the question about character. Having more bridges probably knits the study area together more effectively. But it's a matter of determining how many bridges achieve what we want.

Q2: Are you going to extend sustainability to energy generation and use of waste?

A2: District energy is always a challenge. From a sustainability point of view, technology will help us with this over time. Costs will start to come down. It is something we should look at, at a framework level and most certainly at a precinct level because that's where some of the opportunities will reveal themselves. The City also has Green Development Standards. On a site level, we will take that into account.

Q3: With regards to transportation, a modal split of 20-80 was mentioned. How was that determined?

A3: We looked at what is achievable in the Lower Don Lands and in other plans in the City of Toronto. The 80-20 split is a reasonable starting assumption.

Q4: Regarding the switching station, how far along is that in planning? I presume it is a provincial initiative. If it's not too far along, is there any way to try and shift it so Carlaw Avenue provides a complete view down to the water?

A4: I believe it is quite far along. If you go down to the Port Lands you can see the structures that Hydro One is constructing. We've had discussions with them about whether we could reorient it or make some modifications. It would require constructing an entirely new switching station.

Q5: My question relates to the cultural/creative district. The Film Studio Precinct Plan is being developed at the moment. Are there any market projections that have already been done to indicate the whole block would need to be expanded for creative uses, and therefore would be eliminated from this exercise?

A5: The creative industry district that is shown in Land Use Option 1 was based on some market predictions made as part of the first phase of the Port Lands Acceleration Initiative. As part of the South of Eastern Strategic Direction, we are also doing some additional market work that will help to inform decisions that we make in the Port Lands area with respect to employment uses and creative industries.

Q6: If the Gardiner Expressway comes down east of Jarvis Street, would it alter the concept of the mouth of the Don River?

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

A6: The Gardiner East Environmental Assessment has taken into account the plans for the mouth of the Don River. Any options for the Gardiner have to work with the naturalization plans for the Don River.

Q7: You talked about leveraging existing assets. Have they been inventoried and do they include all the recreation that is happening there now? Is there an interim plan coming forward to make those uses easier?

A7: Part of this planning framework includes a community services and facilities layer. We will look at existing assets from a community services and recreation point of view. We will look at what's there as a baseline, and what is needed at a macro-level to support the population and employment considerations we are looking at. It will be further focused when we get to precinct planning. We are also looking at Lake Ontario Park and will be looking at improving the user experience in Tommy Thompson Park. Hopefully we will have a package of quick and affordable improvements that we can bring forward over the next few months.

Q8: Another issue facing the City is the Porter airport expansion. What consideration is being given to the potential impacts of jets flying over the Port Lands area?

A8: It is a factor for development in the Port Lands, and as long as the airport is there it will continue to be a factor. It will influence land use and development like the area around any airport. We are taking it into account as much as we can. We don't have a decision by City Council on an expansion so we are dealing with what we currently know.

Q9: You mentioned a range of 900m up to 2000m for port facilities.

A9: We looked at a range for the dock wall in metres for various land use scenarios related to port uses adjacent to those dock walls. The more port uses adjacent to the dock wall, the longer the length of dock wall space would be needed. Those are the options we are evaluating that we want your feedback on.

Q10: One of the key components of this study is to connect the area back to Toronto. How does the Gardiner Expressway East fit into that? It seems the area will always be cut off with Gardiner Expressway there. How does that impact your plans?

A10: There are ways to connect the neighbourhoods with or without the Gardiner Expressway. The biggest challenge is the area near the Don River east over to Carlaw Avenue where the ramp touches down. Alignments are being considered with the existing ramp as it is. There are definitely opportunities with any option. There is probably a bit more flexibility with the Gardiner East remove option.

Open House Maps

Attendees used the large maps provided on each table as another means to provide feedback on the land use options and transportation alternatives. By marking directly on the maps, participants indicated preferred transportation connections and modifications to land uses. The details of this feedback are incorporated into the summary of participant feedback below.

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report



Photo of Feedback Provided on Maps

Discussion Summary

Participants who attended the Community Consultation Meeting provided feedback by participating in facilitated roundtable discussions or by completing and submitting the Discussion Questions, while online participants submitted comments electronically using a fillable version of the workbook on the project website. A combined total of 39 hardcopy and online feedback forms were completed between February 13, 2014 and February 28, 2014.

The summary of feedback collected during and after the workshop is provided below and organized according to the following discussion questions:

1. Long-term revitalization will unfold over 50+ years and will take its cue from the new, naturalized Don River mouth. What other features should inform revitalization in the rest of the Port Lands?
2. Thinking about the four land use options for the future of the Port Lands...
 - a. Which land use option best captures your vision for the long-term revitalization of the Port Lands? Why?
 - b. What improvements would you suggest we make to your preferred land use option? Why should these improvements be considered?
3. Transportation alternatives focused on east-west connectivity, north-south connectivity, connections across the Ship Channel and for establishing a transit network to support population and employment level have been identified. Thinking about these different transportation alternatives...
 - a. Which alternatives do you prefer? Why?
 - b. Are there alternatives that we should not be considering? Why?
4. Water, wastewater and stormwater management alternatives have been identified. Thinking about the servicing alternatives, which water, wastewater and stormwater alternatives do you prefer? Why?

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

The summary provides a high-level synopsis of recurring comments, concerns and/or recommendations from consultation participants, both during the roundtable discussions and via completed individual discussion question forms. Verbatim feedback is included in *Appendix B*.

Features to Inform Port Lands Revitalization

1. Long-term revitalization will unfold over 50+ years and will take its cue from the new, naturalized Don River mouth. What other features should inform revitalization in the rest of the Port Lands?

The following features were frequently cited in both roundtable reporting forms and individual discussion guides:

- Waterways (Don River, Lake Ontario) and the harbour
- Wildlife, nature, trails and natural open space
- Ship Channel (suggestion for channel to be pedestrian focused)
- The Hearn (suggestion for the Hearn to be a cultural facility or museum/gallery)
- Sports, recreation, beach access
- Active transportation (walking, biking, canoeing, sailing)
- First Nations heritage, sacred lands
- Industrial heritage
- Mixed use development
- Film District and creative industries
- Smart technology and renewable energy (suggestion for Portlands Energy Centre to be a demonstration centre for sustainable energy technology)
- Draw inspiration from other cities' successful port lands revitalizations (e.g. South Bank in London, UK)

Land Use Options

- 2. Thinking about the four land use options for the future of the Port Lands...**
- a. Which land use option best captures your vision for the long-term revitalization of the Port Lands? Why?**
 - b. What improvements would you suggest we make to your preferred land use option? Why should these improvements be considered?**

Feedback obtained through facilitated discussions was consistent with feedback submitted via completed individual discussion question forms. Overall, there were mixed views on whether live-work communities should be placed south of Ship Channel and next to the Hearn. There was general agreement that every option should include more public green space and that industrial uses and associated traffic should be separated from residential areas. Detailed feedback is provided in the table and sections below:

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

Option	Like	Dislike	Comments
1	<ul style="list-style-type: none"> • Large creative industry district, connected to South of Eastern employment area. • Live-Work Communities close to water's edge and facing each other across Ship Channel. • Waste transfer station remains and can contribute to making the area "self-contained". 	<ul style="list-style-type: none"> • Loss of port/dock wall. • Waste transfer station should be moved. Current location makes the adjacent park unappealing. 	<ul style="list-style-type: none"> • Add more green space to this option. • Live-Work Communities along Ship Channel will better integrate Cherry Beach with the Don Lands. • Option 1 could potentially result in less industrial traffic through residential areas. • Ensure diversity of industries to avoid creating an employment park.
2	<ul style="list-style-type: none"> • Live-Work Communities north of Ship Channel only. They are premature and unnecessary south of the channel. • There is more green space with this option. 	<ul style="list-style-type: none"> • The Hearn is too isolated from Live-Work Communities. 	<ul style="list-style-type: none"> • Provides the best opportunity for complete communities. • Facilitates the Port Lands being its own community. • Enables energy uses to be grouped together south of Ship Channel.
3	<ul style="list-style-type: none"> • Live-Work Community adjacent to the Hearn. 	<ul style="list-style-type: none"> • Live-Work Community south of Ship Channel will be isolated, sandwiched between Port/Employment Districts. 	<ul style="list-style-type: none"> • Bridge for pedestrians or LRT is important for connecting to residential community south of Ship Channel.
4	<ul style="list-style-type: none"> • Live-Work Community is closer to the beach and Cherry Street bridge (also making the beach a more attractive destination). 	<ul style="list-style-type: none"> • Live-Work Community south of Ship Channel will be isolated. 	<ul style="list-style-type: none"> • Option 4 provides a blend of usage. Avoids a "wall of industry". • Options 3 and 4 provide a good balance of mixed use and creative industry areas. • Add more park space next to turning basin, as in Option 2.

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

Participants also provided suggestions in relation to the long-term redevelopment of the Port Lands, regardless of the preferred land use option. Recurring points are organized according to the following key themes:

Residential Development

Many participants commented on the location and form of residential development within the Port Lands:

- There was no consensus on whether residential development should occur south of Ship Channel and it was indicated by some participants that residential communities should only be located south of Ship Channel if adequate transit is in place.
- There was also no consensus on whether waterfront land should be used for residential development or reserved for public access. It was suggested that there is good potential for residential development around the turning basin.
- Participants indicated the importance of separating residential and industrial land uses.
- Preference was also expressed for dense low to mid-rise development rather than high-rise development.

Greenspace and Parks

Many participants, as indicated in both roundtable and individual feedback, felt that priority should be placed on parks and open public space:

- Creating a continuous waterfront promenade was suggested by roundtable participants.
- Some participants, in both roundtable and individual submissions, indicated that south of Ship Channel should be dedicated to parks and recreation only.
- Many participants who submitted individual discussion guides showed preference for land use Option 2 as it includes more green space (specifically near the turning basin).

Existing Port Lands Features

Individual and roundtable participants provided feedback on the location and function of various existing features within the Port Lands:

- There were suggestions provided from roundtable reporting forms and individual discussion guides to move the road salt storage, Waste Transfer Station, and other industrial sites close together to free up space for other uses. However, feedback was provided in individual discussion guides indicating preference for the Waste Transfer Station in its current location as it could provide valuable service to the Port Lands.
- Feedback from individual discussion guides suggested moving the Lafarge site closer to other industrial sites.
- It was indicated during roundtable discussions that consideration for the quality of dock walls and required port functions should inform the land use options.
- Issues of soil contamination in the Port Lands and emissions from the Portlands Energy Centre were also highlighted as factors that must be addressed before adding development to the area.

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

- A suggestion was provided to incorporate the current transmission lines over the Ship Channel into one of the proposed bridges (e.g. underneath the roadway).

Need for a Vision and More Market Research

- A few participants who submitted individual discussion guides felt that an overall vision/concept for the Port Lands revitalization is required before deciding on land uses.
- Some roundtable participants indicated that more background market research and analysis is required before deciding on land uses, including discussions with the film industry regarding future needs.

Additional Comments on Land Use

- Limit big box retail in mixed use areas.
- Clarify what is meant by “Creative Industries”. Affordability will also be important in attracting that industry.
- Flood protection is an important consideration.
- Suggestion to maintain only essential port uses and relocate non-essential uses.
- Suggestion to connect the Ship Channel to the outer harbour with canals at the east end.

Transportation Alternatives

- 3. Transportation alternatives focused on east-west connectivity, north-south connectivity, connections across the Ship Channel and for establishing a transit network to support population and employment level have been identified. Thinking about these different transportation alternatives...**
 - a. Which alternatives do you prefer? Why?**
 - b. Are there alternatives that we should not be considering? Why?**

Overall, there were many similarities in the feedback provided during roundtable discussions and in individual discussion guides. Many participants highlighted the importance of planning for transit that serves the long-term needs of the Port Lands and is integrated with existing/planned City transit. Additional feedback on transportation alternatives is provided below:

North-South Connections

- Many participants, as indicated in both roundtable and individual discussion guides, favoured extending Broadview Avenue along the eastern edge of the Unilever site, connecting with Bouchette Street and traversing the Ship Channel (Option C) as this is more centrally located within the Port Lands. A few participants felt that extending Broadview Avenue to the Don Roadway (Option A) would be more suitable to serve the residential communities to the west.
- It was emphasized that improved pedestrian/cyclist access is needed into the Port Lands, specifically across the rail lines and Lake Shore Blvd.
- There was preference by some participants who submitted individual discussion guides to extend Winnifred Avenue (Option A) east of Carlaw Avenue as this is the central access to the

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

industrial area between Carlaw Avenue and Leslie Street. Roundtable participants did not express a preference for any option but felt that only one connection is needed.

- There was concern, as indicated in roundtable discussions, that the connections east of Carlaw would not be sufficient to support the anticipated volume of traffic.

East-West Connections

- Feedback from individual discussion guides indicated that an alternate east-west route located south of Lake Shore Blvd. is needed. One participant also expressed preference to extend Basin Street east towards Bouchette Street.
- Some roundtable participants did not feel there was a need for more streets through the South of Eastern area.
- Feedback provided in individual discussion guides showed preference for redirecting Unwin Avenue directly below the Hearn to facilitate access to this future destination and potential residential communities south of Ship Channel.

Channel Crossings

- Overall, there was no consensus on a preferred number or location of channel crossings.
- It was suggested by roundtable participants that a channel crossing as a result of extending Carlaw Avenue or the Don Roadway should be avoided as this will interfere with planned green space.
- Feedback from roundtable and individual discussion guides showed preference for pedestrian/cyclist and LRT bridges.
- It was suggested in individual discussion guides that the number of channel crossings be minimized so as not to interfere with shipping operations.

Transit Network

- Many participants expressed that all development in the Port Lands should be contingent on building Light Rail Transit.
- It was suggested that a transit loop be implemented along Leslie Street, Unwin Avenue, Cherry Street, and the Keating Channel.
- A transit hub located at the Unilever site to connect the Port Lands to other parts of downtown was favoured by many participants.
- It was suggested that higher order transit on Commissioners Street should be developed as a first step.
- Some participants expressed concern with deciding on a transit network while other transit plans are yet to be determined (such as the Downtown Relief Line).

Mixed Transportation Modes

- Feedback was provided indicating a preference for active transportation and pedestrian zones, particularly along the water's edge.

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

- It was also suggested that the Port Lands be made a pedestrian right of way zone using raised and textured pedestrian crossings.
- Some roundtable participants suggested the use of ferry transportation, connecting the Port Lands to Toronto Island and other areas along the City's waterfront.
- There was preference to keep trucks and industrial traffic separate from other transportation modes as well as residential areas.
- There was disagreement with the 80-20 modal split as some participants felt that commercial/industrial traffic will be higher.

Street Improvements

- Some participants expressed preference for more streets as opposed to wider streets to promote slower traffic speeds, safer crossings and better visual connections across the street.
- It was suggested by some participants that Carlaw Avenue be widened and street parking removed as it is a major artery connecting surrounding neighbourhoods.

Servicing Alternatives

- 4. Water, wastewater and stormwater management alternatives have been identified. Thinking about the servicing alternatives, which water, wastewater and stormwater alternatives do you prefer? Why?**

As this material is more technical in nature, fewer comments were provided by participants on the servicing alternatives. The feedback below was provided via individual discussion guides as there was minimal feedback provided on servicing alternatives during roundtable discussions.

Water

- Overall, there was no consensus on a water servicing alternative.
- Some participants favoured Alternative 3: Reduce water usage and enlarge/expand the network in addition to a separate non-potable pipe system, while others felt that maintaining the existing network would be sufficient combined with reduced water usage.

Wastewater

- There was a preference to enlarge and extend the wastewater collecting system.
- Some participants were in favour of directing flows to the Ashbridges Bay Treatment Plan (Alternative 4) while others were not as it was expressed that it is over capacity.

Stormwater

- Overall, there was a preference for Alternative 2: Integrated Community Stormwater Management, with stormwater management forming part of the landscape of the Port Lands.
- One concern, however, is that a linear stormwater feature could create stagnant ponds and an environment conducive to mosquito breeding.

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

- It was also suggested that permeable surfaces be used wherever possible to reduce the stormwater load.

Other Comments on Port Lands Revitalization

- Many participants expressed concern regarding the proposed expansion of service and runways at Billy Bishop Airport as this would impede a good residential environment in the Port Lands.
- There was also considerable discussion on energy needs and sustainability. Many participants stressed the importance of considering district energy and other self-sustaining energy solutions for the Port Lands.
- Participants suggested that building height should be low near the waterfront and higher further from the water.
- It was suggested that green building standards should be required.
- There was a preference to enhance views from Polson and Cousins Quay.
- It was emphasized that employment opportunities should be preserved.
- It was indicated that there are health implications of living in close proximity to electrical towers. Consultation with the Toronto Board of Health was advised.
- It was suggested that land uses should reflect the diversity/multiculturalism of Toronto.

Additional Feedback Received via Email

Some feedback was received via email following the community meeting:

- Before any re-development occurs in the Port Lands, the City and Province must address any environmental concerns caused by the Portlands Energy Centre, ensuring the health of current and future residents.

NEXT STEPS

The feedback received during the second round of consultations on the Port Lands Planning Framework and Transportation and Servicing Master Plan will be used to inform and shape the next phase of planning and related consultation activities. As a further opportunity for community members to understand and discuss the land use options and transportation and servicing alternatives, a Community Workshop was held on March 5, 2014 at the Ralph Thornton Centre. Feedback from the Workshop will be documented in a separate summary report. The next round of consultation on the Port Lands Planning Framework and Transportation and Servicing Master Plan is expected to occur in Spring 2014. It is also anticipated that separate consultations will also be held as part of developing precinct plans.

For more information please visit: www.portlandsconsultation.ca.

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

APPENDIX A: PUBLIC MEETING NOTICE

Help us plan the future of the Port Lands

PORT LANDS PLANNING FRAMEWORK & TRANSPORTATION AND SERVICING MASTER PLAN

PUBLIC MEETING

We invite you to attend this public meeting where different options for land use, transportation and municipal services for the Port Lands will be presented. The purpose of this meeting is to discuss these options and get your feedback. Your participation and ideas are important and will help shape the future of the Port Lands.

Date: Thursday, February 13, 2014

Time: Drop-in – 6:30 to 7:00 p.m.
Presentation, followed by Facilitated Discussion – 7 to 9 p.m.

Location: Fire Academy, 895 Eastern Avenue
(southwest corner of Eastern Avenue and Knox Avenue)



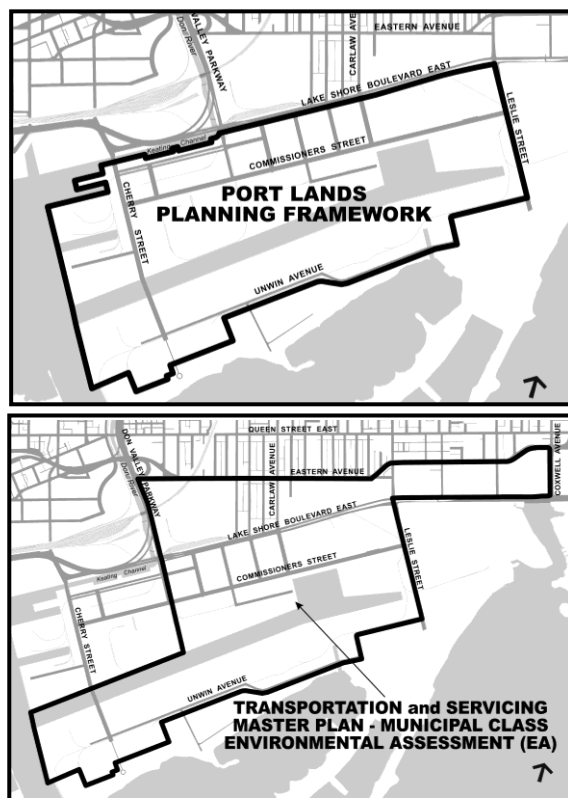
The City of Toronto and Waterfront Toronto are developing a comprehensive long-term plan to guide the revitalization of the Port Lands. The plan will include direction for the transformation of the Port Lands into a number of new districts with a variety of uses including residential, commercial and parkland. This plan will build on the direction from the Port Lands Acceleration Initiative that was adopted by City Council in 2012.

A Master Plan under the Municipal Class Environmental Assessment (EA) process is also being developed to establish the street network (including transit), and the water, wastewater and stormwater infrastructure needed to support revitalization. The Master Plan applies to most of the Port Lands and to the area referred to as "South of Eastern" (located north of Lake Shore Boulevard East, south of Eastern Avenue, between the Don River and Coxwell Avenue). The Master Plan will provide a coordinated transportation and servicing strategy between the two areas.

South of Eastern Strategic Direction:

A separate community consultation meeting for the planning study for the South of Eastern area will be held on February 18, 2014. A meeting notice will be issued shortly.

More information about the studies is available at:
<http://www.portlandsconsultation.ca>.



If you wish to receive further information on the studies or be added to a mailing list, please contact:

Cassidy Ritz, Senior Planner
Community Planning
100 Queen Street West, 18th Floor, East Tower
Toronto, ON M5H 2N2
Tel: 416-397-4487 Fax: 416-392-1330
portlands@toronto.ca

During the planning process for the above studies, the City of Toronto and Waterfront Toronto will be collecting comments and information from the public under the authority of the City of Toronto Act, 2006, s. 136© and the Planning Act, 1990. Personal information collected will be maintained in accordance with the Municipal Freedom of Information and Privacy Protection Act and may be used to provide updates on this file. Questions about the collection of this information can be directed to the City Planning Division, City of Toronto.

APPENDIX B: DETAILED PARTICIPANT FEEDBACK

A. Verbatim Feedback from Facilitated Roundtable Discussions

1. Long-term revitalization will unfold over 50+ years and will take its cue from the new, naturalized Don River mouth. What other features should inform revitalization in the rest of the Port Lands?

Table 1

- First Nations heritage, sacred lands, etc.
- Green space and public realm should have a marker system
- Hearn – opportunity for college that ties into film industry, re-use
- Think of waterways as part of heritage, e.g. Ship Channel
- Airport – flight path goes across the Port Lands, will impede a good residential environment

Table 2

- The Hearn is an important catalyst
- Mixed use is key
- Important to enhance views from Polson and Cousins Quay
- District energy is an important consideration

Table 3

- Film district – creative industries important
- Promote mixed use community focused on film studio (needs to be all the time, not 9-5)
- Ship Channel should not go to waste
- Park land to be prominent
- Film studio needs to have security
- Preserve number of employment opportunities (industrial “job-for-job”)
- Preserve the Hearn

Table 4

- Process being pushed too quickly
- No overall concept to begin with (need big concept)
- Residential potential for turning basin is great
- Want complete streets that connect the man-made and natural attributes
- Recreational uses and other historical uses can be explored and reimagined
- Area can be planned to be more of park, or increasing recreation amenities
- Consideration of appropriate measures to protect the lands from global warming
- Think about live-work communities, cannot allow people to move too far away
- Need reconnect to the lake, park system to surround the lake (Vancouver greenways)
- Land uses should reflect the diversity of Toronto (multiculturalism, socio-economic levels)

Table 5

- Water – recreation/natural features integrated, emphasize connection to water
- Ship Channel, harbor – as Thames-like walkway/promenade
- Wildlife, trails, open space, nature
- Existing parks/attractions
- Keep the area remote/isolated
- Pedestrian/bike bridges
- Community facilities (i.e. schools, hospitals)
- Remove waste treatment facility

Table 6

- Sustainability – throughout entire planning process

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

- Land, water, servicing
- Reduce infrastructure load
- Mixed uses to reduce transportation costs
- Emphasize green space (not just development)
- Emphasize transportation – start here and then allocate the land use
- No need to maneuver in area with a car
- Look to other city models

Table 7

- Need to protect the unique view of the lake and views back to city
- Landmark of the Hearn stack
- May need to create key landmarks
- Need to define these views in the Official Plan

Table 8

- River – natural
- Ship Channel – man-made, celebrate the urban artifact
- Maintain dock wall (exception greenway)
- Real estate equity – infrastructure/transit, consider that as #1 priority
- Build the plan around Commissioners St – straight/strong views
- Opportunity – example of sustainability

Table 9

- Ship Channel, Lake Ontario – take advantage, make them beneficial
- Promenade; cruise ships
- Geographic features; business
- Better to move housing towards water and business back
- What business will be attracted to Port Lands? – will inform revitalization
- Cherry Beach and park – will it be a draw for entire city
- Hearn should be a destination – art gallery and many other uses, open air amphitheater

Table 10

- Naturalized areas already there, keep at least some areas wild, add vibrancy
- Ship Channel – pedestrian focused, needs to be the location for the community centre
- Why aren't we talking about water use instead of just land use?
- Connect to the water – safe places for boating
- Keep the industrial heritage, Ship Channel is the industrial heritage

Table 11

- Don Mouth
- Ship Channel – look at infill in Turning Basin or other creative re-use
- Shared amenities, mixed
- The Hearn – cultural facility, City of Toronto museum, destination, restaurant, catalyst use
- Hydro tower – bury wires, remove or beautify towers
- Access to hospital
- Keep the Hearn stack

2. Thinking about the four land use options for the future of the Port Lands...(see Discussion Guide)

a. Which land use option best captures your vision for the long-term revitalization of the Port Lands? Why?

Table 1

- Option 1 – There is a logic to the creative district connected to the South of Eastern employment area

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

- There is some question though about whether the area might be larger than is realistic
- Place priority on parks and open space, public activities

Table 2

- Retaining industrial uses are important
- Mixed use south of the channel to help connect use to the mouth of the channel are important
- Option 3 – requires a bridge connection across Ship Channel, consideration of connection is key if there is residential
- Pedestrian bridge and/or LRT important for Option 3
- All options should be shaped by transit, if you can't get transit south of the Ship Channel then don't develop residential there

Table 3

- Option 4 – important, stitches uses together
- Option 3 – bad, sandwiching live-work between port/employment south of Ship Channel
- Option 1 – good, large creative industry district
- Not enough creative industry to support area?
- Need more diversity, can't just be an employment park
- Will there be a market analysis re: creative industry?
- TPA lands should become park – on the other hand there is something interesting about watching port activity

Table 4

- None – south of Ship Channel should be parks/recreational
- Like the idea of the Commissioner as waterway

Table 5

- Limit industry uses on south of Ship Channel, limit traffic across bridges
- Incorporate residential to south – no more industrial/employment
- Residential next to Lake Ontario park – very attractive and unique
- Group residential uses together, keep away from industrial uses
- Expand film/creative industry
- Option 2 is best – residential to north, best opportunity for complete communities
- Option 3 & 4 – emphasis on film district expansion with mix of live-work
- Option 1 – keep residential grouped together, separate from industrial

Table 6

- Note impact of Lakeshore on mixed-use/creative areas
- How do you come about the mixed-use?
 - By retaining certain elements
 - Organic and diverse
- Limit to studios is a concern
- Timeline is unrealistic (50 years)
- Think in terms of uses that are compatible, not just specifically cultural/entertainment
- Port not really viable – make it people oriented
- Options with less area dedicated to port uses, if not necessary, should not be there
- Precious area, don't limit to studios, land is too valuable
- Industrial buildings that don't need to be there should not be there
- Ensure live-work communities are mixed
- Not limit area of creative industry to that sector

Table 7

- Issues – soil sustainability, contamination, lack of connection to the water, debris from the Don River

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

- There should be no residential, it is an industrial zone, should remain so (3 people)
- Like putting uses together (1 person)
- Maybe in the future the whole area will become park land
- Complete streets – they need to be wider to accommodate all the uses, how do they deal with winter?

Table 8

- Consider quality of dock walls as base case consideration, this might seriously inform land use options
- South of Ship Channel communities are premature. Stay north of Ship Channel – like Option 2
- Idea: follow the fabric of city north to south

Table 9

- Option 1 & 2 – live-work should be near water, either channel or lake
- Option 2 – facilitates Port Lands being its own community/city, could move transit to outer edges, make the Hearn a destination, move the salt land (would connect green space), do not want near housing
- All land use options should address: what energy needs are needed? Can it be sustainable? Can it go off the grid?
- Transit along Don Roadway would cut community in half
- Housing near waste water plant bad idea, even with a buffer
- Hearn – use will matter, noise would impact housing
- Continuity along south channel of housing
- Creative industry could act as a centre north-south oriented

Table 10

- Insufficient information on which to base a choice
- Like Option 4 – blend of usage, diversity, avoid “wall of industry”
- Residential at Cherry Beach – gateway to the beach
- Industry next to Hearn - not too active/noisy
- Accessibility to green/public spaces – avoid “walling off”
- Option 3 – Residential next to Hearn as a catalyst use

Table 11

- Creative industry – not just film-focused
- Protect small business, mitigate gentrification, don't price out the little guy
- Option 4 – Like less bridges, adjacent live-work north and south of Ship Channel, live close to beach. Dislike isolated live-work south of Ship Channel.
- Option 3 – Like live-work adjacent to Hearn. Dislike isolated live-work south of Ship Channel.
- Option 1 – Like large creative industry in Film Studios. Dislike losing too much port/dockwall.
- Option 2 – Dislike Hearn too isolated from live-work areas.

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

Table 2

- Continuous promenade on the waterfront edges is key
- Dense mid-rise rather than towers

Table 4

- Increase recreational use and access to lake
- Still have neighbourhoods
- Create canals north-south to the lake

Table 5

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

- Bike lanes/transit focus – less roads
- Save what port use is essential and relocate non-essential

Table 9

- Move salt lands
- How will Port Authority use the site?
- What will be the uses in next 50 years?

Table 10

- Any/all options – marine access
- Canals – is there a way to connect Ship Channel to outer harbor at east end?

3. The transportation alternatives developed are about effectively moving people in, out and within the Port Lands and South of Eastern area. The alternatives include north-south / east-west connectivity alternatives, alternatives for crossing the Ship Channel and for establishing a transit network. Thinking about these different transportation alternatives...(see Discussion Guide)

a. Which alternatives do you prefer? Why?

Table 1

- Doesn't understand need for more east-west streets through South of Eastern
- Doesn't believe that widening Eastern Avenue is feasible; wouldn't
- Concern about north-south connection across the Ship Channel that would detract from green space (i.e. extending Don Roadway)
- Generally concerned about widening streets; prefer more streets to wider streets
- Larchmount/Caroline/Winnifred – only one is needed, doesn't matter which one

Table 2

- Transit should always have priority in ROW
- Reduce parking demand
- Transit hub at Unilever site is a good idea
- Focus on active transportation in addition to transit and connectivity to the north of the Port Lands from the outset as structuring elements to the precinct plans

Table 3

- Disagree with 80-20 modal split, commercial/industrial traffic generate much more
- Don't sell ourselves short on transportation/road capacity

Table 4

- Cannot comment until land use is finalized
- Want Island ferry to the neighbourhood

Table 5

- Expand Broadview along eastern property line of Unilever site, connect to Bouchette or Saulter (more centrally located north-south connection)
- East-west connection dependent on where residential goes
- Improve Unwin Avenue if residential is south of Ship Channel
- None of the east of Carlaw connections could hold heavy traffic
- Minimize road traffic along water's edge, more pedestrian
- Sustainable transportation and reduction of automobile traffic (mix the two intelligently)

Table 6

- Make a loop – down Leslie, down Unwin, down Cherry, down Keating Channel
- Raised LRT loop, connected to city transit (perhaps to Queen St.)
- 80-20 split okay, in the end people need and have cars

Table 9

- Commissioners St. higher order transit should go in first before build out

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

- Have cars come in one way and out the other
- BRT as a temporary measure is wrong – should be higher order transit

b. Are there alternatives that we should not be considering? Why?

Table 4

- Do not understand why Eastern Avenue needs to be widened when two lanes of bikes will be lost
- Do not understand why Don and Leslie being considered for more north-south thoroughfares when we want a higher cycle modal share

Table 7

- Lake Shore Blvd. – the traffic will only get worse – streetcars on Leslie and the addition of more intersections
- Need to separate the traffic at Lake Shore and the new connections

4. Water, wastewater and stormwater management alternatives have been identified. Thinking about the servicing alternatives, which water, wastewater and stormwater alternatives do you prefer? Why?

Table 1

- Like integrating green space

Table 2

- What are the options for waste in the Port Lands, how to reduce trucks. Alternatives are important (i.e. vacuum waste removal)

Table 5

- Wastewater feature on Commissioners St – educational, unique, attraction, connect back to water

Other Comments

Table 2

- Green building should be a requirement

Table 3

- Naturalization important for fishing/recreation
- Who is going to pay for infrastructure?
- Ways to have winter recreational uses?
- Balance of uses – don't let one use overpower

Table 7

- Port Lands Energy Centre – how will it serve this area?
- Deep lake water cooling?
- Opportunity for a PATH system here? – How could this help with cycling and walking? Could do a “high line” for walking/cycling/gardens
- Chicago Loop – 3 levels of streets: walking/tourism, service, delivery
- Question: If this is all land fill how can there be First Nations heritage?
- Crazy idea – move the airport to the Port Lands

Table 10

- Align industrial with proposed flight path for jets, if necessary
- Where do the trucks go versus residential?
- Can we keep trucks separate from other modes?
- Sustainable transit

Table 11

- Consider filling discharge channel – improve connectivity
- Principle for tall building locations – low near water, higher further from water

B. Verbatim Feedback from Individual Discussion Guides (Online and Hard Copy)

1. Long-term revitalization will unfold over 50+ years and will take its cue from the new, naturalized Don River mouth. What other features should inform revitalization in the rest of the Port Lands?

Step back and think blue sky, host a charette/competition before we deal with where we have what uses.

Look at the history of this land use and focus on recreation uses, particularly around the Ship Channel and south of it.

Hearn should be centre of recreation uses surrounded by park land and some recreational uses.

Ship Channel

Use of smart technology, renewable energy uses to replace the Hearn G.S. site and compliment the Portlands Energy Centre.

Park land to the south.

Possible energy from waste generation plant using waste from transfer site.

Focus on water ways.

Emphasis on nature over the tendency to plan by adding bridges and more roads.

Flip the industrial and residential so the truck traffic and industry doesn't go through residential areas.

A people-oriented place, sports fields, transportation use

You cannot add development before looking at the serious pollution from the Portlands Energy Centre. It needs to either be removed or have the stacks replaced with better technology. High levels of toxins are already spewed and the health of East enders is compromised.

The naturalized Don River is an important feature to inform the rest of the Port Lands. We should also draw inspiration from other successful international port lands revitalizations such as the South Bank in London, UK and the various port lands that have been redeveloped along the Thames (e.g., Canary Wharf). The South Bank in London redeveloped the power station into the Tate Modern, now one of the most popular tourist destinations in London. This important feature has become an important focal point for the redevelopment of the South Bank. Similarly the use of the Hearn generating station could be re-purposed into a significant focal point for the area with a surround park around the channel. This would require a reduced (but not eliminated) industrial use for the area. The film production studios already in the area also provide an anchor and would mix well with other service oriented industries.

Long-term employment potential, housing affordability.

Active transportation as the primary means of transportation within the study area (acknowledging that transportation out of the area, and into the area by car may be feasible).

Transit and live-work communities

The value of public beaches on the outer harbour shouldn't be understated and there should be focus on creating great beaches.

Good public transportation should also drive the design and as the diagrams show the Broadview Bouchette extension and a DRL alignment which dives south a bit are key.

Significant park space, reduced vehicle traffic and the overall deindustrialization of employment.

This is the last area of the city where we can have a true connection with the lake, our greatest asset.

Whatever we do - we cannot have a wall of condos.

This should complement the decision to tear down the Gardiner extension.

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

Needs to link to the DRL and redevelopment of the Unilever space.

The Ship Channel should be key to the revitalization as well as the park space south of it. Enhancing both sides of the Ship Channel including the turning basin could make it a destination area with the beautiful views of the harbour and downtown Toronto.

Increase wildlife habitat, clean waters, add vegetation, allow for fish feeding.

Reduce use of motor boats on lake. Encourage sailboats, canoes etc. as alternative ways to enjoy and explore the lake. Add docks for canoe/kayakers so they can hop on and off at stops along the lake - using it as an alternative green transportation method.

The uniqueness of the Port Lands including: it's extensive water's edge, Lake Ontario Park and the unique habitat created by the Spit, extension of the Don Greenway south of the Ship Channel the potential for the Ship Channel to become another defining urban destination, the importance of the recreational water sport clubs adjacent to Cherry Beach, preservation and improvement to Cherry Beach as a recreational resource, the potential to create strong north-south, pedestrian friendly connections into south Riverdale/Leslieville, the potential for striking development addressing views of the city from Polson and Cousins Quay, proximity to East Bayfront, Keating and West Don Lands precincts and, finally, the obstacles and opportunities presented by the Hearn including its relationship to the base lands of the Spit.

Making accessibility important but also human health.

I do not agree with the naturalization of the Don River.

Transit oriented design with an emphasis on quality design (for attractiveness and energy conservation) and quality construction (for longevity and low maintenance).

The water's edge: the river, the lake, the harbour, and the shipping channel.

Increase the tree capacity.

Increase water front and river naturalization ("wild") areas.

Programs to improve water of the river and the lake (like there Sherborne Commons which improves the water).

Programs to improve air quality.

The channels should be used as part of the public realm. As places for recreation and even possibly agriculture.

The Port Lands should be thought of as a small beach community, somewhat like the Beaches farther west. Interaction and access to the water and the natural environment is critical. Port Lands should be the model for a modern, mixed-use sustainable community.

The water; Lake Ontario provides scenic views and recreation.

Existing naturalization the shorelines and existing green space of forests and fields.

Cherry Beach is an existing city park and attraction.

Recreational playing fields along Unwin Ave.

Marinas along Unwin and outer harbour.

Dragonboat property and boat launch at Portlands Energy Centre channel-popular recreation.

Tommy Thompson Park – ensure access to this recreational destination from the residential neighbourhoods being built. Connect the residential to the park via bicycle lanes.

Live-work communities and retail, especially small businesses. They bring vibrancy to any area and are fundamental for a community's success.

Keep it green, No construction, please. We need a large park close to downtown, and there is none!

Water is the main feature that should inform the revitalization. There are four east-west water features, the Keating Channel, the new extended Don River, the Ship Channel and the Outer Harbour with a potential connection over to Ashbridges Bay. The Don River and the Outer Harbour are meant to be naturalized. The Keating and Ship Channels should celebrate the fact that they are man-made. The Inner

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

Harbour provides a north-south water route for small craft but there are no north-south water connections on the east side of the Port Lands. One of the ways that water can be celebrated is that people travel on it by boat. The use of small unobtrusive craft would be particularly appropriate given that there will be residential development along many of the shores. In this regard a direct north-south connection between the Don River and the Ship Channel and/or a direct connection between the Ship Channel and the Outer Harbour would help promote the celebration of the various bodies of water with small craft travelling from one to the other. There might need to be short portages where small craft could be lifted out of one body of water and put back in in the next body if the water quality could be impacted by a continuous connection. Potentially residents could even use small craft to travel to the foot of downtown or elsewhere just as other residents might travel by bicycle.

Good use of space. Lots of parkland. Transit accessibility. Walkable communities

Canals and different water features.

I would like to see development (housing in particular) pushed back from the water. It is "nice" to have waterfront property but it's inclusive. Dare to be different.

Relationship to the lake / water.

An emphasis on sustainable culture and inspiring transit.

Walk-ability, transit, employment and accessibility.

To compare the four land use options properly we need to specify the minimum and optimum surface area we will need for Port/employment functions. It isn't obvious to me that we can prudently go as low as suggested in option 1, nor that we need to reserve as much as suggested in option 2. We need to button up the requirement because once we repurpose the land we won't have other space to give back to port functions.

Usage of the parklands to the south and east which, at the moment, are used to give the people of Toronto both free and extremely affordable access to the lake. Roadways and pathways should reflect the robust water's edge community of water sports enthusiasts.

Environment and nature.

Live-work neighbourhoods and communities.

Transit.

Public space and preservation of heritage buildings/features.

I was not at the public presentation, and some of my comments may have been covered there. In any event, a problem common to all of the questions is the issue of the reasonable timeframe for the buildout of this plan, and the degree to which other developing areas will compete with the Port Lands for each type of land use. A related issue not shown in any of the drawings is the existing land holding patterns and the degree to which proposed land uses are compatible with this. Conversely, there may be potential changes over the 50-year period that would affect at least the long-term vision for parts of the site. One example that has been mentioned often is the Lafarge plant and the question of what might happen 20 years out when current equipment there reaches end of life.

Another thing that must be considered is the interim state of the Port Lands depending on the rate, location and type of development. For example, it is possible that the film district might built up quickly, or that it could stagnate. The residential lands might not find a market right away, and yet to be attractive even the "early settlers" need a workable, attractive neighbourhood including transit that is more than the now-and-then Cherry/Pape bus service. We already see some of these access and timing issues in East Bayfront. I feel that there has been too much emphasis on the finished state which many of us will not live to see and not enough on reasonable interim targets that could also inform the rationale for and progress to the final state.

A good transportation network from the outset will be essential, not something cobbled together to make do for the short term. Of course some of this will be underutilized, but if it's not there, nothing

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

will follow. I am particularly upset at the continued use of "BRT" as an interim state for the transit network. It is essential that the roads be laid out not simply with a reserved curb lane for buses, but with a proper right-of-way that can easily be upgraded to LRT. Otherwise, you will never have anything more than buses serving an area of future high growth. To that end, the roads need to include facilities such as ductwork for electrical supply and provision for overhead support systems so that we don't have to tear everything up when an LRT-friendly TTC comes into existence.

Although it is not in the study area per se, something that has yet to be explained is how a BRT network would access Union Station. If BRT is presumed for the Port Lands, you could find that you have exhausted the capacity of a bus link with the East Bayfront, and have to move forward with LRT much sooner than the TTC seems to be planning. A related question is how the proposed Broadview extension LRT would hook into a Lake Shore LRT which, presumably, is a continuation of the Queens Quay east line. This ties into the timing of development on the Lever site.

Your study also needs to be informed by parallel work on the alignment of the DRL. It's good that you show it serving the Lever site, but continuing west via King into downtown is an unlikely route. The route you show (for land uses 2-4) would take the line directly through some recently constructed buildings of which Waterfront Toronto is rather proud. It is important to show a vaguely credible route because politicians and interested parties in neighbourhoods take these maps seriously.

Because it is further from downtown, this area will have a harder time achieving a high transit modal split, and very good transit from the outset will be essential. Experience in the East Bayfront does not suggest that this will actually happen, and your land use could trigger massive congestion in the absence of strong investment in transit. On a related note, depending on the commercial/industrial uses, there will be transportation demand both for workers at the sites and for trucks serving the businesses, with the type of activity determining the timing and type of demand. How, for example, would you prevent intensification of the area between Lake Shore and Queen from becoming intensely congested if it is redeveloped as a light industrial or commercial area?

An obvious "feature" is the ship channel, and beautification of this area depends a lot on land use in the abutting areas that are not actually shipping related. Operationally, the proposal for several new bridges across the channel begs the question of the degree to which these could complicate shipping operations. A related issue is that if there is any ferry service (something I find difficult to believe), then the bridges must at least be capable of clearing the ferries so that they are not having to open and close all of the time.

2. Thinking about the four land use options for the future of the Port Lands...(see Discussion Guide)

a. Which land use option best captures your vision for the long-term revitalization of the Port Lands? Why?

Looking at the proposed land use maps and associated population/job numbers, a few things leap out immediately. First off, the proposed employment in the Port Lands would jump immensely above what it is today, but it is unclear where these jobs would be located. You do not distinguish between jobs that are actually port-related and those in the film industry or other new businesses that might come into the area. Many of the port's job areas (purple on the maps) have existing uses already on them, and it is unclear how these would grow to create a 10x jump in jobs.

The idea of a "creative district" is nice on paper, but it seems to ignore the existing location of sites along Lake Shore. Is it really practical to plan for a consolidation to a block within the Port Lands, and is this even a desirable configuration? There is also, of course, the substantial variation in the space devoted to the creative industries in the land use maps.

I must return to the question of staging. How realistic is the full build out of the residential areas (labelled as live-work communities) as shown, and is the "work" component of that designation viable? To what extent will these communities generate travel demand elsewhere (ie the core area) and to what

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

extent will they be work-at-home? This has a huge effect on travel demand. Also, live-work spaces tend to take a different form than purely residential ones, and many who occupy them cannot afford the more typical condo developments we already see proposed for East Bayfront.

What you don't want to have is islands of development separated by hostile open space.

The effect of the Lever development must also be included in projections for build out. This is a comparatively new part of the mix, but it can be a stimulus for more commercial space east of the river, or a drain on the attractiveness of areas you might have assumed would develop sooner.

Probably the most important part of selecting a land use will be to identify those industrial areas (port uses) that are not going to change. For any that you propose altering (for example, the substitution of residential for the road salt area south of the ship channel in option 4), you need to talk about where the existing use would be relocated and the effects of that change.

As to my preference, all four include residential use where I think it best fits on the north, east and south side of the relocated river. Beyond these areas, particularly south of the ship channel where transit access will be more difficult, I am not convinced. As for the area to the east, nominally the film district, the real question is the degree of consolidation and the demand for space that reasonably can be expected.

I don't like any of them because we don't have the overall vision/desire for what we want

For example, all land south of the Ship Channel could be park and some recreational uses.

Option 2 because it enables some energy uses to be grouped south of the Ship Channel.

Move the salt dome closer to Lake Shore or another road on the edge of the Port Lands area.

Industrial uses could be interesting energy uses and would be compatible with TPA and Portlands Energy Centre if these uses are renewable/sustainable energy.

More vibrant walking, bicycle and discovery of the landscape.

De-emphasize roads – rail/LRT transit fit the character better.

Public lands created first, then the development around these areas.

Options 4 and 1 seem the best mixed use of land, keeping the creative industry alive but still providing park space and live in areas.

Preference for Option 1 mixed with the park and open spaces shown in option 2. Option 1 looks like it combines the right mix of employment and residential, focused on the feature of the Ship Channel.

Residential along the Ship Channel would better integrate Cherry Beach with the rest of the Don Lands and the City than industrial uses.

The area surrounding the Pine Wood Studios would support knowledge-based services such as media, technology etc. This configuration would also connect well with higher densities of a technology hub (similar to Silicon Roundabout developing in London, UK) and service-oriented businesses in South of Eastern. Encouraging the development of significant scale to create a Hub in SoE, would bring back some of the service industries that have moved to the suburbs such as Bell etc.

Option 4 because it seems to have the most flexible land use options. I'm concerned that over-prescribing "creative industry" use will limit the flexibility of the spaces.

Option 4 is preferred over Option 3 only because of the proximity of the live/work area to the Cherry St bridge on the south-west corner of the area.

Option 4. I like the distribution between shipping activities and living/working. I think it's important to have these mingle.

Option 4 seems to match my expectations most. It is important to animate and make accessible the beaches as much as possible and a neighboring mixed use area would seem like a better fit to drive that end result.

Option 3 and 4 seem to strike the right balance of creative versus mixed use as well.

Option 4 - highest living space, almost highest jobs, keeps some port space and links with higher jobs in

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

South of Eastern.

While none of the land use options really match my vision, the one that comes closest is Option 2. I am not sure why land use is being studied at this time. There are already Precinct planning initiatives for Cousins Quay and The Film District and it has been determined that Polson Quay will be a Live-work precinct. The area south of the Ship Channel will not be developed for a very long time, so it is more important to focus on the planning directions of the Secondary Plan and the Port Lands Acceleration Initiative in terms of roads and services that would be needed no matter what kind of development works 30-50 years from now.

Option 1 because it has the most space allocated to creative industries which are mostly non-polluting, can be lucrative, and we need to invest in them. This could be a creative centre.

I don't think the waterfront should be a series of glass high rises so I'm fine with less housing and more creative industries. In fact we've lost too much city land to condos lately and really do need to hold onto big places where we can continue to build and ship big things in and out of our ports. Such as spiral windmills, solar panels.

So far none of the options appear to consider, analyze and address the unique features of the Port Lands. It is highly premature to be asking participants to choose a preferred option without more analysis.

Option 1 seems like the best option; however I would not want to live near waste treatment plant or anywhere near hydro wires.

The options are really uninspiring and hard to differentiate.

The Film industry is heavily reliant on the low dollar and the \$1billion in corporate subsidy that Ontario provides (can that be basis of building a city?)

I live in the east end and know this area well, the real substantial improvement I see is getting rid of the waste transfer station in 3 of the options and growing the park -the only thing the City can actually do itself. The Hearn is still a wasted space/opportunity in all 4 options.

What about the massive electrical transmission lines - or the massive natural gas lines?

I am glad to see the bridge connections over the turning basin to improve connectivity in the next section - they should be included in the land use as that will have a dramatic impact on the outcomes of the secondary plan.

The naturalizing of the Don really takes away from the entire land use plan and is a waste of money and space. Build another canal with a hard edge to the turning basin.

Preference for Option 1.

No industrial buffer between the live/work area in the north and the parkland in the south.

Live/work areas face one another across the shipping channel.

Most of the Port Land industry is at either end and therefore less industrial traffic through the core of the development.

Keep Port areas to the minimum required. Some of these areas may be essential but are not large scale generators of employment.

Preference for Option 2. It maximizes housing/retail which means that people come first over business. Option 2 has the most green space.

I don't like the creative industry because these aren't helping local economy. Just helping to make movies for Hollywood.

The other options have industry too close to houses/offices

Preference for Option 1. It puts housing next to the water which will increase the value of that land. It has a large employment area for the film industry to expand greatly in the middle that maintains the waste-diversion station, which is critical to the viability of the existing neighbourhood and the new development. Access to other city resources will be highly limited by geography. Finally, the industrial

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

aspect is largely separated from the housing, and is near/behind existing industrial and big box stores. It also has the most residents and most employment.

Preference for Option 1. Option 1 locates most of its proposed residential land use connected to the water and green spaces. If you want to create value in residential lands they should be situated along the water and green spaces with easy access to existing recreational playing fields and existing recreational parks like Cherry Beach.

Option 1 is realistic in its approach to the "waste transfer station" as it will be difficult to find a new home for. Option 1 does not put residential land use beside the waste transfer station that will likely not be moving.

Option 1 limits the amount of commercial traffic to Unwin St thus the vehicles that travel across the bridges will tend to be non-commercial, non-industrial vehicles thus lessening the maintenance on the bridges. Bridge maintenance is a big issue as it can result in bridge closures as we have seen over the last year. Residential vehicles do not have the same impact as commercial or industrial vehicles.

The residential lands will have scenic views rather than views of commercial and industrial uses.

Preference for Option 1, but there's still too little live-work, and too much port and park. It won't be fun and interesting to walk around there if it's all devoid of people.

A park. No residential, commercial or business construction.

Option 1 is the best because it maximizes the residential along the water on both sides of the Ship Channel. Residential and ancillary uses will generally be more amenable along the waterfront promenades than industrial uses.

Given that there are quite a number of silos that should be retained as industrial artifacts throughout the Port Lands, perhaps these could be used for salt storage instead of leaving it in a heap on the ground. While there would be the issue of trucks accessing the silos to carry the salt away, this is also an issue if it remains in a heap on the south side of the ship channel. Trucks would have to travel through sensitive areas of the Port Lands to get to the salt either way.

Option 3 - Increased Live/work space balanced with lots of park space and creative industry.

Option 1 – Provides a community hub in the creative arts while preserving port industry operations that push back from water front. There seems ample park land and live/work space.

Option 1 is an optimal mix of live/work areas, with a community next to the Hearn that will help animate whatever its future use is that is not isolated from other areas. The creative industry district remains connected to future plans on the Unilever site, keeping employment areas connected.

Option 1 because it seems to offer the largest area for live-work communities and creative industry district simultaneously while keeping these two functions reasonably separated, and it distances the waste transfer station from the residential district.

Option 2 – Downtown Toronto needs to retain more of its industrial districts and the Port should remain port-focussed. We do not need more condos.

Option 1 because I like the division of land and the amount of space for live work communities and the location of the live work communities.

I also like the amount of land designated for the creative industry district.

I also like having live/work communities next to the Hearn as hopefully that site will be redeveloped for public use.

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

More focus on park land and recreational uses south of Ship Channel.

Recognize that the edge of the water is public and always publicly accessible.

Move the salt dome to the Toronto Hydro area.

Find out what the TPA's 20-50 year vision is for their site on the inner harbour, then better sense of

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

compatible uses can be developed nearby.

Keep creative area large as in Option 1.

Better understand the future energy needs of an expanded film/creative industry district, the TPA, and employment uses because additional energy generation may be needed.

Buildings should use "smart energy".

Option 1 is preferred with more emphasis on a more natural environment.

The City of Toronto will increase by 1 million so public permit space is important.

A bit more park space separating the live work communities.

There should be a commitment to low-to-medium rise buildings across the lower Don lands development. Higher densities could be supported in the area South of Eastern, creating a technology Hub. This is important for sunlight to permeate throughout the development and the general character, creating more of a European feel, with specific ground-level design requirements. Toronto continuously tries to emulate NY and Chicago, while focusing more on European-style design would create a more unique feel to the city, drawing American tourists seeking something different than their own steel and glass towered cities. It will be important to create street level design that is welcoming and liveable, with interesting pedestrian areas, and this will be a unique feature for the area.

Perhaps some of the creative use zoning could be moved next to Hearn in favor of port employment moving up the ship channel.

I think there needs to be more discussion with the Film people to see what they would like and what is more realistic. Surely there could be something more exciting done for the area west of Leslie and south of commissioners.

You need to make low cost spaces for artists, creators, builders too. It can't be yet another high cost boutique area like the destination disaster which is the Distillery (a pretty but basically dead area of the city except during the Buskers Festival but that takes place in the space between the buildings.) Why not create a place for biologists to study the lake or work on new energy efficient technologies - like MaRs but also MIT - with more low cost space.

The framework process lacks a high level vision that informs a more detailed discussion. That vision along with a full discussion of the nature and extent of future constraints and city building priorities should proceed and move to identify a preferred land use option.

Late night transit, if you want to encourage less car traffic, unless you have all night transit, this is not a realistic option considering the location.

Also well-lit areas are important and beautify to deter crime.

In all options you need another bridge over the turning basin to improve connectivity.

The naturalizing of the Don really takes away from the entire land use plan and is a waste of money and space. Build another canal with a hard edge to the turning basin.

Move the waste transfer station: having it there degrades whatever you might build around it. It is old and inefficient, after weighing in and unloading you have to actually leave the site, drive around the block, and then re-enter the site to weigh out. At the very least it should be re-built. Can that be done closer to the Ashbridges treatment centre? Locating it there would move it down wind and shift the heavy truck traffic that it generates to the eastern edge of the development and away from the core. The transfer station is usually closed on the weekend so it would not interfere with people visiting Tommy Thompson park and entering via Leslie St.

It would be another battle but could it be replaced with a modern incinerator for the generation of power and heat?

Try moving the industry furthest away from Cherry Beach because it would be unpleasant to be going to the beach just to pass by factories. Would damage the image.

The Hearn site which is marked with as a catalyst should become a mix residential / recreational land

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

use. Extend the residential land use to this space but include building indoor gyms, rink, pool, racket sports, daycare facilities, mini library and area meeting facility.

The Lafarge cement company should be located away from the naturalized Don River as the slip for the boats will be in the delta of the river. Sediment from the river will end up in the slip requiring dredging or the ships propellers will stir it up each time they visit the facility. The remedial action plan tries to limit the amount of dredging and disturbance of silt and sediment in our waters as it has a negative impact on the aquatic vegetation and habitat of our Lake.

People say they love parks, but except for kids and dogs, they rarely use them (and smaller parks are ok for that). Bring more residential, office and retail uses.

Build nice roads, bike lanes. Improve landscaping. Remove garbage utilization sites. Plant trees.

Option 1 should be amended to provide for residential along Carlaw from Eastern all the way south to the Ship Channel as an extension of the residential pocket in the South of Eastern area.

Again residential and ancillary uses would be more amenable to a pedestrian and cycling route down Carlaw to the water's edge than industrial uses.

Excellent flood protection.

Robust transit links.

As much parkland as possible to make the space accessible for all of Toronto while still being financially viable.

Live/work space seems almost too prevalent. While I understand the importance I think a taper is in order. Further, while I think the creative hub is a good idea, I worry it will (A) become omnipresent and sole focus of a community that should represent many ideas and weave many fabrics of the Toronto landscape and (B) detract from other areas around the city that represent the arts. There are good thriving businesses geared to the movie industry that could be hurt by a centralization (if only psychological) of industry operations.

This is the chance to not create another great community for those who will inhabit the space, but an extension of our great city that invites those from outside. This will take multiple attractions and landscapes to accomplish. I worry that 4 options will limit the scope of what can be accomplished here.

Move the waste transfer station in the creative district into the industrial areas. The transfer station makes the existing park much less appealing.

I would like to see assurance that the catalyst use permitted at The Hearn site will be easily compatible with the adjacent live-work community, or conversely, that residential function is appropriate adjacent to whatever The Hearn might become.

I would add the park/open space next to the turning basin that is in Option 2. I would like to add more parks and open green space to Option 1. You could also add more parks and open spaces from Option 3 and 4 in the south of the Creative district.

3. The transportation alternatives developed are about effectively moving people in, out and within the Port Lands and South of Eastern area. The alternatives include north-south / east-west connectivity alternatives, alternatives for crossing the Ship Channel and for establishing a transit network. Thinking about these different transportation alternatives...(see Discussion Guide)

a. Which alternatives do you prefer? Why?

Useless to talk about until we've confirmed land use.

Bike lanes and rail transit as opposed to cars and burden on roads.

Less emphasis on north-south bridges over the Ship Channel so that the industrial uses don't compete with live-work areas (more living in the south, as in Option 1).

Bus, rail service

There needs to be a crosstown downtown subway line and connect the Port Lands area to it. You can't just shut the Gardiner and keep building condos without better transit.

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

Connecting Broadview with the Don Roadway and a bridge over the channel looks to make the most sense. This would provide a wrap-around park around the Ship Channel which would be a key feature of the area.

Connecting through Bouchette Street would be a second option, however would potentially close off options for this public space.

It would be good to have a connection to the DRL as in Land Use Option 2 connecting a transit hub, this would have to be weighed against the alternatives though whether this would be the best option for Broadview.

Ship Channel crossings. I'm going to assume the ships would prefer not to have to wait for a bridge to be raised, and I imagine road users wouldn't want to have to wait for a bridge to be raised and lowered, and I personally would want to have to walk or bike up a bridge tall enough for ships to go under without requiring that it be raised. So I support as few bridge crossings as possible.

A road with LRT ROW running Broadview, Bouchette, Bouchette Ship Channel crossing, Unwin, Cherry ship channel crossing, Cherry makes a lot of sense.

Additional east west roads also add value but placement if these connections are less critical.

A transit hub at Broadview-Bouchette-Eastern for GO and the DRL is a great idea... better than GO station proposals for Cherry that have been seen in the past. Seems like a great place for higher order surface transit to start from headed east to Kingston Road.

DRL - is critical for this to work.

I like the extension of Broadview.

Not sure all of the east of Carlaw connections are needed - 1-2

I like the north-south connection from Broadview to Bouchette that continues down to and across the Ship Channel.

If the Hearn can be repurposed, the extension of the Don Roadway also makes sense.

For the East-west connections, I think there is definitely a need an alternate route south of the Lakeshore. And extending Basin Street south of the Film district would be great.

Unwin definitely needs to be reconfigured.

I like increasing the east west connectivity - right now it's almost impossible to take public transit in this direction along the lakefront.

Build transit networks that work - anticipating people will bike, walk or take transit. Radically reduce the number and size of car lanes.

Make the roads with textured raised pedestrian crossings so cars are aware pedestrian have a right of way. Make it a pedestrian right of way zone as on Granville Island Vancouver.

Not enough information to form a useful opinion. More in depth analysis is required to understand the implications of the alternatives and how they would be affected by land use planning choices and development scenarios outside of the Port Lands.

Tough to have an informed opinion on the transportation options at this point given the uncertainty of the Gardiner - how that would affect local traffic through this newly dense area (e.g., Great Gulf proposal) and Downtown Relief Line.

For North/South I prefer the extension of the Broadview streetcar line via Bouchette St. This route allows for a connection with the GO service and an eventual DRL. Going via Bouchette shifts the line towards the centre (albeit not much) of the area south of Eastern thereby putting a larger area within a shorter walking distance of the line. South of the Lakeshore it divides the Portland development more evenly between Cherry St and Leslie St. both north and south of the shipping channel. This route is not so favourable if the transfer station stays where it is.

The city should consider building an LRT (not a streetcar) line that loops through the Port Lands and connects directly to Union Station.

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

For north-south alignment, minimize the number of traffic signals and crossings of Lakeshore Blvd. There are already a large number of 1-way and small 2-lane roads that interact, and with the possibilities of the Gardiner coming down, the lakeshore should be considered a major artery. I like the idea of a 6-lane road coming down from Broadview and crossing into the Port Lands. It will provide much needed relief to the Riverdale/Leslieville/East York corridor as access to Lakeshore and the freeways are already very limited.

The alignment of this Broadview extension will depend heavily on the fate of the Gardiner East, however I like the idea of it swinging towards Bouchette (C) as it allows for a great public realm and space between the new roadway and the new river for parks and mixed use community

The southern end of the community is going to be far from transit and major corridors so it will be important to ensure there are enough bridges for pedestrians and cyclists. I think that with the upgrading of Carlaw, that should become the 2nd major auto bridge, however there should be at least 1 pedestrian/cycling path bridge between Carlaw and Cherry for access.

For East-West, I am not in favour of adding any further E-W thoroughfares north of Lakeshore.

Widening/Urbanizing Eastern (remove street parking) and Lakeshore will serve the additional capacity for north of the Port Lands. The additional capacity needed seems like it should be south of the Lakeshore and upgrading Commissioners, basin and Unwin will be key considerations.

I am also not a fan of any roads that are directly next to the water as it removes access to a key resource and the ability to have beautiful walking/cycling paths next to this key resource.

Broadview Extension option A – Keeps the access to residential for land use option 1 out of commercial areas and limited commercial traffic through residential areas.

North/South Connections east of Carlaw option A

Winnifred Ave is central access to industrial area between Carlaw and Leslie.

East-West Connections Option C Commissioners. Facilitates access to both commercial and industrial land uses.

LRT in separated right-of-way. Reliable and comfortable.

The existing bus to Cherry Beach is more than adequate. It runs often and is never full.

As a general rule, we should spread the required number of east-west and north-south lanes over several streets rather than concentrating them onto one or two very wide streets. Narrower streets are easier to cross, promote slower, safer speeds and offer better visual connections between the two sides of the street.

There should be several new bridges across the Ship Channel for all modes of transportation. The more crossings, the better the connections. Also crossings help to celebrate the water below. Cities like Chicago, Pittsburgh and any number of European cities have numerous crossings of their rivers and canals which add urban character.

A dense network of routes for small water craft should be considered for recreation and also for transportation similar to a system of bike routes.

BRT with eventual conversion to LRT is definitely the way to go. Multiple crossings in and out are key - given how poor the transit and vehicular access to Liberty Village is, I would not want to see that replicated.

First off, you have an error in the "existing" services shown. Although the TTC operates buses on Eastern/Richmond/Adelaide, this is a premium fare express service to the Beach, not a regular fare local route. You need to establish that this would be a new all-day service and what area it would actually serve. For example, would it be a logical extension of the Woodbine or Coxwell buses to provide a subway link at the east end, and where would it go on an all-day basis downtown?

I would prefer to see n-s 1A west of Carlaw because it provides a direct connection to Broadview and is close to the residential zone east of the Don Roadway, simultaneously with 2B east of Carlaw which

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

seems to divide the long block about half way.

I would prefer to see e-w A(north of Lakeshore)+C+E and Eastern because, combined, they provide the widest coverage across the Port Lands and Eastern provides a good bypass for people who don't need to come further south.

I would be content with channel crossings at A, B and C. They seem simple and reasonably spaced to me. D is overly complicated. E is not really a crossing, but should be retained for people approaching from or departing to the east.

I think the new bus and BRT would be the reasonable start, until higher residential density can afford to upgrade the BRT to an LRT.

If the area south of the main shipping channel is not populated by condos filled with people trying to get to/from work between 7-9 and 3-6, then there isn't the same necessity for all those expensive, north-south vessel-accommodating bridges.

There MUST be better and frequent transit accommodated to winter. That is probably a good place to put the LRT. There must also be parking, everywhere and vehicle access to the park system.

I like extending Broadview and think all three options could work.

Like the bridge at end of Don Roadway.

Really like the idea of Water Transit! Think it would be great alternative to get downtown.

Urbanize Lakeshore, Eastern, Commissioners, Basin. Need to have transit and potential for LRT.

Bike lanes very important.

b. Are there alternatives that we should not be considering? Why?

What would this community look like if the park, river and waterways were the main feature we see when we are there today?

Enhance the natural aspects as opposed to the building the area up.

The extension of Carlaw across the Ship Channel. It would not be necessary if you do one or both of the others.

The east/west connection that I am most concerned with is Basin St. It would be preferable to keep it away from the promenade on the north side of the shipping channel. If it has to be close to the channel then the design of the promenade/roadway interface must be given special attention to keep the pedestrian's focus

on the water feature and not the traffic running alongside of the them.

Carlaw should be widened as it's a major artery and all street parking removed. Left turn lanes should be added at Eastern and Queen. Carlaw is intensifying and so all parking should be removed from that street as a major N-S thoroughfare to access the Danforth.

The entire development of the Port Lands should only be contingent to the East LRT being built. It should be built at the same time, and not an after-thought. Let's do this one right.

A bus network is antiquated and should not be included. A new modern area deserve a new modern transit approach. Perhaps the streetcar was made for this area. If done properly it may discourage cars in the Port Lands.

I see this as a very pedestrian friendly area and that can only be accomplished with less vehicle interruption.

The DRL must serve the Unilever site, not go west via Queen.

Higher order transit, especially LRT, is less likely to be built south of the Ship Channel (it's not even in many of the earlier transit diagrams for this area), and land use that would require service at LRT levels (or even reserved bus lanes) in this area should be approached with caution. This is likely to remain an industrial area for the foreseeable future.

Full transit in the form of streetcars in a dedicated right-of-way (this is not LRT and calling it that confuses people) should be provided from the beginning of development. Separated bus lanes that will

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

be replaced are a waste of money, and non-separated lanes get ignored all over the city and may never be changed.

Channel crossing D does not seem worth the trouble. All crossings of the channel, the Don River, and the Keating channel should *not be* lift bridges - those contraptions cause too much intermittent interruption in flow, and become points of mechanical failure. Simple fixed spans above or below the water would be more reliable over the next century - although they need to be built better than the existing Gardiner expressway was built. Over water arches can be desirable destination/attractions in their own right because of the views they offer. Under water tubes have the advantage of leaving open sky for taller than expected ships and creating uncluttered views.

4. Water, wastewater and stormwater management alternatives have been identified. Thinking about the servicing alternatives, which water, wastewater and stormwater alternatives do you prefer? Why?

Incorporate water as a visible aspect of the development

Enlarge and extend the wastewater collecting system.

Stop directing everything to Ashbridges Treatment plant. It's already over capacity.

Use alternative 2 for stormwater.

The cleanest, greenest, easiest to maintain alternative is preferred.

Wastewater: Alternative 1, because it encourages less water use which is important for everyone.

Stormwater: Alternative 2, because it connects people the what happens in the city around them and beautifies the city.

The integrated community storm water option is important. What has been built at Sherbourne Commons is a model of what should be continued. A non-potable water source makes sense for keeping public spaces green all summer.

Like the idea of using the wastewater. Need to think about smell - Ashbridges bay already gives off bad smells.

Are more wetlands not possible?

Water Alternative 3 - I believe it is always better to separate non-potable water.

Reduce water usage and maintain the existing network. You can require all new buildings and businesses to have water measurement meters that show them how much they are using.

Alternative 1: Maintain existing collection system and reduce wastewater flows through reduction and water efficient appliances / low flow toilets. This is completely possible. If the stormwater runoff is reduced by building sidewalks with permeable concrete this should also reduce the load.

Alternative 2: Integrated Community Stormwater Management, with stormwater management forming part of the landscape of the Port Lands sounds very exciting.

Creating a swamp for people to live and work by is a bad idea. We survived a super storm last summer, and if you are that concerned, make a new channel to the turning basis to release the surge pressure from the Don once every 50 years. We do not need a new artificial wetland. We have plenty of new wetland being created on the nearby Leslie Spit.

Green roofs are good.

Reduced parking to reduce hard surfaces is also good.

Bio swales are good - even if the one at the waterfront is never actually working.

Integrated Community Stormwater Management is the best option. It requires the least infrastructure and the least amount of money. Also it is sustainable as the water does not be transported thereby saving energy.

Water - Alternative 2

Wastewater - Alternative 4

Storm water - Alternative 1A

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Consultation Round #2 Report

If we have sitting water in this area (i.e. stormwater bioswales on Commissioners) you run the risk of providing habitat to west nile carrying mosquitoes and encouraging wildlife to enter into a commercial /industrial area.

As long as it is well designed with longevity and, where visible, integration into parkland and communities is considered in the design, I would be happy with all of the options.

With water, alternative 3. A non-potable pipe system is a great idea especially in an area with office and industrial uses.

Water – alternative 2

Wastewater – alternative 3

Stormwater – alternative 2

Combined, these options seem to provide the most reasonable supports for increased residential density at what I think would be an intermediate cost.

Other Comments

Slow up. Let's do it right. We need a vision.

We can't have airport expansion, in fact the island airport it should be removed all together. We also need the Gardiner removed so we can actually get to the lakefront easily.

Is it possible to have a promenade along the shipping channel and still be able to dock large ships there? Not for loading and unloading of cargo, but just moorage. This would preserve working dockwall and add an element of interest for anyone taking a stroll along the water's edge. In time perhaps there could be floating attractions permanently moored in the channel (eg a floating maritime museum, floating restaurants, a floating hotel).

I think we need some further discussion about what is meant by "creative industry". Artist's studios? Architect's Office? Planner's office? Fashion design? Often creative businesses need cheap rents in old buildings to get started so consideration should be given to retaining as many old structures as possible in order to foster such activity.

Love some of the ideas for water feature at turning basin.

Inspiration for the Port Lands, including Tommy Thompson should be taken from Central Park and the harbourfront in DC.

As Toronto continues its endless and massive density expansion, right now is the city's only chance to create a park. That land is right there. What an opportunity.

Do not plan any construction in this flood-risky area. Too expensive. Keep it as a park. Even if flooded, there won't be much damage to the park.