



# Toronto Industry Network

October 26, 2021

Mayor John Tory & Members of the Executive Committee,  
12-West, City Hall,  
100 Queen Street West,  
Toronto, Ontario,  
M5H 2N2.

**Attention: Ms. Catherine Regan**

Dear Mayor Tory and Members of the Executive Committee:

**Re: EX27.6 – Next Phase of Waterfront Revitalization**

I am writing to express the Toronto Industry Network's deep concern regarding the continuing lack of consideration the City pays to its Port that provides services essential to the functioning of Toronto. The 58-page staff report mentions the Port only once in passing on P. 27 portraying the Port as a tired piece of real estate awaiting re-development per the following excerpt:

"The Port Lands is the largest undeveloped area remaining in Toronto. The 325 hectare (800 acre) underutilized industrial port is located just to the southeast of Downtown Toronto. This area has historically supported commercial, port, industrial and film/creative industries with numerous heritage and natural heritage resources, as well as recreational areas and naturalized landscapes. It is Toronto's only working port and supports critical electricity transmission infrastructure. The City and Create TO (through a subsidiary corporation known as Toronto Port Lands Company) own the largest share of land in the Port Lands of approximately 200 hectares (500 acres)."

One cannot find any reference to a Port in the multi-year plan for the Port Lands generated by Waterfront Toronto.

Shipping by water to Toronto which is the most sustainable and greenest form of transportation, keeps some 54,000 trucks annually off our City's roads. In 2020 for the fourth year in a row, the Port received more than 2 million metric tonnes of raw materials and general cargo. Shipping is growing at more than 10% annually with 174 ships docking at Toronto in 2020. Without the Port, the City would find it impossible to source road salt or enough cement and aggregate to supply our growing need for concrete. Toronto's large food industry is heavily dependant on raw sugar imported from around the world.

Current planning for the Port means 46% of the dockwall essential for a Port will be given over to film studios, parks, a new bridge and road, a floodway (the Port has never been flooded by a rain event) and

land held by developers. Unlike most ports of its size, rail service to the Port has been cut off with plans currently to turn the right-of-way into a walking path.

It is very difficult to locate or growth a business in the Port since Create TO, with the exception of the Concrete Campus, makes a practice of negotiating short-term leases which cause uncertainty. Other Great Lakes ports welcome and nurture their business partners and tenants.

With four of its members operating in the Port, TIN would very much like to be part of the planning consultation process to be started in November. Additionally, we recommend Ports Toronto be included the senior management team leading this process. It is surprising this has not happened.

Toronto's Port is a valuable asset that cannot be replicated. Great Lakes cities we have compared Toronto to are proud of their ports and seek to maximize their economic opportunities.

I thank you for your attention.

Sincerely,

A handwritten signature in black ink, appearing to read "Craig McLuckie". The signature is fluid and cursive, with the first name "Craig" and last name "McLuckie" clearly distinguishable.

Craig McLuckie,

President

c.c. Mayor John Tory, Deputy-Mayor Michael Thompson, Chris Murray - City Manager, Tracey Cook – Deputy City Manager