



**TORONTO WATERFRONT
REVITALIZATION CORPORATION**

PORT LANDS STRATEGIC PLANNING

SUMMARY-PUBLIC FORUM #2

MARCH 03, 2005

**TORONTO FIRE ACADEMY,
TORONTO**



This report was prepared by the Toronto Waterfront Revitalization Corporation. It presents the key discussion points and outcomes from the March 03, 2005 Public Forum for the Port Lands Strategic Plan and is subject to review by meeting participants. If you have any questions or comments regarding the report, please contact:

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PORT LANDS STRATEGIC PLAN PUBLIC FORUM #2

MARCH 03, 2005, 6:00 – 9:00 P.M.

TORONTO FIRE ACADEMY, TORONTO

1.0 ABOUT PUBLIC FORUM #1

The Toronto Waterfront Revitalization Corporation (TWRC), working closely with the City of Toronto, has launched the development of an implementation strategy for revitalizing the Port Lands - an approximately 400 hectare district bounded by the Keating Channel/Don River and Lakeshore Boulevard in the north, the Toronto Inner Harbour in the west, Ashbridges Bay in the east and Lake Ontario and Tommy Thompson Park in the south.

On Thursday, March 03, 2005, the Toronto Waterfront Revitalization Corporation (TWRC) held the second in a series of public meetings aimed at establishing an overall strategic vision for the Port Lands area. Approximately 175 members of the local community came out to participate in this consultation process. The format of the public forum consisted of an open-house from 6-7 p.m., followed by a presentation and facilitated discussion. This public forum was designed to:

- Obtain input and feedback from the public on creating an overall strategic roadmap that will outline the critical steps to achieving revitalization in the Port Lands in the short, medium and long term.

2.0 INTRODUCTIONS

Robert Fung, Chair of the Toronto Waterfront Revitalization Corporation, opened the meeting and welcomed participants to the second public forum for the Port Lands area. Next, Nicole Swerhun, of Swerhun Consulting and meeting facilitator, reviewed the agenda for the evening. She noted that the purpose of the meeting was to enable dialogue between the Port Lands Strategic Implementation team and the community regarding the priority issues and opportunities to be considered when developing the strategic roadmap for Port Lands revitalization.

Following the agenda review, City Councillor Paula Fletcher, Ward 30, reflected on the importance of community involvement in the planning process for the Port Lands area. She also thanked the waterfront corporation for its efforts to date and said that we are embarking on a very exciting journey towards revitalization in the Port Lands.

3.0 PRESENTATIONS

Following the opening remarks, John Campbell, CEO and President of TWRC, spoke of the opportunities in the Port Lands noting that its vast area of generally unoccupied land, close proximity to the centre of Toronto and excellent water access represents an extraordinary opportunity for revitalization. Next, Mr. Campbell mentioned that the essential purpose of the Implementation Plan is to develop a comprehensive implementation strategy for the Port Lands and transform the policy objectives of the Central Waterfront Secondary Plan into a practical strategic roadmap.

Following this, he talked about the various phases of the Implementation Strategy, noting that the Implementation Plan will take approximately six months to complete. Lastly, Mr. Campbell provided a summary on TWRC's Port Lands Implementation Strategy, highlighting some of the key deliverable outcomes, including precinct boundaries, urban structure, interim uses, parks and public space linkages, transportation and sustainability.

Next, Melanie Hare, TWRC Program Manager, highlighted some of the short term initiatives currently underway in the Port Lands, which include Lake Ontario Park, Tommy Thompson Park, Commissioners Park and Cherry Beach Improvements. Following this, Ms. Hare mentioned that some of the activities starting in 2005 include corridor greening and clean-up, trail improvements, site decommissioning, Don Greenway and the Port Lands Tree Nursery.

Mark Sterling, of Sweeny Sterling Finlayson, provided some historical background on the Port Lands and the Toronto harbour in general, noting that revitalization efforts will be building on the industrial heritage of the area.

Next, Mr. Sterling spoke of the large size of the Port Lands area - approx. 1000 acres and compared its size to various Toronto neighbourhoods, illustrating the magnitude of this undertaking. Due to the size of the area, the build out will take quite some time and that there will probably be four or five precincts within the whole Port Lands area. He noted that this area is four to five times the size of West Don Lands and East Bayfront.

Following the background on the area, Mr. Sterling spoke of the "givens" for the area - that is, projects that are currently underway or already planned for the area. These include: Commissioners Park, Don Naturalization, Don Greenway, Cherry and Leslie Streets Corridors, Water's edge, Ashbridges Bay Treatment Plant, Lake Ontario Park, Discovery Centre, Toronto Port Authority Facilities, Rochester Ferry, Film Studios, Concrete Campus and the Port Lands Energy Centre.

Next, he spoke of the short to medium term plans for the area in context to the Implementation Strategy and gave an overview of the possible phasing for the area (i.e. first generation of development).

Mr. Sterling mentioned that the objectives with this process are to:

- Provide a short to medium term road map for the revitalization of the Port Lands
- Refine the definition / description of mixed use precincts in the Port Lands
- Articulate urban design principles and performance standards
- Detail phasing options and alternatives
- Focus on public infrastructure, (parks, roads, soil clean up, streetscape and servicing necessary to add value to adjoining public and private lands.)
- Provide financial analysis of development opportunities and infrastructure costs

Mr. Sterling concluded his presentation with “Next Steps”, which included:

- Port Lands Implementation Strategy
- Develop a broad range of approaches to community form at the large plan scale
- Focus on early opportunities to create green infrastructure that will support a first generation of mixed use development
- Consider appropriate implementation tools and servicing, land use, design, environment and real estate issues
- Bring forward a short list of alternative approaches that develop through this process to the Community Advisory Committee in for feed back and refinement
- Public consultation meetings to discuss the refined option

4.0 Q&A SESSION

Following the presentations, participants were divided into working groups to answer the following focus question:

The consultant team will be exploring options regarding character and density of development in the Port Lands, as well as options regarding additional green space. In preparation for this work, they would like to hear from you regarding each of these elements.

Please give us your top 2 or 3 pieces of advice in response to the following questions:

CHARACTER We know the Port Lands is a unique place. How could/should the character of the development in the Port Lands reflect that uniqueness?

DENSITY Sustainable development needs transit-supportive residential densities. If we had to decide where to put tall buildings (i.e. 20+ storeys) in the Port Lands, where would be a good place for them to go? Not to go?

PUBLIC SPACE There are major green spaces in the Port Lands already planned, including the waterfront promenade. There will also be other smaller parks. What activities do you envision taking place in these parks? What thoughts do you have regarding the size and number of these parks?

5.0 PARTICIPANT FEEDBACK

This section provides an overview of feedback received from participants at the Public Forum. This summary is a collection of comments obtained from table discussions (as captured in table reports and notes during the discussion) and individual feedback provided through workbooks and comments submitted to the TWRC following the meeting.

CHARACTER: We know the Port Lands is a unique place. How could/should the character of the development in the Port Lands reflect that uniqueness?	
Access	Connections with Broadview, TTC accessible - emphasize transit
	Access by transit, neighbourhoods suitable for walking and cycling with facilities such as community centers, health clinic, restaurants. Schools and day-cares should be planned according to population needs.
	Industrial mass at East end impenetrable - Carlaw pedestrian bridge could get people through
	Must stay in contact with South Riverdale
	Village approach-density with commercial, walk to store etc
	Car free zones
	User friendly
	All inclusive
	Make use of train tracks that exist from Toronto Star building to end of Cherry Street. It would be great for train buffs and open up Lake Ontario Park
	Turn Cherry Street into a major avenue
	Parking/Transportation
	Access for people with disabilities
	Point of entry for Lake Ferry - This should be focus for attractions/accommodations/transportation link
	TTP must stay green corridor for Leslie Street is a must
	Transit in the area must be limited to buses - no rapid transit or street cars
	Preservation of nautical/maritime theme with access via boardwalks
	Pedestrian access is essential
	Make it attractive winter and summer
	Accessible: Parking affordable city transportation, localized tram/shuttle
	Water promenade
Cherry Street and Leslie Street should be major boulevards like University Avenue	
Pedestrian Friendly	

	Water access
	Easy access for disabled, perhaps a tram, trolley, illuminated water way
	Waterfront use needs to be inclusive so that all people can have access
	Connected public spaces with moderate density leading to public domain at water's edge
	Year round use
	Pedestrian friendly
	Watercraft use integrated with public transit
Nature	
	Original character of theme of wetland
	Protect natural marshes, trees, shrubs, flowers
	Emphasis on recreation on integration of green space
	More continuous trees
	Lake Ontario Park - Florida - Like the ones in the Wetlands
	Trees/Green/Nature
	This area 'announces' the downtown. Keep it open, green treed as much as possible i.e. 60%
	Reference native use - migration routes
	Reference natural - animal and bird migration use
	Keep it as natural (but clean) as possible!
	Limit commercial development, maintain "green" areas
	Green (tech and green space)
	Aim for over 75% soft landscape including green roofs and a lot of urban greenery including ivy, trees etc...
	Green space should be left natural
	Habitat for birds, waterfront views are important
	Bring the naturalized character up from Lake Ontario Park along N/S corridor
Tree barriers should hide obtrusive buildings (factories etc.)	
Variety of nature	
Building Types	
	Light industry
	Intense mixed use
	Not exclusively for rich or poor or black or whatever
	Danger of creating high property value if low density housing is on the water's edge
	Please, not all subsidized housing

Special attention on mixed use to define character of neighbourhood
Buildings that embrace the street
Density=people=vibrant streets
Should be a community, greater emphasis on residential development (we can do better than 9000 units)
Should reflect the fact that industries east already and land remediation will be expensive
The present retail and Dock wall mix use should remain to ensure recreational boats can be serviced
Opportunity to build a variety of restaurants and suitable retail along the waterfront or ship channel as in the Netherlands and interesting attractions for residents and visitors alike
Allow low density, cottage industry, employment opportunities
Should include all amenities to support residential uses: Schools, libraries, groceries, shops, community centers, clinics, fire halls, small parks, offices
A good portion of affordable housing
Attract small businesses to service local neighbourhoods that are viable year round
Mixed Use - Housing, Commercial
Mixed Housing - Low income, subsidized housing - market value closest to the city
Intense mixed use
Reference historical/industrial use residential/biz/tourism/industrial ecology
Sight lines are important. The highest buildings should be towards the north side
Water-related business - boat and canoe building and rentals
Affordable housing co-ops
Lots of space for the current population (affordable housing/co-ops)
Community Centres, Schools
Residential/commercial adjacent to Commissioner's Park
Cafes
Keep industrial character of area as inspiration for aesthetic of the development
Retain as many industrial related buildings as possible
Urban Port community
Mixed use
Energy and Waste infrastructure can be integrated to create

Highlights and Attractions	Maintain all lift bridges, silos, machinery, chimneys, cranes and other industrial and marine relics
	Embed heritage references - plaques etc.
	Bird and animal migration routes - explanatory displays
	Major non-sports attraction
	Great Lakes shipping/maritime heritage museum
	Human scale - benches - lingering activities
	Preserve historical buildings, nature activities
	East channel at Polson Street unquestionably unique public space; aquarium, museums, performance venues and such
	Expo bid is out of character and should not be considered for this site
	With the tree nursery an excellent opportunity to grow many varieties and school field trip ecological experience
	Picnic areas: family oriented, BBQ facilities, seating
	Multicultural: cricket/soccer fields, field hockey, outdoor chess and bocce
	Water park: Safe water fountains for children, in the water channel some lights and calm fountains (in-water illumination)
General Character Feel	Neighbourhood feel to it - not a destination area
	Character Maintain; friendly, relaxed, beautiful, natural, atmosphere with proximity to water
	Open, well-lit at night, inviting
	Focus on employment and recreation and open space over the next 25 years for most of the area
	Toronto does not have a lakefront city character like Chicago or Kingston or Ottawa with lakefront promenade. No large concept that ties it all together, small idea frontage on artificial turning basin does not cut it.

DENSITY: Sustainable development needs transit supportive residential densities. If we had to decide where to put tall buildings in the Port Lands, where would be a good place for them to go? Not to go?	
Good Location	Fronting on Lakeshore if high rise must be built
	Spaced out on Lakeshore with open area's between them
	Along north and close to transit
	10+ - northwest corner
	If they must go in, the best place would be along Lakeshore Avenue and closest to transit corridors, away from immediate lakeshore
	10+ Stories - In the N/W corner
	Away from the water edge
	North side near lakeshore
	IF any, then spaced out along Lakeshore Blvd. Away from the water frontage
	Maximum heights in northern section and close to transit
	Northern Edge and Gateway Clusters (Lakeshore and Leslie/ Commissioner and Cleary)
	If high rise must be built do it on Lakeshore
	Tall buildings adjacent to Cherry Street
	Limit to north side of area, not south of basin
	In the middle - don't block the Portland's off from the rest of the city with a wall of tall buildings - Or intersperse them throughout the area
	Cherry Street to the harbour - Taller
	Tall buildings should be back from the water (leaving the waterfront for the residents of Toronto)
	At the north side, which is nearest to the existing city
	West side facing the harbour is okay
	Along north and close to transit
	Near the water heights should be lower, higher buildings should be further back from the water. Look at the example of Queen's Quay West - Not Harbourfront.
	Tall buildings okay, not on water's edge and not concentrated.
	Keep in one area.
	Cluster near north side of Port lands near Lakeshore
Tall buildings around Cherry Street to support transit investments	
Tall buildings should be set back from the water	
Density confined away from the lake front to avoid wall of condos destroying the view (such as what	

	happened at harbourfront)
Areas to Avoid	Buildings should slope as they approach waterfront. No buildings along waterfront such as was done on Queen's Quay
	Access corridors including public transportation; prefer no hi-rises, 6-8 stories - along main streets but not blocking the views. Low-rise preferable
	Keep tall buildings away from water's edge
	This is the only downtown area of the waterfront where views capes of the lake are not blocked by a wall of high rise buildings. Let's keep it that way.
	Not on the Water! As close to Lakeshore or above. No 20 story buildings in Port lands
	No tall buildings south of Lakeshore
	Not on the water
	No more tall building south of the Lakeshore! Have we not learned from those blunders at Harbourfront and Humber?
	Not on water's edge
	No tall buildings, other cities do not have tall buildings close to water (Paris/London)
	Don't build to edge
	20+ stories? No Where!
	Not near water - Don't block lake from view
	Do not build high rise by the water it will look like Queen's Quay
	Do not block any part of the water from the people
Other Concerns and Comments	Make the entire area reasonably dense
	Sprinkle green space throughout residential and commercially built up areas
	High density
	Variety of housing along Cherry Street south side of Commissioner's Park
	The suggestion of 9000 units in the new Cherry Street area is not acceptable to us.
	Act as a barrier to heavy industry
	Height is okay provided good integration with street level
	If you need more revenue to pay for transit, dedicate more land for residential, do low-rise stacked town homes and have industrial taxes cover what's needed.
	Density must be transit supportive and constructed to minimize car use and support pedestrian friendly

uses.
Should concentrate on low rise (4 stories)
A neighbourhood that is no more than 8 stories can still support transit and businesses
Be sure to include Habitat for Humanity homes!
Prefer alternatives to "high rise"
Open, friendly spaces between the buildings
Medium-density, low rise
Housing should be medium density (3-4 stories) and mixed income (including low income housing)
Density should be similar to or slightly greater than Riverdale and Beaches
Public Transit should go everywhere
Neighbourhoods are very fractured and disconnected from the city
Neighbourhood streets should be low-rise, townhouses, individual dwellings, small stores/businesses
Buildings over 10 stories take a lot of energy and are not sustainable
Must remain a low-rise neighbourhood flowing from south Riverdale
Low Rise - N/W corner
Also, appropriate support for densities resulting from <10 Story building
Prefer no Hi-Rises, up to 8 to 10 stories along Lakeshore Blvd.
restricted to 6 stories
Already enough large parkland space
No Tall Buildings. Maximum 10 stories
20+ Stories - Nowhere
No tall buildings 20 stories or higher. Maximum building height must be five stories
Lose the Docks nightclub
Concentrate on public transit
No larger than 7 Stories - Like St. Lawrence area
How about keeping transit at a minimum so people can walk to terminus
Low Rise - 4-8 Stories, do not block the water views
Buildings no taller than 10 stories
No tall buildings period!!
No building higher than 8 stories
I would be really disappointed with tall (over 10 stories) buildings. There's enough space to avoid that kind of density

	Density okay, medium size (up to 8 stories)
	This is the only area of our waterfront in the downtown area where high rises are not blocking the water views cape. Let's keep it that way.
	Most of Queen Street/Dundas/College/ Danforth/Bloor is low rise.
	Streetcars/LRT work well without tall buildings.

PUBLIC SPACE: There are major green spaces in the Port Lands already planned, including the waterfront promenade. There will also be other smaller parks. What activities do you envision taking place in these parks? What thoughts do you have regarding the size and number of these parks?

Activities	Team sports, extreme sports (skateboard/BMX)
	Family uses
	Neighbourhood parks with emphasis on youth programs
	Quiet places to retreat to, playground for local residents
	Bike routes to be integrated into plan
	Connection between bike route and waterside promenade need to be made
	Toronto Bike Plan should be one the 'contexts' incorporated.
	Include space for community gardens
	Ensure sufficient park space of a neighbourhood character, close enough for children informal play such as wading pools, pick-up sports
	Play space close enough for supervision
	Locate discovery centre close to Cherry Beach and Ferry Terminal and Cherry Street
	Discovery centre not on base lands or on the Spit
	Link water with land park, marinas and restaurants
	Commercial activities
	Some playfields, some formal gardens
	Public boat launch facilities
	Sustainable gardening
	Picnic areas
	Parking lots used for business and industry should be available for public use weekends and after hours
	Recreational water-based activities (sailing) need to be incorporated in park space
	Focus on Green Space Recreation
	Build activities so that parks are always busy
	Small wetlands/pond with environmental education boards
	Nature education Centre to encourage school trips
	Play grounds
	Community gardens
	Landscaping along connecting links
	Opportunities to enjoy less structured recreation
	Pathways, boardwalks
	Music and arts in the park
Natural amphitheatre	
Restaurants along the promenade	

Winter recreation
Performance training (Outdoor rink, outdoor velodrome)
More bike paths
Playgrounds/Community Gardens
Space for community gardens
Designated dog parks - enforced
Water sports - Canoeing, Kayaking, Dragonboat
Environmental education area, wetlands, bird viewing, info boards
Some formal and urban, some casual, suitable for children
Opportunities for walking and biking - convert to cross country skiing in winter
Open air theatre
Minor league baseball park
Nature walks for school children, picnics for families, multi-cultural sporting, gaming, washroom facilities, lots of easy access for everyone and security for safety
Picnics, family, multi cultural
Major playground for multiple ages (themed/adventure)
Formal Gardens
Sustainable Marsh/Gardens
We must look in the green space for multicultural (cricket pitch)
Provide Barbeques
Public boat launch
Outer Harbour Sailing Clubs ARE open spaces and keeps people physically active on the water.
Toronto has many parks already. The parks in the parklands should be "living" parks. A destination consisting of: a restaurant, tennis courts, playground, picnic area with a promenade linking the other corridors of the waterfront development.
Perhaps a nature/environment education center or shelter with emphasis on local flora and fauna
Small local parks with activities for children, perhaps a large sports field (rink in winter, arena?)
Waterfront trail and Lake Ontario Park, except for sailing club already established, should be as close to wilderness as can be in a city
Team sports, extreme sports (skateboard/BMX)
Family uses
Neighbourhood parks with emphasis on youth programs
Quiet places to retreat to, playground for local residents
Bike routes to be integrated into plan
Connection between bike route and waterside promenade need to be made
Toronto Bike Plan should be one the 'contexts' incorporated.
Include space for community gardens

	Ensure sufficient park space of a neighbourhood character, close enough for children informal play such as wading pools, pick-up sports
	Play space close enough for supervision
Thoughts on Size and Number of Parks	More green space is desirable
	One big park preferred to several small parks
	Include small parks in all residential areas
	Wide corridors N-S to connect to Lake Ontario Park
	Increase size and amount of park, it should be continuous
	People are concerned about the amount of park space; consultants should add up park space to get an answer like; Port lands holds three Hyde Parks
	All space that are on the water must be maintained as public use
	Smaller parks needed
	More natural area
	Take advantage of waterfront views - DON'T block off the shore
	Enough large parks
	Sprinkle green space among built up areas
	Keep green space all along the waters edge
	Endure public access to all shoreline
	Need to percentage the total green space as people don't think there is not enough park lands
	More smaller parks
	A promenade which consists of paths of paving stones isn't green enough to be called green space. I'd like to see WIDE swaths of lawn/bushes/trees on either side of paths
	Sprinkle small parks throughout
	Lots of green space and parks
	Make green space continuous, very large
	As many as possible (Parks)
	More, larger
	Smaller parks should be neighbourhood parks with emphasis on youth facilities
	Permanent
	Turn green space into major promenade like Chicago, not cut up marginally like High Park
	Lots of smaller passive recreation areas (places to sit and read or sit and watch kids play)
	No "Vest Pocket" parks, nothing smaller than 200'X200'
	Don Greenway should be wider
	Commissioner's Park should be shrunk to keep recording studio
	Small urban parks, some designed as distinct cultural styles (Japanese Garden, Greek Agora, Classic English)

	Maximize greenery, minimize concrete
Other Concerns and Comments	Adequate parking for Commissioner's Park to bus athletes in.
	Integrated to local community
	Lots of trees
	Widen Don Greenway
	Tree farm not a base lands
	This is the worst idea I've ever heard of for the Port lands
	Security issues how can you get people near the parks so they are safe to use at all times
	Parks need to have purpose
	Building use nearby parks must have ongoing public use and traffic
	Maximize soft shoreline - make it natural
	Put channels into the heart of the Port lands
	Habitat for wildlife for migrating species (Lake Ontario Park)
	Use the railway from Yonge Street to Leslie to Unwin to Cherry for transit to get to the parks
	Maintain Don Greenway Corridor
	Lots of recycle bins
	Cut a swath north/south so that Torontonians can get a decent view of the lake from Lakeshore Blvd. & South Riverdale
	Ensure children's play areas
	Needs sufficient furniture - benches
	People friendly places to sit and read
	Water access plan needed!
	Try to keep parks away from major streets like Don Way and Leslie Street
	Empty parks attract a very different element than "living" parks for the citizens of Toronto
	Central Park in NYC for example is safe because it is busy all the time
	Have industry contribute to transit costs as they will benefit as well.
	Where possible, naturalized shores, meadows (as opposed to mowed grass), woodland paths - places for quiet or "passive" recreation, benches, picnic tables, washrooms.
	Unwin Ave cannot be relocated into land zoned GR. Put facilities that require parking north of Unwin as buffer to Lake Ontario Park.
	Need to pull people from north through industrial cluster to access park lands along lake - Carlaw bridge
	Soft shorelines rather than hard shorelines (concrete etc)
	Remove landfill shorelines (concrete blocks with rebar)

ADDDITIONAL COMMENTS: Is there anything major missing from the analysis to date?	
	The TWRC approach seems very apolitical and is just working between and around plans being made by TEDCO and the TPA and others that will severely limit the possibilities and levels of success of the planned neighbourhood. The industrial uses, power plants and Island Airport flight paths shouldn't simply be considered as "context" (a very passive and apolitical word used often in the presentation). But as real plans that will have a major effect on the liveability and success of the planned neighbourhoods.
	Street design should include bike lanes
	Promenade designed for movement of pedestrians and cyclists, link into major bikeways such as Martin Goodman Trail
	Cycling infrastructure is not mentioned in document and map, existing bikeways routes are context that should be considered (Martin Goodman Trail, Lakeshore Path/ Don Trail)
	Planned Bikeway network routes should be incorporated as outlined in Toronto Bike Plan (Commissioner's Street Bike Lane, North-South Linkages)
	Sterling Presentation too lengthy despite promise to move quickly.
	The railway moves from Yonge>Leslie>Unwin>Cherry. Use it as transit
	Antique steam/diesel
	Routes to the Parks without the need for a car
	Residential neighbourhoods must be single family low-rise or very high condo towers because of the cost of foundations
	More details on strategies for relocating non-compatible industrial use
	Details on costs of infrastructure renewal, environmental remediation and an indication of where this funding will come from.
	More information of housing options and how development would be phased with infrastructure investments.
	Market analysis on the continued feasibility of studio uses and the media industry
	A clearer vision (sketches) of what transition areas, mediation between new development and existing uses would look like
	I like the Discovery Centre Idea!
	Green Infrastructure - Extend deep lake cooling system currently in place downtown, solar wind power VS PEC
	Sewage water treatment
	Do not agree with proposed plan, to disparate, no continuity or flow
	Key thing missing is linkage to get people access to the water, increased access for swimming, boating (Marinas with restaurants and attractive facilities) rowing, windsurfing
	The Spit could have a perimeter wall like the one in Stanley Park
	How do we keep the long-term vision in tact over the years with change in political parties

Financing for land acquisition and current user relocation?
What to do about The Docks?
The Leslie Street corridor is an important greening blended with retail. Eastern Marine Systems use of 12 Leslie Street is an important and essential retail and dock wall user in the Portland area. This allows the area to not be conceded to industrial use only with the planned concrete campus in the immediate location bordering the Leslie Street Corridor. The Eastern Marine store front and retail Marine Shop with the combined dock wall use as a service facility for pleasure boats 60 feet and under. Allows boats operated by the Ministry of the Environment and the Department of National Defence to be serviced in the ship channel within the close proximity to downtown Toronto.
Don Naturalization: Eliminate Cherry Street bridge/connection
Let western Portland's be more of a peninsula
Who will benefit from the increase in real estate values over time?
Access to the waterfront has always been difficult for ordinary people - without cars or public transit (free parking) so families could come down and picnic. I see no real address of these issues (FREE parking) or accessible transit. Try bringing a family with young children or elderly or handicapped when the spaces are reached only by long walks.
Access to the waterfront leaves a lot to be desired if the water is filthy!
I'm sick on concrete buildings shutting us off from the city's waterfront. Putting more housing between us and our lakefront? We all want to enjoy it, not just a select few!
No discussion over possible tourist attractions.
Toronto is lacking what we in the travel business call a "WOW" (I am travel writer).
A permanent base for Cirque du Soleil would fill that need.
I recommend a site on or adjacent to the current Docks nightclub. This site is zoned commercial and the view of the city is superlative. IT may be in conjunction with a hotel facility.
Update of strategic analysis of port uses anticipated over the next 25-50 years; recreational, ferry (local and international), commercial/freight, tourist/cruise, local tours
Admission that the commercial/residential redevelopment is a long, long way off and therefore the realization that green employment uses, green energy uses and recreation uses and year round recreation uses.
The plan seems too compartmentalized - not enough integration between residential and employment areas. Need to keep existing business and integrate them better into the various areas.
Thinks about keeping people on the water and getting people on the water, not just looking at it. Protect the community sailing, paddling and rowing clubs south of Unwin - The Outer Harbour Sailing Federation. Similarly, Aquatic Park Sailing Club in Tommy Thompson Park.
Keel Boat sailor's need car access to get gear to their boats, public transit does not work.
Sailboats animate the waterfront
Affordable housing.
Creation of a Smart Green Plan - even an "off the grid" community.

	Make small blocks which are walkable with narrow streets. Lakeshore is too wide and fast. Need something on the streets and north/south connections.
	Keep any historic buildings that can add to the area.
	Get rid of bike lane north of Lakeshore and rail, they inhibit development.
	Put rail on street
	Windmills for OPG lands
	You're not showing what private industries area already there and therefore are spaces that can be changed or regenerated. For example, how long is the lease on The Docks? Given the noise issues concerning this facility what will be the effect of putting 9000 housing units nearby?
	How will you maintain, foster a larger constituency to keep vision and corporation alive through the elections?
	Need an up-to-date website with ALL waterfront initiatives regardless of who is responsible. Need regularly updated forums.
	Get the workshop up on the website for people that couldn't get to the meeting.
	Where does the shipping come in? Need to clarify and "agreements" to the public.
	Need analysis of existing recreation; how many people and for what activities? Cycling, fishing, birding
	Where is TRCA shoreline/habitat analysis?
	Need to let others share information. How will I learn about others people's ideas? Will this be consolidated and circulated to all on your email list?
	How will people lead about various development applications so they can comment where required?
	The best minds and incentives should be dedicated to phasing out industries deemed unsuitable in the Port Lands. I believe there is a nightclub or music center in Commissioner's Park. If it is incompatible with the new park and residential area, could it be located elsewhere in the Port Lands? Perhaps further east with decent access and measures for the safety of the young patrons, if that is who would be attracted.
	Toronto Field Naturalists and other environmental organizations and individuals go on frequent walks and birding hikes on the Leslie Street Spit (Tommy Thompson Park) in all seasons of the year. Also, we enjoy these activities around the base of The Spit and along the trails between there and Cherry Beach. We are in agreement that this area should be kept natural, undeveloped, with native species of plants/shrubs/trees to offer suitable habitat for local and migrating birds, including ducks, geese, swans, shore birds, gulls, terns, herons, raptors and reptiles. Wild habitat connecting with the newly naturalized mouth (or mouths) of the Don River would be a boost for the residents and migrating species.
	I hope TWRC is monitoring the Hearn Generating Station and the proposed PEC. I have not heard results of an environmental assessment of OPG plans for this property.
	An especially sensitive issue is the discharge of any effluent.
	Having lived in Vancouver for 18 years, I am familiar with the forest trails, Beaver Lake and sea wall that make it such a special place, along with the public space like the rose garden, Lost Lagoon and Second Beach. I hope we achieve our special park.
	Continue to emphasize consultation with community groups who care!

	How does EXPO 2015 fit into this? (I am opposed to it)
	Is TWRC hedging its bets and leaving the door open for future changes to the plan if Toronto wins the Expo
	Is it realistic to fit the Expo's needs into all the other uses being contemplated?
	Expo would be on the scale of the Olympics!! (Or even larger)

6.0 NEXT STEPS

John Campbell thanked everyone for their participation, and indicated that the feedback from the meeting, in addition to ongoing stakeholder input received between meetings, will continue to help guide the Implementation team and TWRC in the further development of the Port Lands Strategic Implementation Plan