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## Toronto Industry Network

October 12, 2017

Councillor David Shiner & Members of the  
Planning & Growth Management Committee,  
10 West, City Hall,  
100 Queen Street West,  
Toronto, Ontario,  
M5H 2N2.

**Attention: Ms. Nancy Martins**

Dear Councillor Shiner and Committee Members:

**Re: PG23.6 - Portlands Planning Initiatives- Central Waterfront Secondary Plan (CWSP)**

The Toronto Industry Network (TIN) appreciates the opportunity to express its concerns regarding the proposals regarding the future land use of the Portlands.

Three of TIN's member use Toronto's port to provide the City with essential goods such as sugar, de-icing salt and cement. These companies rely on water transportation to supply raw materials. We note that water transportation is green, cost effective and one ship carries many truckloads. Bringing these materials from Hamilton or Oshawa are not generally options. TIN asks that you consider the following points touched on in the staff report that are important to the operation of a port:

#### Four Core Principles

- Removing Barriers and Making Connections;
- Building a Network of Spectacular Waterfront Parks and Public Spaces;
- Promoting a Clean and Green Environment; and
- Creating Dynamic and Diverse New Communities.

We recommend the four core principles listed on P. 11 of the CWSP be amend to include:

- Maintaining a vibrant Port as an essential part of the city's infrastructure.

The Port is a key economic asset for Toronto that helps it compete and provide services unique to water transportation.

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**People conflicts**

Our members' port facilities are industrial often 24/7 operations that require proper separation from sensitive uses such as residences, schools, parks, etc. When conflicts inevitably occur, it is industry (that was there first) that has to remediate or move. Hence TIN's concern about redeveloping the north wall of the Shipping Channel for non-industrial uses. Additionally, ports require security and allowing people near these facilities creates operating challenges.

**Port Facilities**

The most precious asset Toronto's Port has is its dock wall. If dock wall is given over to non-port uses, this puts pressure on existing Port commercial users and ensures that the Port cannot grow its traditional business.

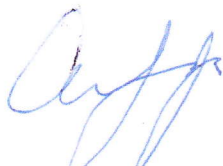
There are proposals to construct bridges cross the Ship Channel. This can cause operating challenges for shipping using the Channel.

Since the Port is used as a regional distribution centre, it is essential that there be well defined trucking routes to allow rapid access in and out of the Port area. These should not allow conflict between other forms of transportation such as LRTs and bike lanes.

The Harbour Lead Line is not identified on planning maps for the area. While we recognize the line is lightly used at present, not being able to offer rail access to the Port is a serious deficiency. We ask that the Harbour Lead Line be designated and protected in the City's Central Waterfront Planning Documents.

We thank you for your attention and hope that our key points can be incorporated into the City's plans for the Portlands.

Sincerely,



Andrew Judge,  
President