

Port Lands Planning Framework and Transportation and Servicing Master Plan



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

March 2014



Community Workshop Summary Report

Port Lands Planning Framework and Transportation and Servicing Master Plan
Community Workshop Summary 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:

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INTRODUCTION

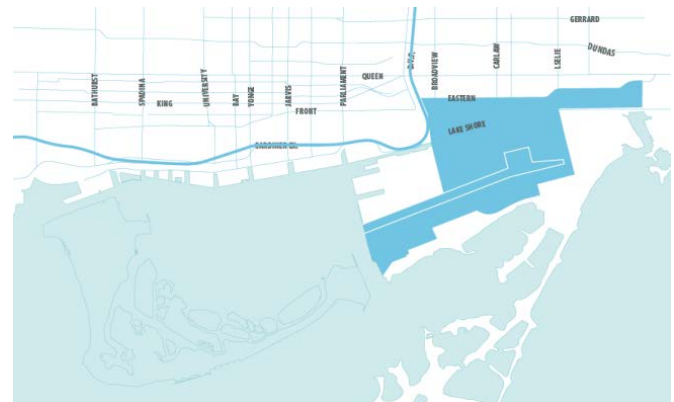
Background

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 Plan 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.

ABOUT THE COMMUNITY WORKSHOP

Overview

As part of the consultation process, the City of Toronto and Waterfront Toronto hosted a Community Workshop on March 5, 2014 from 7:00 pm – 9:00 pm at the Ralph Thornton Centre.

The workshop was designed to:

- Provide an opportunity for further review and comment on the different options for land use, transportation and municipal services for the Port Lands that were presented at the community consultation meeting held on February 13, 2014, at the Toronto Fire Academy.
- Obtain additional feedback on: thoughts and ideas for **land use** in the Port Lands and, alternatives for **streets** (including transit) and **municipal servicing** (water, wastewater and stormwater).

The workshop format consisted of a presentation followed by a question and answer period from 7:00pm – 7:45pm. Facilitated small group discussions and reporting followed with a focus on Land Use Options (from 7:45pm – 8:10pm) and Transportation and Servicing Alternatives (from 8:20pm – 8:45pm). Approximately 60 community members participated in the workshop.

A copy of the Workshop Notice is included in Appendix A.

Presentation

David Dilks, Lura Consulting, welcomed the attendees and introduced himself as the neutral facilitator who would be responsible for moderating the discussions. He introduced Cassidy Ritz, City of Toronto, who presented an overview of the Port Lands Planning Framework, including a draft vision statement, and four land use options for consideration.

The second half of the presentation was given by Ann Joyner, Dillon Consulting, and focused on the Transportation and Servicing Master Plan. She presented road and transit network alternatives, as well as alternatives for water, wastewater and stormwater management.

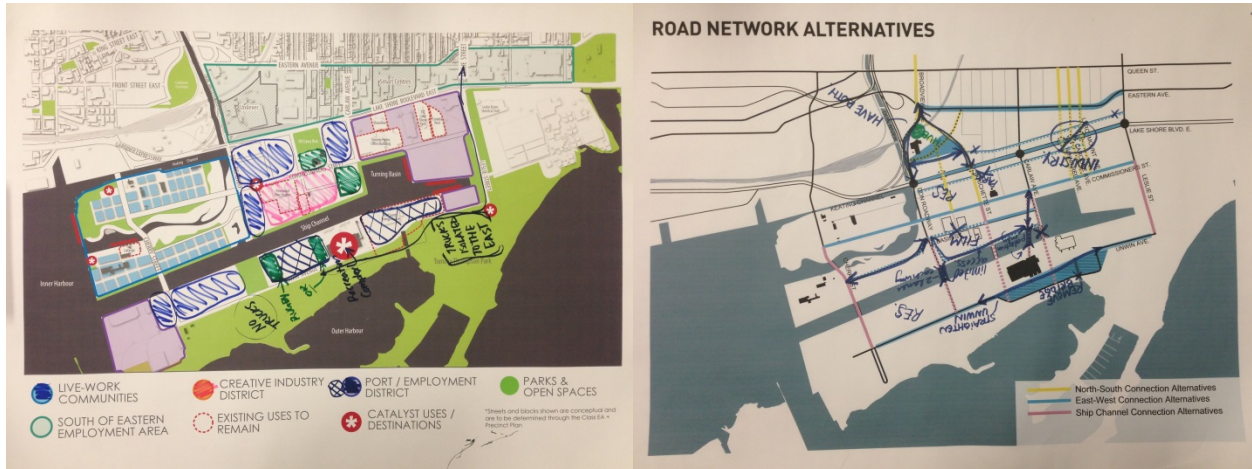
A copy of the presentation is available on the project website – www.portlandsconsultation.ca. The Question and Answer period that followed the presentation is summarized in Appendix B.

SUMMARY OF PARTICIPANT FEEDBACK

Workshop attendees provided feedback by participating in facilitated roundtable discussions and by completing and submitting written comments using the Discussion Guide and Questions handout. An online version of the Discussion Guide and Questions handout was also available on the project [website](#) from March 5, 2014 to March 19, 2014. A combined total of 31 hardcopy and online feedback forms were submitted.

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Attendees also used 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 below.



Photos of Feedback Provided on Maps

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

Land Use Options

1. 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?

Transportation and Servicing Options

2. 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?
3. Water, wastewater and stormwater management alternatives have been identified. Thinking about the servicing alternatives, which water, wastewater and stormwater alternatives do you prefer? Why?

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The summary provides a high-level synopsis of recurring comments, concerns and/or recommendations provided by workshop participants during the facilitated roundtable discussions and via completed individual discussion question forms. A detailed summary of the feedback is included in Appendix B.

Land Use Options

1. 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, with the points cited most frequently summarized in the table below.

Option	a. Best Capture of Vision	b. Suggested Improvements
1	<ul style="list-style-type: none"> • Area designated for creative industries – supports uses that were displaced from other parts of the City • Live/work communities on west side, near the waterfront • Heavy industrial uses on east side, away from the waterfront • Transition from live/work to recreational uses • Opportunities for employment activities • Communities on both sides of the ship channel • Proposed waterfront uses • Potential for signature multi-purpose projects • Heavy truck traffic limited to the perimeter, away from the centre 	<ul style="list-style-type: none"> • Relocate the waste transfer station – it generates too much traffic and is not compatible with the residential uses proposed for the area • Locate residential uses near the Hearn • Support more port uses • Designate the area south of the ship channel for industrial uses • Consider adding commercial uses • Provide connections to residential communities on the south side of Ship Channel • Verify the number of jobs allocated in this Option compared to Option 2
2	<ul style="list-style-type: none"> • Turning Basin Park – offers views across the Ship Channel • Optimizes live/work areas • Variety of land uses in the Film Studio District • Maintains area south of the Ship Channel for economic development 	<ul style="list-style-type: none"> • Create a buffer between port uses and proposed residential areas • Balance residential uses with employment uses • Optimize utilization of waterfront park area • Replicate the size of the area designated for creative industries in Option 1 in this option • Verify the number of jobs allocated in this Option compared to Option 1
3	<ul style="list-style-type: none"> • Park south of the Ship Channel 	<ul style="list-style-type: none"> • Prioritize parkland

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	<ul style="list-style-type: none"> • Industrial/port uses south of the Ship Channel • Residential area south of Ship Channel • Soft park edges • Park along the perimeter of the turning basin • Ties to bridge location – allows better access, depending how often ships can enter the channel • Residential uses located near green spaces • New public green spaces 	<ul style="list-style-type: none"> • Relocate the waste transfer station • Ensure bridges can accommodate boats • Ensure land is secured for port uses in the Ship Channel • Locate residential uses near the Hearn • Create a buffer between port uses and proposed residential areas
4	<ul style="list-style-type: none"> • Live/work community located on the west side • Smaller area for creative industries, but with opportunity for growth • Continuation of port uses • Compatibility of residential uses with open space and recreational uses on the south side • Potential for the expansion of the Hearn site through employment/port uses • Balance of residential and employment opportunities • Access to water in residential areas • Logical connection to energy generation 	<ul style="list-style-type: none"> • Remove industrial uses along Cherry Street • Include a park around the turning basin as outlined in Option 1 • Ensure community safety as new uses are introduced alongside port uses (e.g., buffers)

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:

Existing Port Lands Features and Functions

- Maintain the area south of the Ship Channel for localized renewable energy generation/distribution projects
- Turn the underutilized Ship Channel into public space (i.e., for people, not industry)
- Ensure the Ship Channel and the river are a focal point
- Allow public access (e.g., pedestrian pathways) to the edge on the south side of the Ship Channel, while taking into consideration any employment uses that may need water access
- Consider the area south of the Ship Channel for employment uses (residential is problematic)
- Leave the area south of the Ship Channel as vaguely defined as possible; its character could be varied as needs change
- Consider several smaller, mid-sized open spaces along the northern ship channel edge rather than one linear public edge to provide spaces for different experiences along the water’s edge

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- Maintain enough land for port industries to support shipping ability/port function
- Consider community safety when introducing new uses near port activities
- Preserve the industrial character of the area
- Reserve waterfront access for industrial uses which require them
- Re-develop the Hearn as a cultural destination with the potential for multiple uses (e.g. sports arena)
- Create public spaces around the Turning Basin (to offer people views of shipping activities)
- Ensure existing uses to the outer harbour are maintained and celebrated
- Ensure recreational activities do not lead to conflicts with port uses
- Consider innovative solutions to address transmission wires (burying them is too expensive)
- Consider removing port uses entirely - the only regular marine traffic is to the Redpath plant (outside the planning area) and the cement plant on Cherry Street, which is being removed/relocated anyway
- Minimize truck traffic through neighbourhoods

Public Space, Greenspace and Parks

- Preserve the entirety of the land south of the Ship Channel for public parks, greenspace and recreational activities - seize the opportunity to build a destination for waterfront recreation
- Retain a significant portion of the Port Lands for public space and greenspace – none of the plans contemplate a significant dedication to functional park space
- Recognize First Nations heritage through symbolism and art in parks and trails (e.g., My Moccasin trail markers)
- Consider the land south of the Ship Channel for a variety of public uses (e.g., botanical gardens, outdoor theatre space, pedestrian and bike trails etc.)
- Ensure connections between parks and open space to create a network of these spaces, including areas along the ship channel's waterfront edge
- Add more greenspace/playing fields south of the ship channel
- Strengthen the natural connections between open spaces to create a cohesive network for the movement of people and wildlife
- Ensure public waterfront access
- Use native species for plantings
- Consider open space large enough to accommodate a variety of defined/undefined recreational uses (e.g., rugby fields)
- Maintain linear green space along the water

Employment Uses

- Reconsider the amount of space designated for creative industry uses and be mindful of the need to nurture the development of these uses over time
- Ensure employment uses are balanced with other uses
- Consider creative industry uses (other than film and studio uses) near residential areas

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- Ensure compatibility between existing industrial uses and new/proposed uses; relocate industrial uses if possible
- Consult with landowners/existing businesses

Waste Transfer Station

- Re-locate the waste transfer station, if possible – it is not compatible with neighbouring residential land uses. If it must remain, consider putting commercial uses directly adjacent to it
- Maintain the waste transfer station where it is – it provides an important service to local and regional businesses

Energy – More Emphasis Needed

- Create conditions to support self-sufficient complete communities south of the Ship Channel (e.g., powered by renewable energy, supportive of retail, local schools, etc.)
- Ensure energy generation/distribution is included in infrastructure planning
- Require all developments to be LEED platinum certified
- Explore opportunities for district energy and co-generation
- Consider a thermal energy capture heat loop and biogas facility at Ashbridges Bay
- Consider a cooling facility at the Hearn

Transportation and Servicing Alternatives

- 2. 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, participants provided general feedback in relation to the transportation alternatives (i.e., did not specify one alternative over another). The key ideas and comments provided during the facilitated round table discussions and via individual feedback forms were similar and are organized according to the following themes:

North-South Connections

- Extend Broadview Avenue and the new bridge over the Ship Channel via Bouchette Street – it should be a continuous route, halfway between Leslie Street and Cherry Street, creating a hub at the centre of the Film Studio District
- Disperse traffic between Saulter Street and Bouchette Street
- Don Roadway seems least desirable Broadview extension alternative
- Consider the impact of the Gardiner East EA on potential north-south connections

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- Consider Larchmont Street as the preferred connection east of Carlaw Avenue – it is closest to retail along Leslie Street
- Consider North-south connections based on the pattern of development within the Port Lands
- Provide more linkages to South of Eastern area
- Consider extending Broadview Avenue to both Bouchette Street as well as the Don Roadway

East-West Connections

- Add a street south of and parallel to Lake Shore Boulevard
- Basin Street cannot traverse through private film studio lands
- Direct connection to the Hearn by realigning Unwin Avenue was supported

Channel Crossings

- Ensure truck traffic does not travel through neighbourhoods (i.e., Don Roadway connection across the Ship Channel should serve industrial traffic)
- Consider extending Larchmont, Caroline or Winnifred Avenues as cross points over the Ship Channel
- Carlaw Avenue bridge over Ship Channel is not feasible – new Switching Station and building will block a connection to Unwin Avenue
- Consider potential land uses south of the Ship Channel when planning crossings
- Consider the aesthetic impact of bridges on the Ship Channel
- Reserve bridge crossings for pedestrian/bike paths over the Ship Channel (e.g., connect Carlaw Avenue to the Hearn with a direct pedestrian-only bridge)
- Include a minimum of two lanes of traffic per direction on the Don Roadway bridge extension
- Ensure any future bridges can accommodate boats passed under (e.g., height or draw bridge requirements)

Street Improvements

- Consider two lanes of traffic rather than four on Unwin Avenue
- Do not make Commissioners Street wider than it already is – it is already too wide for pedestrians
- Consider traffic circles/roundabouts for continued traffic flow
- Use St. George Street as a precedent for street design
- Minimize the amount of on-street parking

Transit Network

- Prioritize public transit in the redevelopment
- Consider higher order transit (LRT) on Unwin Avenue, rather than buses
- Provide more information about the transit requirements south of the Ship Channel (e.g., is an LRT south of the Ship Channel required? Will an LRT system be problematic with bridges?)

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- Increase the number of north-south and east-west route options through the site through loops – no dead ends (terminals)
- Consider the Downtown Relief Line plans on potential transit routes in the Port Lands
- Reconfigure transmission towers to allow transit along Commissioners Street
- Consider re-routing the King Street streetcar to include service to the proposed transit hubs
- Avoid the 90 degree turn of the Downtown Relief Line at Carlaw Avenue and Queen Street presented in Option 1

Mix of Transportation Modes

- Clarify whether trucks are factored into the 80/20 modal split
- Coordinate bridge lifts to allow alternative traffic across the channel
- Ensure a network of bike and pedestrian paths throughout the Port Lands
- Ensure recreational water sport clubs have secure waterfront access (i.e., move the proposed bike path south of Unwin Avenue)
- Ensure bike access to the proposed transit hub at the Unilever site
- Consider multiple bridges to separate truck traffic (allow trucks in the east only)
- Centralize the industry distribution centre for transportation efficiency
- Plan for rail line to continue to service south of Ship Channel to the Hearn to the Toronto Port Authority
- Use rail line between the Hearn and Union Station for passenger trains.
- Consider water taxis/ferries as an option to connect people to the City and island

Other Comments

- Transportation should depend on the planned land uses
- The power lines on Commissioners Street should be buried to enable better development and transit
- Implement noise mitigation measures on new Cherry Street buildings to minimize truck noise
- Consider connecting the Port Lands to Toronto Island with a bridge to allow the Island as a year round destination for pedestrians/cyclists/tourists

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

While participants provided limited feedback regarding the alternatives for water, wastewater and stormwater management, feedback obtained through facilitated discussions was consistent with feedback submitted via completed individual discussion question forms and included the following points:

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Wastewater

- Integrate grey water recycling in new developments
- Consider untreated lake water for toilettes, irrigation, etc.
- Do not locate plant on west side of Don Greenway

Stormwater

- Implement stormwater management features (e.g., bioswales, permeable paving, native plantings) along Commissioners Street if there is no Light Rail Transit – there is not enough room for both
- General support for wetlands and bioswales expressed – these approaches worked well at Sherbourne and Cork Town Commons
- Provide more information about alternative approaches to stormwater management
- Consider sustainable servicing (e.g., green roofs)
- Support Hydro Tower stormwater feature

Other Comments

Participants offered an extensive list of additional comments and suggestions through the individual feedback forms:

- Ensure a balanced mix of public and private uses in the Port Lands without over-developing the site
- Create opportunities for a diverse populations and experiences (e.g., variety of species, life stages and new/variable economic conditions)
- Prioritize the creation of pedestrian-only zones from day one
- Investigate options for off-grid energy sources
- Adopt a landscape ecology perspective in the precinct planning phases to enhance the ecological integrity of the entire area
- Ensure rowing/sailing/boating/windsurfing clubs are engaged throughout the consultation process
- Address the need to remediate contaminated land
- Promote a clean and green environment as outlined in the Central Waterfront Secondary Plan – the built environment should be designed not to simply minimize harm (the traditional EA focus) but it should also be proactive; that is to also actually improve the habitat value of the Port Lands

Additional Feedback Received via Email

It was expressed that the vision for the Port Lands Planning Framework needs to be bold and in line with the Don River vision, providing a distinguishing character and identity for centuries to come. A bold vision should be based on the assets of park space, Lake Ontario, the Ship Channel, and the Don River

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mouth. An inquiry was made regarding the estimated timing and approach for remediating the contaminated lands in the Port Lands.

NEXT STEPS

The feedback received during the Workshop for 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. The next round of consultation on the Port Lands Planning Framework is expected to occur in April 2014. It is also anticipated that separate consultations will be held for the precinct plans in Spring of 2014.

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

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APPENDIX A: WORKSHOP NOTICE

Help us plan the future of the Port Lands

PORT LANDS PLANNING FRAMEWORK & TRANSPORTATION AND SERVICING MASTER PLAN

WORKSHOP

We invite you to attend this workshop where you can further review and comment on the different options for land use, transportation and municipal services for the Port Lands that were presented at the community consultation meeting held on February 13, 2014, at the Fire Academy. This workshop is a further opportunity to understand the material, ask questions and provide feedback.

Date: Wednesday, March 5, 2014

Time: 7 – 9 p.m.

Location: Ralph Thornton Centre, 765 Queen Street East



Please RSVP to portlands@toronto.ca by March 3, 2014, if you are planning to attend.

The Port Lands Planning Framework 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.

The Transportation and Servicing Master Plan – Municipal Class Environmental Assessment (EA) is being developed to establish the street network (including transit), and the water, wastewater and stormwater infrastructure needed to support revitalization.

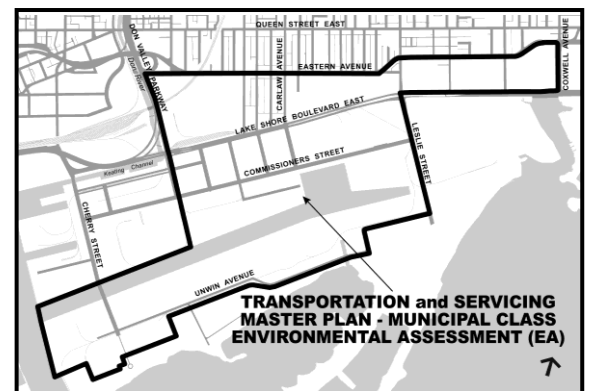
More information about the studies is available at:
www.portlandsconsultation.ca.

The materials that were presented and provided at the community consultation meeting held on February 13, 2014, are available online:

- [Presentation](#)
- [Port Lands Planning Framework – Display Boards](#)
- [Transportation & Servicing Master Plan – Display Boards](#)
- [Discussion Guide](#)
- [Discussion Questions](#)

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

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APPENDIX B: QUESTIONS OF CLARIFICATION

The following summarizes participants' questions (identified with 'Q') or comments (identified with 'C'), and responses from the project team (identified with 'A') during the Q&A session following the presentation at the Workshop. Please note this is not a verbatim summary.

C. I am concerned about the location of new bike lanes. It looks like they are being moved south and might interfere with access to the outer harbour.

Q1. When you say live/work communities, do you mean buildings that have commercial stores on the main level and residential units above? Because we know that if you integrate commercial and residential and other uses you have watchful eyes 24/7 and greater integration in terms of walkability.

A1. It could be a combination of vertical integration of residential and non-residential uses in one building or it could be primarily residential buildings with some non-residential buildings. One of the things we are trying to achieve is a variety of uses. We are considering different ways to incorporate the mix of uses, but have not yet specified the exact mix. We are trying to provide for flexibility.

Q2. Are the land use options based on research? Have you consulted with the film industry on how they forecast their future land use, and other possible industries that will use the area? It is difficult for the public to say how many acres you need for different uses, because we don't know how those industries see their own futures. If you have any of this research, please share it with us.

A2. We have had discussions with some stakeholders that are in this area, including Pinewood Studios and Windsor Salt. We've had meetings and information provided to us by the Toronto Port Authority. There is some background information. We came up with some initial ideas, and the land use categories are quite broad. We intend to do a more detailed evaluation of them as part of this process. We intend to come back out to the community with the findings of that evaluation.

C. I'm curious about the energy requirements that might be needed over the next 50 years by industrial, commercial and residential uses in the area. If we have intensification, we also need to keep enough land for energy production, preferably renewable energy sources. We need to ask existing parties to do some energy projections.

Q3. Would the bridges that go across the Ship Channel have to be able to open up for ships to get by?

A3. The bridges would have to allow ships through – either be able to open or be tall enough that ships can pass underneath.

Q4. Under the transportation options are you asking for our feedback on specific options, or an amalgamation of some of the options?

A4. Yes to the above. What would be helpful to us is for you to prioritize which of those options you would see as most suitable, whether that is a specific option or some combination.

Q5. In terms of transportation, you spoke about roadways and TTC over the Ship Channel, but I didn't hear anything about pedestrian bridges.

A5. All roads and crossings will consider active transportation needs (walking, cycling).

Q6. The options presented have differing assumptions for jobs created in the South of Eastern area, and it's widely varying. Why not make the same assumption for all options?

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A6. We are trying to test a range of employment intensification alternatives to help inform the transportation and servicing network. The types of employment uses and amounts are being explored as part of the other planning study for South of Eastern, and this study will ultimately help inform planning for the Port Lands. We are currently testing a range to see what the requirement may be.

Q7. For the modal split (80/20), does that include auto passengers?

A7. Yes. The modal split has to do with the number of auto, transit and active transportation trips. It is trip-based, based on the population and number of jobs.

Q8. There are planning applications that might preclude some of the transportation road networks – how does that work in terms of how we evaluate this?

A8. When we evaluate applications we take a look at whether there are opportunities to allow for additional street connections to go through the area. All of this will inform the consideration of options under the EA.

Q9. I heard you say earlier that there are contaminated lands in the study area. In any of the options being presented, is clean up expected? Or will employment and industrial lands not have to be cleaned up?

A9. If you are proposing to go to a more sensitive land use, the Ministry of Environment requires that the contaminated soil go through a Risk Assessment-Risk Management Process that could result in remediation of the lands or implementing risk management measures.

Q10. Regarding the mouth of the Don River and it being redirected, why is it not going straight down? Is this plan confirmed?

A10. The Don Mouth Environmental Assessment has been submitted to the province for formal approval. It has gone through an extensive process, and has been confirmed to be the preferred plan by the City.

Q11. What will the results of the consultation process be? Will the area be rezoned based on what the public wants to see and where they want to see it?

A11. We are not proposing to rezone the lands because it is such a large area, but instead make an amendment to the Waterfront Secondary Plan, the overarching policy document that guides redevelopment. In any planning process, public feedback is a key component, but a number of things need to be considered for informing the recommendations to City Council. It is very important to hear from the public and different stakeholders on what they would like to see in this area.

C. Our film studio has been working with the City in advising on the interests and evolution of the film industry. We did raise some concerns that the film studio industry is requiring less space now and also doesn't want to be based out of an Employment Park – we want to be part of a true mixed use community.

APPENDIX C: DETAILED FEEDBACK SUMMARY

A. Feedback from Facilitated Roundtable Discussions

1. 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?

Table 1

Option 1:

- Not responding to ship channel

Option 2:

- Turning Basin Park West

General comments:

- What does creative industry mean?
- Not sure we need this much area designated for the creative industry
- Creative hub needs to be nurtured slowly - do not want liberty village
- Balance employment with other uses
- Preserve character of the area

Table 2

Options 1 & 2:

- Issue with job allocation numbers?

Option 4:

- Concentrate live/work community to the west
- Better to have LD lands looking at another LW area
- Smaller film district suits their needs and allows for growth
- Allows for Port uses
- Residential more compatible with open space and recreational uses to the south
- Don't need to have industrial come down Cherry Street
- Should have a park around turning basin as outlined in another option

Table 3

General comments:

- Park south of ship channel
- Industry/port south of ship channel
- Residential south of ship channel
- Place high importance on parkland
- Soft edges along park edges – particularly around spillway and south of SC across
- Ship channel – keep enough land secured for port industries
- Waste transfer station must go
- How will bridges accommodate boats?
- Like the park adjacent to turning basin

Table 4

Option 1:

- Option preferred if waste transfer station stays

Option 4:

- Preference based on what happens to the heard 'use'
- Employment/Port – allows for expansion/flexibility of hearn site

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General comment:

- Safety issues of port uses was raised when considering future uses

Table 5

General comments:

- Like residential south of Trade Centre
- Bring residential use near Hearn (Option 1 or 3)
- Heritage is important – First Nations recognition in parks and trails
- Port use adjacent to TPA (Option 2 or 3) – need buffer between TPA and residential
- Use rail line between Hearn and Union Station – passenger trains
- Live/work south of ship channel is desirable but needs a buffer to TPA site + active railway along Unwin

Table 6

Option 4:

- Good balance of residences and employment opportunities
- Provides good access to water for residential areas

Questions:

- What industrial uses are there?
- Can they be moved/should they be moved?
- Is the contamination a constraint on land use and how would it be managed?

General comments:

- Keep shipping ability – Port function
- Turning basin as opportunity for public space, viewing shipping activities
- Need a good long-term vision

Table 7

General comments:

- Recreational must be allocated for in the consolidated area
- Park located at the turning basin
- Larfarge owns the land and has a lease which they are not willing to give up/change
- Keep ship channel – boat building company could be a nice idea to include along the channel
- Residential on south side links into the LDL
- Option 1 – residential on west side and industrial on the east

Table 8

Option 1:

- Transition from live/work to recreational
- Minimum port use
- Most employment
- Assuming only one option with South/Eastern development
- Transfer station needs to be moved because it generates too much traffic and not appealing to the residential areas proposal for that area
- Communities on both sides of the ship channel
- Wondering how a specific area could be dictated by industry: film, port, etc.
 - If it is required then we don't have a choice (i.e. if it requires a port, then it should be there – if not, then it shouldn't be there)

Option 3:

- Ties into bridge location, opens better accessibility for the uses depending on how often ships enter the channel

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General comment:

- Can't really differentiate all the options

Table 9

General comments:

- Concern about live/work south of ship channel - is it self-sufficient? Can they support schools and retail?
- Want more green space/playing fields south of the ship channel
- Want pedestrian paths on ship channel
- No waste transfer station is good
- Residential south of the ship channel is problematic
- Support for port use south of ship channel, but there are concerns about heavy truck traffic through residential areas

Table 10

Option 1

- The creative industry north of ship channel is important to the city – a new home for uses that were pushed out of other parts of the city
- In favour of more port uses

Option 4:

- Allows the flow of city to water from Cherry beach
- The Hearn is a cultural destination
- Park spaces
- Allan south of ship channel around the hearn - renewable energy source (wind/solar)

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

Table 1

Option 2:

- Make McCleary Park
- South of ship channel should be industrial

Table 2

- Rugby fields/ open space large enough to accommodate a variety of recreational uses
- Burying transmission lines is too expensive – look to innovative/unique ways to include wires
- Transportation and transit are key for whatever land use options - ensure the area is well served to move people without terminals
- Does turning basin need to be so big?

Table 3

- More linkages to south of Eastern
- Vision statement = theatre
- Ensure existing uses to outer harbour are maintained and celebrated

Table 4

Option 1

- Would need something other than residential and theatre use adjacent to hearn

Table 5

- Concerned about trucks travelling through neighbourhoods
- Implement noise mitigation measures on new Cherry Street buildings to deal with truck noise
- Plan for rail line to continue to service south of ship channel to hearn to TPA
- First nations recognition in a natural setting, not an urbanized setting

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- World Trade Centre at LDL

Table 6

- Like in all of the options the linear green space along the water
- Want more information
- Option 4 has a logical connection between energy generation
- Creative industries are more than film and can be compatible near residential areas
- Concerned that the waste transfer station won't be compatible with residential and may be difficult to move. Provides an important service.

Table 7

- More bridges are better – can be a beautiful feature
- Like Option 2 – employment is required with the residential
- Like Option 4 – having residential on the south side
- No single use for the Hearn - it needs to have a number of uses (e.g. sports centre)
- Like Option 1 – recycle plant is in the middle. Commercial area could be added in this area
- Like residential closer to the water
- Challenge is having a self contained area off the grid and have it as a self-sustaining community
- Recreational uses (e.g. house boats)
- Needs to be kept as a working port
- Too much recreation could cause a problem for the port authority
- Water access should be for the public and not just people that live on the waterfront
- Water taxi's can be used to connect the public to the Island, etc.

Table 8

- An area of the Port Lands that is completely off the grid/ no cars are able to enter/ houses that do not use electricity or even cars
- Connections should connect the variety of areas, not just one
- Connect to Dundas Station as opposed to King

Table 9

- Not enough market research
- Not enough green space
- Consistent use south of ship channel
- Ensure there are appropriate connections
- Widen the Don Greenway

Table 10

- Hearn – use cooling facility to cool outer area or energy from waste facility
- District energy
- Thermal energy capture facility/storage heat loop and biogas facility at Ashbridges Bay and Toronto PL energy outer – using water to distribute heat

2. 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 levels have been identified. Thinking about these different transportation alternatives...

a. Which alternatives do you prefer? Why?

Table 1

- Transit is imperative
- 80/20 modal split → what year? Are trucks factored in?
- If you cannot bring transit to QQ, what is the future?
- Consider higher order transit - Broadview and Relief Line

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- Consider industrial roads

Table 2

- Bridge access from Don Roadway – connect Port uses to Don Valley
- Need to have more transit routes loop through the site – no dead ends (terminals)
- Time bridge lifts to allow alternative traffic across the channel
- No major access across channel from film studio
- Pedestrian sources off Carlaw – E/W parallel to Lake Shore between Don Roadway and Bouchette

Table 3

- Unwin should be 2 lanes not 4
- Bike path south of Unwin is shown travelling through the out harbour clubs
- Bike paths throughout is important

Table 4

- Multiple bridges to separate truck traffic
- Has going under the ship channel been considered?
- Don Roadway connection across the ship channel to serve truck traffic, not for traffic through neighbourhoods
- Could Larchmont, Caroline or Winnifred be extended as a crossing over the ship channel?
- Like the direct connection to the Hearn

Table 5

- Saulter – spread out traffic between Bouchette
- Don Roadway connection may cause too much traffic
- Bouchette is preferable for Broadview extension and new bridge over ship channel. It should be a continuous route, halfway between Leslie and Cherry, creating a hub at the centre of film studio district
- Carlaw bridge over ship channel not feasible – new switch station and building will block connection to Unwin

Table 6

Broadview

- Firm opinions are tough in advance of Gardiner decision
- Don Roadway seems least desirable route
- Locate to service the widest number of people

East of Carlaw

- Larchmont might make more sense because closest to retail along Leslie

East/West

- Don't make Commissioner wider than it is already – already may be too wide for pedestrians

Table 7

- Transit first
- Some of the road connections are based on the outcome of the Gardiner
- Broadview needs to accommodate the north and south
- DRL along King Street (rail and bus)
- Not major differences between the various options
- Option 3&4 assumption is on higher populations
- The frequency of the transit can be adjusted to different times in the day

Table 8

- Do not like connection to Don and that should Connect Eastern without getting too close to DRP

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- Ship channel alternatives depend on whether or not community/residential space is developed south of channel
- Bridges may take away from the look of the ship channel
- Consider separate bridges for pedestrians/cyclists
- East-west seems wasteful for the water edge

Table 9

- Downtown relief line may ease pressure of system
- Consider traffic circles for continued traffic flow

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

Table 1

- Bury the power lines for the ability to develop and for transit
- Like H.O.T for land use option 2
- Basin Street cannot go through private (fences in) lands

Table 2

- Reconfigure transmission towers to allow transit along Commissioner
- No high order transit to south of ship channel
- Centralize industry distribution centre for transportation efficiency

Table 3

- Consider traffic and parking south of ship channel
- More transit south of ship channel – LRT to Unwin
- Must accommodate industrial truck traffic on roads and bridges
- Pedestrian/bike roads

Table 5

- Make better use of rail line south of Unwin and between Union Station
- Consider passenger service on existing rail line – currently underutilized
- Show rail lines

Table 6

- More than one east-west route may be needed
- Use St. George St. as a precedent for street design
- Create a dedicated pedestrian and cycling bridge over the ship channel

Table 7

- LRT could be an option for transit, so car use can be reduced
- Transit structure is very important and should be the main priority
- North/South connections is dependent on the development
- East/West – something connected to Lakeshore as an option
- The finer the road work the better and provides easier access for the public
- Water taxi's as an option to connect people to the city and island.

Table 8

- Take King car and divert to proposed transit hubs
- Take Dundas over to downtown relief line
- Building/widening Commissioners street would have to be tasteful

Table 9

- Is an LRT South of the ship channel required?
- Will an LRT system be problematic with bridges?

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

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Table 2

- Stormwater treatment along commissioners if no LRT – not enough room for everything

Table 3

- Grey water reuse is a must
- Love the bioswales in centre of commissions
- Not supportive of treatment plant on west side of Don Greenway

Table 5

- Like bioswale concept on Commissioners Street

Table 6

- Interest in alternative approaches to stormwater management
- Would like more information on alternative stormwater management; it was only mentioned in passing
- Positive views of bioswales, permeable pavement and grey water reuse
- District energy! And seek opportunities for co-generation
- Native species plantings

Table 8

- Really like the hydro towers stormwater feature

Table 9

- Sustainable servicing (green roofs, etc)

B. Feedback From Individual Discussion Guides

Land Use Options

1. 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?

Option 3:

- Residential close to green; away from sugar/salt stock pile so they get to work as needed
- New green spaces for more people use

Option 1:

- Better use of waterfront
- More suitable for development of signature multipurpose projects

Option 2:

- Must be able to maintain port activities with respect to storage of salt/sugar at MTSI and be able to transport it by truck through the new residential mixed-use communities along Cherry

While I identify my preferred option below, I first wish to provide some context for my position.

I have significant concerns about all options - primarily due to the excessive development of one of Toronto's last opportunities to develop a great urban park. Given pending adjacent developments at East Bayfront, the 'Home Depot' lands at Lakeshore and Parliament, the Unilever site, etc., the Port Lands are situated adjacent to Toronto's future 'second core'. With some 15 million square feet of commercial development planned for the Unilever site alone, retaining a significant portion of the Port Lands for public spaces and parks will be critical to ensuring a long term sustainable and livable city. None of the plans contemplate any significant dedication of park space.

The additional green space contemplated for the mouth of the Don will be nice green space, but not functional space where residents from across the downtown core and east side of Toronto can utilize.

Promontory Park is an excellent use of the waterfront land west of Cherry St., but it in and of itself is not an adequate dedication of park space for this great part of the city - at most, it is a neighbourhood park. McCleary Park is also a well situated neighbourhood park, but fails to be the grand public space that Toronto needs and that the Port Lands offer the opportunity to create.

As a resident of Old Towne, I run through and visit the Port Lands almost every weekend during the summer. I have noticed that even without the development of East Bayfront, Uniliver and the northern Port Lands, existing park spaces such as Cherry Beach are already very well used. Adding the development expected for the downtown east side over the next 10-20 years will surely strain the ability of these existing parks and public spaces to accommodate the demands of residents.

While there is a significant area of 'green space' along the Waterfront, much of it should not be considered 'park' space as it is wild, and inaccessible. Even Tommy Thompson Park - which is probably the most innovative and forward thinking development on Toronto's waterfront - is not a 'park' in the sense that its wilderness state permits only certain types of activities.

What the Port Lands is missing is a great functional park space - akin to Trinity Bellwoods or, reflecting more grand ambitions, Central Park in NY. Given that most of Toronto's land area has already been developed, the Port Lands represents the last chance for a public project of such grand ambitions. The area could contain a variety of public outdoor uses, including a Botanical Gardens (think of Sydney), a band shell, outdoor amphitheatre, etc. None of the contemplated plans contribute much in terms of additional functional park space.

I would suggest that the land south of the Shipping Channel be preserved and repurposed for public space and parklands.

My reasons are set out below:

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1. The land is physically separated from the land north of the Port Lands, which makes future residential development of this area a risky proposition. Significant precedent exists in the field of urban planning to suggest that neighbourhoods that are physically cut off from adjacent areas are prone to developing into slums, ghettos or other types of neighbourhoods that represent undesirable long term outcomes. Despite efforts to create physical connections with additional bridges, the area south of the Shipping Channel will still suffer from too much physical separation to make it a viable residential or mixed-use area. Unlike CityPlace even, which is an intermediate step between Front Street and the Lakeshore neighbourhoods, there are no additional neighbourhoods linked to the south side of the lands south of the Shipping Channel.

2. While Cherry Beach, the playing fields, Tommy Thompson Park and other green spaces along the existing waterfront are great, the area lacks the open space type of parks that will be critical to ensuring high quality greenspace options for the people of the City. The best kinds of public green space are those that allow for different uses - wild spaces like Tommy Thompson Park to escape to, trails to run and bike through, and areas to congregate, relax and enjoy the outdoors.

Unfortunately, there is an inadequate amount of this latter type of space in all the land use options. Allowing for additional park spaces on the lands south of the Shipping Channel will turn the southern Port Lands into an amazing greenspace that provides visitors with a variety of types of greenspace uses.

3. The Port Lands is already, and will continue to become a destination for the City, not just the neighbourhood, and the current plans do not provide for adequate public space to allow it to accommodate the growth of the City over time. Promontory Park looks like it has the opportunity to become a great neighbourhood park, but the Port Lands provides an opportunity for the City to make a bold gesture - to demonstrate to the province, country and world, that Toronto values its public spaces.

4. Downtown Toronto has one of the lowest rates of park space per resident of many major Canadian and international cities, and the Port Lands represents the last opportunity to provide a large urban park that is conveniently located to emerging neighbourhoods in the City. As transit access to the Port Lands improves, it will allow for even greater access to the park space to be developed there.

Accordingly, in my opinion, Land Use Option 2 represents the best outcome if I had to select one of the four options. The rationale is that, while it puts the land south of the Shipping Channel to employment/port uses, these types of uses represent the best opportunity to preserve the land for future redevelopment and eventually re-purpose that land to be the great park and public space that the city needs. Once a medium or high density mixed-use community is developed on the land, it will be there for ever, and gone will be the opportunity for future redevelopment as public space.

My preferred solution - as I'm sure you have gathered by now - is to preserve the entirety of the lands south of the Shipping Channel for public parks and greenspace.

Option 1:

The creation of a large 'creative industry district' is a preference of mine. This area should be open to many light industry type uses that are displaced from other areas of the city (cabinet and furniture making; music practice studio places; workshops) because they are deemed too loud or dusty. While some of these may support the film business the uses should not be restricted to that industry exclusively.

The waste transfer station in this location is a strong asset for construction contractors and other businesses which make things which may have some scraps or waste to dispose of. Relocating it out of the core is a mistake that will increase traffic and dumping.

Option 2:

Seems to optimize live/work areas. The goal should be to optimize utilization of the waterfront park area. The live/work areas will provide people to use the park facilities and businesses such as

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restaurants and shops to support an active waterfront community.

Lands south of ship channel should continue to be developed as mixed port/park land. This makes use of the channel and consistent with existing sports fields and water sport clubs. No other location for water sport clubs identified in waterfront plans.

While understanding the value of true mixed use plans, where work, living and play are not segregated (the bane of 20th c. planning) the concentration of the live-work communities at the west end (Option 1) seems most appealing, with a critical mass of housing defined by its relationship to water (the Don, ship channel and inner harbour), closest to the city and probably most easily serviced by transit. The only challenge is the isolation of housing south of the channel (see b below).

And the reality of the port/employment district lands is that these are unlikely to be much different than the concrete or bulk material storage uses of the present, so who wants to see those across the channel?

Option 2 suggests little, if any, more in terms of creative industry area than is currently used by the film studios. If there is a use case, the extent shown on Option 1 seems better, especially as it would eliminate the less desirable housing areas against the Lakeshore east of the Don Roadway (Option 2 at least extends this community area to the channel, but in 3 and 4 it feels like an afterthought.

1. Please keep the area south of the ship channel a park or a mixed use park/port related activity.

Toronto needs green space for affordable entertainment just like our not-for-profit sailing community clubs are offering!

2. the position of the bike lane showed on page 9 of on the Transportation Servicing proposal should be running NORTH of our not-for-profit community sailing/rowing/windsurfing clubs.

Option 1:

I think the creative use makes a lot more sense than clogging the area with more commuters traveling by car (which, no matter what the transit options, will happen).

Option 2: (with modifications - see B)

I like the idea of an additional park area around the Turning Basin. I think it would attract people to see the ships turn around similar to watching planes take off and land at the airport.

Option 2:

Provides a good variety in the Film Precinct, while leaving the South of Ship Channel area for future economy leverage. See below.

The park in land use option 2 at the turning basin would offer chances for views across the ship channel and provide a focal point in the new community.

I suggest using Land Use Option #2 as a base.

A hybrid is a likely outcome, one in which the film sector could be a separate large or small area on one where the individual companies are integrated with the rest of the Port Lands Area. Much depends on their preferences, size and electricity needs.

Given this latter needs for electricity for all uses, I suggest that the area south of the shipping channel not be identified for residential development, I understand that the Hearn GS is on long term lease from Ontario Power Generation to a film company but that the large site is designated for power production. This could be the location for smaller energy/ distributed and renewable generation projects. These need not occupy the whole area of the Hearn GS but should not be ignored. It is better to anticipate this need that have to force fit it into the Port Lands Area at a later date. Also transmission links exist already with the Hearn site and the Port Lands Generating Station site.

Someone at WT should consult with the existing uses about their long term plans re expansion or shrinkage and their future energy needs. My reason for mentioning this is that energy provision should be part of infrastructure planning at an early stage. It can be keep loose but should not be ignored.

The rest of the land uses in option #2 are fine.

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A split decision: Number one because it has the least heavy industry along the water's edge and what there is, is located at either the west or east end of the development leaving the centre portion to live/work areas, creative industries, and recreation. Heavy truck traffic is limited to the outside edges and away from the centre. There is a better transition from live/work areas to recreational areas with this plan.

What I like about all of the other options is the development of the "south of Eastern" area as a high employment area. The potential for great transit to and through that area and then on to the Port Lands should be exploited to the fullest extent. Development there requires higher order transit, higher order transit needs that level of development; it is a perfect union of the two.

All look appropriate. As there appears to be limited differences, it is difficult to choose.

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

As a First Nation, would like to see any development that includes parks/trails/cycling to include recognition of First Nations as historic land uses through symbolism (e.g., art, greening, etc.).

You could incorporate "my moccasin" identifier and way finding ideas.

Years ago I submitted conceptual designs for a world trade centre type development encompassing multi-uses integrated into an overall development project on the north side of the channel east of Cherry Street or partly straddling south side of channel multi-use close to water; catalyst sites while preserving green area.

Improvements to be determined with respect to roadways/bridges and access to the port

As detailed in my response to (a) above, I suggest that development of the Port Lands be concentrated to the areas north of the Shipping Channel, and that all areas south of the channel be preserved for public spaces and parks.

While I suggest a 'park space', I think the vastness of this space allows for a variety of uses that can also serve as destination uses, such as a botanical gardens like in Sydney (to contrast with the natural beauty of areas like Tommy Thompson park), a band shell or outdoor theatre space or amphitheatre, etc.

Generally, there are a number of great outdoor public uses that could be envisioned as part of a focus on publicly accessible outdoor space.

Less exclusive Port areas. Some of these areas could also be light industrial or true live work where creative people may wish to be located and don't care about some noise or grime.

There should be public facilities for accessing the water. There are thriving rowing/sailing/boating/windsurfing communities already in the area that should not be ignored. The city should assist with providing infrastructure to support these activities.

The political hot potato of removing the port uses entirely or at least from the interior of the Port Lands should be considered. In my experience, the only regular marine traffic is to the Redpath plant (outside the planning area) and the cement plant on Cherry Street, which is being removed/relocated anyway. The use of the container depot west of Cherry and Unwin is minimal, but accessed from the harbour side in any event. The point is that the Shipping Channel is hardly ever used, and it would seem to make sense to turn it into a focus for people, not industry. It would also remove the impediment to adding an additional bridge crossing further east on the channel, aligned possibly with the Don Roadway, ensuring better connection to residential lands to its south. And the turning basin itself could be refashioned into an amazing lake. One final point - the water in the basin and channel is not the freshest, and extending a channel from the east end of the outer harbour to the turning basin could help encourage water flow.

Another approach, surprising in its absence, is the dedication of ALL of the area south of the shipping channel to park use. Assuming industry is moved out, as noted above, half of this expanse is already used for park or recreational purposes, would concentrate the built areas to the north of the channel

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and obviate the need for a new car bridge over the channel, arguably. In spite of comments above, the isolation of any development on the south side is a concern.

Again, the position of the bike lane showed on page 9 of on the Transportation Servicing proposal should be running NORTH of our not-for-profit community sailing/rowing/windsurfing clubs.

As little additional activity as possible other than park/recreational use south of the ship channel. You have the opportunity to build an amazing waterfront recreational destination, but you will only have one chance to do it. This is a very, very special place in the city and should not be overdeveloped south of the channel.

Add residential south of the Ship Channel as it is in Option 4 in order to enhance the southern wall of the Ship Channel and animate it. The Ship Channel should be a focal point as well as the river. The rest of the area south of the Ship Channel to the Hearn should be considered for employment - something that might compliment whatever is to be done for the Hearn.

Also, if the waste station remains in the northern section, it would be better to have some commercial on the west and east side instead of residential because who wants to live across from a waste depot?

I believe that the land uses near Lake Shore Blvd. should enhance connections to the city north of Lake Shore (south of Eastern). Particularly, along Carlaw, south of Eastern is the only residential pocket linking to the Port Lands, and this should be enhanced, not undermined, by building residential along Carlaw to the south. School, park and local-commercial amenities can link the areas together.

Similarly, with the First Gulf development proceeding at the Korex-Unilever site, a commercial node connecting along the new Broadview link and transitioning to mixed uses towards Don Roadway and south to Commissioners will link the Port Lands to the city more firmly along these axes.

I believe that the area south of the Ship Channel is best left as vaguely defined as possible. The "live-work" definition is best. It will be a long time before it is needed for residential, and in the meantime, economic opportunities may develop in a changing world economy that we should be flexible enough to accommodate in the area south of Ship Channel.

Any land use plan should emphasize connections between parks and open space to create a network of these spaces, including areas along the ship channel's waterfront edge. At present, the land use options do not indicate how certain planned parks, particularly in the community north of the ship channel, would accomplish this. For example, an expanded McClearly Park could connect with the turning basin park shown in land use option 2. On the same point, natural connections through parks and open spaces between the base lands and the spit should be strengthened to ensure this network of open spaces extends throughout this large site and across the ship channel in a cohesive manner for both movement of people and wildlife.

The land use plan should allow for several smaller and mid-sized open spaces along the northern ship channel edge rather than one linear public edge to provide spaces for different experiences along the water's edge.

The water's edge on the south side of the ship channel should remain as publicly accessible as possible while taking into consideration any employment uses that may need water access.

I am concerned about the bridges that may be suggested to connect the area to the north and the south of the shipping channel. Ship traffic may well affect the need for the bridges to open and be high. A reasonable height will be important for pedestrians and cyclists; frequency of opening will be an issue for all users (including transit, cars, trucks), so a regime or schedule of opening and closing may be necessary.

Because we will continue to have industrial uses south of the shipping channel, with a strip of waterfront the public will want to access, I suggest that creativity will be needed to make the transition user-friendly. Therefore I am hesitant to be specific about this area south of the shipping channel as its character could be varied as needs change.

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The presence of the transfer station degrades everything around it, I think that it even compromises the First Gulf plans for a new office campus. Relocated, rebuilt; something has to be done with it. Sorry, other than moving it closer to the Ashbridge's treatment plant I don't know where you will find a place for it.

I would recommend that the land adjacent to the eastern gap be an iconic building design to anchor the overall property and the view back to the city.

I also recommend that you include in your scope a bridge from this iconic building to Toronto Island. Toronto Island is largely unused during October through April given ferry system. This expands the waterfront and avoids a "dead-end" for bikers, runners and tourists. This could be a "toll" bridge to help fund, equivalent to the cost of the ferry or a ferry pass.

I would also ask if Toronto Island is within your scope. If outside your scope, I would appreciate a contact name so I can discuss this status.

As an example, by putting Toronto Island in scope, I see a further option to build a dock on the western side of Toronto Island allowing for a high speed ferry system to connect to the revitalized Ontario Place. This would connect the Port Lands to Toronto Island and Ontario Place (and vice versa) creating a dynamic route that would generate tourism.

Transportation and Servicing Alternatives

2. 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...

a. Which alternatives do you prefer why?

Land Use Option 1, but I don't like the 90 degree turn of the DRL line at Carlaw and Queen very much Bouchette might service the live-work connections better

Bouchette is preferred as it connects right through

Of the alternatives presented in the presentation, I believe that the Higher Order Transportation plans for Land Use Options 3/4 represent the best solution. Given my view that Land Use Option 2 should be implemented (but ideally with park space and public uses south of the shipping channel), I think it is important to have streetcar transit (rather than buses) servicing Unwin Ave, which, in my mind, should be streetcar, pedestrian, bicycle, and only single lane (in each direction) vehicle traffic.

North-South Connections:

1. Off Broadview. I think that Broadview should connect to Bouchette and allow for a future streetcar line along that alignment, which would cross the shipping channel and into the parkspace that I hope will be implemented (along with the public uses in that space). It is important to allow the streetcar network to provide for a full loop through the Portlands, providing both east-west access as well as connectivity with the city north.

2. Shipping Channel Connections:

I think that the shipping channel connections should be provided at Don and Bouchette. Multiple connections across the channel will be important. If a streetcar access is provided at Bouchette and Cherry, then pedestrian/bicycle-only accesses could be provided at Don and Carlaw.

East-West Connections:

1. I think option B for the Basin street alignment is probably best given that the roadway will provide some separation between the mixed use developments north of it and the industrial uses of the shipping channel. I would, however, reconsider the awkward turn on Basin as it crosses Don. I would also ensure that there is a reasonably-sized public realm along the south side of Basin adjacent to the Shipping Channel.

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With respect to the road widening/improvement schemes, I would strongly suggest that the 'urbanized' plans be utilized. Street parking should be limited wherever possible, and 'Green P' parking required to be included as part of the mixed-use buildings in the area. Despite efforts to make the neighbourhood as transit oriented as possible, there will be the need to allow for some vehicle parking, and this is best accommodated off the streets.

Connecting Don Roadway to Unwin - for moving truck traffic away from Cherry straight up Don Valley
Pedestrian bridge at foot of Carlaw across shipping channel
Broadview to connect to Saulter and across channel. Light rail right on to Unwin
New E-W north of Lakeshore

1a. Seems to cause minimal disruption as it does not add crossings to the bike path or Lakeshore.

2abc. All look fine.

3ab. Extending the Don Roadway would provide quick access from the DVP or Broadview. Out of town visitors should be able to get to the port facilities easily.

4e. Is important since Unwin is currently awkward to drive.

Carlaw extension with Cherry bridge improvements would appear to best round out movement in and out. The bike/recreational trail should be to north of water sport clubs. Their activities requires secure water access.

All land use options except 2 would benefit from at least one additional channel crossing, assuming there is development south of the channel (but see above). Given the bias of most live-work development to the west end of the site, the Don Roadway bridge over the shipping channel seems to make the most sense, if you have to pick one and even if there is only parkland south of the channel. The E-W extensions don't seem all that vital beyond the existing roads and Basin St. would carve through existing and viable studios. The straightening of Unwin to skirt by the Hearn is interesting, but not essential.

The Don Roadway alignment extension is a great idea, although one wonder how it could be engineered to accommodate the DVP ramp north of Lakeshore. For that reason, the Bouchette extension across the Lakeshore works best.

The ridiculously short LRT ROW down Cherry St. should be extended as soon as possible to Commissioners and then run east. BRT makes little sense here unless it's a token BRT (exclusive lanes etc) and not a true ROW in which case, half the infrastructure for an LRT is already in place. The ideal world would be to extend the Harbourfront LRT along Queen's Quay where the BRT is shown, making easy streetcar access to the downtown, and not via King St.

The more connectivity the better. Servicing with good transit will hopefully reduce the impact of cars in the area.

I recommend as fine a street grid as possible with more streets and closer together than in the examples in the work book. The 504 streetcar, which will also service the West Don Lands, uses Broadview. I presume the TTC thinks it could share a line with the Broadview route into the Port Lands.

For the sites south of the Ship Channel to be successful they must not seem to be isolated or hard to reach. There should be as many bridges across the channel as possible with only one or two for private vehicles, the rest for bikes and pedestrians.

Can a streetcar/LRT cross a bridge that has to be lifted for large boats to pass under?

Use every conceivable means to discourage driving. The city of Zurich has a lot of clever ways to do this, besides having only one parking lot in the whole city as far as I could see. Traffic lights give priority to transit and only give cars enough time for 3 or 4 to go through at once; if a lot of people are stupid enough to drive they have to wait through more than one cycle. The big main shopping street has lots of transit lines but no other traffic at all. The port lands could do this: on transit streets have bike lanes and

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lots of pedestrian space but no private vehicles.

Despite unfortunate precedent in East Bay Front, keep the water's edge for pedestrians; give rear access to development along it for taxis, service vehicles etc.

There should be maximum use of water transport for people and goods deliveries to retail and other uses. One presumes vessels would have to be low and barge-like to minimise bridge raising. The Paris transportation system (RATP) has a batobus: www.batobus.com. You can use a regular transit pass for commuting or get a day pass for tourists. Also make maximum opportunity for recreational boating for tourists and people who don't own their own boats or belong to clubs.

So much depends on what happens with the Gardiner and the new proposed plans for the South of Eastern. I like the option of splitting Broadview to join with both the Don Roadway and Bouchette St and over the Ship Channel. I like Basin street jogging down to north of the ship channel. I also like the idea of a street running south of and parallel to Lakeshore.

The transportation and servicing frankly need to flow from the Land Uses, and the only comments necessary to add are simply to support active transportation, and to support innovative storm water solutions such as the treatment swale features in the central boulevard of Commissioners and at other locations at water's edge on the Ship Channel, where they can enhance habitat value.

There are too many alternatives; and possible, ship canal crossings to contemplate. What is needed is a larger transportation plan(transit, major arterial roads) that will appropriately support the final precinct plan overview.

For example, the City/Metrolinx needs to make a decision now as to whether the new east of Union Go station is to be located at Cherry Street or perhaps at the former Lever Brothers site9East of the Don Roadway).

Another example. It is the accepted "chattering class" that a downtown subway relief line is absolutely essential. Really, This should only be considered a possible option in the context of two distinct subway line CAPACITY problems, namely, the Yonge route and the Danforth route (Pape to Yonge/Bloor transfer point).

My main concern is that there not be too many streets or bridges. Walkways, cycle paths and transit routes should be more prominent.

Truck traffic related to industrial uses should be carefully restricted to certain routes.

I prefer a mobility hub combining GO trains, the DRL, the Broadview streetcar line, and possibly diverting the King car south to a new hub versus turning it north to the Broadview subway station. I prefer routing the Broadview car along Bouchette as this divides the area north of the Lakeshore and the Port Lands themselves more evenly.

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

Current rail spur line not even reflected on Transportation and Servicing Master Plan connecting TPA/MTSI must be maintained and a part of the plan

The bicycle network should extend across all streets in the Port Lands, including Unwin Ave, Bouchette, and Carlaw

No cars / trucks on some bridges

It is important that roads and paths do not restrict access to the water for the recreational rowing/sailing/boating/windsurfing clubs. I am particularly concerned about a proposal for a bicycle path that will force boaters to compete with cyclists to access the water. Paths need to be North of boat clubs.

Not within these documents, although there is more detail on the transportation master planning document prepared by the City. Issues such as bike lanes and road design should be part of this discussion guide.

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I'm not sure I agree with multiple bridges over the ship channel, which will impact the very unique character of the area.

I don't think we would need Carlaw as well. Extending Basin Street through the film studios will not work.

Consideration should be given to establishing a light rail network to the east of Union Station similar to the network west of Union - Bathurst and Spading lines. This suggest a possible Queens Quay East extension up Parliament (or Cherry) streets; an extension of the Broadview car line into the port lands and/or the reopening and extension of the Coxwell alignment over to Leslie. Who knows. Such a new distributor network might actually mitigate/eliminate the east of Union capacity/crowding crunch

Please see my general comments above.

I think that running a new streetcar line down the Don Roadway is a mistake. It won't connect with a new mobility hub and it concentrates transit on the western side of the Port Lands.

I suggest you consider a four season maintained covered BikeWAY. The bikeWAY would be a feasible option for residents and employees to enter and exit the area and possibly reduce overall transit costs. This could be funded through a special license/membership ... or one time use payments.

The bikeWAY would connect bikers in this area to Union Station.

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

Proximity may be preferred or capacity issues may call for more flexible routing

I do not have a view on the optimal water/wastewater and stormwater management options

Grey water (untreated lake water) for toilets, irrigation and other process water is a fantastic idea

Grey water recycling is also a great idea to consider (at the building or block level, but supported by sewer infrastructure)

Incorporating wetlands and bioswales into parks looks promising. These approaches have worked well at Sherbourne and Cork Town Common.

Hard to assess the various options. Clearly, any approach that uses a landscape approach to stormwater management is preferable, but there's not enough info (feasibility, cost etc) to make a meaningful comment.

One issue not addressed in the document is the approach to be taken to remediate remarkably toxic fill that lies underneath the entire Port Lands, as far as I understand, a result not only of the industrial storage over the years, but the very composition of the fill itself (used coal from furnaces).

I have no preference, as long as it is green with an eye to the long-term future.

Find ways to recycle grey water, perhaps by extracting heat or recycling for toilets etc.

Have lots of public drinking water fountains and frisk people for bottled water.

Water - Alternative 3

Waste Water - Alternative 4

Storm Water - Alternative 1A

Other comments:

Land Use Option

- Residential 36,000 – great for rugby fields because of population growth. Balmy Beach Rugby Club (stakeholder).

I don't see any bike ways to/from the new Unilever transit hub. The abandoned spur line just east of the DVP/Don Roadway would work. It connects eastern to the lakeshore route.

Based on the tone of my above comments, one might infer that I am anti-development, a socialist, or generally a nutbar. I should state that I am not anti-development. I am generally fiscally conservative. I am not a nutbar. I am in favour of smart, well-planned development, but I recognize that great

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development should not be exclusively the domain of private, mixed-use developments. There is also a need for well-planned, ambitious development of public spaces and parks.

I would be happy to be more involved in this project, including assisting WT or the City in trying to further explore the proposed parkland solution for the lands south of the Shipping Channel. I am an experienced developer and financier of infrastructure and public-private partnership projects, and have worked on several important projects in the city, including bidding on the West Don Lands development for the Pan Am Village. I would be willing to lend my views, my voice and whatever talents I may have to assist in this effort.

I recognize that privatization of public lands has its place as a way to promote development in under developed areas, but I am of the view that the location and potential of the Port Lands, combined with the continued growth of the city, do not require us to privatize all of this precious asset in order to spur development. Development needs to be planned and coordinated to avoid private developers running wild, but that plan needs to be reasonable and reflect the unique nature of the Port Lands and recognize what an important asset it is to the City and its people.

I recognize that the land, once remediated, will have significant value, however, am sincerely concerned that the Port Lands represents one of Toronto's great and last land assets. The complete development of this area would be a tragedy for the future of the city, and we should do everything in our power to ensure that a great urban park space can be developed and preserved for Toronto and can serve our citizens for the next several hundred years.

There is adequate stimulus for private development in Toronto, and opportunities for development should be sought in areas that represent in-fill and other forms of redevelopment or re-use. Developing all of the last undeveloped land close to the core will represent one of the biggest mistakes that we can make in our generation.

Certain areas of the Port Lands should be considered 'pedestrian zones' from day one, with appropriate transit resources and car sharing resources at the perimeter. Areas should be substantial and in the range of 800m - 1000m square (with transit access in that zone)

The rowing/sailing/boating/windsurfing clubs have been making excellent use of these lands for years. The city should not exclude them from planning. In fact, the city could become involved by coordinating these groups to create a large mixed use facility or separate facilities with some common resources.

I love the community sailing clubs. It has changed my life since 2007. I live at Yonge and Eglinton and I am down at my "cottage" by the lake within 20 minutes. It is a slice of heaven - being part of a community that socializes on the water!!!

Having traveled to more than 35 countries and extensively throughout North America, I cannot emphasize enough the uniqueness of the Port Lands and especially the "wild" and deceptively remote character of the area south of the ship channel. Every effort should be made to preserve this and the wonderful recreational opportunities it provides, free of charge, to every Torontonians. More condos and store plazas would be absolutely detrimental. The activities should be limited to those of the port and the recreation needs of the city. We have few green spaces left to think about, and there's an opportunity to make this an amazing place.

This is a chance to do something special. Every effort should be made to get the whole area off the grid, ie self-sufficient in energy. It could use its own waste (collected in underground vacuum tubes) to produce energy as well as solar and perhaps even wind if there's a suitable spot. I don't suppose geo-thermal would work on that terrain though it might south of Eastern.

Ask in RFPs for LEED platinum buildings. Designate one site for a design competition for a zero-net energy mixed use building. Make sure all buildings have heat chimneys, that all except north-facing windows have retractable blinds, and all the other inexpensive low-tech things they do in Europe. Use roofs for food production and try to attract a freezing or canning company to locate nearby so that

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local strawberries and tomatoes are available in the winter.

Make maximum use of the channel and turning basin for recreational boating -- but provide no facilities for boats using engines.

My vision would be to have ferries running from Downtown, the Island, perhaps the airport to and from the Ship Channel (or the TPA terminal) as another transit source.

Investigate options for energy sources off the grid.

I would like to reflect upon the Port Lands Planning Framework. I have previously contributed commentary to the issues around the transportation and servicing master plan through participation in the public meetings and workshop.

The PLPF Draft Vision Statement is perhaps the most crucial piece to come from the framework exercise, since it will be central to any changes to the Central Waterfront Secondary Plan that may arise from this process. It is a good statement, building upon the four core principles of the CWSP.

I see three elements that need strengthening or clarification in the wording.

1) Commitment to enhancing the natural environment through a wildlife habitat framework. The CWSP speaks of promoting a clean and green environment, but I believe it is time to strengthen the commitment to repairing the web of life in this special part of the city. We have shown pictures of birds migrating over the Port Lands, and have completed an environmental assessment to naturalize the Don Mouth. But there is more. The broad area where the river meets the lake in the city is a place where amazing energy transfer happens naturally. The built environment should be designed not simply to minimize harm, but actually to improve the habitat value of the Port Lands. This plan is an opportunity to develop a cutting-edge framework that redefines how our city brings people and nature together for the benefit of both.

2) Diversity can be enhanced through a multi-generational planning approach. The "8 80 Cities" approach of planning with particular reference to the very young (8-year olds) and the very old (80-year olds) is very potent. Diversity is Toronto's strength, and we seem to do well at planning for diversity of cultural backgrounds. Planning to accommodate the aging population and looking for inspiration to the needs of a generation that is inheriting our challenged world will help to consolidate the diversity of our city on-going.

3) A stronger cross-sector employment/industrial strategy is needed. We acknowledge the industrial past, take inspiration from the working port and support the creative industries, but again, there is more. Potentially, we could build an employment hub, particularly if the area south of the Ship Channel would be defined at this point in the broadest, most general terms. In a rapidly changing world economy, it seems that a large area such as south of Ship Channel, with access to energy and a variety of transportation modes, could be a catalyst for Toronto to explore a broader employment strategy. We need to plan the Port Lands for a variety of species, for a variety of stages of life and for new and variable economic conditions.

The CWSP speaks of promoting a clean and green environment. While welcome this is a very limited vision. We need to apply a landscape ecology perspective to the precinct planning exercise with a view to enhancing the ecological integrity of the entire area. The built environment should be designed not to just simply in order to minimize harm (the traditional EA focus) but it should also be proactive; that is to also actually improve the habitat value of the Port Lands. (more than just street trees) This plan could be a template to show how human activity and nature come together for the benefit of both.

WT and your consultants have done an excellent job in searching out and identifying alternatives. I trust the process and am a great supporter of the current activity. As an ex-City of Toronto planner and an ex-electricity planner, I greatly appreciate your work and the opportunity for consultation that is being offered.

I am assuming that any land reserved for heavy industry along the waterfront is for industries that

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actually require a dockside location, that require shipment by water. I recognize the city's need for port facilities but do not think that any property bordering on the waterfront should be surrendered to any use that does not actually require it.

Other than bridges and boardwalks I don't think that we should allow any built form on the greenway or the new naturalized river channel. That is the principal attraction to this area and if we lose sight of that and begin to see it as just more vacant land upon which we may build anything then the enterprise is compromised to the point of being soon lost.

Early in the development might we encourage some development that is "off the grid". If it can be shown to work early on, then maybe it will encourage more of the same as the project progresses.

The First Gulf press releases are claiming employment opportunities for 70,000 people. Are they all going to go home every night? Is it going to be deserted every night? Do we have to allow some residential development in this area to balance things out?

I am happy to speak to any team member re ideas above. As noted, at minimum, I would like to speak to the person who may have the ability to address by questions regarding Toronto Island.

I am a Mississauga resident, but a frequent visitor to the area.

I see this opportunity as GTA-wide, in fact, Canada-wide civic pride project, and look forward to hearing from you.

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C. Additional Feedback Received via Email

Friends of the Spit

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BY EMAIL AND MAIL

19 March 2014

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100 Queen Street W., 12th fl. E.
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Re: Port Lands Planning Framework and Transportation and Servicing Master Plan

Dear Mr. Campbell and Ms. Keesmaat,

As you know, Friends of the Spit continue to participate in the Stakeholder Advisory Committee meetings relating to the planning of the Port Lands. This year, we participated in the February 3rd SAC meeting and the Public Meetings and Workshops of February 13th and March 5th.

This letter is intended as a companion to our correspondence of February 10th, 2014, and our prior commentary "Parkland in the Port Lands" from May 31st, 2012.

Unfortunately, the four Land Use options presented at the recent meetings were underwhelming to us. The creative genius of large-scale planning achieved at the Don River mouth has seemingly not continued on to the rest of the Port Lands. A great opportunity might be lost.

The Draft Vision Statement introduced at the March 5th meeting, in response to the public's call to "state the vision", is really a Statement of Core Values, and as that goes, it is good – no one can argue with those sentiments!

We had expected a BOLD VISION, in line with the Don River Vision, that would, as the November SAC meeting notes mentioned, provide a "distinguishing character and identity", to which we would add "for the centuries to come...".

To us, it is obvious that a Bold Vision for the Port lands would start with its assets:

- park space,
- Lake Ontario,
- the Shipping Channel,
- and the revitalized Don River mouth.

One of WaterfrontToronto's executives mused aloud at the lectern on February 13th as to "how to leverage assets such as parkland". Within that lexicon, it is easy: create the largest amount of parkland possible south of the Ship Channel, and then develop the lands north of the Ship Channel to profit (financially and physically) from the immediate proximity to a wonderful magnificent park south of the Ship Channel.

The vision we promote would see the Don River mouth and precinct connected to the Spit and Baselands by a large green swath of parkland; this parkland would join and include Lake Ontario Park, and would extend in a broad band past the Baselands and the Spit entrance, and extend north on Leslie Street to Lakeshore Boulevard.

This visionary proposal would raise the Ship Channel from obscurity to the paramount feature of development in the Port Lands.

We are dismayed by the resistance to this Bold Vision concept by the planners, and further dismayed by what we feel is a short-sighted view of the City and its needs 50 or 100 years from now. In the early 1900's, schemes were advanced for large scale parks in this area; now is the time for our City to dedicate park space for the next century.

In terms of this current planning exercise (and there does seem to be one every 5 years or so), we can only promote and select the Land Use Option which would still allow for the creation of this large park.

Land Use Option 2 primarily fulfills this goal: it maintains the south dockwall uses of the Ship Channel, and allows the port uses to continue. If and when these uses disappear, or evolve to other areas, then the lands would be turned over to parkland. We envision that our definition of parkland is one of green space encompassing uses from active recreational ones (soccer fields, ball diamonds) through to the passive recreational uses evidenced at the Spit.

Returning to our February 10th letter, we still have been given **no compelling reasons to develop the lands south of the Ship Channel**. The technical, structural, and infrastructure problems are all still present and militate against any cost-effective development. Residential development is totally inappropriate for these lands.

We are also troubled by the unexplained urgency to designate lands south of the Ship Channel for development. There is so much “capacity” for development north of the Ship Channel that land use designations for lands south of the Ship Channel should simply acknowledge the existing uses, and establish a “holding zone”.

When we reviewed the land use options presented by staff, it was apparent that so much hinges on the relocation of the Waste Transfer Station, or conversely, its accommodation within the development. Our vision for parkland, particularly south of the Ship Channel, stands irrespective of the location/relocation of the Waste Transfer Station.

Land Use Option 2 illustrates a new park at the northwest side of the turning basin: a fine idea. This park in turn should be connected to a publicly accessible Ship Channel waterfront promenade the full way around, breaking only on the south side to accommodate the shipping and employment uses (Friends has advocated for this since the early days of the PEC CLC. !)

Within Land Use Option 2, Unwin Avenue should be maintained as two lanes (there is absolutely no need to make it a 4 lane arterial road!!); and Unwin should be realigned in the area of the Hearn and circulating channel to the northerly route depicted in the options.

All four options now show the full greening of Leslie Street on the west side, south of Commissioner’s. We applaud the staff for reacting to SAC comments and making this change.

In all four options, the pedestrian and cyclist bridges spanning the Ship Channel become the really important North-South connectors. The construction of these bridges will mean success for the park land.

We noted that the Don River spillway at the Ship Channel will have a “soft edge” (for wildlife access). A corresponding “soft edge” have to be created at the south side. This means that a small segment of the overall south dock wall will have a different character.

Coupled with this, we noted integrated stormwater management structures planned for the south side of the Ship Channel. It would make enormous sense to site these with park space uses, not with dense urban housing.

Along Commissioner’s, the hydro wires should be buried.

Finally, acknowledging that people will drive to this area (as well as take the improved transit), we refer you to past letters where we suggest that the north-of-Ship-Channel development agreements all contain clauses that open their parking areas to weekend and off-hours parking by park enthusiasts. This same concept for weekend and off-hours parking could be employed for the industrial use parking lots south of the Ship Channel.

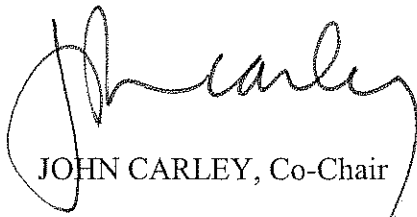
Returning specifically to Land Use, and the designation of the Port Lands south of the Ship Channel: we advocate that the current open space/parkland land use designations be maintained, and that current port employment lands be maintained as the Port/Employment District lands, as that designation offers the greatest and best economic possibility for future conversion to parkland land use.

Do alter your planners' course, do continue and strengthen the Don River vision, and step boldly ahead a century. The creators and protectors of the Port Lands Park will be lauded!

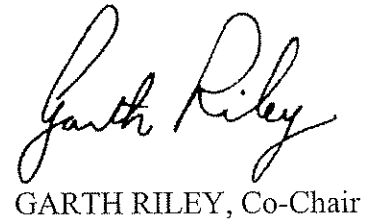
Yours sincerely,

FRIENDS OF THE SPIT

per:



JOHN CARLEY, Co-Chair



GARTH RILEY, Co-Chair

cc. Councillor P. Fletcher, City of Toronto
B. Denney, TRCA
M. Wilson, Chair, Waterfront Toronto
Other interested parties