

PORT LANDS + SOUTH OF EASTERN OVERVIEW

WELCOME

The City of Toronto and Waterfront Toronto, in partnership with the Toronto and Region Conservation Authority, have been developing three inter-related plans for the Port Lands. The purpose of today's Open House is to present the emerging plans.

MEETING PURPOSE

To present and seek feedback on:

- 01 Elements of the draft Port Lands Planning Framework
- 02 Preferred Solutions for the Port Lands and South of Eastern Transportation and Servicing Master Plan Environmental Assessment
- 03 The draft Villiers Island Precinct Plan

Open House + Information Sessions

A welcome and overview presentation will take place twice during the Open House to provide an update on the work completed to date and outline the Open House and Information Session format. The Open House will run from 9 AM to 4 PM with staff available to answer your questions.

Information Sessions will run four (4) times in the morning and four (4) times in the afternoon. Stay for all of the presentations or attend the ones of most interest to you. All information sessions will be videotaped and posted on <http://www.portlandsconsultation.ca>.

INFORMATION SESSIONS

MORNING SESSIONS

9:00 AM WELCOME AND OVERVIEW PRESENTATION

9:30 AM
10:10 AM
10:50 AM
11:30 AM

AFTERNOON SESSIONS

1:00 PM WELCOME AND OVERVIEW PRESENTATION

1:30 PM
2:10 PM
2:50 PM
3:30 PM

LUNCH BREAK
12:10 PM - 1:00 PM

The Project Teams

The development of the Port Lands + South of Eastern plans were assisted by several Project Teams consisting of a multi-disciplinary group of consultants, working in collaboration with Waterfront Toronto, the City of Toronto, and the Toronto and Region Conservation Authority (TRCA) across inter-related, yet distinct projects.

Port Lands + South of Eastern Public & Stakeholder Consultation

Lura Consulting
Community Consultation

Port Lands Planning Framework

Public Work
Urban Planning and Design

Golder Associates
Noise and Air Quality

Dillon Consulting
Transportation and Servicing
Community Infrastructure Strategy

Hemson Consulting
Economic and Market Advice

Port Lands + South of Eastern Transportation and Servicing Master Plan Environmental Assessment

Dillon Consulting
Project Lead, Transportation and Servicing

CH2M Hill
Servicing

Public Work
Urban Planning and Design

ASI
Heritage Conservation

Villiers Island Precinct Plan

Urban Strategies Inc.
Project Lead, Urban Planning and Design

Arup
Transportation, Servicing and Sustainability

W. Architecture
Landscape Design and Architecture

Taylor Hazell Architects
Heritage Conservation

RWDI
Wind and Micro-Climate



SHAPING THE FUTURE:
Placemaking in the Port Lands + Connecting South of Eastern



PORT LANDS + SOUTH OF EASTERN OVERVIEW

ROAD MAP

The three planning exercises are inter-connected with common elements that are represented at various scales and levels of detail. This Road Map will help you navigate the four Information Board Stations and their topics. Find out more about the key topics at Information Sessions that will be held throughout the day in one of four breakout rooms at the times listed below.

MEZZANINE

ROOM 004




— VISION + STRUCTURE —

KEY TOPICS

- PLACEMAKING
- BUILT FORM
- MOVEMENT + ACCESS
- PARKS + OPEN SPACES
- LAND USE
- WATER AS A RESOURCE

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ROOM 005



— CHARACTER + PLACE —

KEY TOPICS

- PLACEMAKING
- BIODIVERSITY
- LAND USE
- ENERGY
- PARKS + OPEN SPACES
- SUSTAINABILITY

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ROOM 006



— VILLIERS ISLAND —

KEY TOPICS

- PLACEMAKING
- PARKS + OPEN SPACES
- BUILT FORM
- PEOPLE + JOBS
- MOVEMENT + ACCESS
- SUSTAINABILITY

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3:30 PM

SECOND FLOOR

ROOM 215



— TRANSPORTATION + SERVICING —

KEY TOPICS

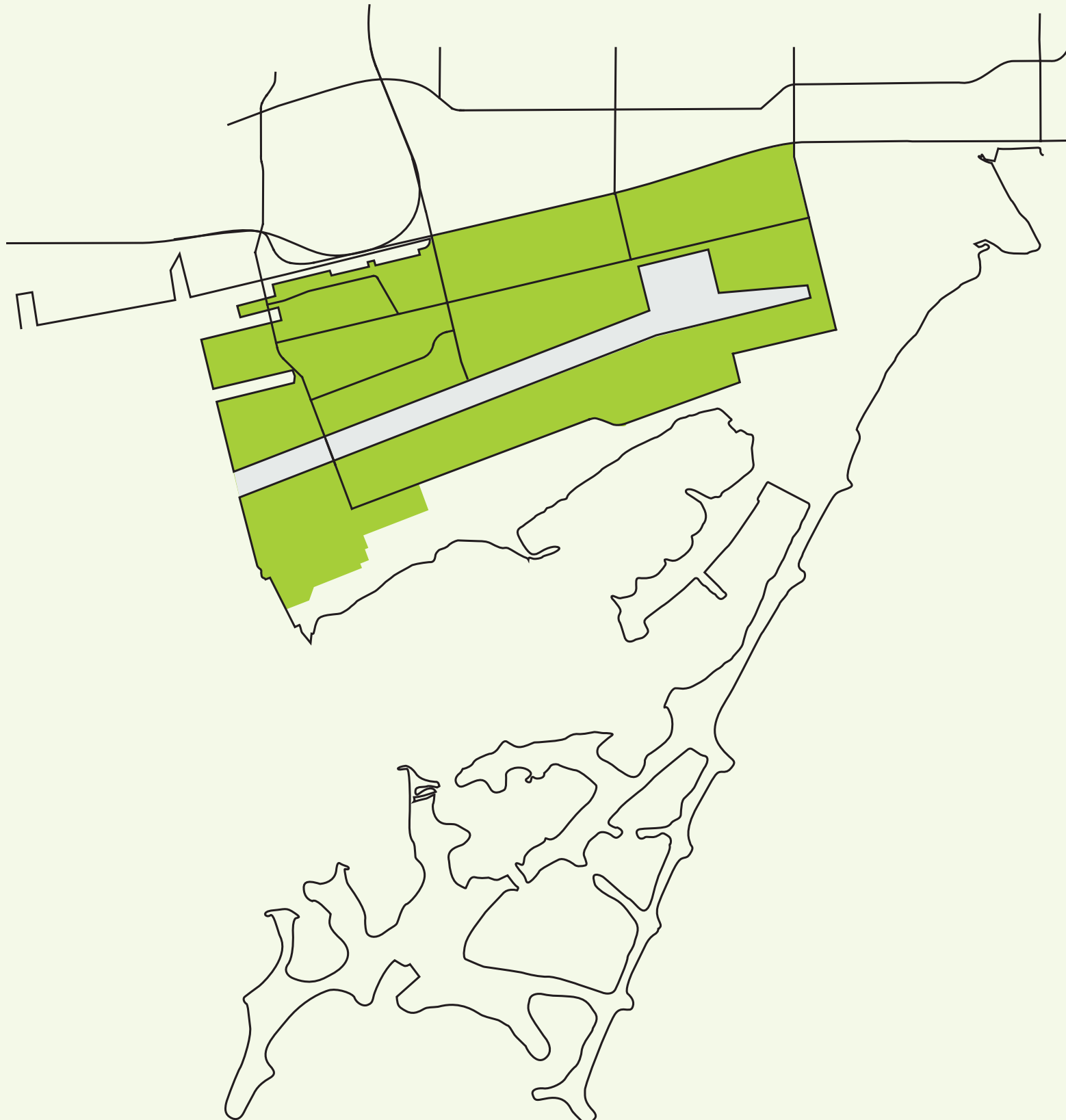
- MOVEMENT + ACCESS
- PIPES + SERVICING
- GOODS MOVEMENT
- SUSTAINABILITY
- WATER AS A RESOURCE
- BIODIVERSITY

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PORT LANDS + SOUTH OF EASTERN OVERVIEW

CURRENT STUDIES

PORT LANDS PLANNING FRAMEWORK



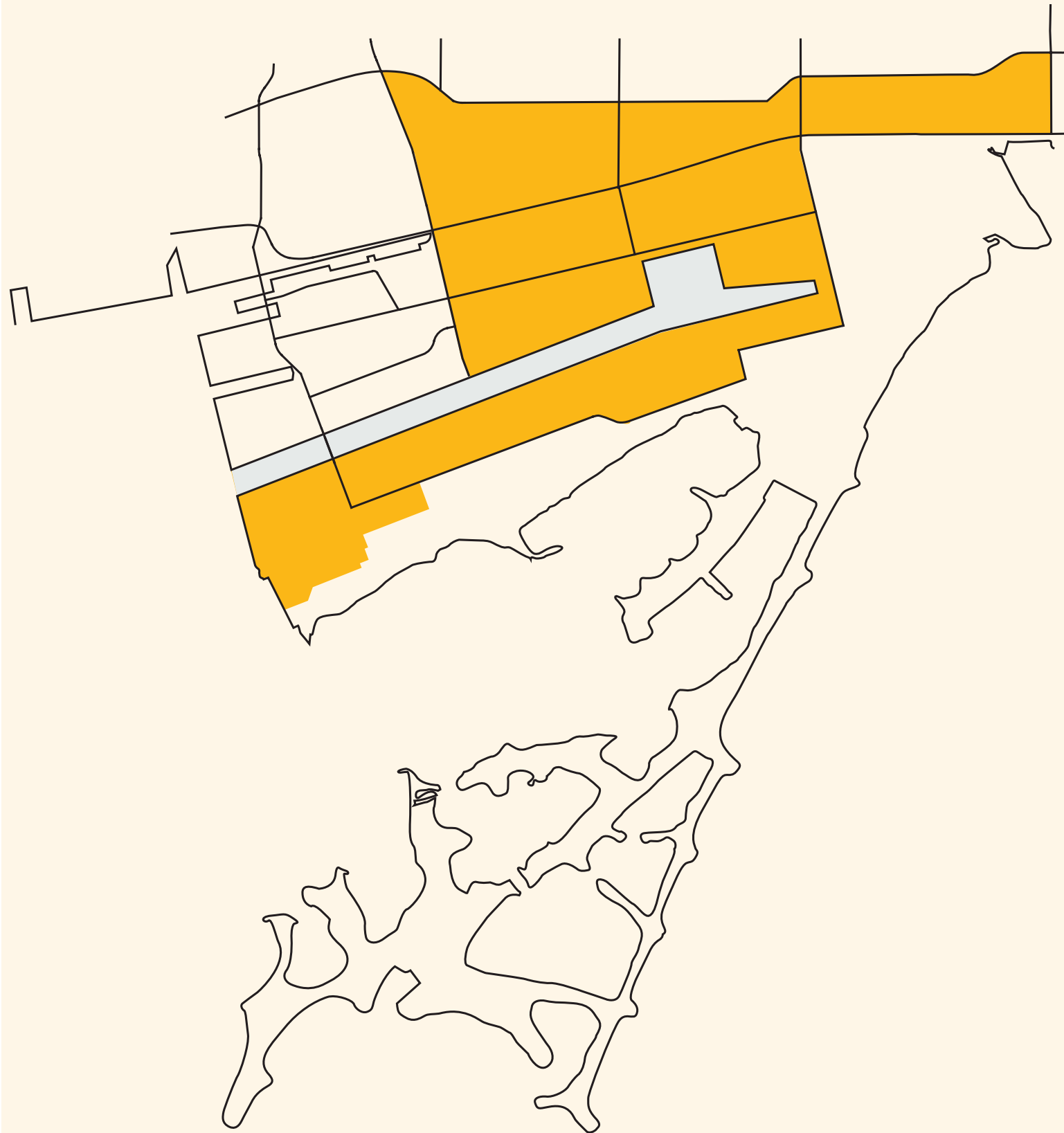
A high-level plan:

- To guide revitalization and redevelopment over the near-, medium- and longer-terms
- To provide more robust direction than is currently in the Central Waterfront Secondary Plan
- To integrate other initiatives - Don Mouth Naturalization and Port Lands Flood Protection Project (DMNP EA) and Lower Don Lands Infrastructure EA
- To ensure that public and private investments contribute to the long-term vision and have lasting value
- To resolve outstanding appeals at the Ontario Municipal Board

LAND USE + URBAN STRUCTURE

- PARKS + OPEN SPACES
- CHARACTER/HERITAGE
- MOVEMENT/ACCESS
- BUILT FORM
- COMMUNITY INFRASTRUCTURE
- PUBLIC REALM
- PUBLIC ART
- BIODIVERSITY
- AFFORDABLE HOUSING
- VIEWS
- SUSTAINABILITY
- GREEN INFRASTRUCTURE
- PIPES

PORT LANDS + SOUTH OF EASTERN TRANSPORTATION AND SERVICING MASTER PLAN



Purpose:

- Coordinated Environmental Assessment (EA) planning with concurrent planning studies
- To identify the street and transit network and municipal servicing to support revitalization and redevelopment
- To tie together planning in the South of Eastern and Port Lands areas

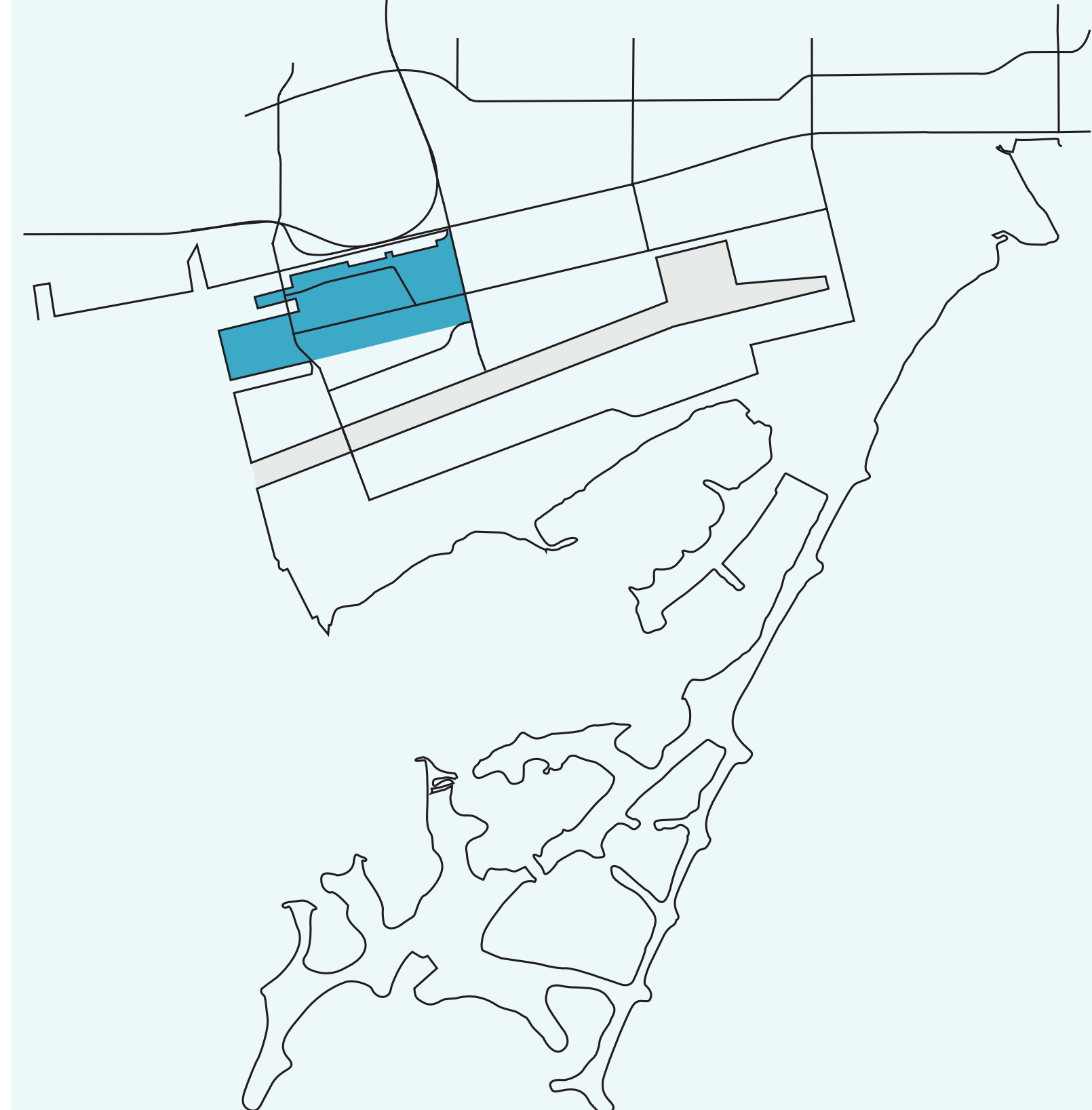
Municipal Class EA Process

PHASE ONE Problem or Opportunity	1. Identify Problem or Opportunity Statement	2. Agency and public consultation to review Problem and Opportunity (discretionary)
PHASE TWO Alternative Solutions	1. Identify Alternative Solutions	2. Inventory
PHASE THREE Alternative Design Concepts	1. Identify Alternative Design Concepts	2. Detailed Inventory
PHASE FOUR Environmental Study Report	1. Complete Environmental Study Report (ESR)	2. Notice of Completion
PHASE FIVE Implementation	3. ESR placed on public record	4. Opportunity to request an order

WE ARE HERE

3. Identify impact of Alternative Solutions	4. Identify Recommended Solutions	5. Consult review agencies and public	6. Consult + review agencies and public	7. Select Preferred Solutions	8. Discretionary Public Consultation
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VILLIERS ISLAND PRECINCT PLAN

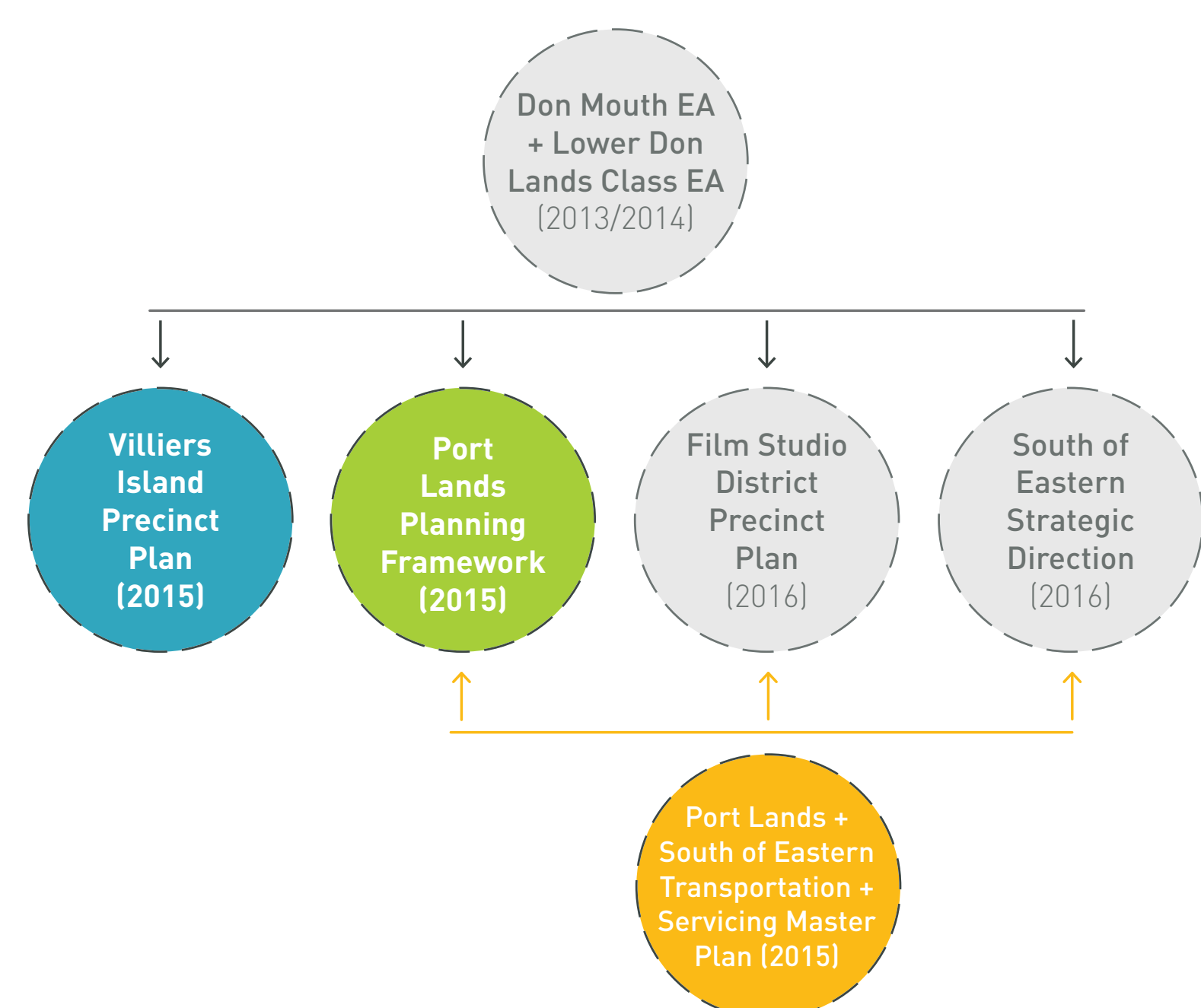


Precinct Planning:

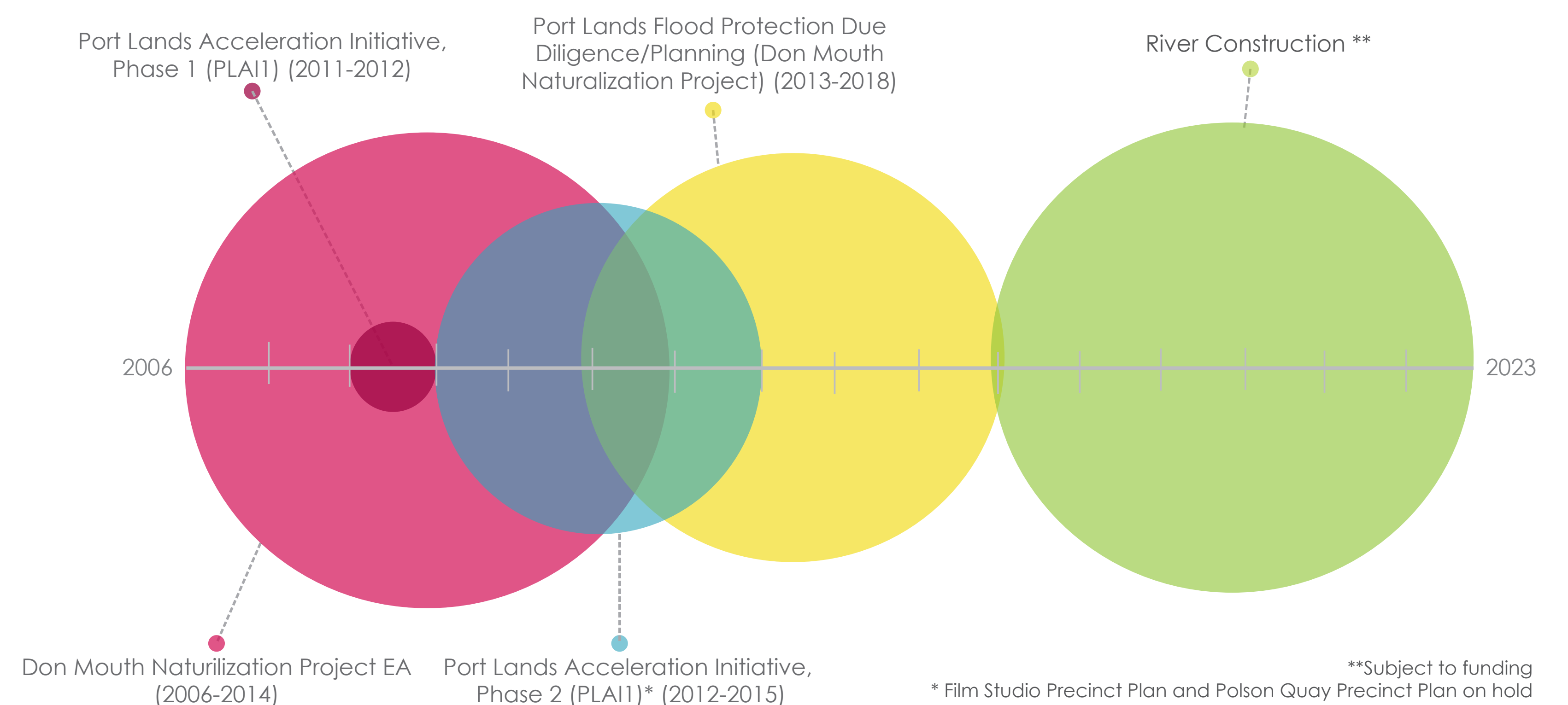
The Central Waterfront Secondary Plan requires precinct planning for smaller areas in the Central Waterfront prior to rezonings. The Secondary Plan sets out the key elements of a Precinct Plan, including:

- Local streets and blocks structure
- Minimum and maximum standards regarding height and massing of buildings
- Land use and strategies to achieve a mix of uses
- Parks and community facilities
- Environmental performance standards
- Public art and urban design standards and guidelines
- Affordable housing strategy
- Appropriate conservation of heritage resources
- Parking provisions
- Implementation strategies

Linkages Between the Studies



Building a New River - A Timeline



PORT LANDS + SOUTH OF EASTERN OVERVIEW

THE NEW MOUTH OF THE DON

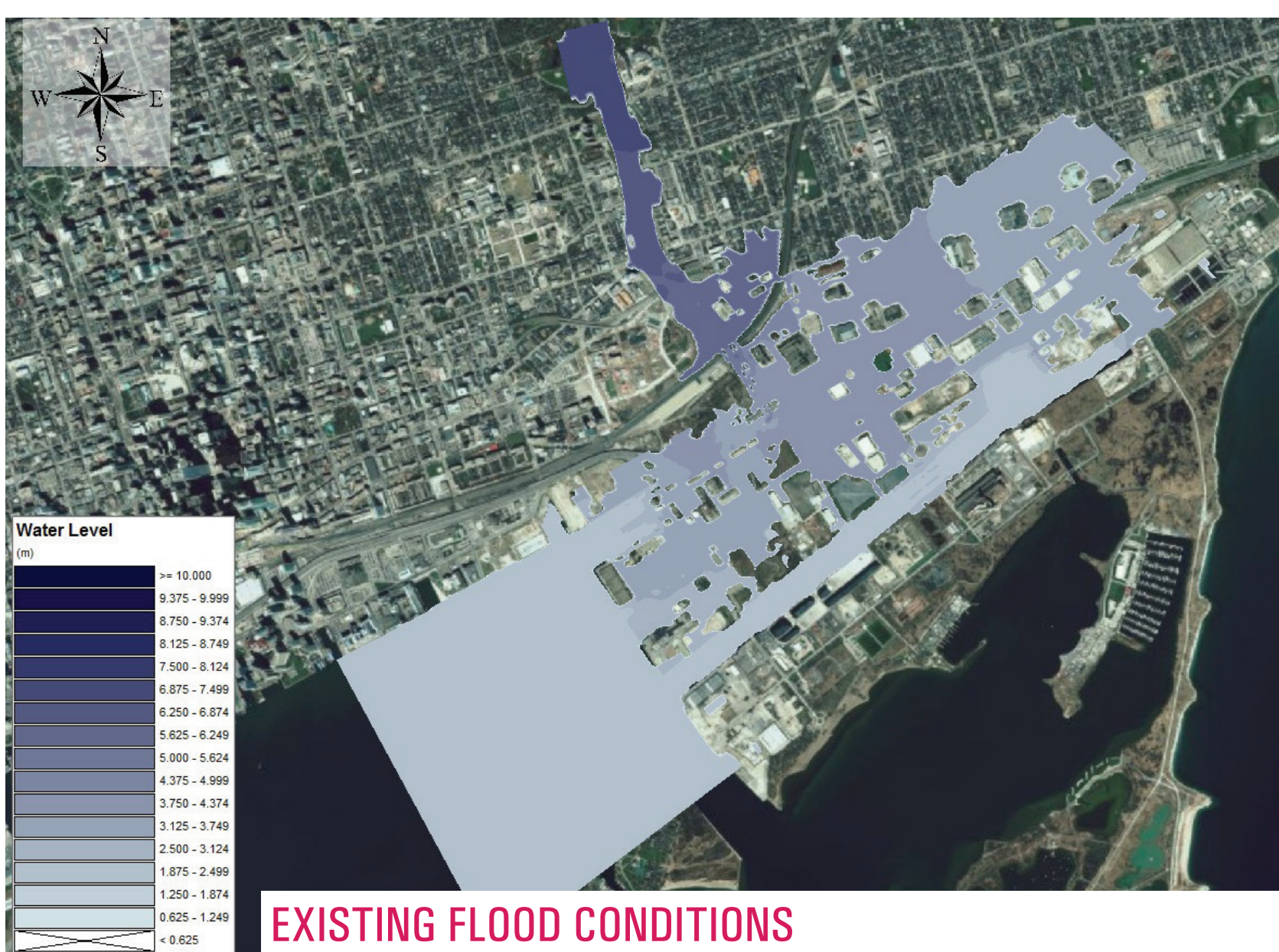


Planning for the new mouth of the Don was completed through two parallel environmental assessments (EA) in partnership with the TRCA, Waterfront and the City. The Don Mouth Naturalization and Port Lands Flood Protection Project (DMNP) began in 2005 and received approval in January 2015. The focus of the DMNP was to eliminate the risk of flooding to lands east and south of the Don River mouth, to provide new naturalized river habitats, and to contribute to and integrate within the fabric of a revitalized Central Waterfront.

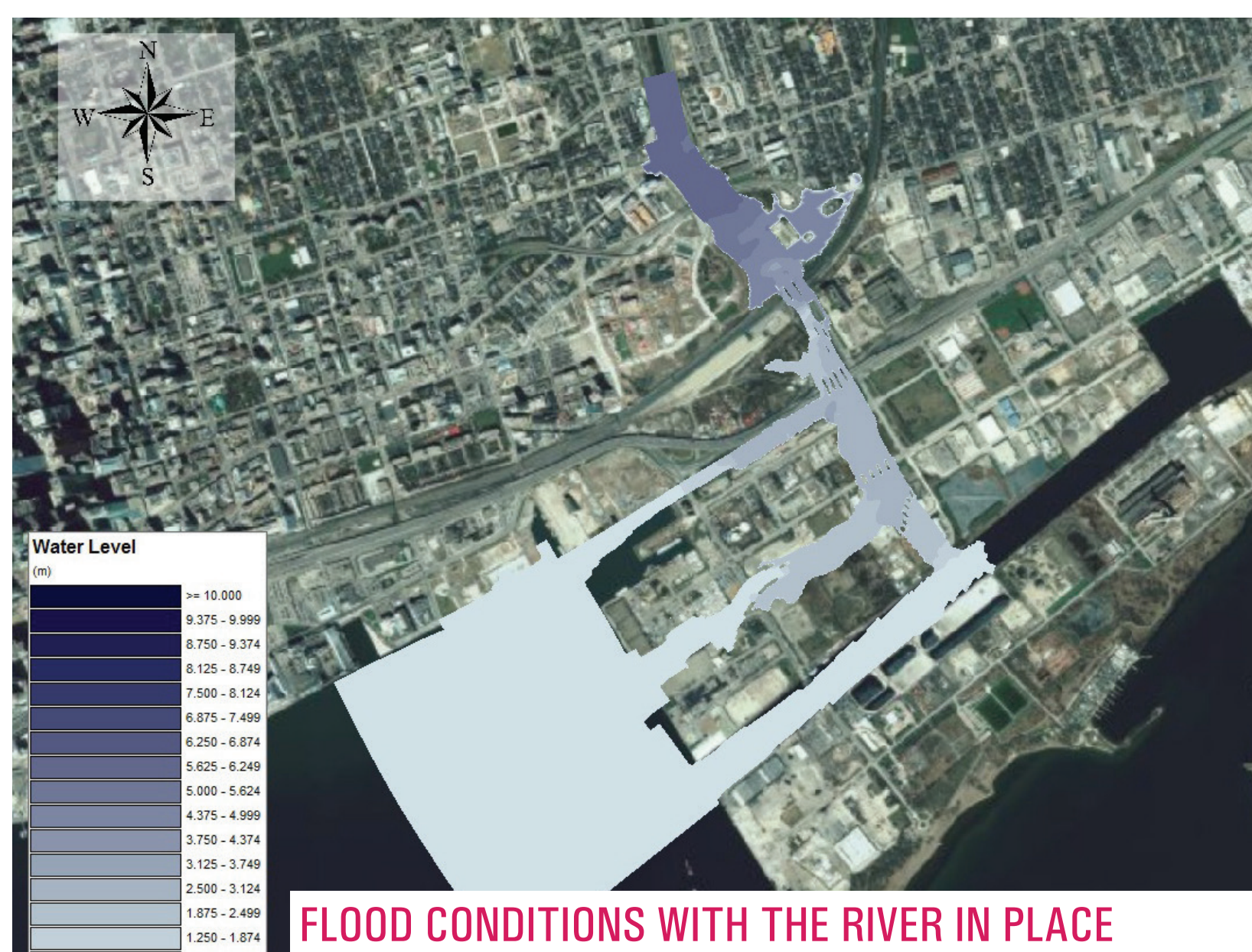
The second and parallel EA that started in 2008 was the Lower Don Lands Environmental Assessment Master Plan (LDL EA). The LDL EA was completed in September 2014 and came into effect following approval of the DMNP. The LDL EA defines the municipal infrastructure and transit required to support the revitalization of lands surrounding the new mouth of the Don. The overarching vision that guided both EAs was the Michael Van Valkenburg and Associates (MVVA) winning submission to Waterfront Toronto's International Design Competition for the Lower Don Lands in 2007.

A key element of the DMNP is the creation of two new river outlets, in addition to the Keating Channel. Each of the three outlets serve a different function in the overall landscape design. By retaining the Keating Channel, a deep, wide and hardened channel is maintained to convey large floods during heavy rainfall events, but also provides an urban, water's edge promenade for Villiers Island. A new central outlet provides a meandering low-flow river channel bounded by levees, meadows and smaller adjacent wetlands. It is a park-like landscape with trails, passive recreation uses and boardwalks. The Don Greenway conveys river flows into the Ship Channel during large flood events. The majority of time, this outlet is a quiet coastal wetland suited for passive recreation and nature interpretation.

Once completed, the new river alignment will remove approximately 250 hectares of land from flood risk in the Port Lands and South of Eastern area. Waterfront Toronto, City of Toronto and TRCA are currently conducting due diligence works and planning for the development of the river and associated infrastructure. Subject to funding availability, construction is anticipated to occur between 2017 and 2023.



EXISTING FLOOD CONDITIONS



FLOOD CONDITIONS WITH THE RIVER IN PLACE

PORT LANDS + SOUTH OF EASTERN OVERVIEW

THE PORT LANDS: CONTEXT

Revitalization and redevelopment of the Port Lands is **one chapter in a much larger story** — one that has unfolded over centuries and will continue to evolve for years to come

An Evolving Shoreline



Toronto Shoreline 1886

Toronto Shoreline 1930s

Toronto Shoreline 1960

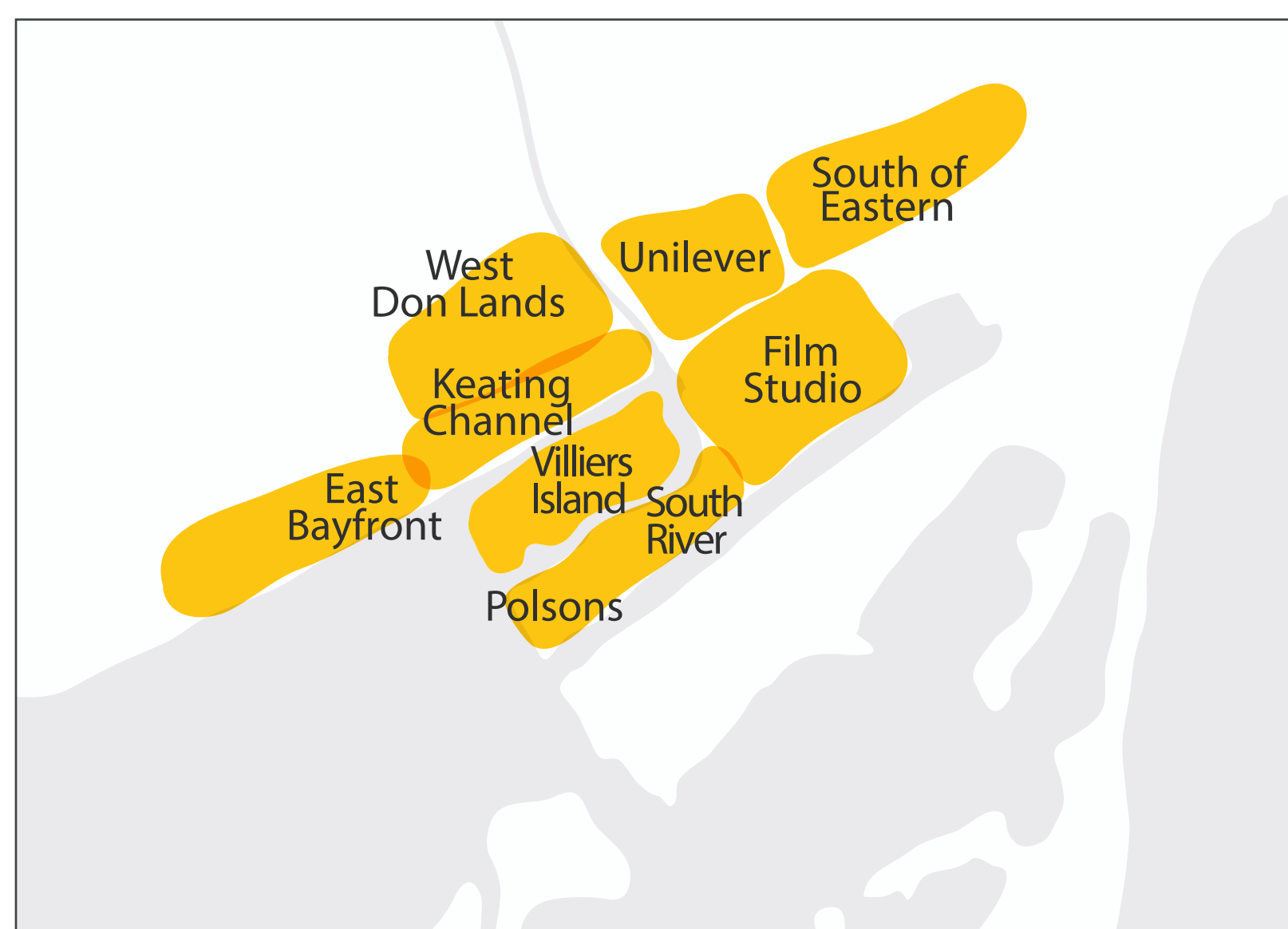
Toronto Shoreline Today

Toronto Shoreline 2040

The Port Lands land area originally consisted of marshland and estuaries, where the Mouth of the Don River channeled into Lake Ontario. The Port Lands were created through lake-filling activities in the late 19th and early 20th century to support Toronto's industrial growth. The Keating Channel was constructed along the northern edge of the marsh in the late 1890s, and most of the Port Lands development was complete by the 1920s.

Cousins Quay was created through additional lake-filling activities in the 1930s. Starting in the 1950s, construction of the spit began. Since that time, dredged material from the Outer Harbour and surplus fill from development sites within Toronto have contributed to further expansion. Through the future re-naturalization of the Mouth of the Don River, the existing land base will continue to transform with the creation of a new Island.

A Unique Opportunity on the Waterfront



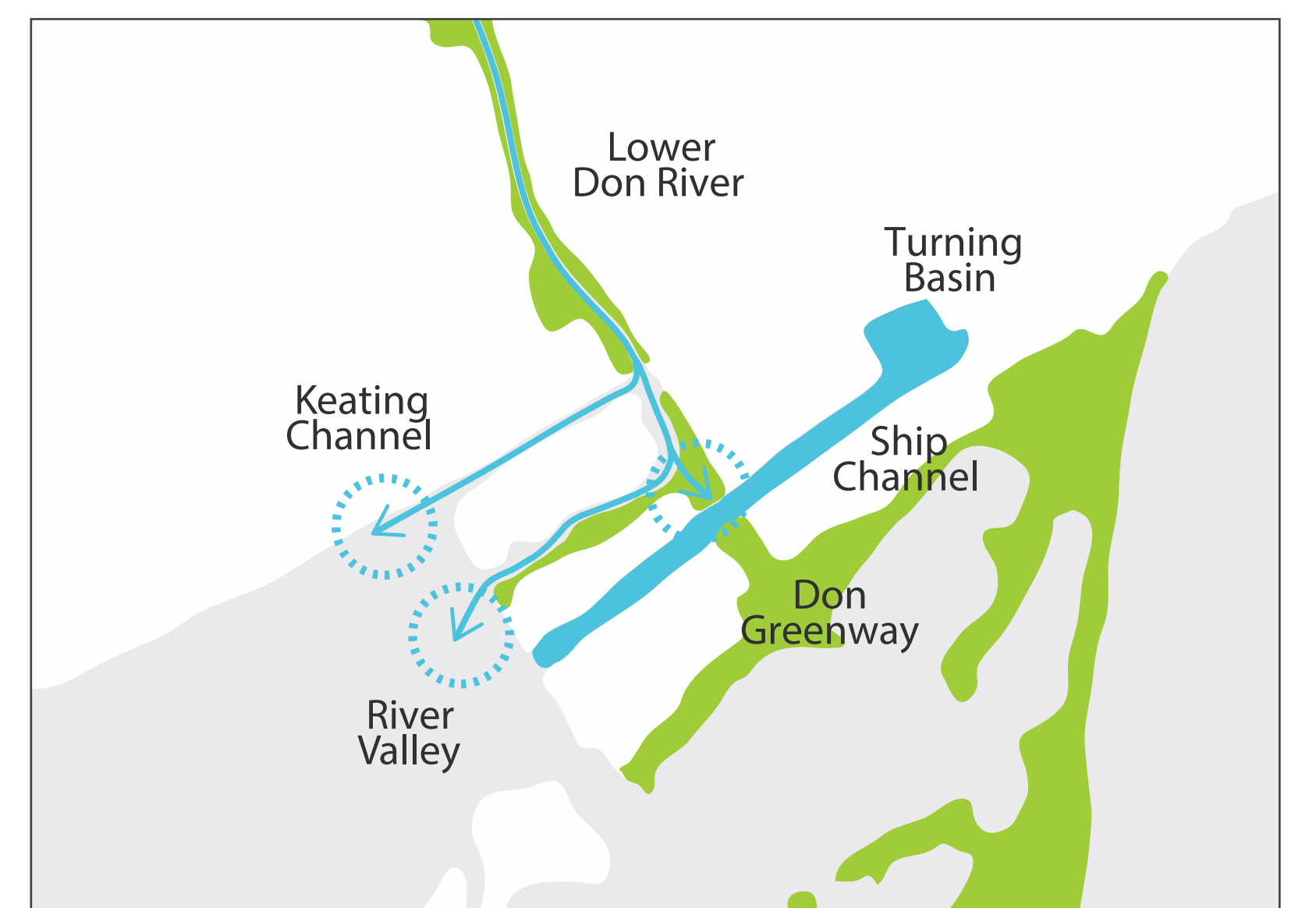
Part of a Large Regeneration Effort

The Port Lands Framework Plan and the precincts that have emerged – Villiers Island, Film Studio District, Polson's Quay and South River – build on more than a decade of waterfront planning and renewal. The Port Lands is the next step towards waterfront revitalization.



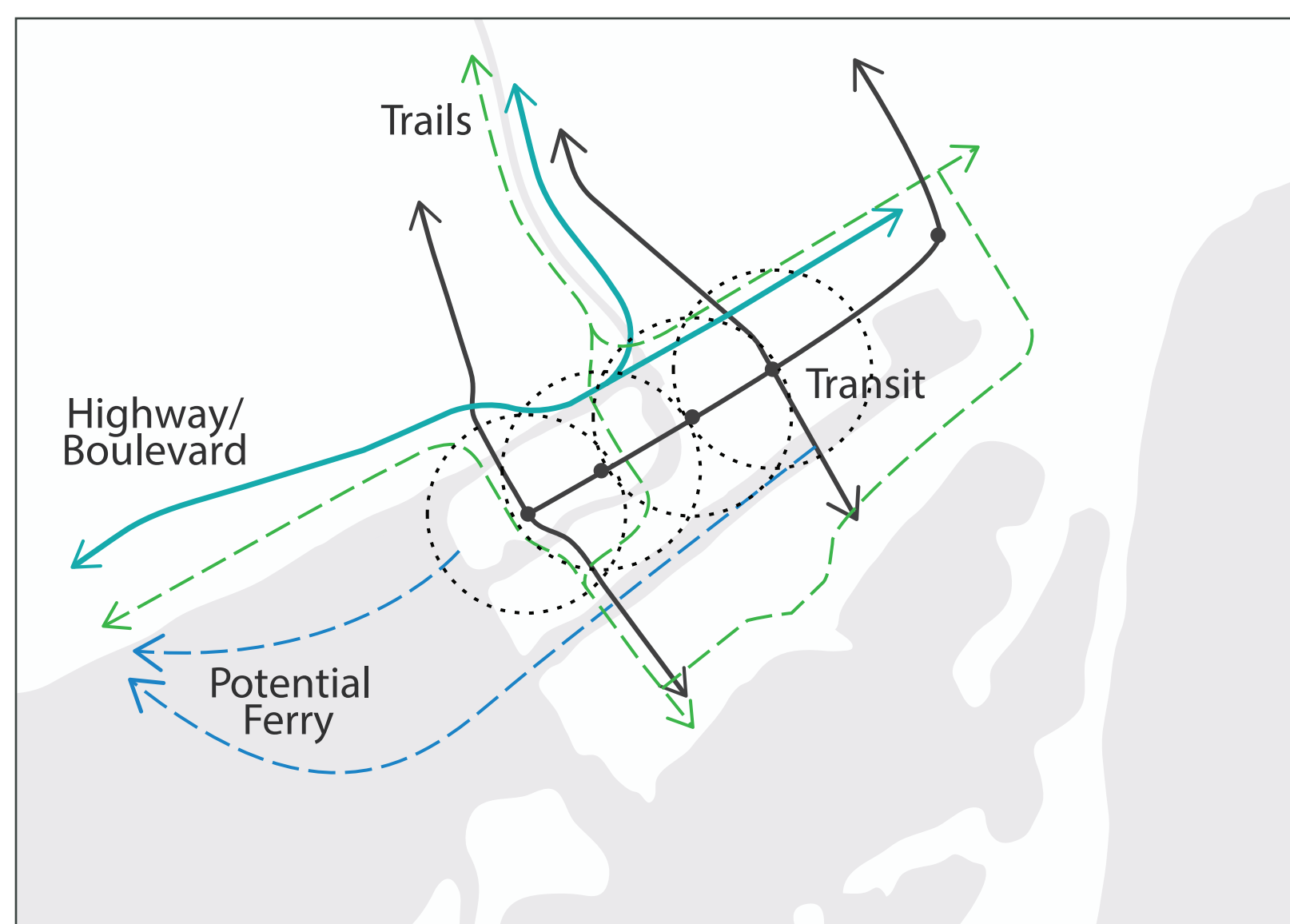
Where Urban Meets Natural

The Port Lands is situated at the convergence of a hard urban edge and a wilderness reprieve. To the north is the city edge of Toronto and to the south is the natural landscape of Tommy Thomson Park, Lake Ontario and the Toronto Islands. The Port Lands will bridge and connect these landscapes.



The New Mouth of the Don + Ship Channel

Water will be an active ribbon moving throughout the Port Lands. The naturalized mouth of the Don, Keating Channel, Inner Harbour and the Ship Channel offer unique and diverse waterside opportunities within the Port Lands – an experience not afforded elsewhere in the city.



Key Mobility Routes

The Port Lands is situated on the fringe of regional and urban mobility routes including the Gardiner Expressway/Don Valley Parkway. Within the Port Lands, a series of planned vehicular, pedestrian, cycling and transit routes will build upon the existing infrastructure. Opportunities for ferry and boat access are also being explored.



Character Defining Heritage Resources

The history of the Port Lands is rich and diverse. Over the last century, the Port Lands has served as the shipping gateway and industrial hub for Toronto. The naturalization of the Don River will celebrate its origin as the mouth of the Don River and the preservation of heritage resources will celebrate its contribution to the city's growth and evolution.



Port, Power + Production

The Port Lands is the confluence of active port and shipping activities that serve the city, substantial hydro infrastructure powering downtown Toronto, and home to numerous film studios and other media and entertainment industries. Maintaining and supporting these industries is an important consideration when planning for revitalization.

PORT LANDS + SOUTH OF EASTERN OVERVIEW

CURRENT DEVELOPMENT APPLICATIONS

There are currently seven active development applications within the Port Lands and South of Eastern area. The City is reviewing three applications within the Port Lands and four applications within the South of Eastern area as shown below.



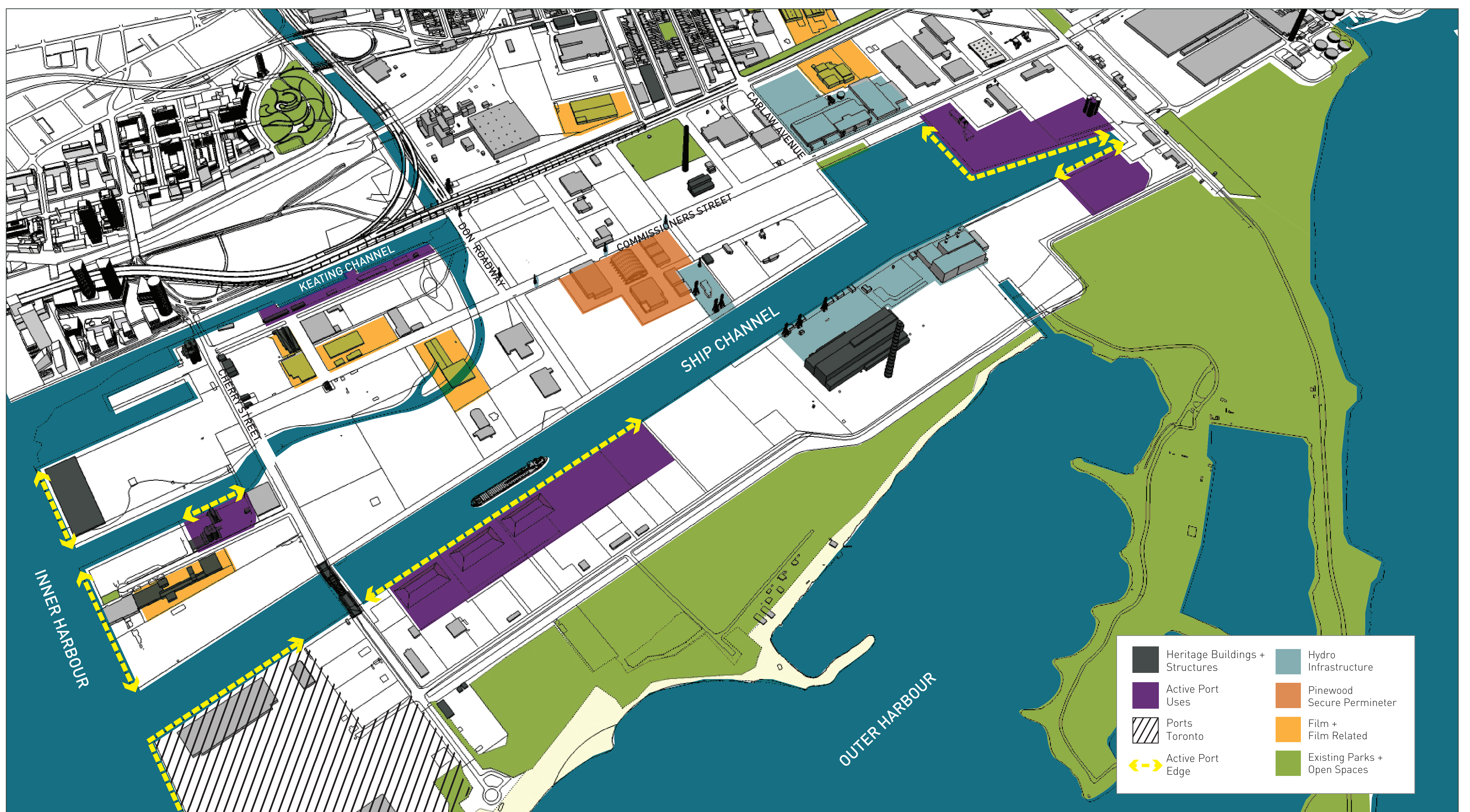
- 01** 459 Eastern Avenue (Weston Bakery Parking Lot)
Proposal: 3 new buildings (6, 4 and 2 storeys) with 71 residential live-work units, retail, office and other commercial uses, with a total of 207 parking spaces.
Application type: Official Plan and Zoning By-law Amendment
Application status: Under appeal at the Ontario Municipal Board
- 02** 462 Eastern Avenue (Weston Bakery)
Proposal: 7-storey building with 259 residential units (includes retention of a portion of the existing bakery building) and seven 3-storey townhouses, with a total of 288 parking spaces.
Application type: Official Plan and Zoning By-law Amendment
Application status: Under appeal at the Ontario Municipal Board
- 03** 629, 633 and 675 Eastern Avenue (Revival 629 Studio)
Proposal: Recent Council approval to maintain existing film studio and construct new employment uses, including office, hotel and supportive retail.
Application type: Zoning By-law Amendment
Application status: Council approved
- 04** 21 Don Valley Parkway (Unilever and Surrounding Land)
Proposal: Recently submitted application to begin the comprehensive policy review of the former Unilever site and adjacent employment lands. First Gulf proposes an employment precinct with 50,000 new employees at full build out. A preliminary staff report is expected before Toronto and East York Community Council in early 2016.
Application type: Official Plan Amendment
Application status: Under review by City Planning

- 05** 300 Commissioners Street (Currently Vacant)
Proposal: 5-storey self storage warehouse with accessory designer's studio/office space on the first floor of the building. The development only covers approximately the north 1/3 of the site.
Application type: Site Plan Control
Application status: Under appeal at the Ontario Municipal Board
- 06** 475 Commissioners Street (Currently Vacant)
Proposal: 1-storey FedEx distribution centre and accessory office space.
Application type: Site Plan Control
Application status: Under review by City Planning
- 07** 309 Cherry Street
Proposal: Phase 1 of a multi building redevelopment proposal is for a 26-storey mixed-use building with 340 dwelling units above retail and office uses. The application also proposes the partial retention of two heritage buildings on the northerly portion of the existing industrial property.
Application type: Zoning By-law Amendment
Application status: Under appeal at the Ontario Municipal Board

PORT LANDS + SOUTH OF EASTERN OVERVIEW

DEFINING ELEMENTS

The Port Lands is a large, underutilized resource in our city; however, it is not a **blank slate**. Today, the Port Lands is home to many existing commercial, industrial and film/creative industries as well as numerous heritage resources. These have helped **shape and influence** the planning for revitalization and redevelopment



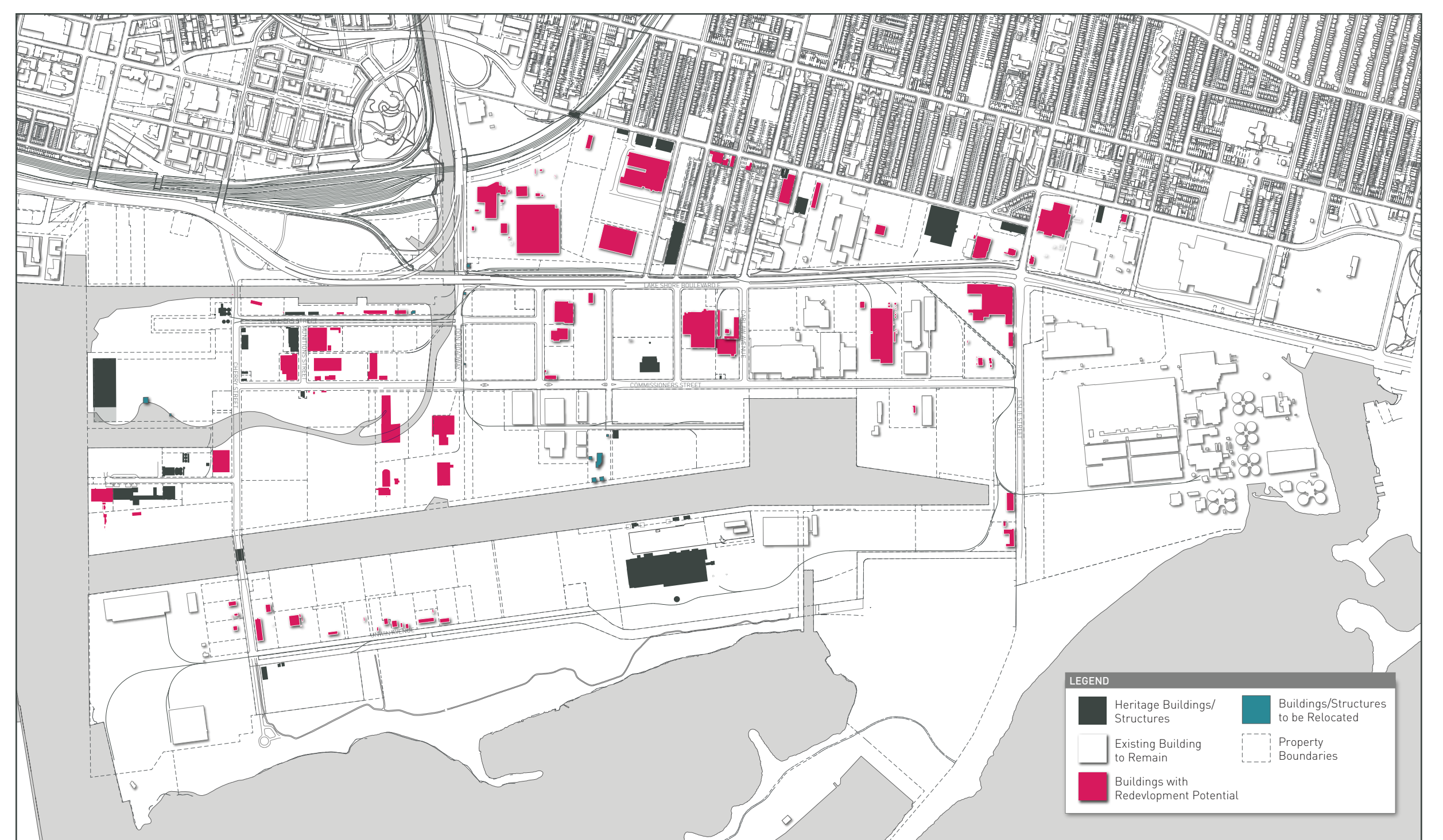
Ownership

The largest landowner in the Port Lands is the City of Toronto through the Toronto Port Lands Company. Some of the City owned lands in Polson Quay, the Film Studio District and East Port are subject to long-term leases. The second largest land owners are the Province of Ontario and the Federal Government. There are also a number of privately held parcels scattered throughout. Waterfront Toronto owns two parcels in Villiers Island. South of Eastern is largely privately owned with some lands owned by the City and Federal government.



Buildings with Redevelopment Potential

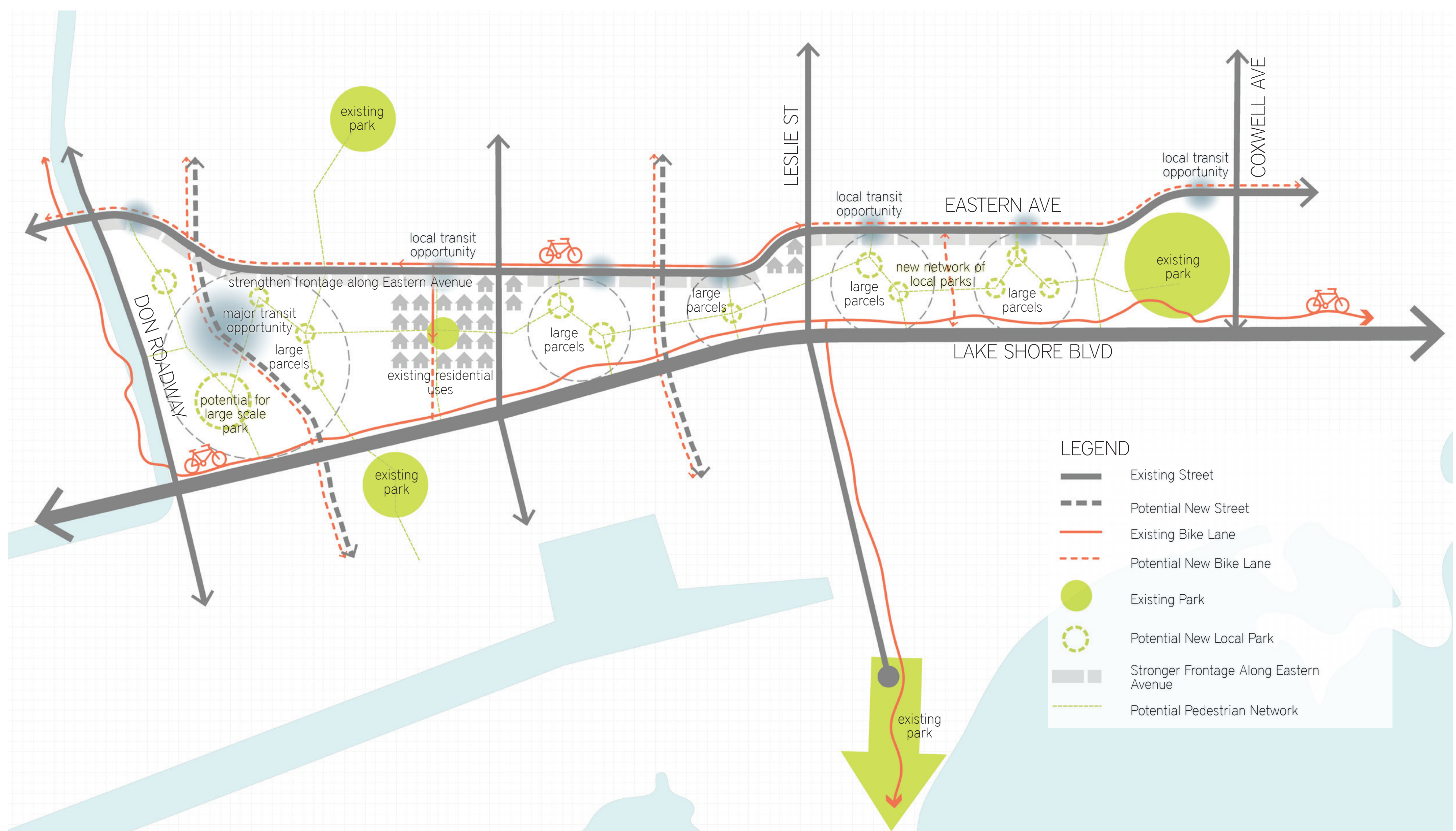
The Port Lands is home to many industrial and commercial uses that provide support services to our City and serve our film and media industry. New development will occur in a harmonious way to ensure the continued economic growth of the Port Lands while also allowing for continued revitalization of the waterfront. Buildings and uses that have redevelopment potential, as well as those that are anticipated to remain are identified, providing a starting point for areas where revitalization or infill development to foster employment growth may occur.



PORT LANDS + SOUTH OF EASTERN OVERVIEW

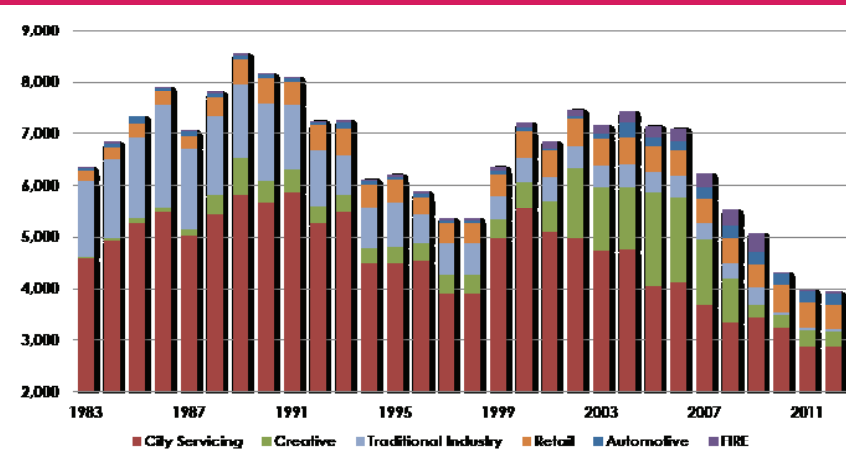
SOUTH OF EASTERN AREA

The South of Eastern Strategic Direction is a three-pronged planning framework that will address the area's economic potential, the resulting transportation needs, and urban design implications. Key to the unlocking of the South of Eastern employment potential will be increasing the transit and transportation capacity of the area, which is concurrently being assessed as part of the Port Lands and South of Eastern Transportation and Servicing Master Plan.



ECONOMIC DEVELOPMENT

a Strategic Economic Development
Encourage as much new office, creative industries and supportive retail as can be accommodated given transportation access/ capacity.



b Adaptive Re-use of Buildings
Recognize the building assets within South of Eastern and introduce new uses. Allow for adaptive re-use of buildings to facilitate affordable and sustainable redevelopment.



TRANSPORTATION

c Transit to Support Employment Use
Investment in higher order transit allows for greater intensity of employment development. Allow for redevelopment in keeping with level of transit service.



d Bike Network
Implement a bike network that corresponds with Eastern Ave. as a major east-west street that connects to the heart of Downtown, and bike loops that connect key origins, destinations & transit.



URBAN DESIGN

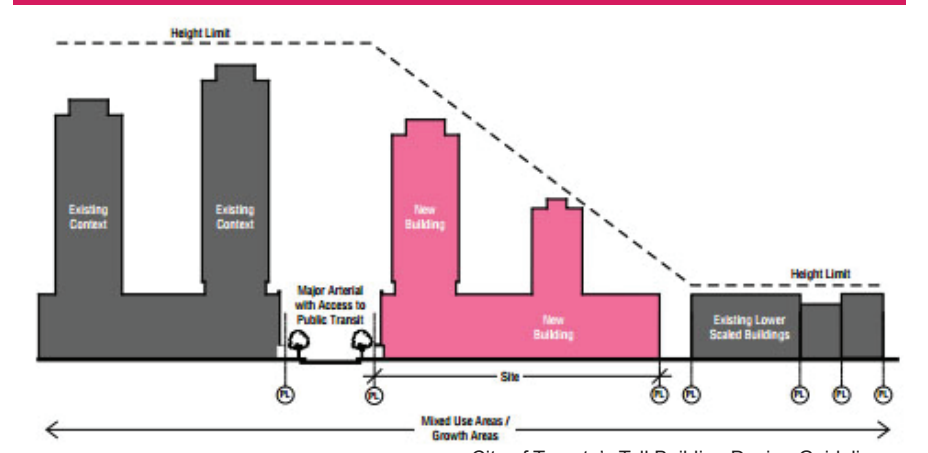
e A Series of Green Spaces
Enhance existing and develop new green spaces to provide amenity for the people that work, visit and live in the South of Eastern area.



f Animated, Pedestrian-friendly Streets
Plan and design an attractive public realm that connects and provides continuous access to buildings, streets, parks and transit.



g Built Form Parameters
Provide guidelines to encourage active building frontages, appropriate setbacks, massing and transition between buildings and adjacent sites.



h Branding, Public Art, Wayfinding and Signage
Implement an integrated branding, public art, wayfinding and signage program that identifies the South of Eastern area.

