



Port Lands Planning Framework + Villiers Island Precinct Plan

Stakeholder Advisory Committee
Landowner and User Advisory Committee
March 29, 2017



Agenda + Purpose

- Present and discuss the updated vision and key directions for the Port Lands Planning Framework and Villiers Island Precinct Plan.
 - Brief members on next steps for the Port Lands plans and policies, including opportunity for comment on proposed Official Plan amendments
-

- 6:00** Agenda Review, Opening Remarks and Introductions
- 6:05** Port Lands Planning Framework – Vision
Facilitated Discussion and Q+A
- 6:40** Port Lands Planning Framework – Directions and Recommendations
Facilitated Discussion and Q+A
- 7:20** Villiers Island Precinct Plan
Facilitated Discussion and Q+A
- 7:55** Wrap-Up and Next Steps



What have we been doing since November, 2015?

- Reviewed feedback received from November, 2015 consultation
- Presented to the Waterfront Design Review Panel and Expert Review Panel for advice
- Presented to Film Ontario representatives, the Film Board, the Toronto Industry Network and other Industry representatives
- Completed due diligence on the Transportation and Servicing Master Plan and met with key land owners
- Refining and finalizing directions
- Developing draft Official Plan policy

NOVEMBER 2013 —————> JUNE 2014 —————> JULY 2014 —————> NOVEMBER 2015 —————> Q2 2017

01
PORT LANDS
PROFILE

Nov. 28, 2013
Introductory Community
Meeting

02
LAND USE
DIRECTION

Feb. 13, 2014
Land Use Options and
Infrastructure Alternatives

March 5, 2014
Workshop

03
VISION
WORKSHOP

July 23 & 24, 2014
Port Lands
Charrette

04
EMERGING
DIRECTIONS

Nov. 14 - 18, 2015
Shaping the Future:
Placemaking in the Port Lands +
Connecting South of Eastern Consultation

05
PORT LANDS
PLANNING FRAMEWORK

TRANSPORTATION + SERVICING
MASTER PLAN

VILLIERS ISLAND
PRECINCT PLAN

Incorporation of Feedback/Advice - Highlights



Public Consultation

- Explore additional east-west connections and water transport
- Better consideration of all Torontonians - i.e. destinations
- Integrate the transportation network with planned transit stations/projects
- Further consideration of types, mix of uses and critical mass, including accommodating film uses



Design Review Panel

- Global models for large scale transformation
- Retail considerations missing
- Differentiate from the rest of the city
- Better east-west integration - Keating Channel and Eastern Avenue



Expert Review Panel - Baskets Of Advice

- Reinforced and commended staff on many aspects of the planning
- Identified areas that further clarification needed
- Identified areas for refinement and further consideration
- Identified issues outside of the Port Lands

Expert Review Panel

Port Lands is a playground for both the 3 million residents of the broader city, as well as those that will be living and working there

Highlights

Strengths of the Plan	Further Clarification	Refinement/Further Consideration
Heritage as DNA	Seeding land uses and be more proactive in seeking out industries	Consider Port Lands together with the Keating Channel Precinct/ Gardiner EA
Structural principles and integration to the north	Management of the interface between industrial and residential	Mix of commercial and housing in neighbourhoods - Be more aggressive on land use split
Broadview Extension and connecting to destinations	Kick-start the Hearn's transformation in a more proactive way	Expand the green links and in particular associated with Broadview
Amount of green space and connectivity between the spaces	Emphasis needs to be placed on the Leslie Green Portal as a big move	Review the critical mass in neighbourhoods
City as a process - evolutionary nature of the Plan	Integrate water ecology into the Plan	Plan naturally and think about succession - "plant an acorn"



Larry Beasley



Ken Greenberg



Michael Van Valkenberg



The Framework in Brief

1 VISION + **DIRECTIONS AND RECOMMENDATIONS**

A high-level, long-term planning framework to guide urban revitalization and redevelopment

An outline of the key city-building directions required to unlock and realize the Port Lands interim and full potential

A rationale to support amendments to the Central Waterfront Secondary Plan that reflect the results of extensive planning, technical studies and stakeholder consultation and resolve Ontario Municipal Board appeals

A guide for decision making for all levels of government, as well as land owners and users



50+ YEAR PLAN

Guidance for the near, medium + longer terms so that we know what to expect tomorrow, but also to provide flexibility for what is yet to come



Port Lands Planning Framework

Vision



1 VISION To Guide the Transformation Over the Next 50+ Years



12

OBJECTIVES

To Define What is to be
Achieved and Measure
Success



6

**ESSENTIAL
ELEMENTS**

To Ground the
Vision + Define the Port
Lands Character



7

**TRANSFORMATIONAL
MOVES**

To Unlock the Potential
of the Port Lands



THE VISION

RENDERING IN PROCESS

The Port Lands will transform into a number of new, vibrant districts with unique and memorable local identities and character, offering diverse opportunities for Torontonians to live, work and play that promote a low-carbon future, social interaction, cultural enrichment, ecological health and a prosperous local economy.

Each district will take its cue from the naturalized river valley and wild, natural areas, spectacular waterfront parks and open spaces, cultural heritage, and the energy, vibrancy and theatre of the working port and creative and innovative industries.

A resilient urban structure will be set in place, connecting the Port Lands to the city and providing sustainable options for moving in and through the area. The urban structure will provide a robust legacy of fine-grained streets and blocks to allow the Port Lands to continue evolve and transform over time.



12 Objectives

To Define What is to be Achieved and Measure Success

1 Ensure land use and associated development is diverse with beautifully designed buildings, and where appropriate, capable of adaptive reuse

2 Seed land uses to shape prosperity and increase Toronto's global competitiveness and drive a strong, production oriented, digitally-connected, innovative and diverse economy

3 Optimize maritime industries and celebrate the working port while managing the neighbourhood interface

4 Create a dynamic and multi-functional public realm with activated public spaces, the highest caliber of urban design and that showcases water as a resource

5 Celebrate and leverage the unique history of the Port Lands to create new experiences and bolster character both within and from afar

6 Stitch the Port Lands to the city and achieve a fine-grained street network over time for easy, seamless access with an emphasis on transit and active transportation while maintaining goods movement

7 Create inclusive, social places with housing choice, rich amenity and activity for healthy, prosperous and resilient lifestyles for all Torontonians

8 Embrace the wild, natural areas and provide access for wildlife to enable abundant biodiversity



12 Objectives

To Define What is to be Achieved and Measure Success

9 Ensure the transformation is globally significant and showcases approaches embodying the cultural and technological shifts necessary for climate change resiliency and mitigation

10 Ensure orderly development in lock-step with infrastructure improvements while advancing short-term actions for enhanced public access

11 Create destinations for Torontotians, building on legacies and providing for early foci to kick-start the transformation

12 Strategically consolidate and relocate existing uses to create opportunity, improve public access and future proof portions of the Port Lands



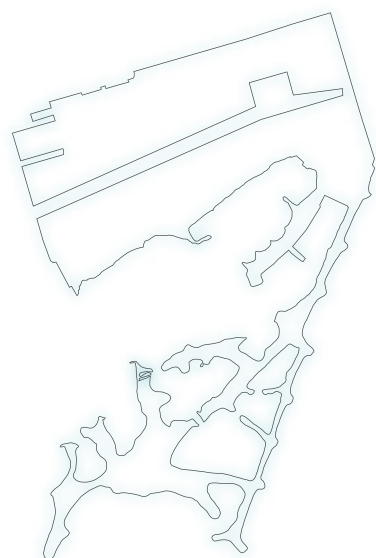
6 Essential Elements

To Ground The Vision + Define The Port Lands Character

01

BIG AND DIVERSE

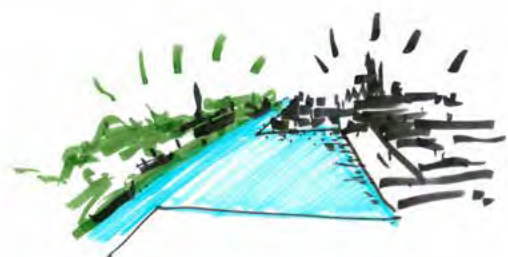
Sameness is boring, especially over a large area. Diversity is central to the vision and will be a key strength



02

URBAN AND NATURAL

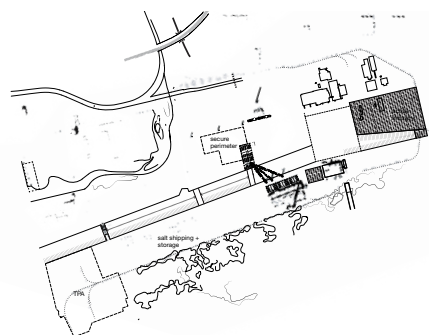
The vision reinforces the duality of urban vitality to the north, juxtaposed against a lush, wild green character to the south



03

THE EXCEPTIONS AND EXCEPTIONAL

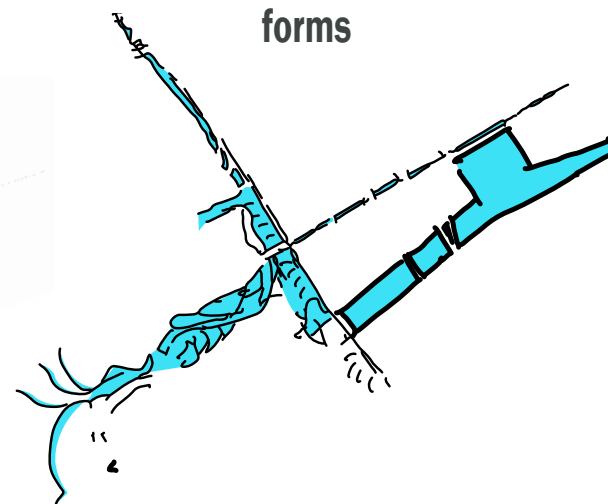
The unique qualities of the Port Lands are elevated and will be core features of the identity and experience of place



04

ORGANIC AND MANMADE WATER ENVIRONMENTS

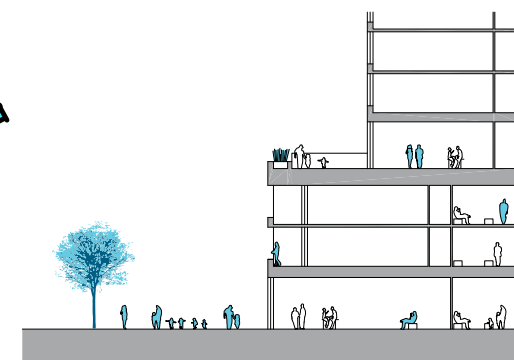
The presence of water will be carried throughout the Port Lands in both fluvial and constructed, rectilinear forms



05

AN EXEMPLAR OF URBAN LIVING

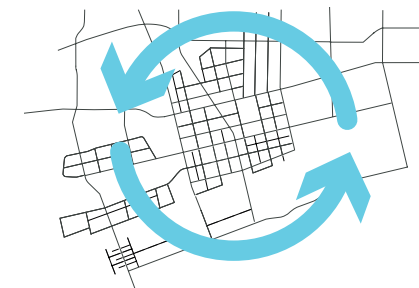
The Port Lands will be a convivial and inclusive place. It will be a place for everyone and all life



06

A SHOWCASE FOR INNOVATION

New benchmarks will be continually achieved as the Port Lands transforms





7 Transformational Moves

To Unlock The Potential Of The Port Lands

01

THE RIVER AND GREENWAY

Restoring what was once lost to create a city-wide destination, wildlife habitat and natural setting for regeneration



02

SIX SIGNATURE STREETS

Stitching the Port Lands back into the city



03

HARBOUR / WILD STITCH

Uniting the Harbour and Wilds with four unique linear systems



04

BLUE-GREEN PARK NETWORK

Creating a new dialogue about open space. Not just green, but blue and green



05

SEVEN DESTINATIONS

Establishing an armature of civic destinations for all Torontonians



06

UNIQUE AND MEMORABLE PLACES

Ensuring a series of distinct places each with their own character and function



07

RESILIENT URBAN STRUCTURE

Providing diverse grains to allow for adaptability and evolution over time





The River and Greenway



Six Signature Streets

Cherry Street



Carlaw Avenue



Don Roadway



Caroline Extension



Broadview Avenue



Leslie Street





Harbour/Wild Stitch

Commissioners Street

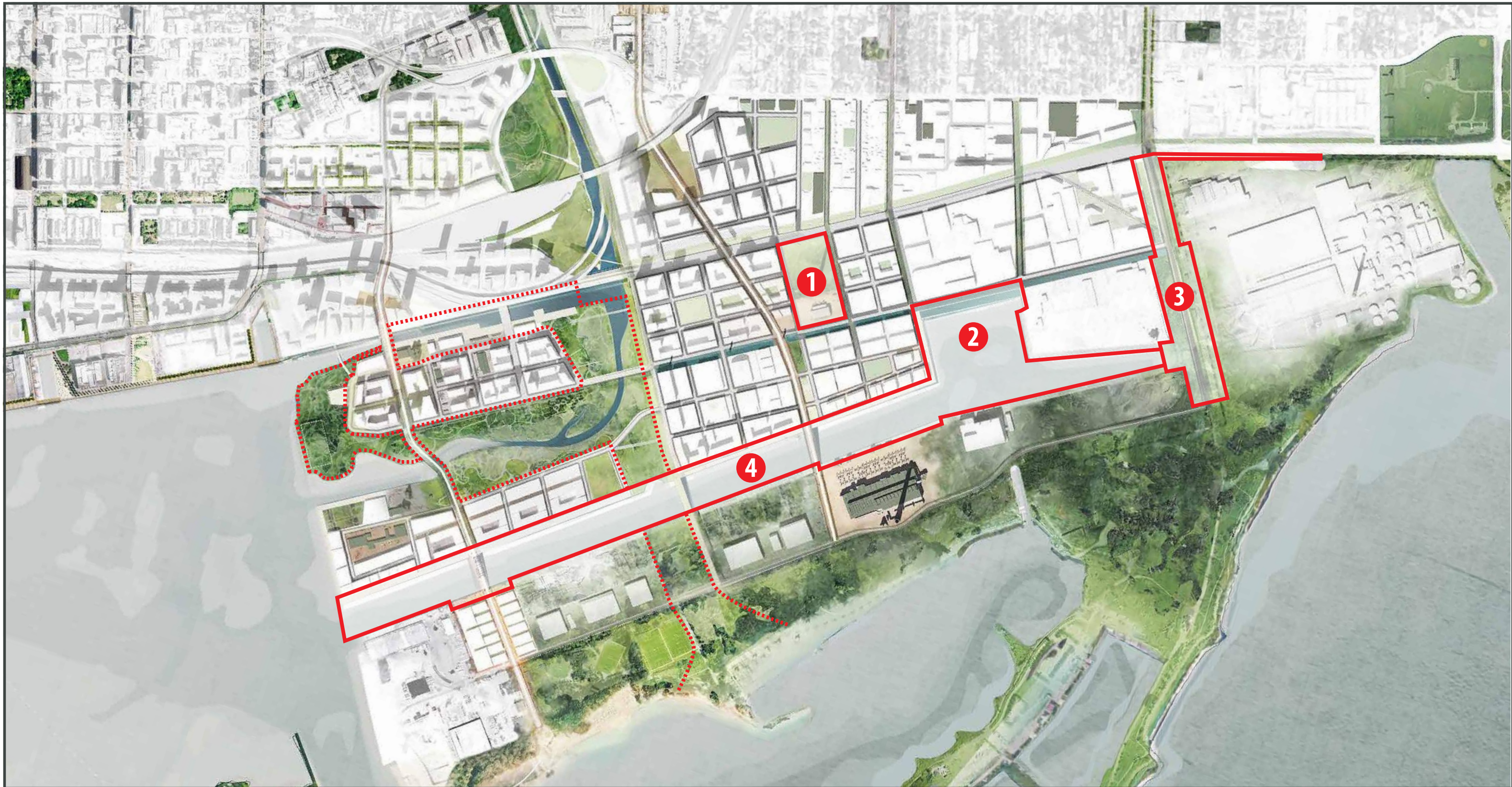


Ship Channel



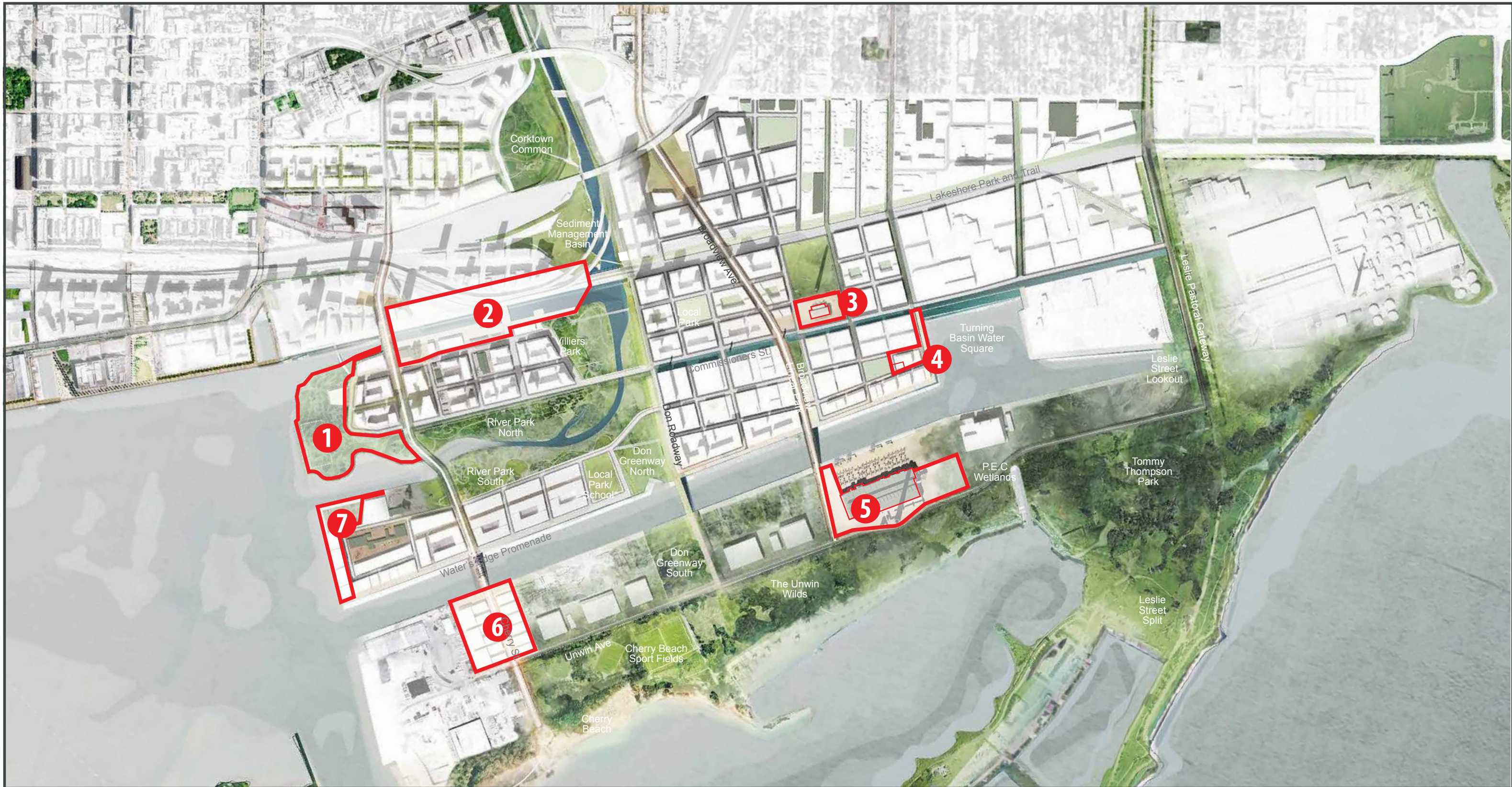
Unwin Avenue





Blue-Green Park Network

- 1 Expanded McCleary Park
- 2 Turning Basin Blue Square
- 3 Leslie Pastoral Gateway
- 4 Ship Channel Water's Edge Promenade



Seven Destinations

- 1 Villiers Island Catalytic Use
- 2 Keating Promenade
- 3 Commissioners Community Hub
- 4 Turning Basin Plaza
- 5 Hearn Hub
- 6 Maritime Hub
- 7 Polson Point



Seven Destinations

01

Promontory Park



A new signature, city-wide destination park overlooking the Inner Harbour with event spaces, passive lookouts and a catalysing use

02

Keating Channel



The living room between Villiers Island and the Keating Channel precinct with destination retail and a high level of activation. The Channel will become one of the next great places in the city

03

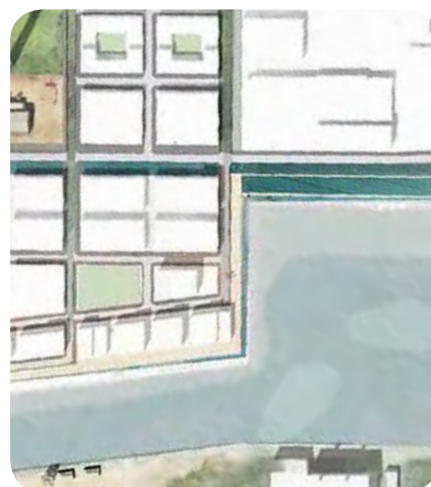
Commissioners Community Hub



A new district serving community hub and incubator for Toronto's creative sector at the heart of the Film Studio District

04

Turning Basin Plaza



A land extension of the Turning Basin Blue Square, that will activate and frame the square, and provide a back-drop for on location filming

05

Hearn Hub



A new public space that frames and accentuates the Hearn's Art Modern Facade with an eclectic mix of uses in the Port Lands most prominent landmark

06

Maritime Hub



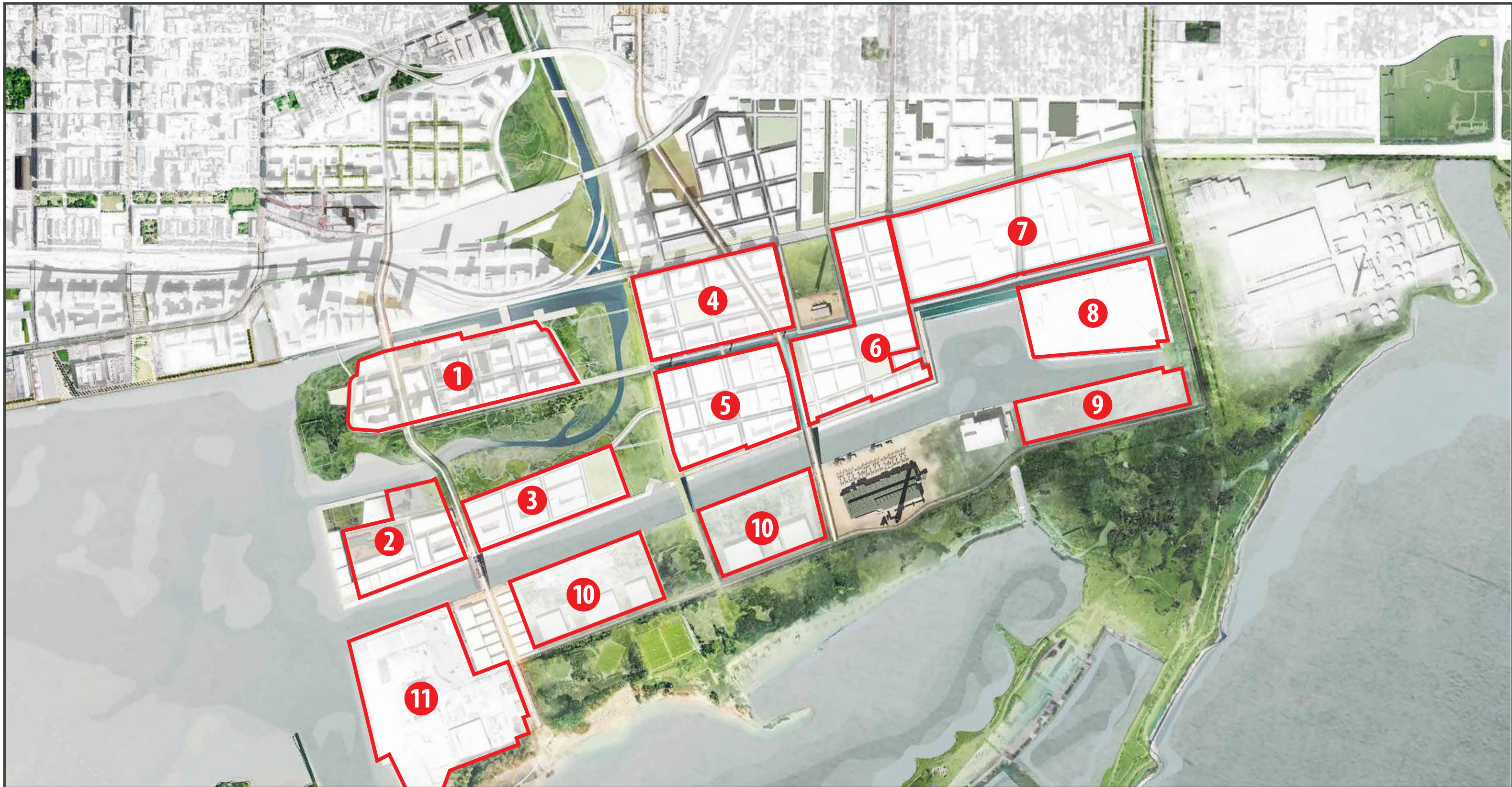
A mix of new, tight-knit, at-grade commercial uses in inventive and playful structures to provide amenity for area workers and recreationists

07

Polson Point



A publicly accessible gathering place with stunning vistas that builds on the burgeoning culture that is already taking shape within the historic Dominion Box Board's building



Unique and Memorable Places

Lower Don Lands

- 1 Villiers Island
- 2 Polson Quay
- 3 South River

Film Studio District

- 4 McCleary District
- 5 Media City
- 6 Turning Basin District

East Port

- 7 Warehouse District
- 8 East Port

South Ship Channel

- 9 South Port East
- 10 South Port
- 11 Ports Toronto

Drawing from Inspiration

**Comprehensive
Renewal**



Tjuveholmen, Oslo



Hafencity, Hamburg



Java, Amsterdam

**Evolutionary
Renewal**



DUMBO, Brooklyn



Showplace Square, San Francisco



King + Parliament, Toronto

**Experimental
Renewal**

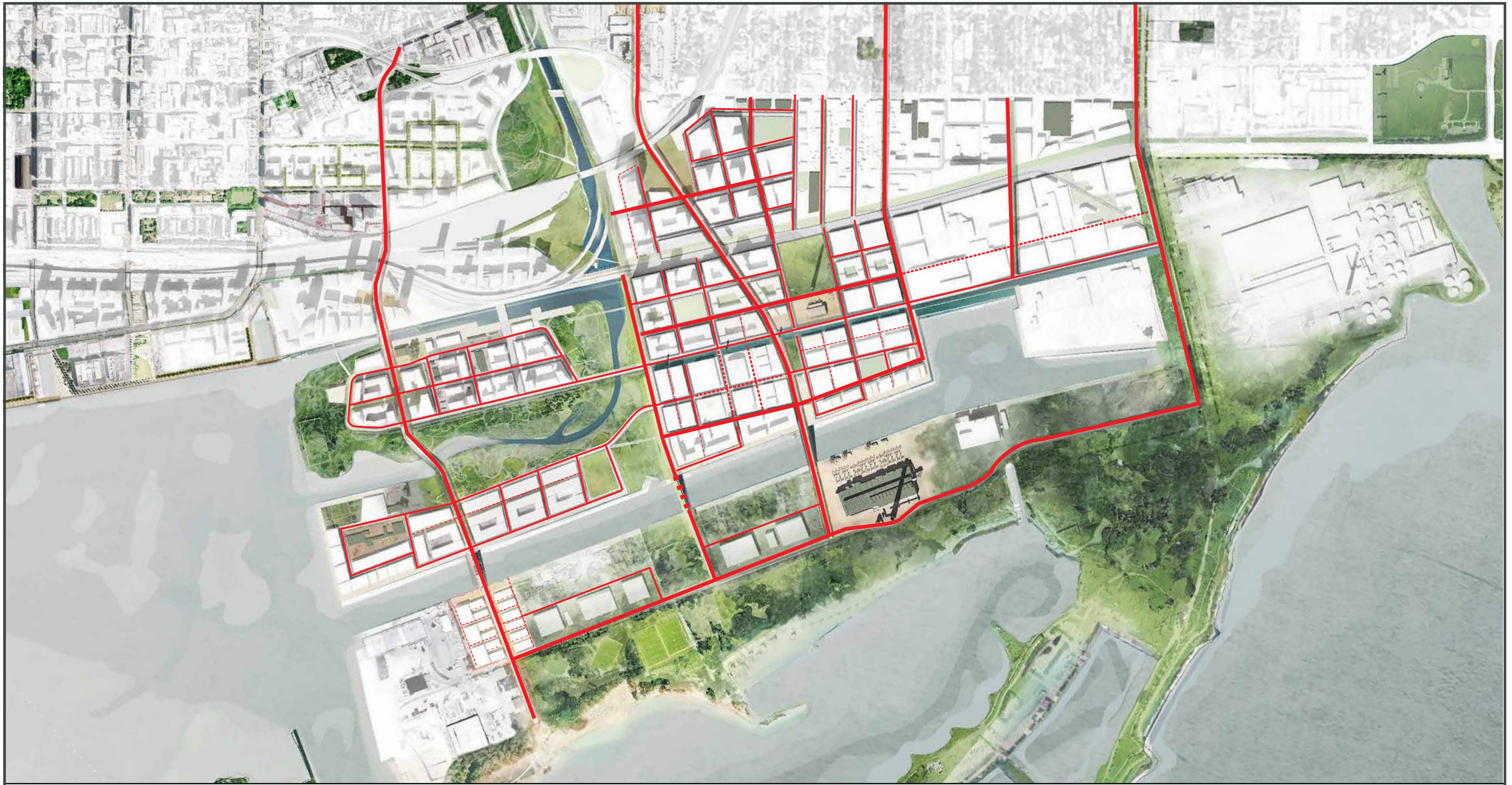


Paper Island, Copenhagen



Granville Island, Vancouver

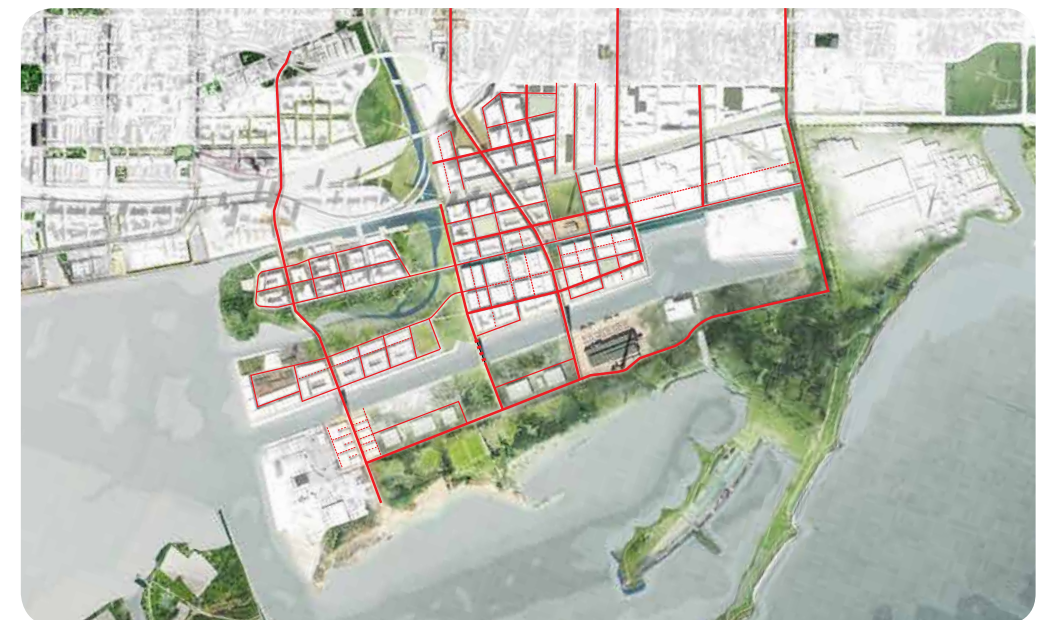
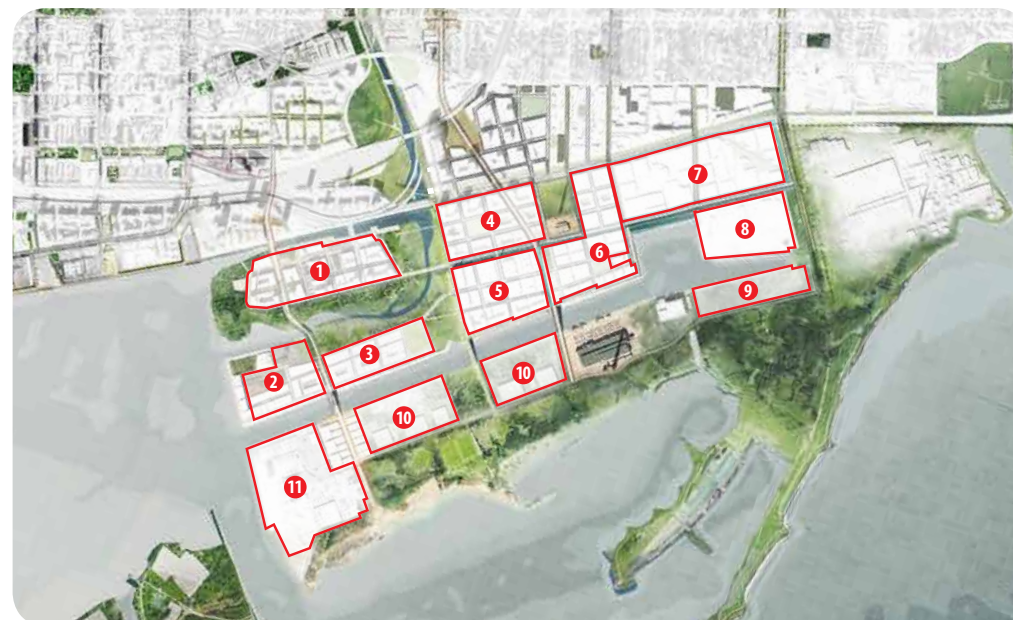
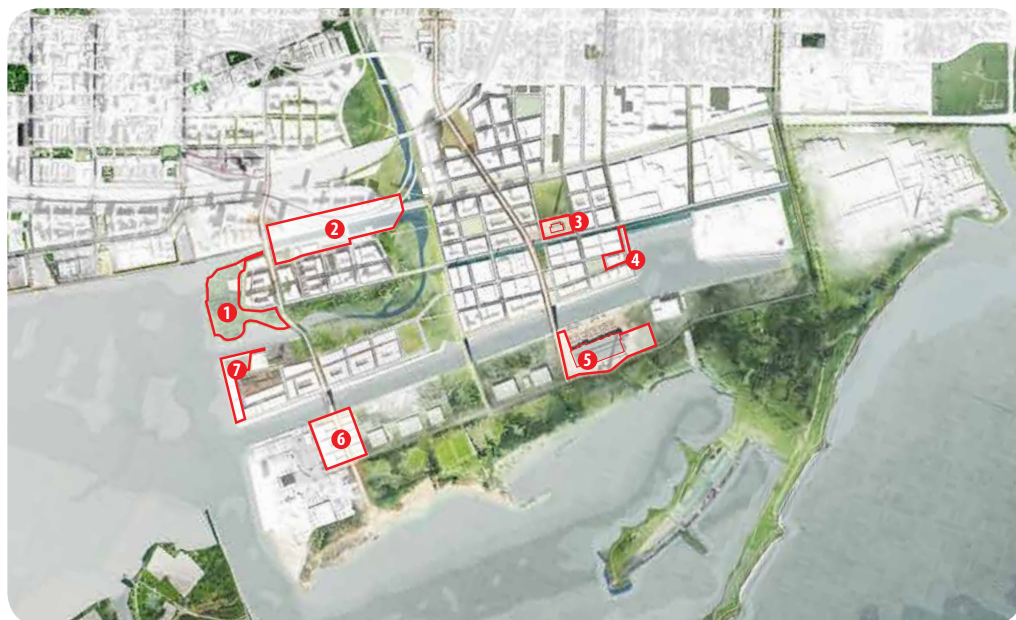
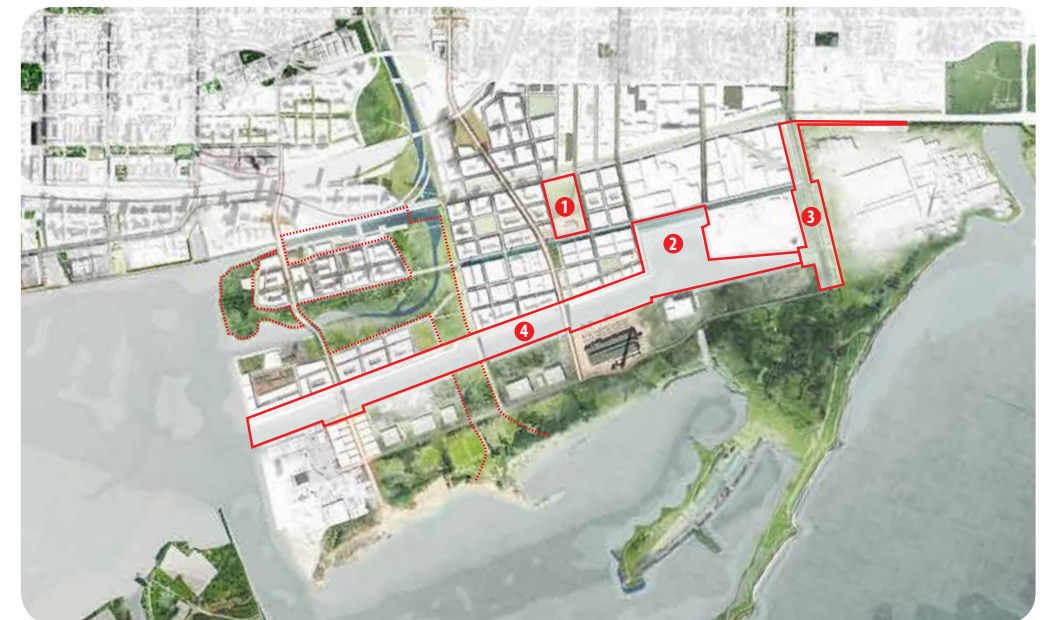




Resilient Urban Structure



The Transformational Moves combined cover the Port Lands geography



1 VISION

12

OBJECTIVES

6

ESSENTIAL
ELEMENTS

7

TRANSFORMATIONAL
MOVES



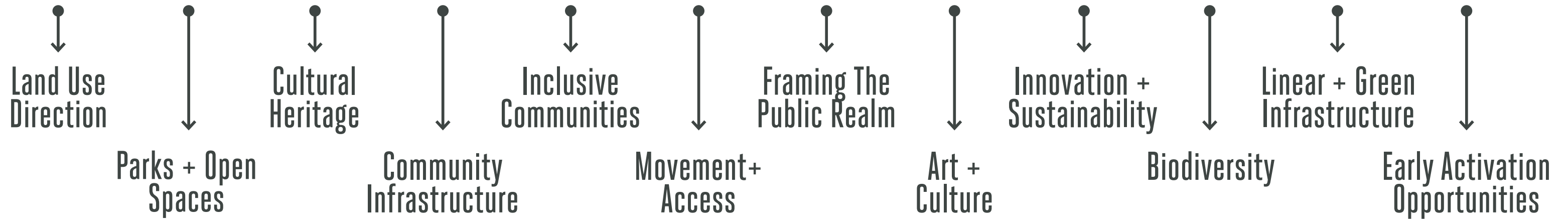
Port Lands Planning Framework

Directions + Recommendations



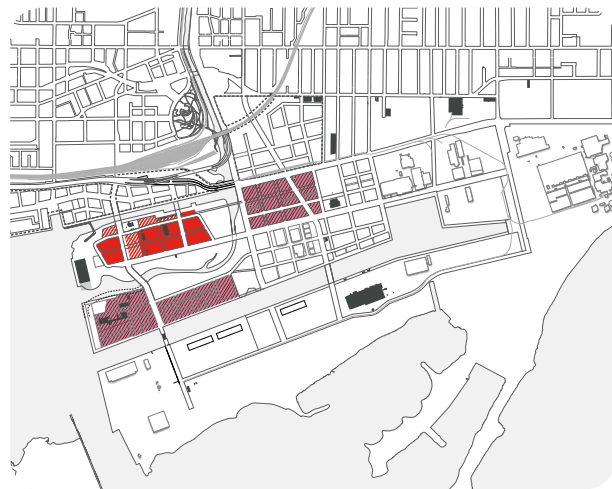
DIRECTIONS + RECOMMENDATIONS

Enhanced Policy Direction and Guidance
for Achieving the Vision





LAND USE



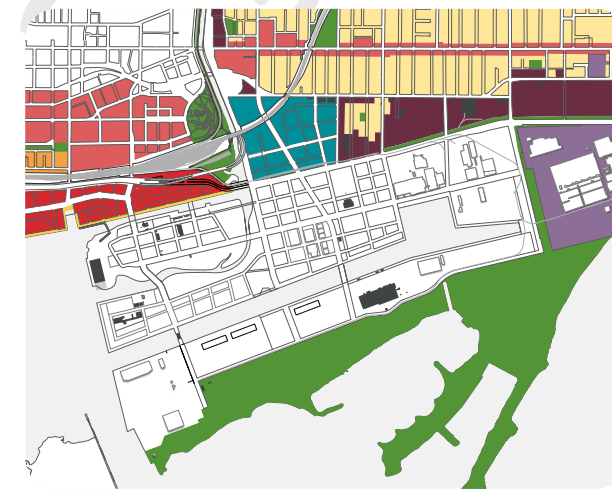
**Complete Mixed-Use
Communities**



A Film-Friendly Future



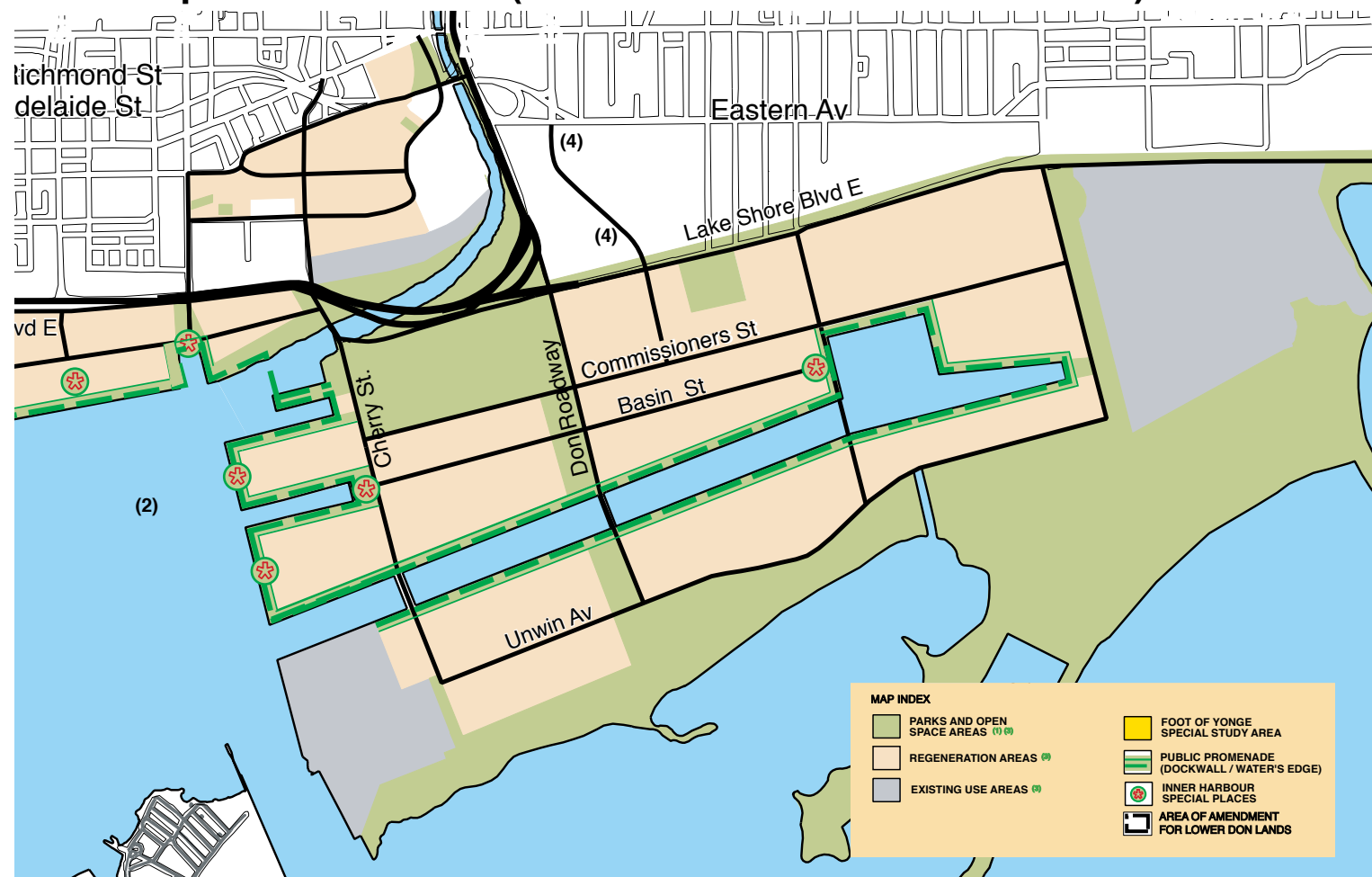
Port + Industry Thrives



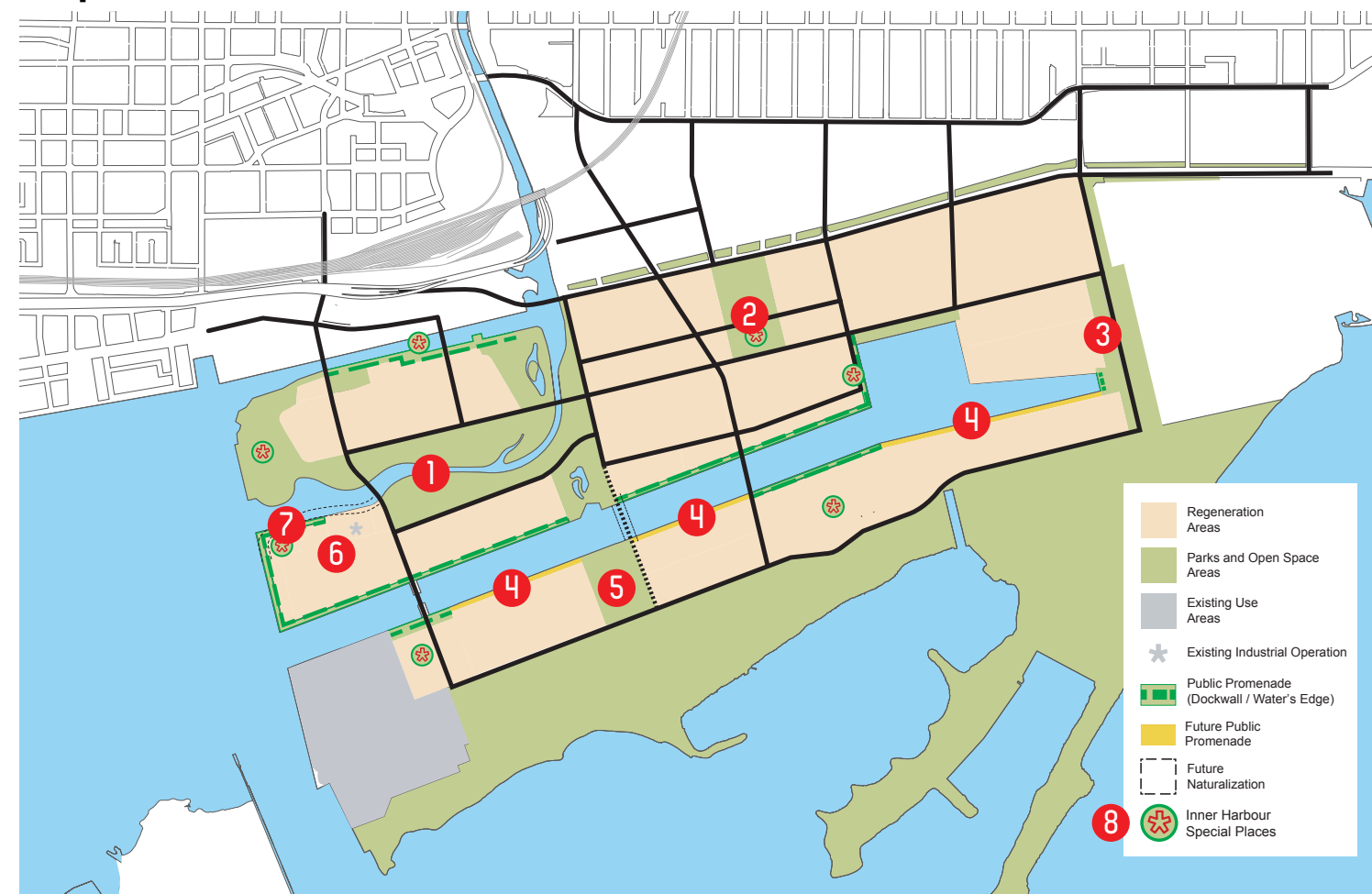
**Growing + Sustaining Our
Economy**

Land Use Plan

CWSP Map E - Land Use Plan (2003 Central Waterfront Part II Plan)



Proposed Amendments



- 1** Recognition of the naturalized river mouth and greenway as approved
- 2** Expanded McCleary Park boundary (Lake Shore to Commissioners)
- 3** Parks and Open Space Areas on west side of Leslie and reflect open space areas realized through Leslie
- 4** Revise some Public Promenade to Future Public Promenade
- 5** Refined Don Greenway South
- 6** Recognition of existing Cement Operation
- 7** Recognition of final river per DMNP EA if Cement Operation relocates
- 8** Introduction of additional Inner Harbour Special Places


















*Residential in Villiers Island subject to appropriate source/receptor mitigation measures and a minimum amount of non-residential uses.

*Residential in Polson Quay and South River to be determined subject to more detailed study at precinct planning and appropriate buffer uses and/or source/receptor mitigation measures.

^ Minimum amount of PIC uses required for residential permissions

Land Use Direction

- | | | | |
|---|--|---|---|
|  Mixed Use Residential* |  Port and Industrial |  Maritime Hub |  Future Water's Edge Promenade |
|  Productions, Interactive and Creative (PIC) - Mixed Use*^ |  Port |  Major Public Parks and Open Spaces |  Future Naturalization |
|  Productions, Interactive and Creative (PIC) - Core |  Ports Toronto - Existing Use |  Natural Open Space and Don Greenway |  Hydro |
|  Light Industrial and Productions |  Destination / Catalytic |  Water's Edge Promenade | |

Land Use Direction



DESIRABLE USES

- Akin to achieving the overall vision
- Should be strategically sought out
- Would support the city's economy and/or expanded economic clusters



PERMISSIBLE USES

- Compatible to the desired uses
- Would not detract from broader economic imperatives
- Suitable as transitional uses



USES OPEN FOR CONSIDERATION

- Uses that may be permitted where compatibility with the overall plan has been demonstrated, including not detracting from lawfully existing port and industrial uses
- May have to satisfy certain tests eg. mitigation of noise and/or emissions

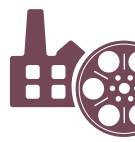


Land Use Categories



Mixed Use Residential

- Live, work, shop and play in the same area
- Permit a broad range of uses - residential, offices, retail and services, institutional and recreational and cultural activities
- Minimum amount of non-residential would be required



Light Industrial And Productions

- Permit a wide range of lighter industrial, **production studios** and related uses in single and/or multiple use buildings
- Provide synergies with the South of Eastern area
- Existing uses are able to continue their operations, but the area will transition over time to light industrial/production-related uses



Productions, Interactive And Creative (Pic)

- Permit a wide range of uses that support key economic sectors with active ground floor uses on key public street frontages
- Focus is on growing Toronto's **screen-based industries - film, television and digital media** - interactive, and arts and design activities. Two types of PIC areas:
 - PIC Core areas - reserved for desired uses and other compatible uses. Accommodates larger floor plates and more intense production activities
 - PIC Mixed Use areas require a minimum amount (30%) of PIC uses for residential permissions



Port

- A full range of **port and maritime uses** permitted and encouraged - new marine terminals, container storage, ferry terminals, and ship building and repair.
- Lands adjacent to the dock wall optimized for port and maritime purposes and existing uses will be modernized over time with on-site power sources and attractive screening/structures.



Destination And Catalytic

- People drawing uses at a civic or community scale.
- Permitted uses could include event space, cultural centres, institutional organizations or community hubs
- Maritime Hub provides amenity for area workers and recreationists. Active, grade-related uses (e.g. restaurants, cafes) would be promoted.



Port And Industrial

- Permit the full range of uses from Port areas
- Additional permissions for industrial uses like warehousing, medium-intensity manufacturing, concrete-batching with attractive screening and mitigation, and packaging and distribution.
- Desirable uses include green industries, relocation of public works yards to create opportunities elsewhere, and port-related industrial.



RETAIL + ANIMATION



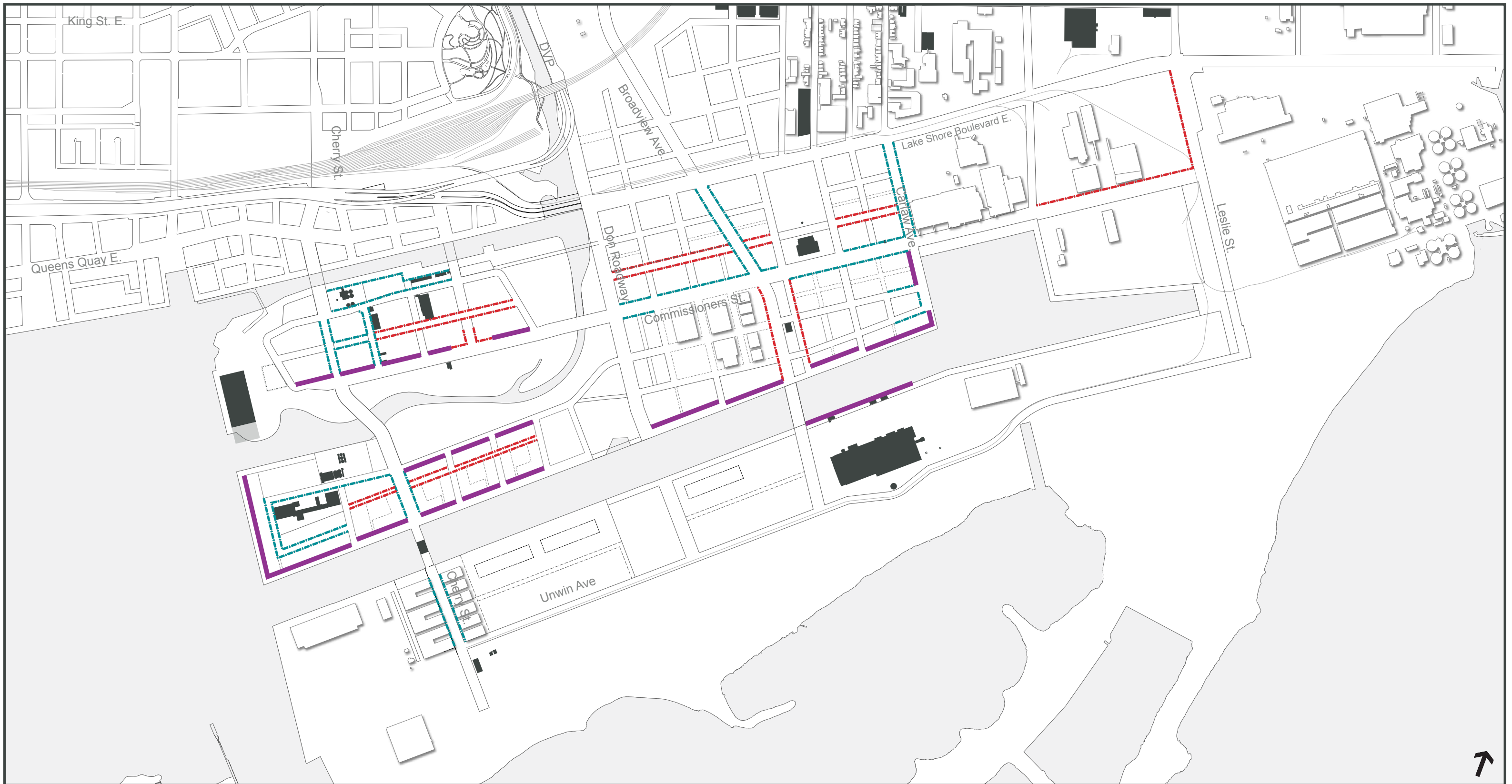
**Priority Retail
Frontages**



**Secondary Retail
Frontages**



**Water's Edge
Animation**

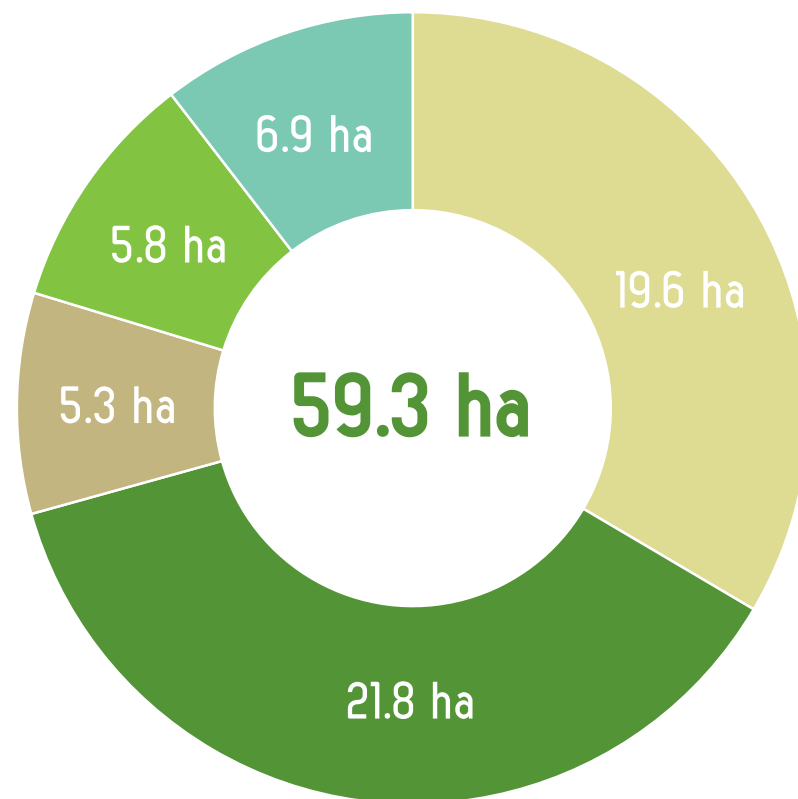


Retail and Animation

- - - Priority Retail Frontage
- - - Secondary Retail Frontage
- █ Water's Edge Animation
- █ Heritage Buildings/Structures



PARKS + OPEN SPACES



- Major Parks and Open Spaces
- Natural Areas
- Water's Edge Promenades
- Conceptual Local Parks
- Linear Open Spaces



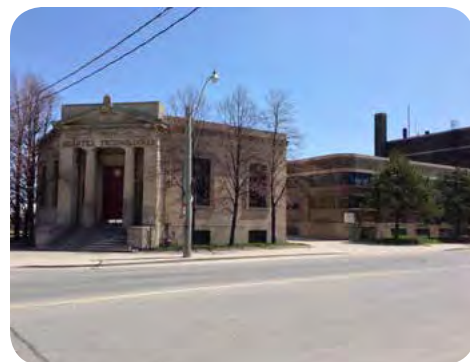
Parks and Open Space System

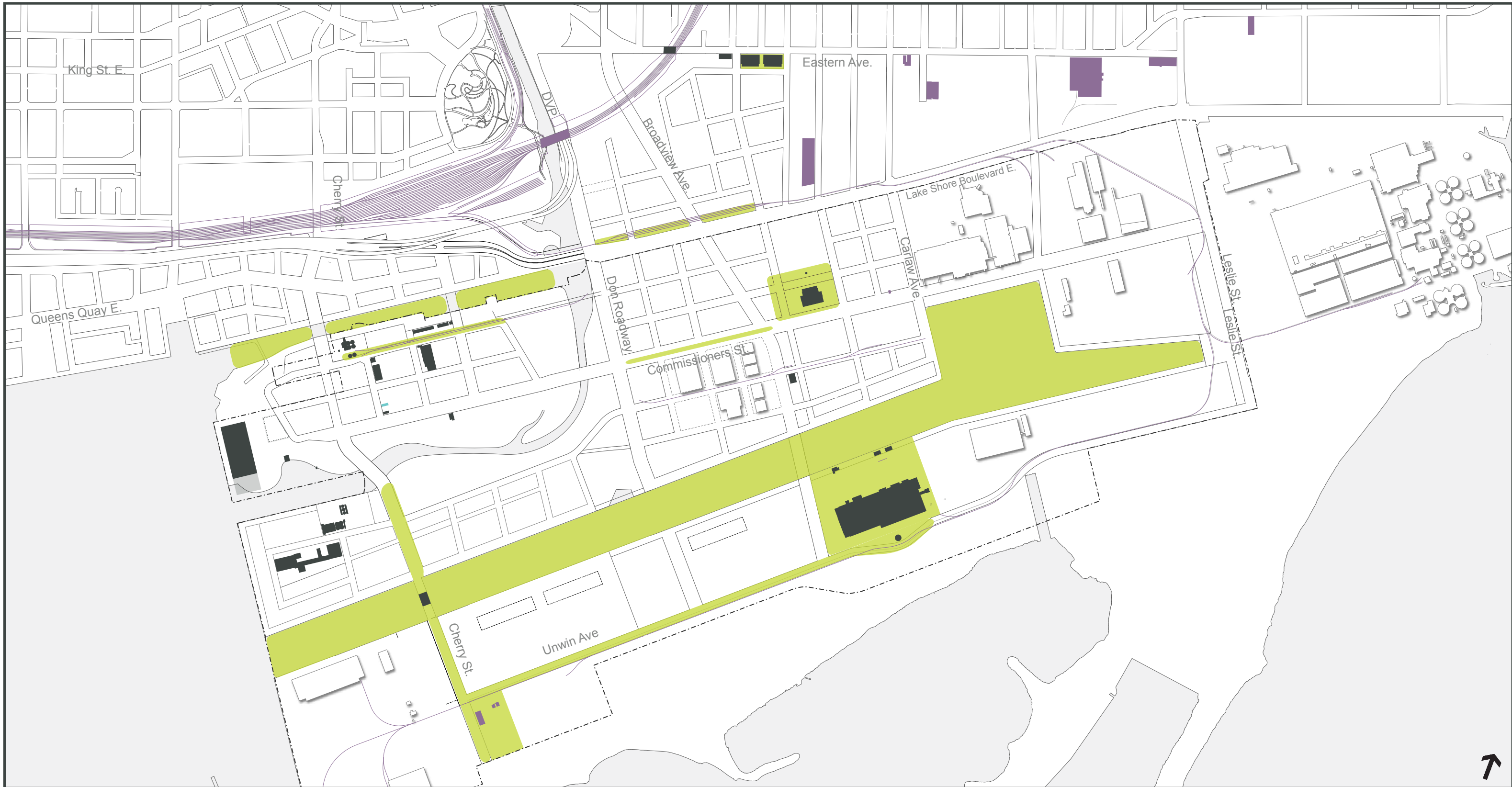
- Major Public Parks and Open Space
- Local Parks and Open Space*
- Publicly Accessible Open Spaces (POPs)*
- Natural Open Space and Don Greenway
- Water's Edge Promenade
- Linear Green within ROW
- Future Naturalization
- Future Water's Edge Promenade
- Hydro
- Parks and Open Spaces in Context Area

*Local parks and open spaces and POPs are conceptually shown. Precinct planning or concept planning would define the location, size and programming for these spaces



CULTURAL HERITAGE





Cultural Heritage

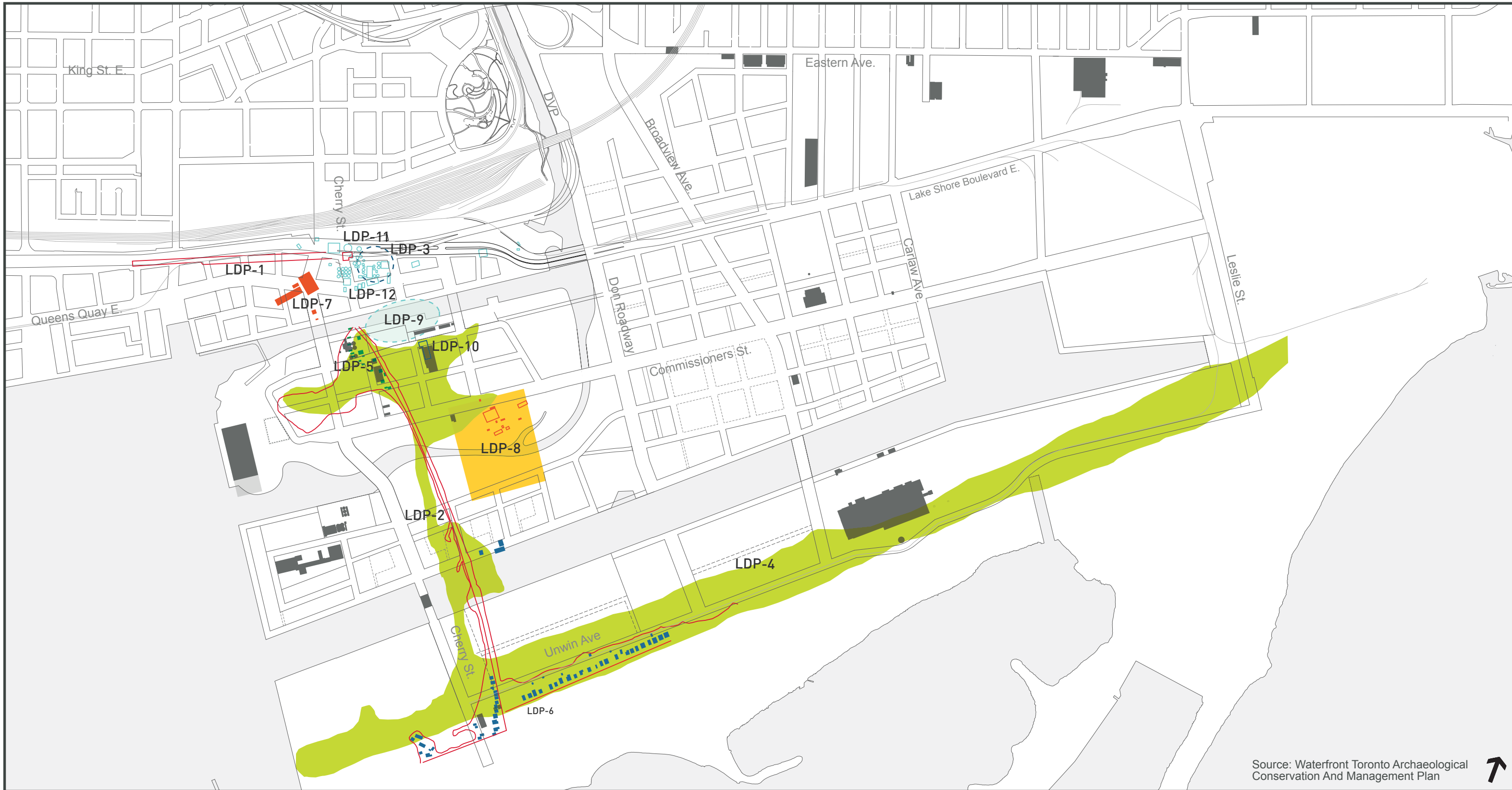
- Port Lands Cultural Heritage Landscape
 - Listed Heritage Structures/Buildings
 - Designated Heritage Structures/Buildings
 - Cultural Heritage Landscapes
- Potential Heritage Structures/Buildings
 - Rail Corridors



Cultural Heritage

- Listed Heritage Structures/Buildings
- Designated Heritage Structures/Buildings
- Potential Heritage Structures/Buildings

- | | | | | | |
|---|-------------------------------------|----|---|----|----------------------------------|
| 1 | Marine Terminal 35 | 7 | Toronto Harbour Commissioners Buildings | 13 | Sun Oil Company Building |
| 2 | Century Coal Company Building | 8 | Queen's City Foundry | 14 | Commissioners Incinerator |
| 3 | Bank of Montreal | 9 | Fire Hall No. 30 | 15 | 450 Commissioners Street |
| 4 | William McGill and Company Building | 10 | Canada Cement | 16 | Hearn Generating Station |
| 5 | Toronto Hydro Substation | 11 | Dominion Boxboards Building | 17 | 55 Unwin Avenue |
| 6 | Dominion Bank Branch | 12 | Strauss Trunion Bascule Bridge | 18 | Cherry Beach Life Saving Station |



Source: Waterfront Toronto Archaeological Conservation And Management Plan



Archaeology

- LDP-1 1870 Don Breakwater
- LDP-2 1882 Government Breakwater
- LDP-3 1882 Toronto Dry Dock
- LDP-4 Sand Bar and Fisherman's Island Peninsula
- LDP-5 Simcoe Beach Park, Cottages/Boat Houses
- LDP-6 Fisherman's Island Cottages/Boat Houses
- LDP-7 National Iron Works
- LDP-8 British Forgings
- LDP-9 Toronto Ship Building Company
- LDP-10 Foundry Specialities Ltd.
- LDP-11 Toronto Iron Works
- LDP-12 British American Oil



COMPLETE, INCLUSIVE COMMUNITIES



10-15K* Housing Units



16.5-30K* People

25-30K Jobs

*High-end estimates includes potential for residential in Polson Quay and South River

Housing

20% Equivalent Affordable Rental

25% Larger, Family Units

5% Encourage Other Housing Types

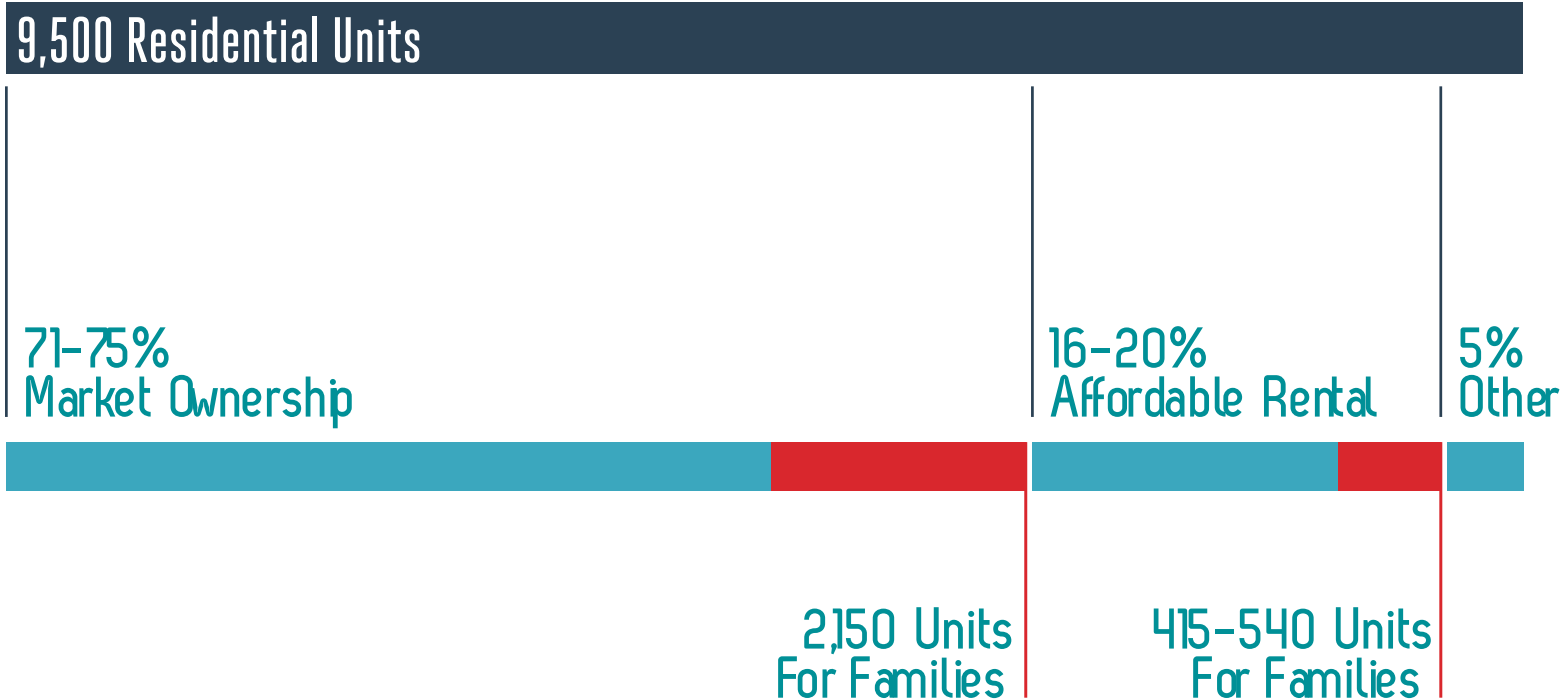
4 Objectives

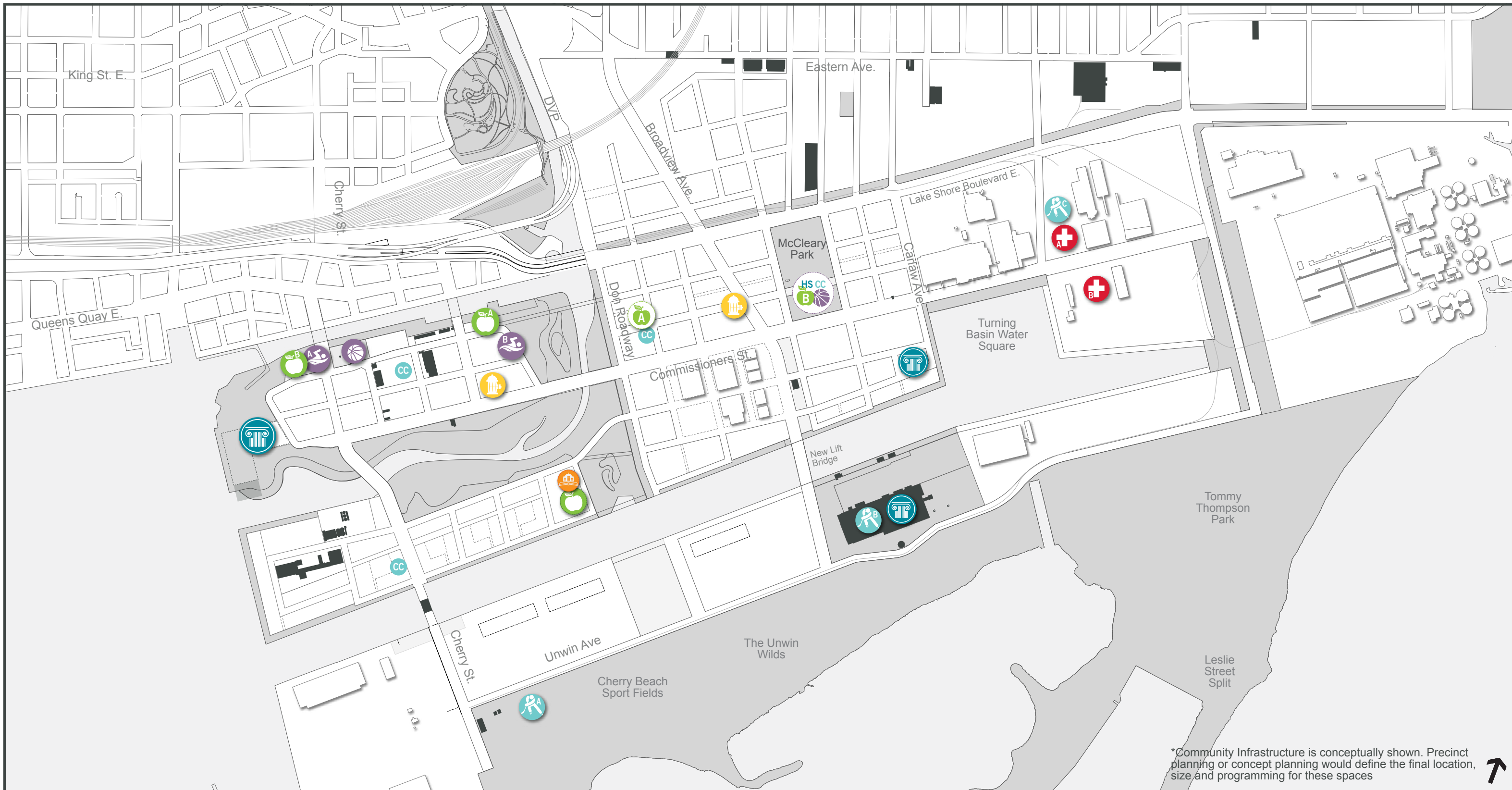
- Diversity of Unit Sizes
- Mix of Tenures
- Full spectrum of affordable rental
- High-quality living environments

4 Principles for Affordable Rental Housing Delivery

- Deliver at the pace of market development
- Primacy on permanent affordable rental
- Flexibility in delivery options for private sector
- Clear and transparent criteria for requirements

Villiers and McCleary District















*Community Infrastructure is conceptually shown. Precinct planning or concept planning would define the final location, size and programming for these spaces

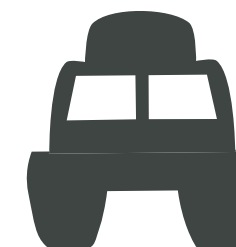
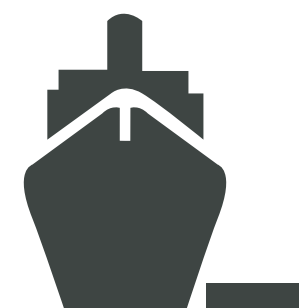
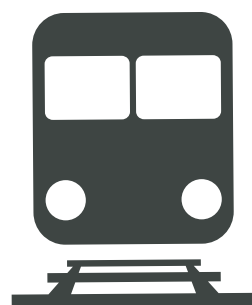
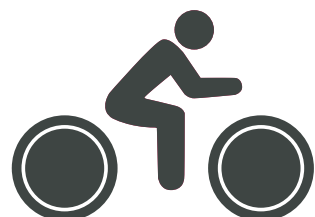


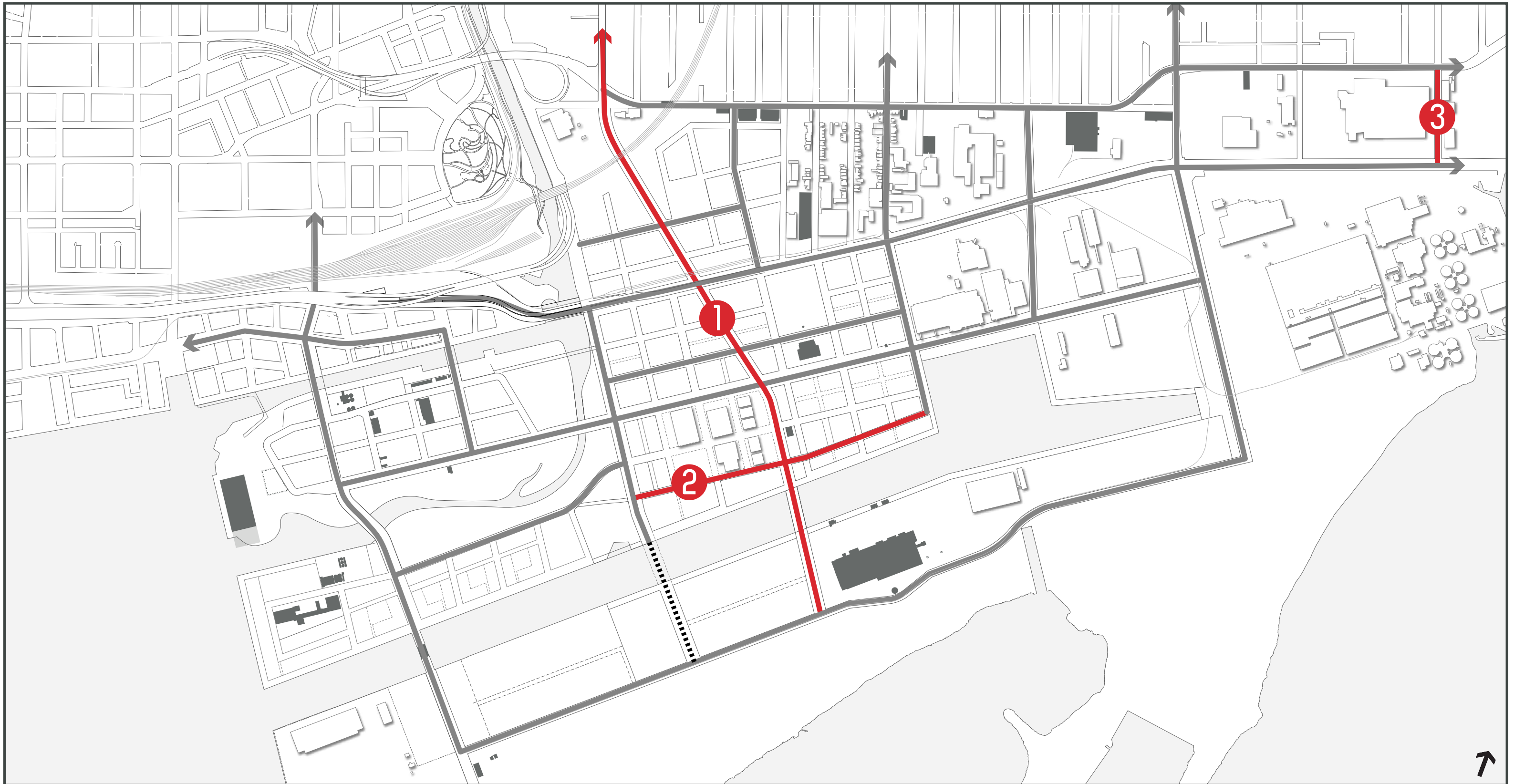
Community Infrastructure

-  School Options
-  Child Care Centre
-  Emergency Medical Services Options
-  Community Centre/Pool
-  Human Agency Space
-  Arena Options
-  Community Centre/Hub
-  Catalytic/Cultural
-  Fire Station Options
-  Libraries



MOVEMENT + ACCESS





Final Recommended Street Network

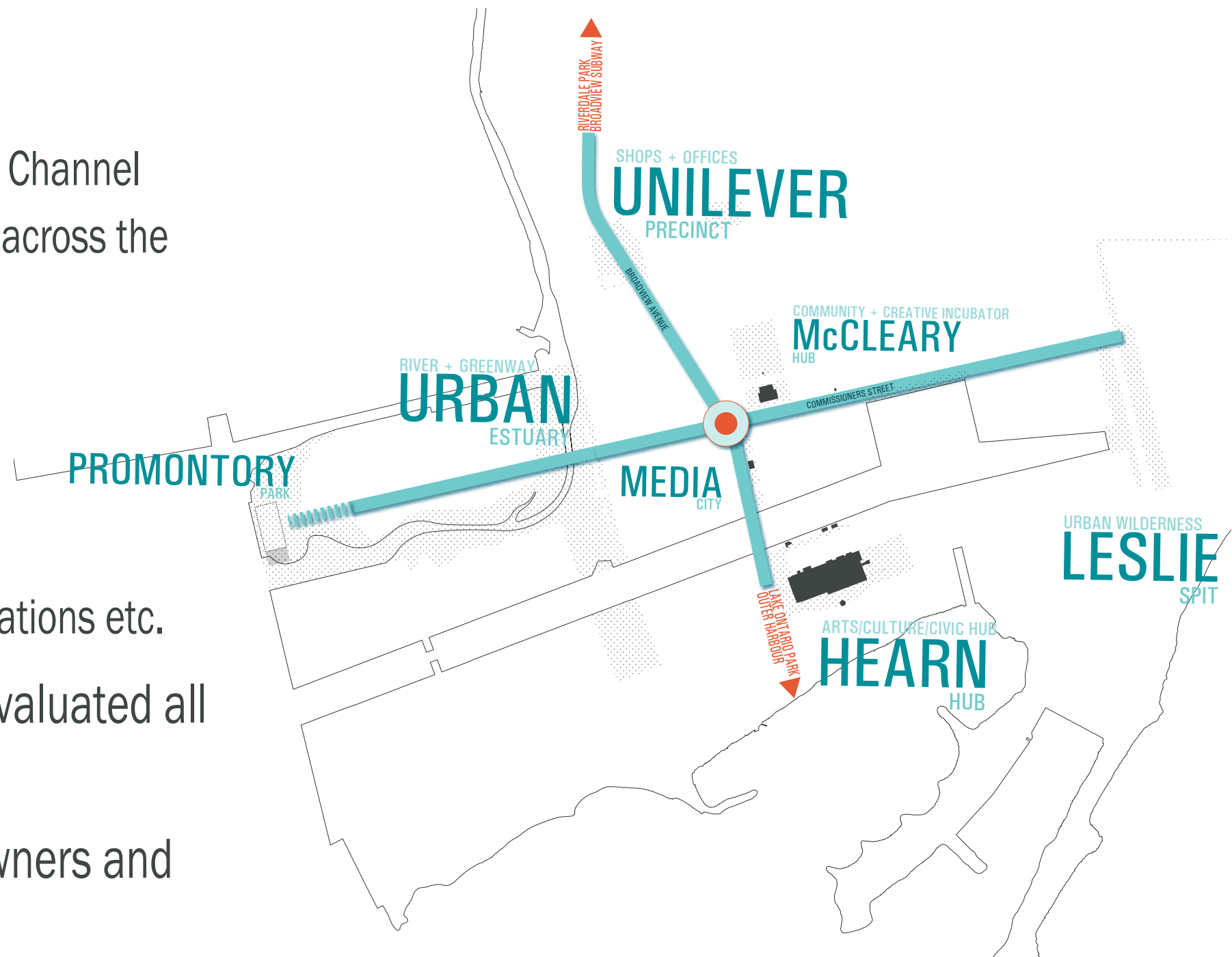
47 - THE FRAMEWORK IN BRIEF 207-03-18

- 1** Refined Broadview Alignment
- 2** Refined Alignment for Re-aligned Basin
- 3** Confirmed Woodfield Extension



Broadview Extension

- Identified critical aspects for the extension:
 - Create a continuous connection across the Ship Channel
 - Preserve ability to achieve a second connection across the Ship Channel
 - Create porosity across Lake Shore
 - Connect to Unilever and destinations
 - Ensure continued viability of existing studios
 - Ensure developable blocks
 - Create a place - take advantage of views, destinations etc.
- Explored new potential alternatives and re-evaluated all alternatives
- Due diligence and meetings with key land owners and users
- Finalized preferred alignment

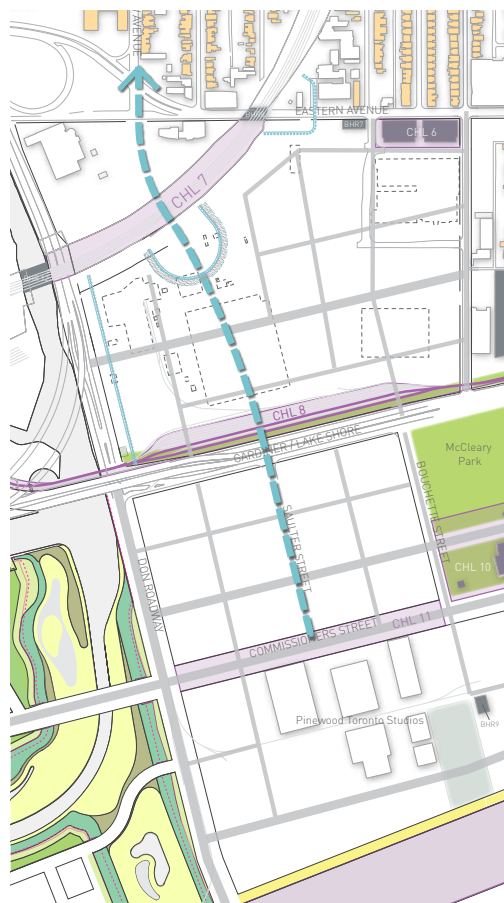


1-A. DON ROADWAY



Extend Broadview Avenue by connecting to the Don Roadway in the Port Lands (Don Roadway south of Lake Shore addressed in the Lower Don Lands EA) by widening the existing rail bridge to the east and providing two vehicular lanes in each direction with dedicated transit and create a vibrant multi-modal corridor (maximum 40m ROW). Existing access to/from the DVP is removed. Potential to connect to a new lift bridge across the Ship Channel.

1-B.1 SAULTER (UNDER)



Extend Broadview Avenue under the rail embankment with two vehicular lanes in each direction, dedicated transit and create a vibrant multi-modal corridor by connecting to Saultier Street as far as Commissioners Street in the Film Studio District (maximum 40m ROW).

1-B.2 REALIGNED SAULTER (UNDER) AND NEW NORTH SOUTH STREET



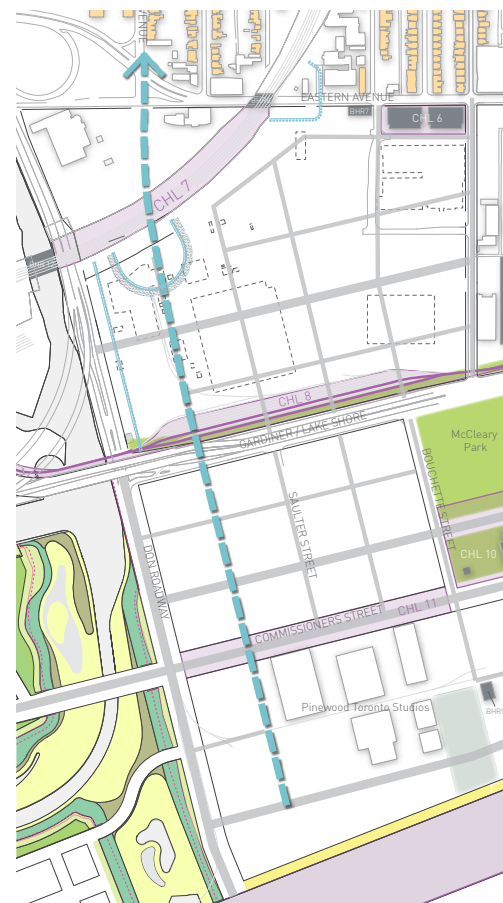
Extend Broadview Avenue under the rail embankment by realigning Saultier Street diagonally through the Unilever Precinct and Film Studio District and create a vibrant multi-modal corridor with one vehicular lane in each direction and dedicated transit (maximum 35 m ROW). Potential to connect to a new lift bridge across the Ship Channel. Broadview extension is paired with a new north-south street between Eastern Avenue and Lake Shore Boulevard with one vehicular lane in each direction (maximum 23m ROW).

1-C.1 BOUCHETTE (UNDER)



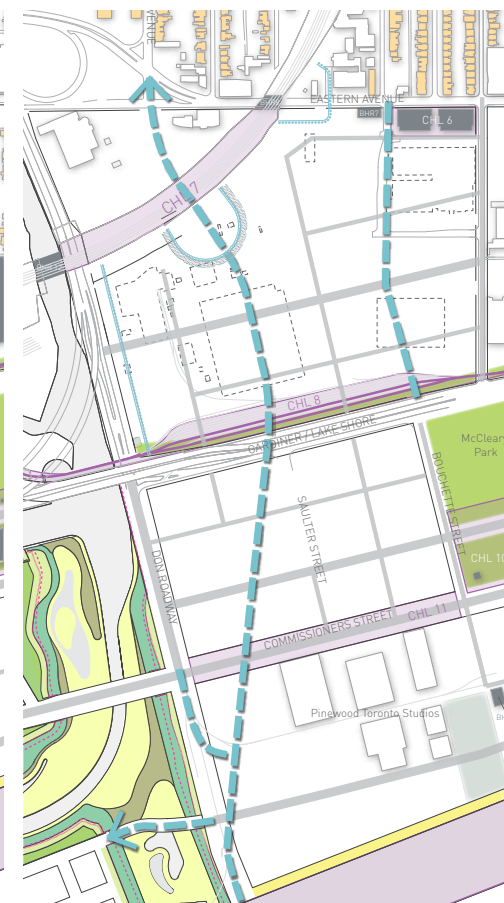
Extend Broadview Avenue under the rail embankment and create a vibrant multi-modal corridor by connecting to Bouchette Street in the Film Studio District with two vehicular lanes in each direction and dedicated transit (maximum 40m ROW). Potential to connect to a new lift bridge across the Ship Channel.

1-D.1 EXTEND BETWEEN DON ROADWAY AND SAULTER (UNDER)



Extend Broadview Avenue under the rail embankment and create a vibrant multi-use corridor by connecting to a new north-south street through the Film Studio District to a Basin Street extension with two vehicular lanes in each direction and dedicated transit (maximum 40m ROW).

1-D.2 EXTEND DIAGONALLY BETWEEN DON ROADWAY AND SAULTER (UNDER) WITH A NEW NORTH-SOUTH STREET



Extend Broadview Avenue under the rail embankment by realigning Saultier Street diagonally through the Unilever Precinct and Film Studio District, with modifications to the location of the Basin Street bridge and Don Roadway south of Commissioners Street, to create a vibrant multi-modal corridor with one vehicular lane in each direction and dedicated transit (maximum 35 m ROW). Potential to connect to a new lift bridge across the Ship Channel. Broadview extension is paired with a new north-south street between Eastern Avenue and Lake Shore Boulevard with one vehicular lane in each direction (maximum 23m ROW).

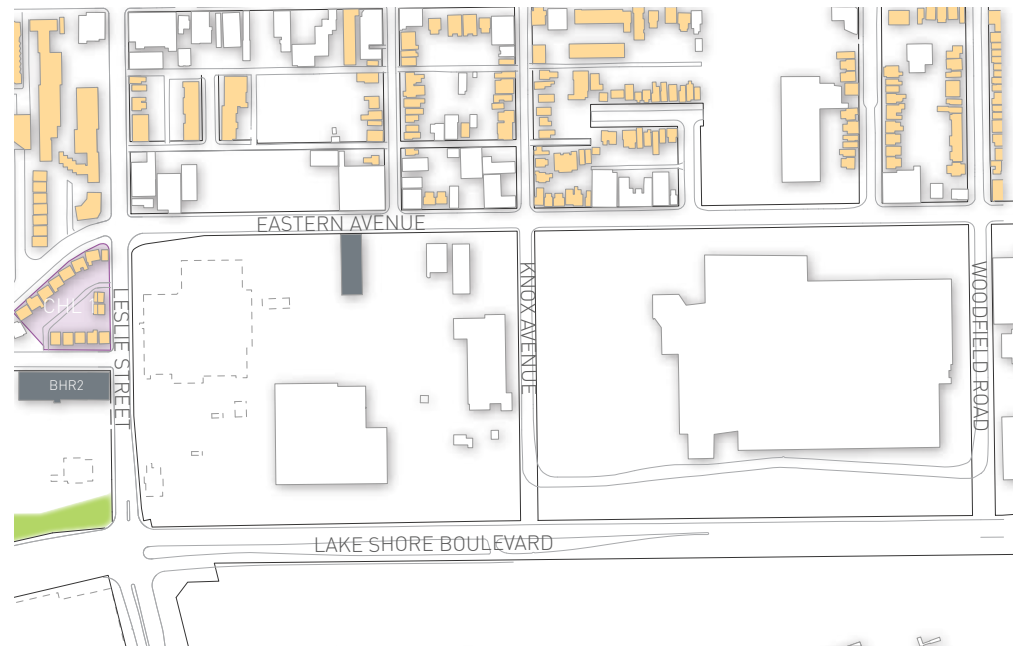


Port Lands and South of Eastern Transportation and Servicing Master Plan

Broadview Extension Alternatives Sub Area 1

- Alternative
- Parks and Open Spaces
- Building to Remain
- Conceptual Local Street
- Water's Edge Promenades
- Existing Residential
- Heritage Building/Structure
- Hydro Infrastructure
- Community Infrastructure
- Cultural Heritage Landscape
- Buildings with Redevelopment Po
- Valley Wall Feature (conceptual)

DO NOTHING



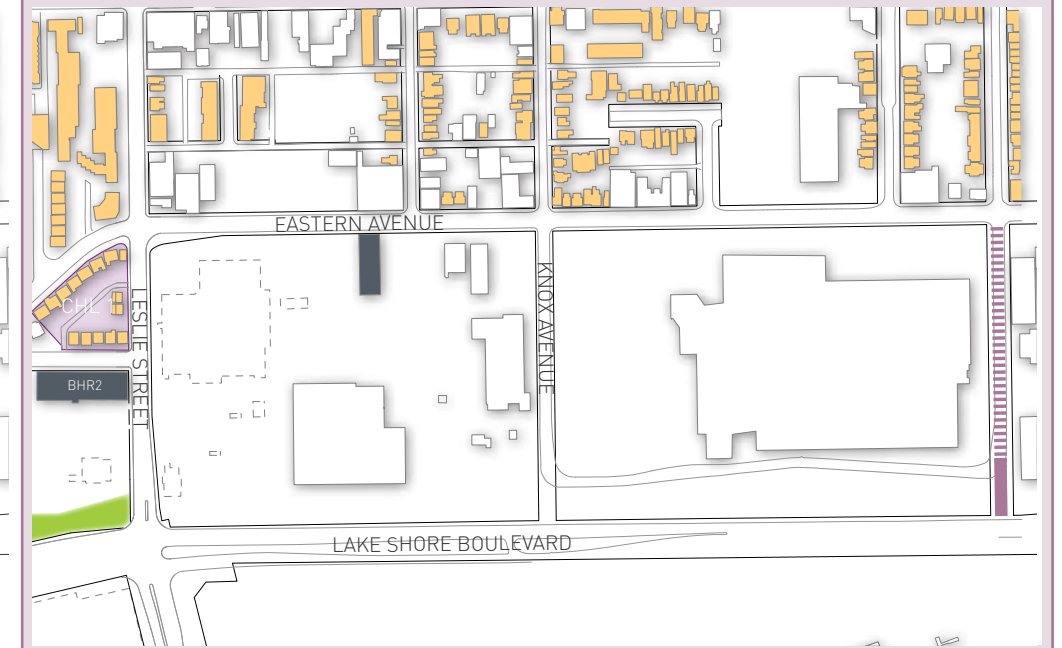
Knox Avenue and Woodfield Avenue are maintained in their current configuration.

EXTEND KNOX AVENUE

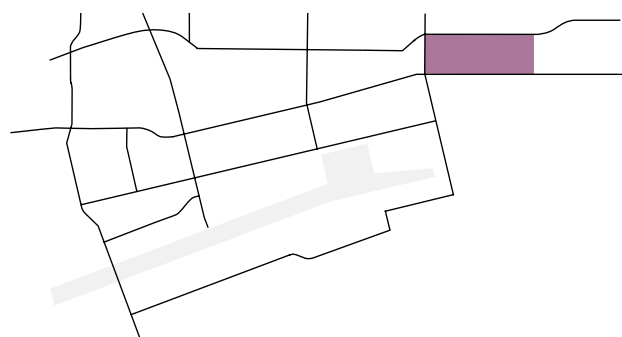


Knox Avenue is extended to Lake Shore Boulevard as a complete, multi-modal street with two vehicular lanes (20m ROW)

EXTEND WOODFIELD ROAD



Woodfield Road is extended to Lake Shore Boulevard as a complete, multi-modal street with two vehicular lanes (20m ROW)



Port Lands and South of Eastern Transportation and Servicing Master Plan

Woodfield/Knox

Upgrade to a Complete Street

Extend to Lake Shore

BHR # Heritage Building/Structure

CHL # Cultural Heritage Landscape

Parks and Open Spaces

Water's Edge Promenades

Hydro Infrastructure

Buildings with Redevelopment Potential

Building to Remain

Existing Residential

Community Infrastructure



EVALUATION OF ALTERNATIVE SOLUTIONS - SUB AREA 1: BROADVIEW EXTENSION
SUMMARY OF RESULTS

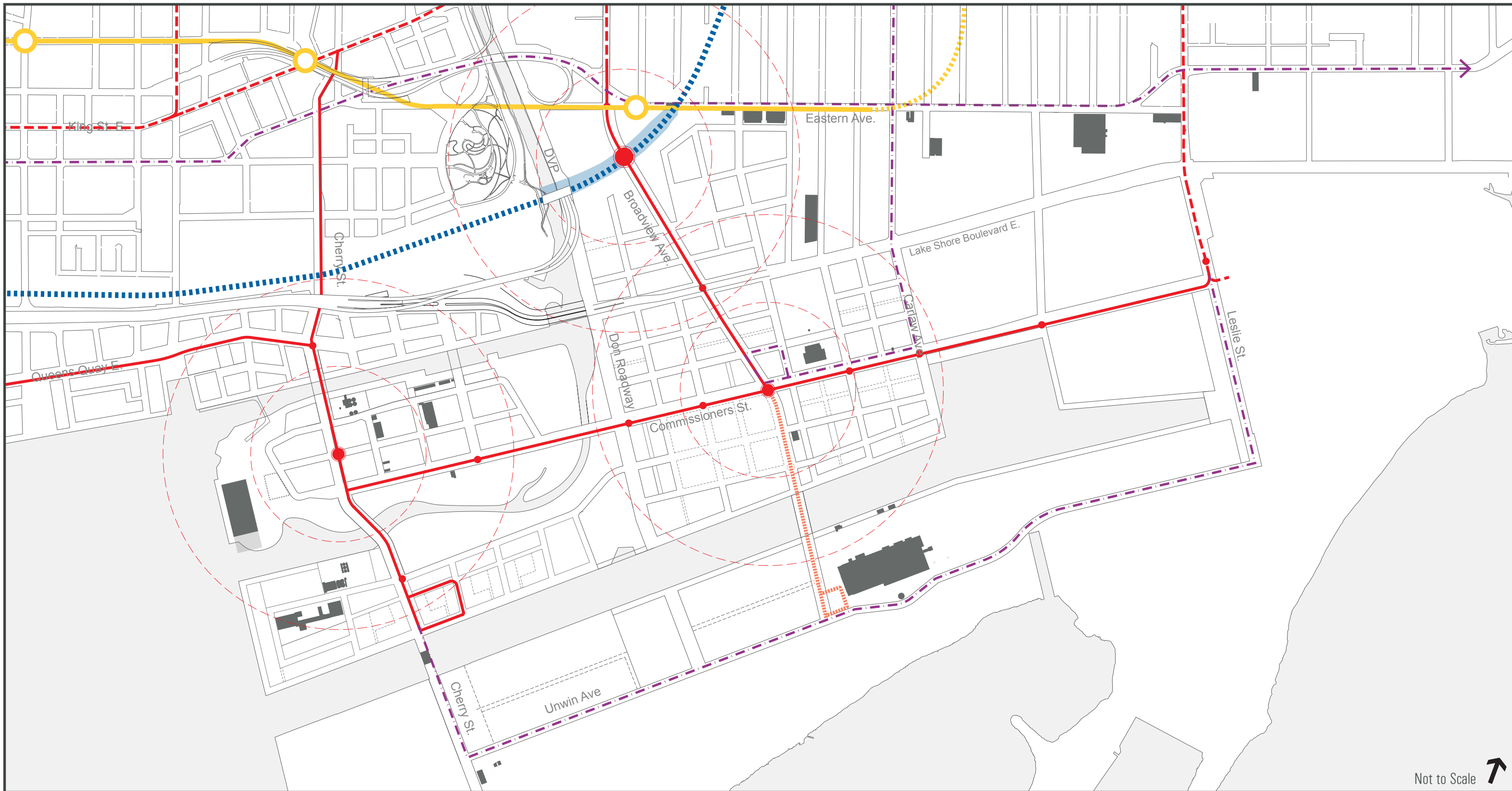
OBJECTIVES AND CRITERIA		1-A.	1-B.1	1-B.2	1-C.1	1-D.1	1-D.2
CREATING AN INTERESTING + DYNAMIC URBAN MIX	Creation of new, vibrant mixed use communities and employment areas.	●	●	●	●	●	●
	Necessary capacity to support the anticipated mix of uses while minimizing rights-of-way widths.	●	●	●	●	●	●
	Existing/planned neighbourhoods.	●	●	●	●	●	●
	Existing businesses and industry and opportunities for new businesses and industry.	●	●	●	●	●	●
CONNECT THE PORT LANDS TO THE CITY	Better connect the Port Lands with the South of Eastern area and the rest of the city.	●	●	●	●	●	●
	Redundancy in the network.	●	●	●	●	●	●
	Existing physical barriers.	●	●	●	●	●	●
	Opportunities for linking natural habitat and open spaces and improving biodiversity.	●	●	●	●	●	●
LEVERAGE ASSETS	Cultural heritage resources.	●	●	●	●	●	●
	Archaeological resources and traditional uses of Aboriginal people.	●	●	●	●	●	●
	Existing/planned parks and open spaces.	●	●	●	●	●	●
	Compatibility with the natural environment.	●	●	●	●	●	●
	Visual connections.	●	●	●	●	●	●
DEVELOP A HIGH QUALITY PUBLIC REALM	Complete street principles and street character.	●	●	●	●	●	●
	Cycling routes.	●	●	●	●	●	●
	Place-making opportunities.	●	●	●	●	●	●
	Health and safety.	●	●	●	●	●	●
CONTRIBUTE TO THE SUSTAINABLE FUTURE OF THE CITY	Opportunities for innovation.	●	●	●	●	●	●
	Transit accommodation.	●	●	●	●	●	●
	Flood risk potential.	●	●	●	●	●	●
	Noise and air quality.	●	●	●	●	●	●
	Resiliency and climate change.	●	●	●	●	●	●
IMPLEMENTATION	Compatibility with City, provincial planning policies and Waterfront Toronto/TRCA objectives/frameworks.	●	●	●	●	●	●
	Consistency with approved area Environmental Assessments.	●	●	●	●	●	●
	Engineering feasibility and construction cost.	●	●	●	●	●	●
	Existing municipal infrastructure and utilities.	●	●	●	●	●	●
	Property acquisition costs.	●	●	●	●	●	●
	Maintenance and operations.	●	●	●	●	●	●
OVERALL PERFORMANCE		●	●	●	●	●	●

● VERY POOR ● POOR ● GOOD ● VERY GOOD

EVALUATION OF ALTERNATIVE SOLUTIONS - NORTH-SOUTH CONNECTION EAST OF LESLIE
SUMMARY OF RESULTS

OBJECTIVES AND CRITERIA		KNOX AVENUE	WOODFIELD ROAD
CREATING AN INTERESTING + DYNAMIC URBAN MIX	Creation of new, vibrant mixed use communities and employment areas.	●	●
	Necessary capacity to support the anticipated mix of uses while minimizing rights-of-way widths.	●	●
	Existing/planned neighbourhoods.	●	●
	Existing businesses and industry and opportunities for new businesses and industry.	●	●
CONNECT THE PORT LANDS TO THE CITY	Better connect the Port Lands with the South of Eastern area and the rest of the city.	●	●
	Redundancy in the network.	●	●
	Existing physical barriers.	●	●
	Opportunities for linking natural habitat and open spaces and improving biodiversity.	NA	NA
LEVERAGE ASSETS	Cultural heritage resources.	●	●
	Archaeological resources and traditional uses of Aboriginal people.	●	●
	Existing/planned parks and open spaces.	●	●
	Compatibility with the natural environment.	●	●
	Visual connections.	NA	NA
DEVELOP A HIGH QUALITY PUBLIC REALM	Complete street principles and street character.	●	●
	Cycling routes.	●	●
	Place-making opportunities.	NA	NA
	Health and safety.	●	●
CONTRIBUTE TO THE SUSTAINABLE FUTURE OF THE CITY	Opportunities for innovation.	NA	NA
	Transit accommodation.	NA	NA
	Flood risk potential.	NA	NA
	Noise and air quality.	●	●
	Resiliency and climate change.	●	●
IMPLEMENTATION	Compatibility with City, provincial planning policies and Waterfront Toronto/TRCA objectives/frameworks.	●	●
	Consistency with approved area Environmental Assessments.	NA	NA
	Engineering feasibility and construction cost.	●	●
	Existing municipal infrastructure and utilities.	●	●
	Property acquisition costs.	●	●
	Maintenance and operations.	NA	NA
OVERALL PERFORMANCE		●	●

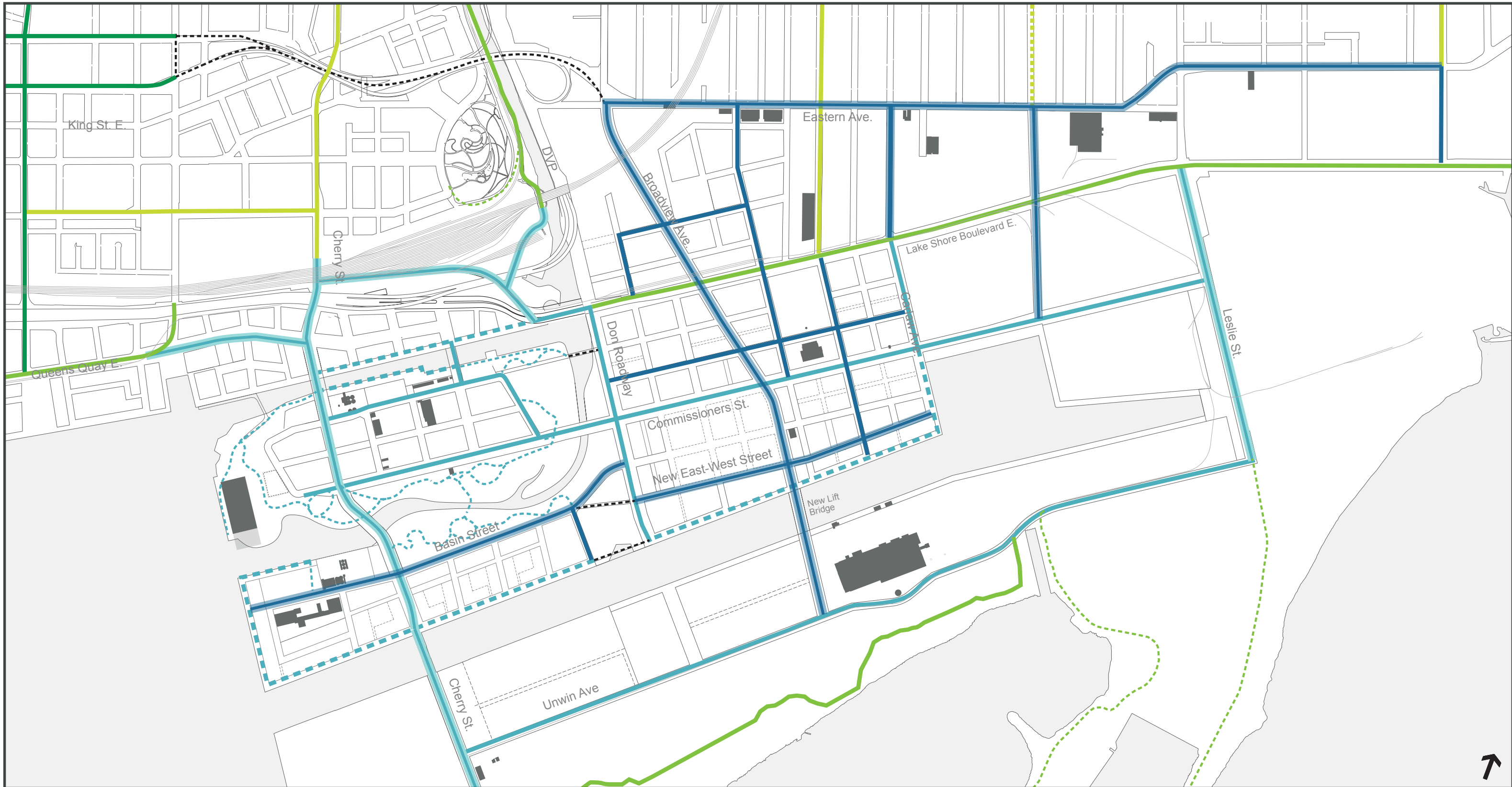
● VERY POOR ● POOR ● GOOD ● VERY GOOD



Transit Network






- Streetcar in Dedicated ROW
- Streetcar in Mixed-Traffic
- Transit Hub
- Protected for Future Streetcar in Dedicated ROW
- Future Streetcar Stop
- Relief Line
- SmartTrack/RER
- Bus in Mixed Traffic

Not to Scale








Cycling Network

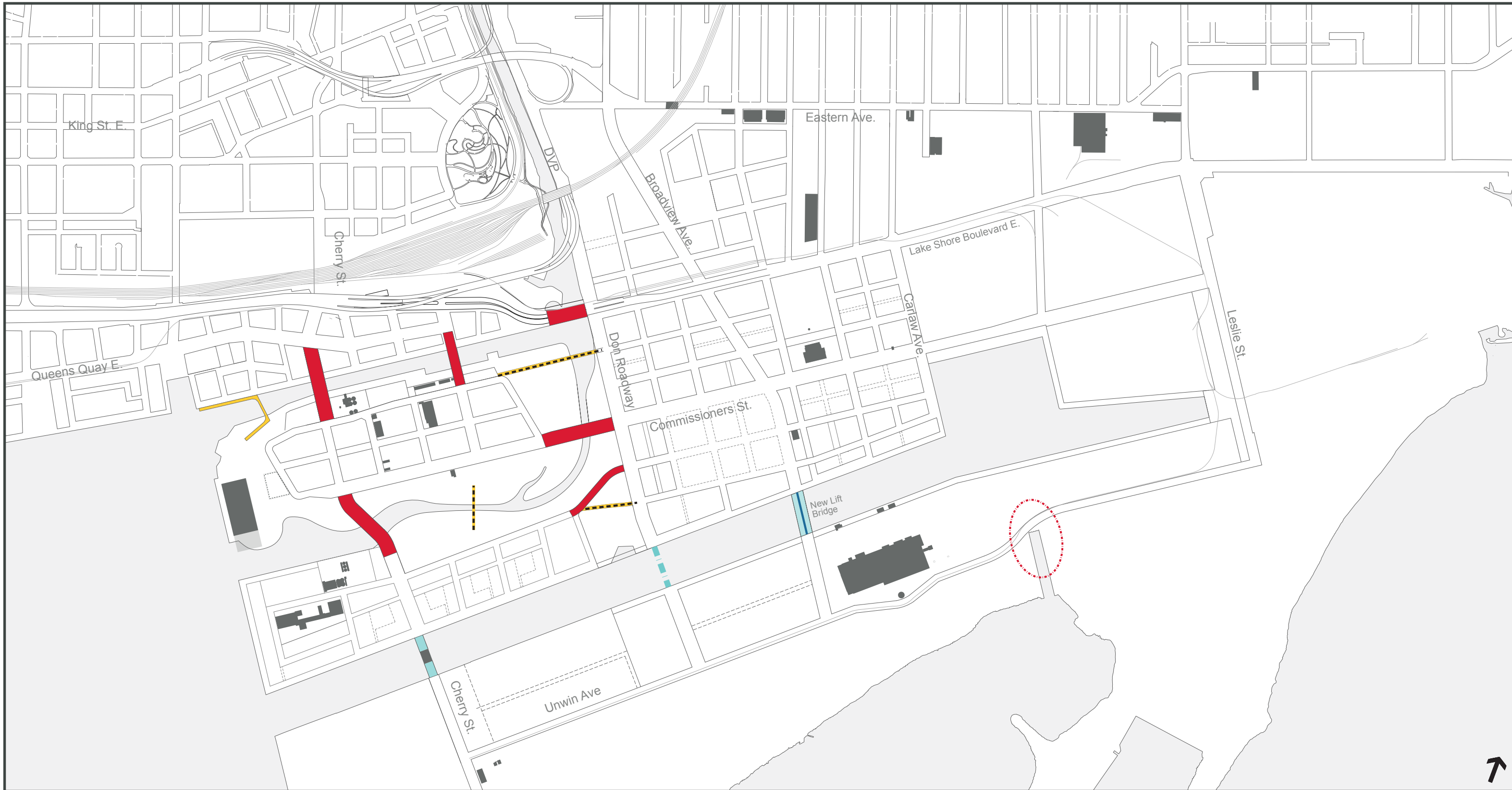
Proposed/Planned

-  Priority Raised Cycle Track
-  Optional Raised Cycle Track
-  Multi-use Trail
-  Water's Edge Promenade
-  Trail

 Protected for Future Cycling/
Pedestrian Connection

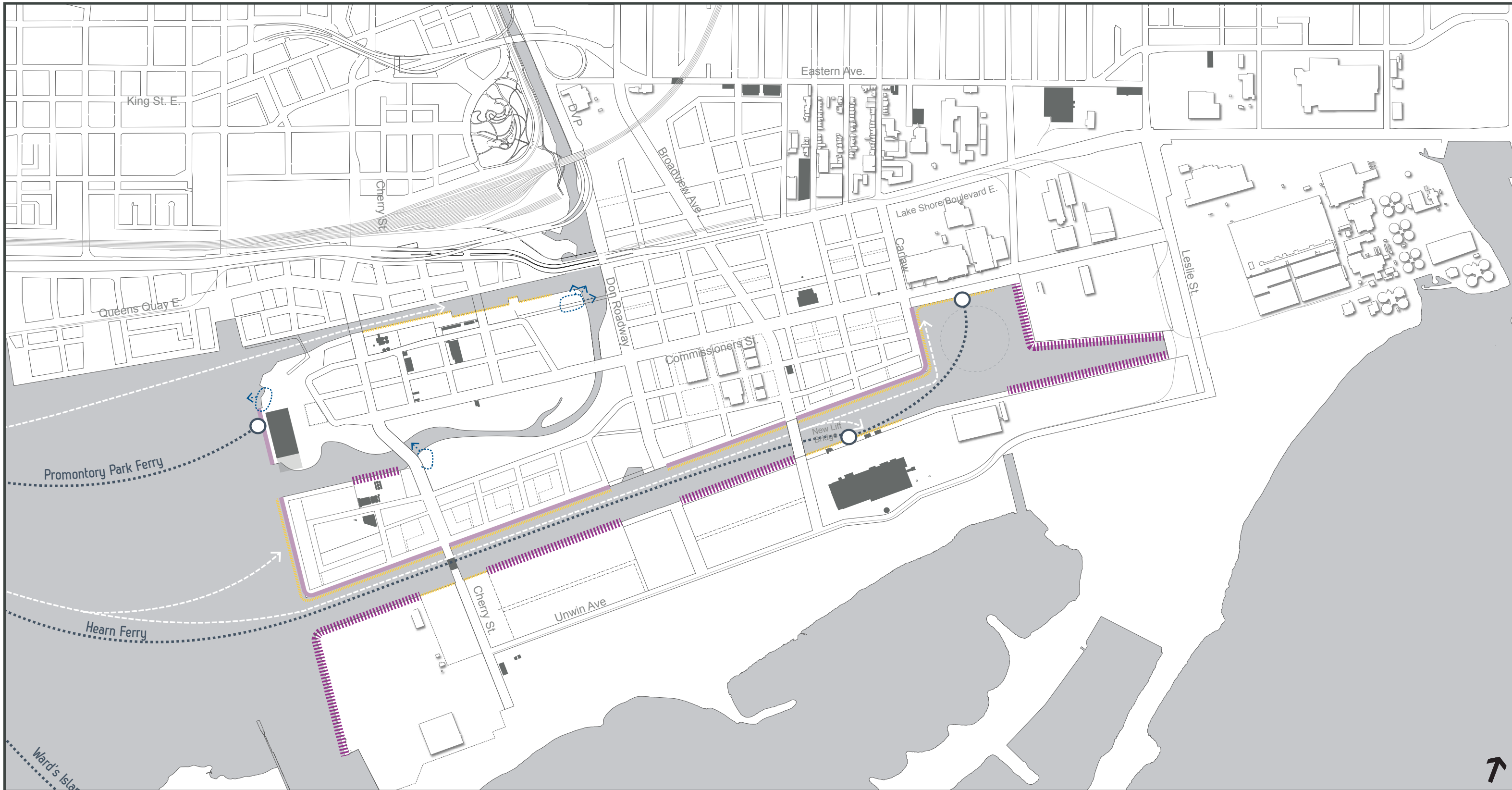
Existing

-  Cycle Track
-  Lanes / Sharrows
-  Multi-use Trail
-  Trail
-  Improved/Realigned
Existing Multi-use Trail



Bridges

- Fixed Bridge
- Pedestrian/Cycling Bridge
- Existing Lift Bridge
- New Lift Bridge
- Crossing type to be Determined at Phase 3 of the Municipal Class EA process
- Protected for Future Cycling/Pedestrian Connection
- Protected for Future Bridge



Water Transport

Recreational Ships/Boats

- Small Ships
- Recreational Boat Launch

Commercial Ships

- Water Taxis
- Ferries

Maritime Transport

- Working Ships
- Laid Up Ships



FRAMING THE PUBLIC REALM

1. URBAN CORE

Greatest intensity and mix of uses in a dense, compact form. Dominant building typology consists of mid-rise buildings six to ten storeys in height. Tall buildings, where permitted, in strategic locations punctuate the skyline

Built form relates and responds to sensitive interface areas, including the historic fabric, water features and parks and open spaces

2. URBAN FRINGE

Multi-storeyed buildings on key frontages that are flexible and adaptable to enable conversion to a wide range of future uses, and capable of attracting creative talent to the Port Lands.

Buildings have robust, lasting materiality, windows and high-quality architectural treatments

3. OUTER EDGE

Larger, interim or adaptable industrial type structures and active port uses with an open landscaped character, surrounded by natural areas, beaches, wildlife and water features

Site and building design responds to ecological areas with generous, beautiful, native and sustainable plantings



Framing the Public Realm



IDENTITY

Capitalize on water features, landscapes, wilds, built heritage and landmarks



LEGIBILITY

Visual connections, coherent architectural form and articulation and local landscape qualities



DIVERSITY

Variety of scales and textures for each place and set the Port Lands apart from the rest of the city



ADAPTABILITY

Buildings outlive uses. New development, irrespective of use, needs to leave a legacy



ACTIVITY

Tall, roomy, and permeable ground floors with active uses at grade, and ensure a high quality public realm year round

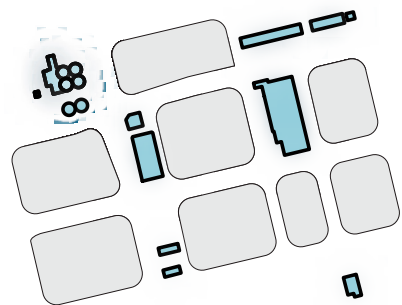


SKYLINE TOPOGRAPHY

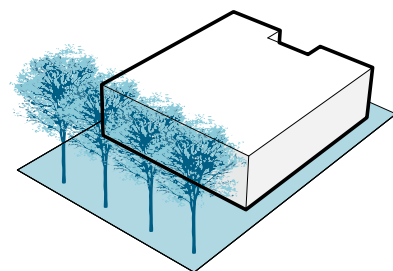
Distinct and recognizable skyline

Framing The Public Realm

IDENTITY

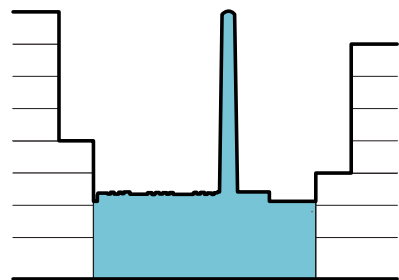


BUILDINGS WILL RESPOND TO SURROUNDING CONTEXT AND CHARACTER DEFINING FEATURES

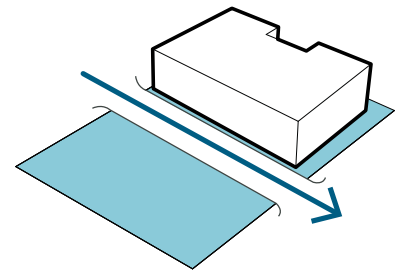


WIDE, NATURALIZED, LANDSCAPED SETBACKS REQUIRED ADJACENT TO KEY STREETS

LEGIBILITY

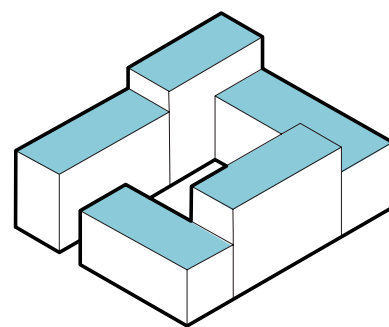


BUILDINGS HEIGHTS AND PLACEMENT WILL PRESERVE, CREATE AND ACCENTUATE VIEWS,

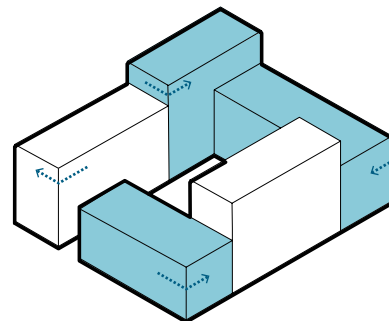


BUILDING PLACEMENT WILL PERMIT THE EXTENSION OF THE PUBLIC STREET NETWORK

DIVERSITY

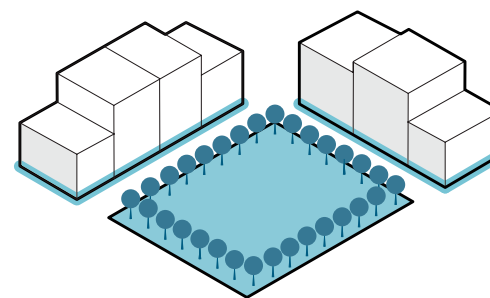


DIVERSITY THROUGH DIFFERENT BUILDING HEIGHTS AND HEIGHT SHIFTS

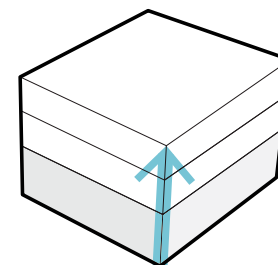


DIVERSITY THROUGH STRONG, REPEATING VERTICAL ARTICULATION AND FACADE DESIGNS

ADAPTABILITY

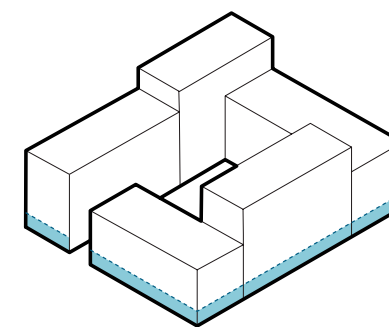


URBAN STREET-EDGE RELATIONSHIPS WITH BUILDINGS FRAMING THE PUBLIC REALM

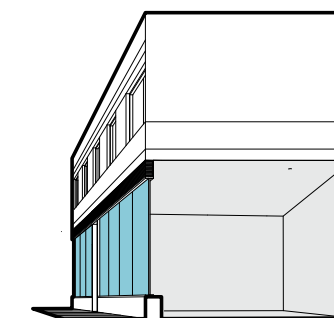


MINIMUM BUILDINGS HEIGHTS AND FLOOR TO FLOOR CEILING HEIGHTS FOR NON-RESIDENTIAL ON KEY FRONTAGES

ACTIVITY

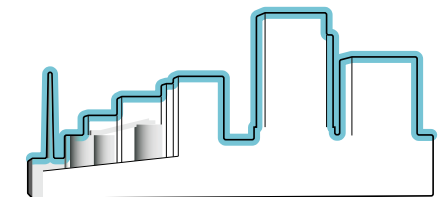


ACTIVATE WITH HIGH GROUND FLOOR CEILING HEIGHTS AND A WEALTH OF DETAILS

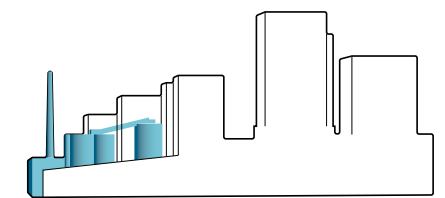


GROUND-LEVEL FACADES SHOULD BE 70% TRANSPARENT

SKYLINE TOPOGRAPHY

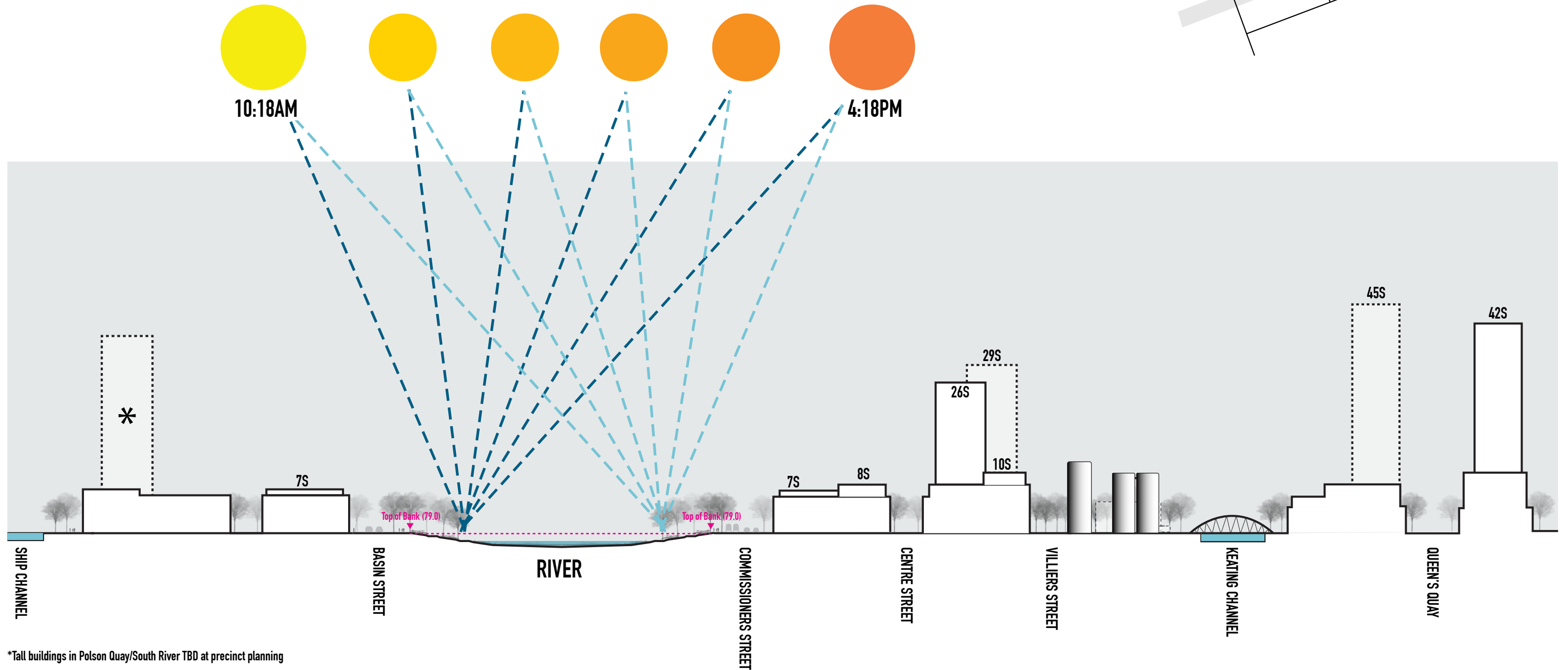
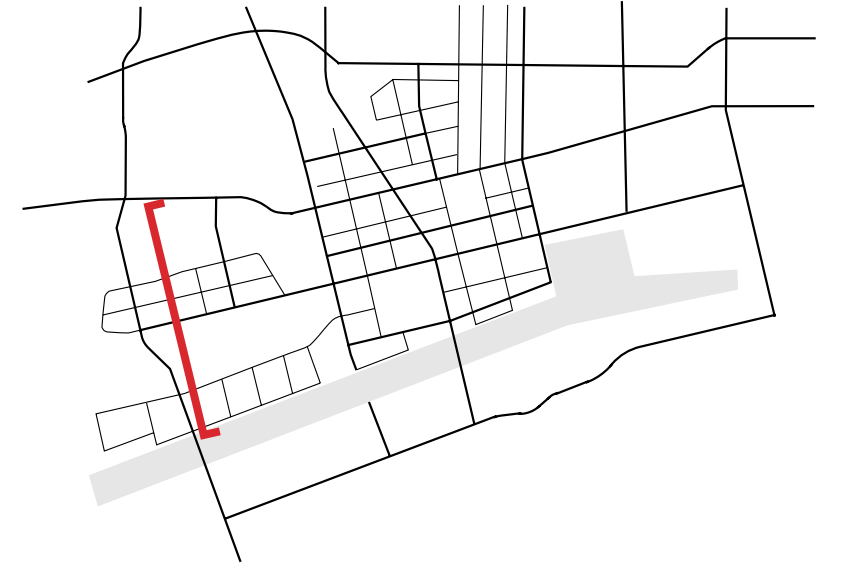


BUILDINGS WILL CONTRIBUTE TO THE CREATION OF A DISTINCT AND DYNAMIC SKYLINE



NEW BUILDINGS WILL NOT DETRACT FROM OR DOMINATE THE PORT LANDS EXISTING SKYLINE

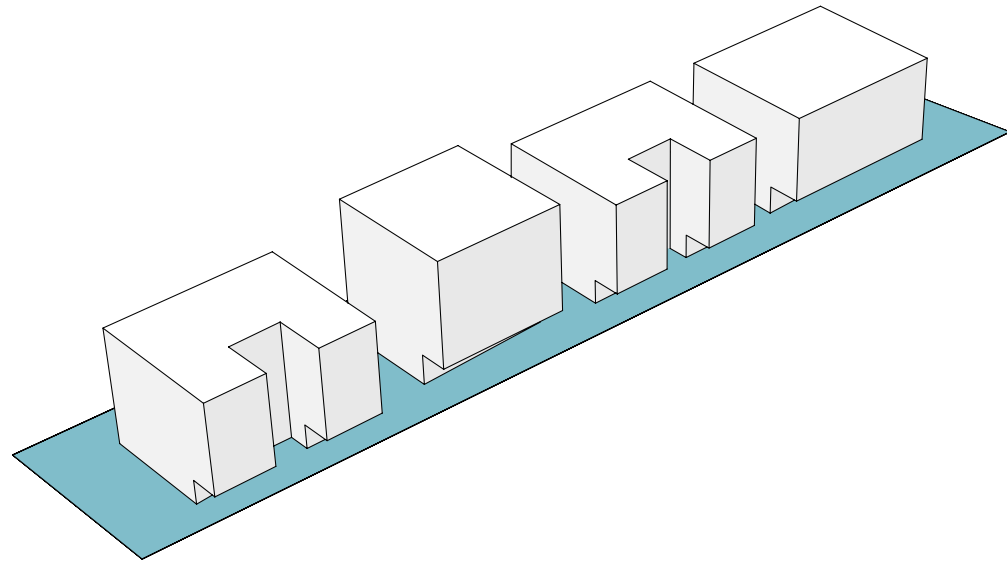
Framing The Public Realm



*Tall buildings in Polson Quay/South River TBD at precinct planning

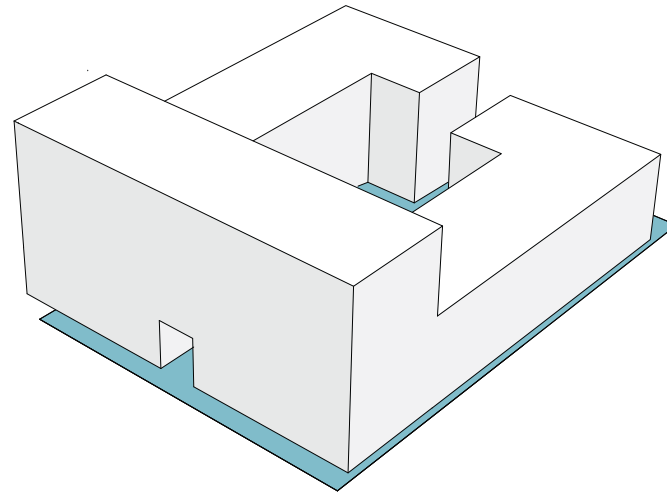


Framing The Public Realm



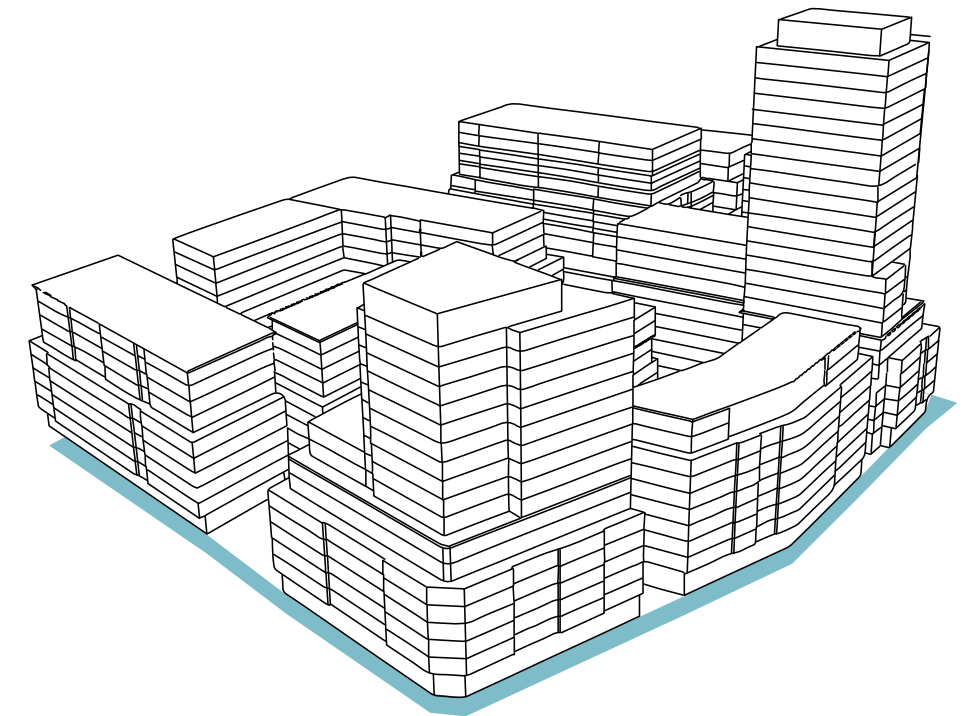
MINIMUM BUILDING HEIGHTS

- Three storeys minimum height on key frontages
- Compact urban form for all uses
- Capable of adaptive reuse



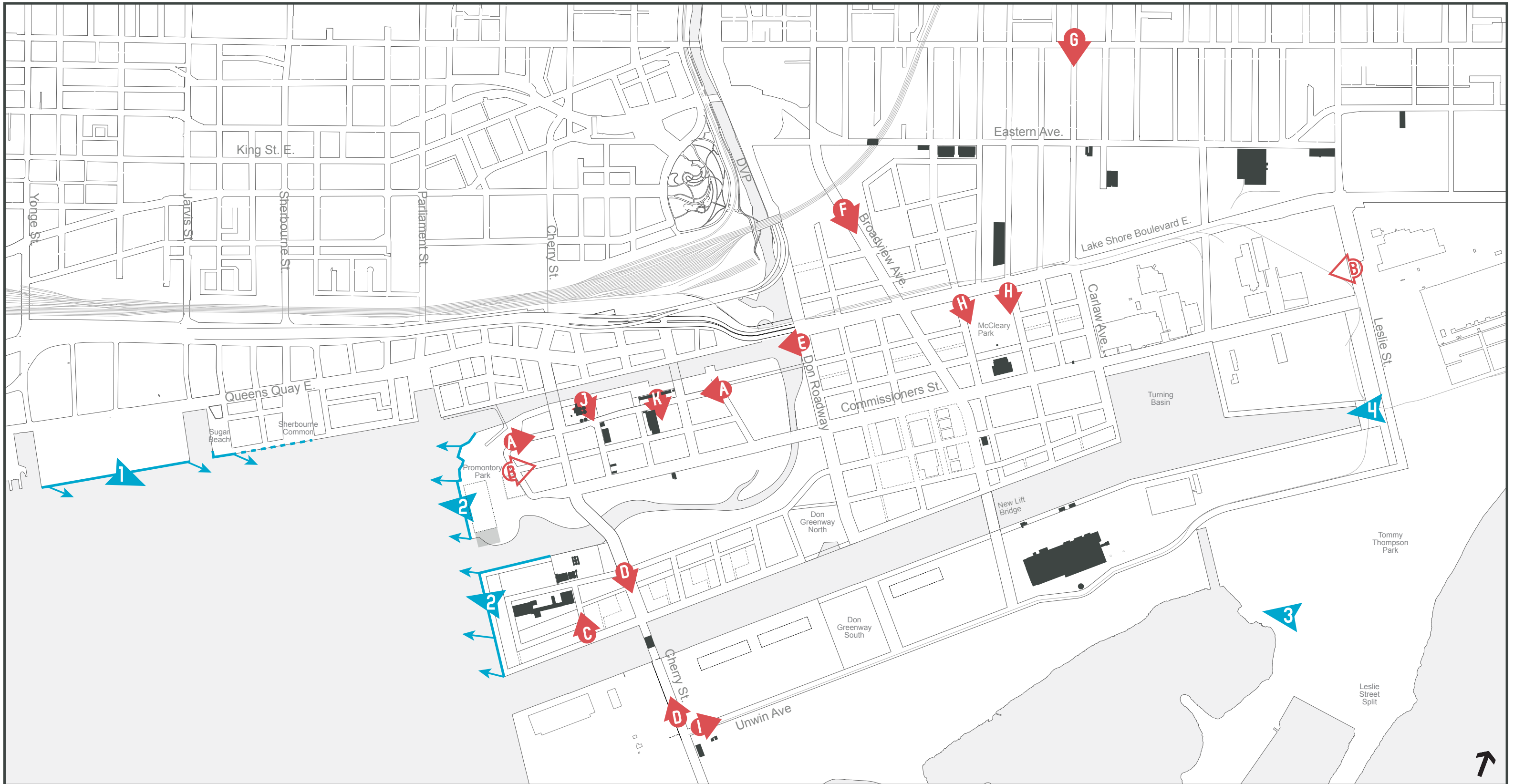
MAXIMUM MID-RISE HEIGHTS

- Maximum heights defined for key streets or proportionate to building face to building face
- In no instances higher than 10 storeys
- Horizontal and vertical articulation to create additional variation in form






TALL BUILDING DIRECTION

- Strategic locations/considerations
- Tall building zones and generalized height direction for new neighbourhoods
- Performance standards - eg. floorplate, minimum tower separation distances
- Noise and air quality considerations



Views

-  Skylines
-  Prominent and/or Heritage Buildings, Structures and Landscapes
-  Protect view corridor through any redevelopment

Proposed Neighbourhoods + Critical Mass



Gross Area: 33ha (82 acres)

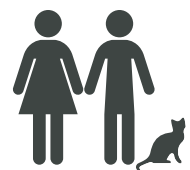
Villiers Island

 4,865 units (250-325 people/ha)

 105K m² of non-residential (20%)

 11.2 ha (27.5 acres) of parkland

 Predominantly Mid-rise



8.2K-10.7K
People



340-415
People + Jobs/ha



Gross Area: 17.5ha (43 acres)

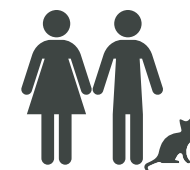
McCleary District

 4,700 units (460-600 people/ha)

 175K m² of non-residential (30%)

 4.5 ha (11 acres) of parkland

 Predominantly Mid-rise



8K-10.5K
People



685-825
People + Jobs/ha

Neighbourhood Precedents + Critical Mass



South False Creek, Vancouver

 5,000 units (345-405 people/ha)

 18.5K m² of non-residential (3%)

 10 ha (25 acres) of parkland

 Predominantly Mid-rise


11K-13K
People
(2.2-2.6p/u)



Mission Bay, San Francisco

 6,000 units (230-270 people/ha)

 400K m² of non-residential+ UCSF Campus

 20 ha (50 acres) of parkland

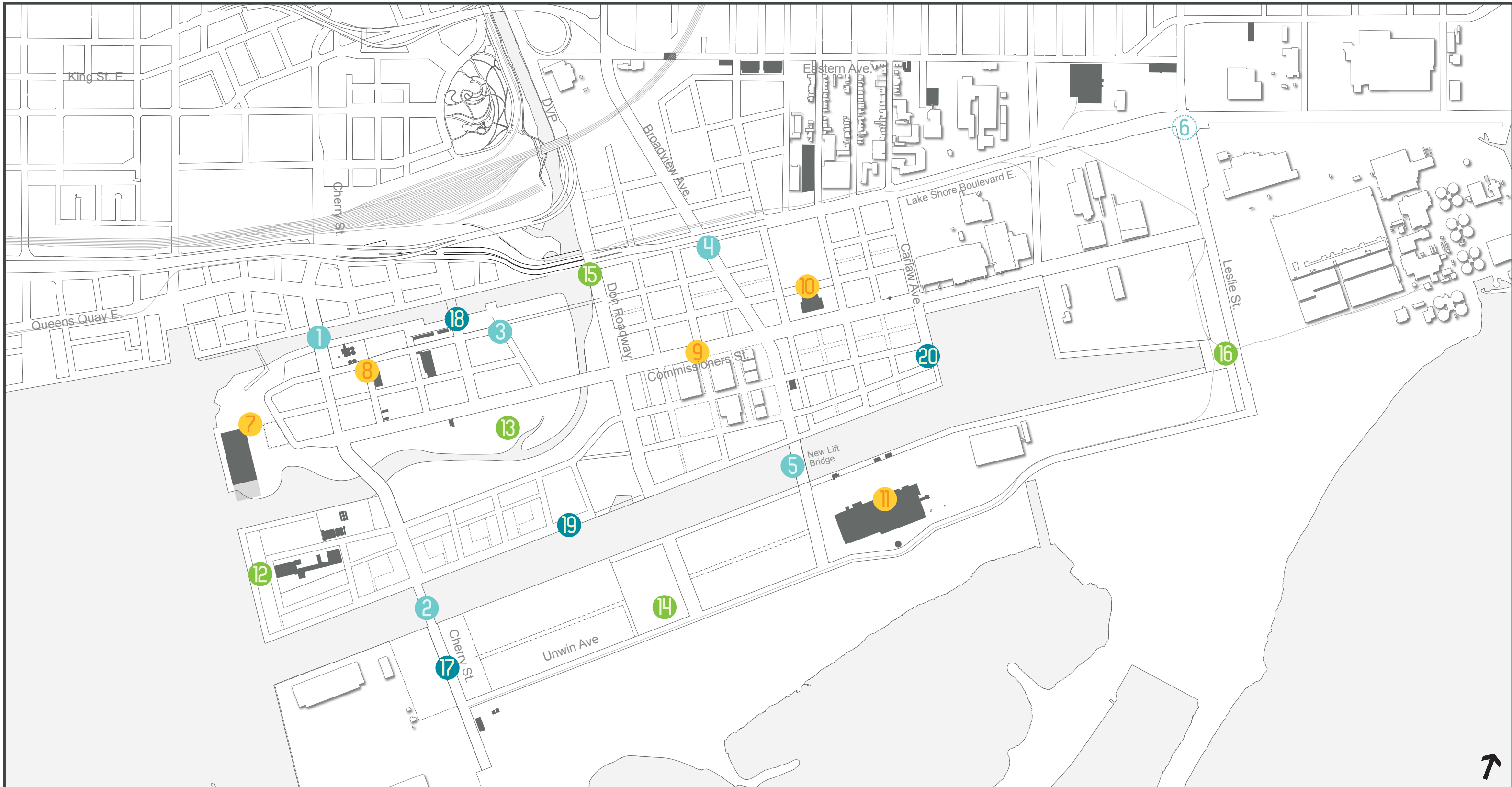
 Predominantly Mid-rise


11K-13K
People
(1.8-2.2p/u)



ARTS + CULTURE





Public Art Opportunity Sites

65 - THE FRAMEWORK IN BRIEF 207-03-18

Gateways + Bridges

- 1 Cherry Street + Keating Channel
- 2 Cherry Street + Ship Channel
- 3 Villiers Street
- 4 Broadview Avenue
- 5 Broadview Avenue + Ship Channel
- 6 Leslie Street

Heritage + Catalytic

- 7 Promontory Park
- 8 Keating/Cherry Street Cultural Corridor
- 9 Commissioners Street
- 10 Commissioners Incinerator
- 11 The Hearn

Parks + Natural Areas

- 12 Polson Point
- 13 River Valley
- 14 Don Greenway South
- 15 Don Greenway North
- 16 Leslie Street Slip + Leslie Street Greening

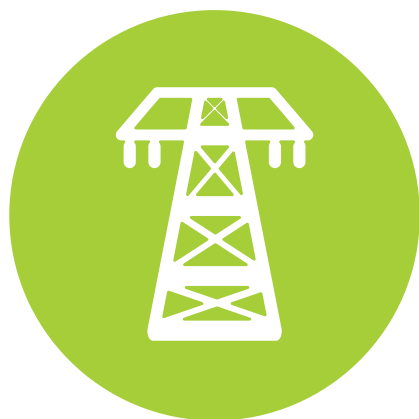
Water's Edge + Maritime

- 17 Maritime Hub
- 18 Keating Channel
- 19 Ship Channel
- 20 Turning Basin



INNOVATION + SUSTAINABILITY

A NET ZERO ENERGY
DISTRICT



MOBILITY + ACCESS



ECOLOGICAL INTEGRITY



INNOVATION + ECONOMY



HUMAN HEALTH
+ WELL BEING



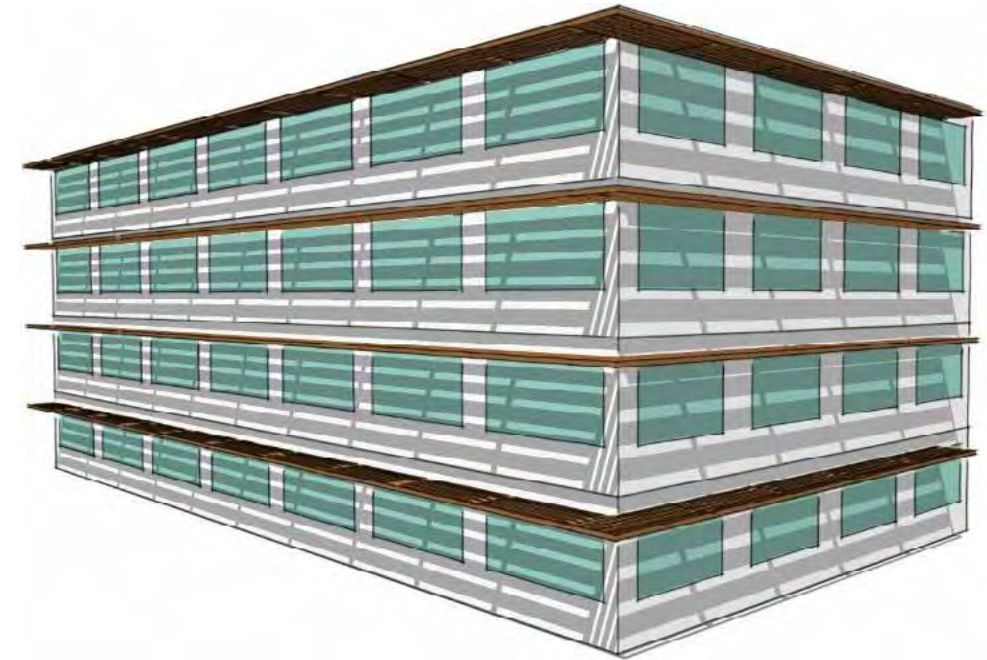
CLIMATE CHANGE





Passive Design

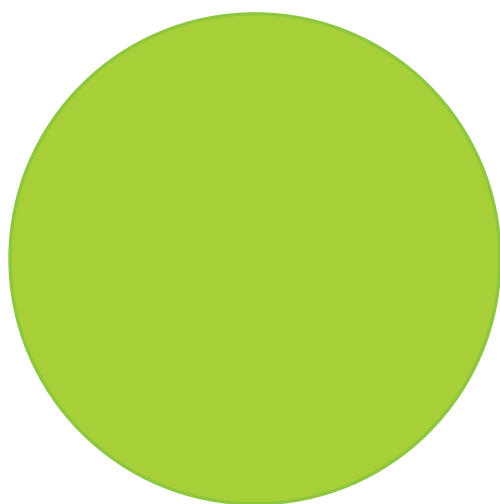
- Discourages reliance on mechanical systems for heating, cooling and lighting
- Harnesses naturally occurring phenomenon without compromising the public realm
- Design of buildings incorporate energy efficiency considerations:
 - High-performance building envelopes e.g. building orientation and shape
 - Building design free of thermal bridges
 - Air sealing/tightness - to prevent heat from escaping
 - Thermal mass - materials that absorb heat and release slowly
 - Shade devices on west and south elevations
 - Natural ventilation - operable windows where possible
 - Day-lighting
 - Passive solar heating - windows should not exceed 50% of facade, sill height
 - Technology - light/people sensors



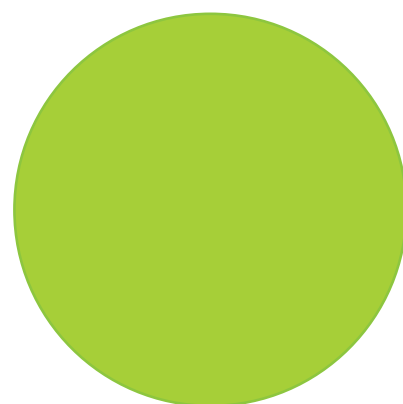


BIODIVERSITY

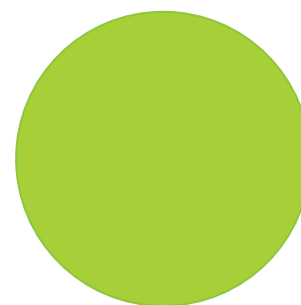
MAJOR NATURAL SYSTEMS



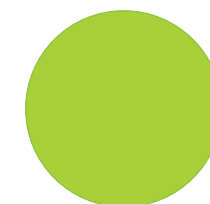
OTHER PARKS AND
OPEN SPACES



LIMAL
LINKAGES



NODES AND
PATCHES



NATURALIZED
DEVELOPMENT





Biodiversity

- The following will be required to ensure a biodiverse Port Lands:
 - Protecting, restoring and enhancing **natural heritage features** and Environmentally Sensitive Areas
 - Creating new, connected natural areas and greenways and **net environmental gains** associated with Environmentally Sensitive Areas
 - Integrating **larger, naturalized plantings and/or habitat** as a component of the design for larger parks and open spaces
 - Creating **liminal linkages and wildlife corridors** to support wildlife movement in public streets and by retaining decommissioned rail corridors as landscape features
 - Providing a series of **nodes and patches** at the site level (e.g. retention or replacement of existing natural cover)
 - Ensuring **buildings contribute to biodiversity** through measures such as biodiverse green roofs and green walls
 - Providing dedicated spaces within new communities and physically separated from natural areas for **dog off-leash areas**
 - **Sensitive** exterior site lighting, street lighting or lighting



- Natural Heritage and Major Parks
- Other Parks and Open Spaces
- Nodes and Patches
- Liminal Linkages



LINEAR + GREEN INFRASTRUCTURE

MUNICIPAL SERVICES



GREEN INFRASTRUCTURE

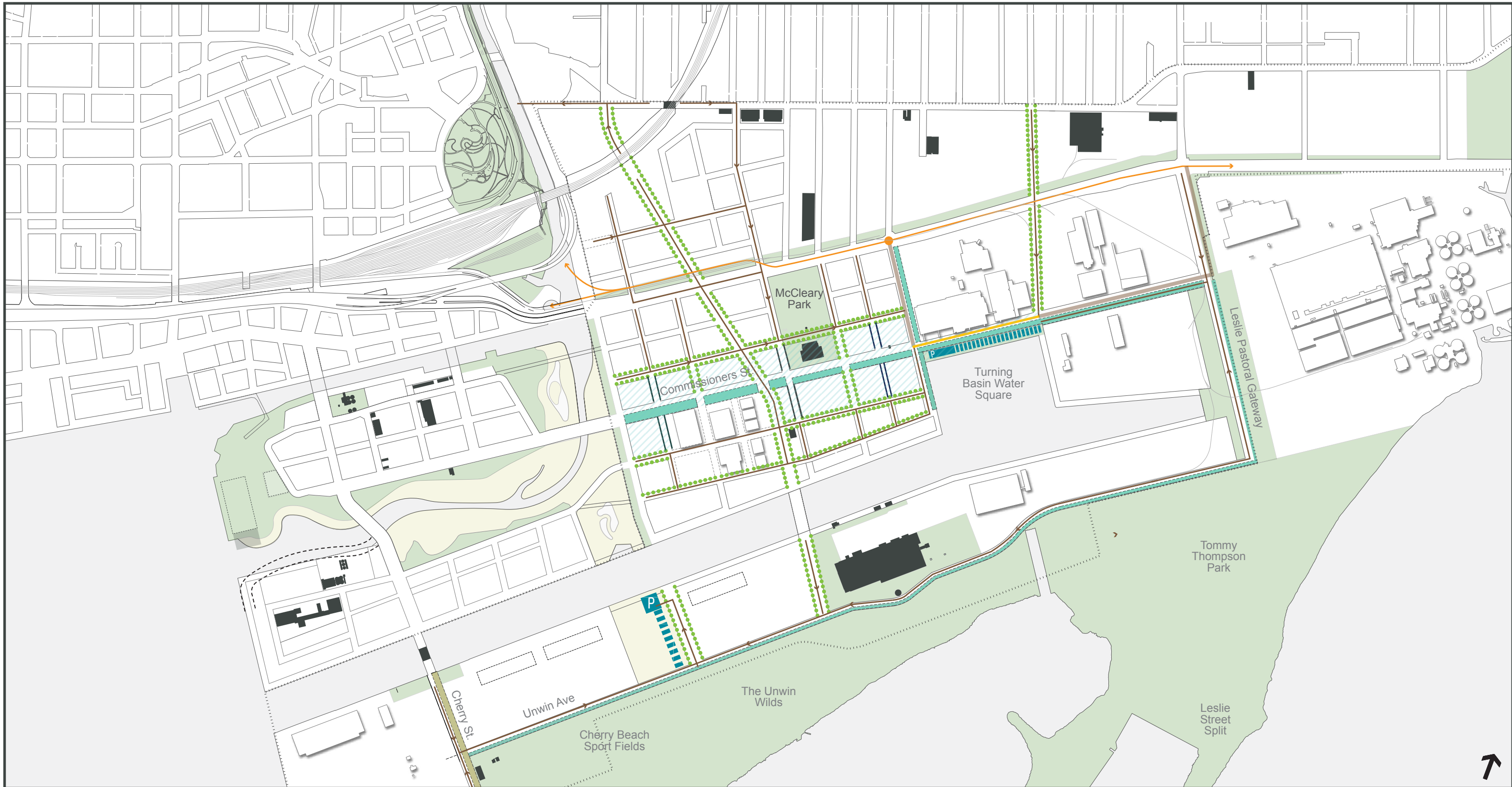


HYDRO TRANSMISSION















PROTECTING FOR THERMAL
NETWORKS AND SMART
CITY INFRASTRUCTURE

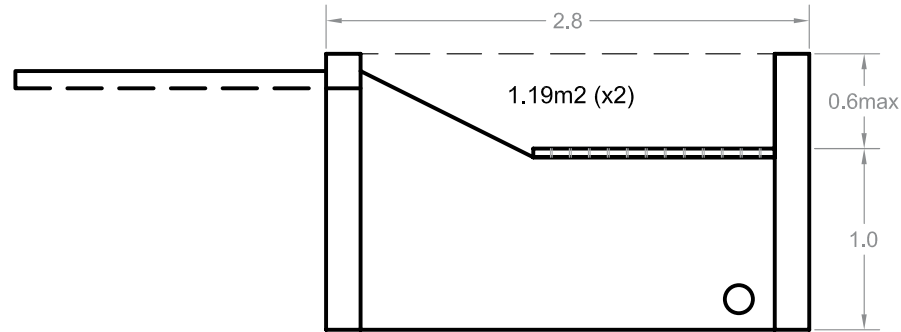




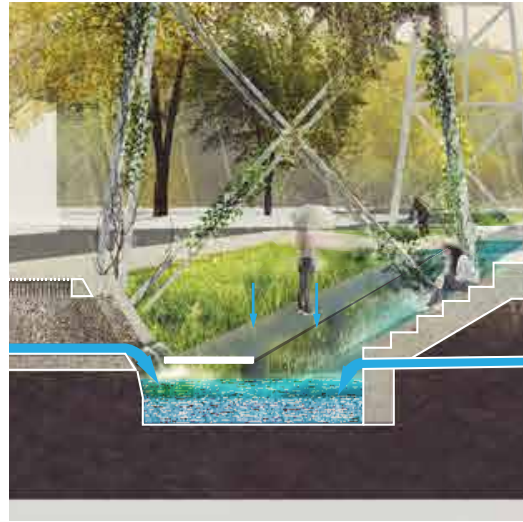
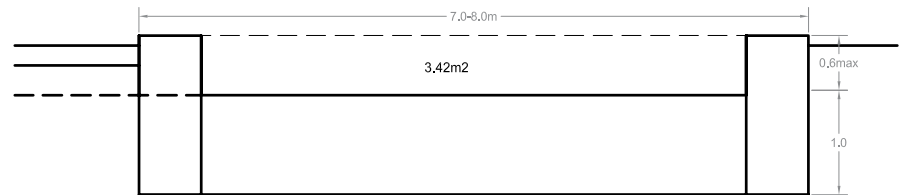
Water as a Resource

- | | | | |
|--|---|--|--|
|  Open Channels |  Stormwater Quality Treatment Facility |  Pilot Area | External Stormwater Servicing |
|  Open Channel and Sand Filter |  Passive Treatment Opportunities | |  Box Culverts |
|  Urban Bioswales |  Storm Sewers | |  New 1950mm Sewer |
|  Hardscape Channel |  Pumping Station | |  Inner Harbour Tunnel |
| | | |  WWF Connection Point to Inner Harbour Tunnel |

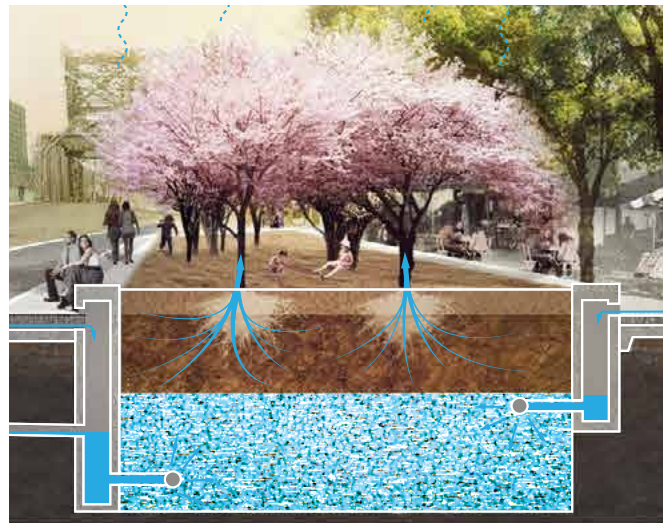
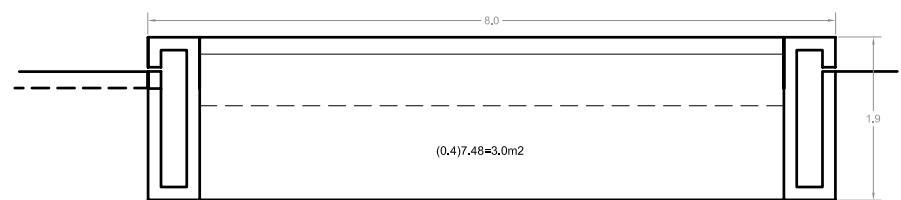
Urban Bioswales



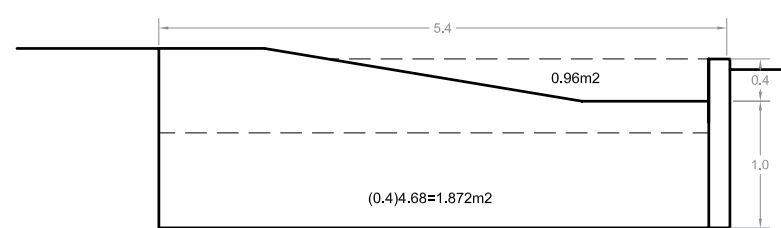
Commissioners Open Channel



Open Channel and Sand Filter

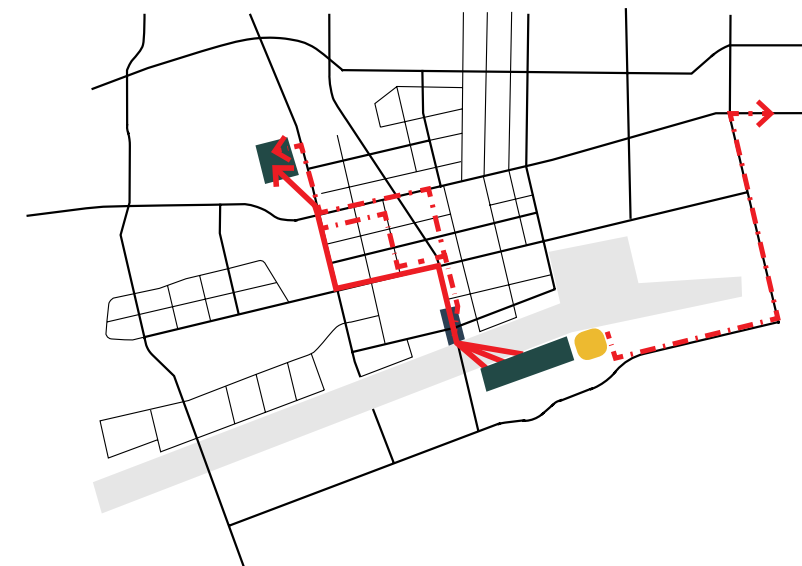


Unwin Channel/Swale



Hydro Infrastructure

- Switching/Transformer Stations
- Port Lands Energy Centre
- Overhead Transmission Wires
- Underground Transmission Wires



UNDERGROUND OVERHEAD CIRCUITS

- Enable streetcar in dedicated ROW
- Potential to repurpose and reimagine hydro towers as part of the Port Lands cultural heritage landscape



RELOCATED BASIN TRANSMISSION STATION

- Relocate on a smaller footprint and in enclosed structure to accommodate street network and create a greatly improved water's edge promenade



UNINTENDED BENEFITS

- Potential for undergrounding major hydro infrastructure adjacent to the Hearn for a greatly improved condition adjacent to the future destination and water's edge



EARLY ACTIVATION



Pioneering Cultures:

1. Polson Point
2. Bascule + Maritime Hub
3. Salt Stages
4. Hearnfront
5. Turning Basin

A network of complementary sites bound together and accessed by water which could host temporary events and cultural activations to signal a new vitality in the Port Lands.



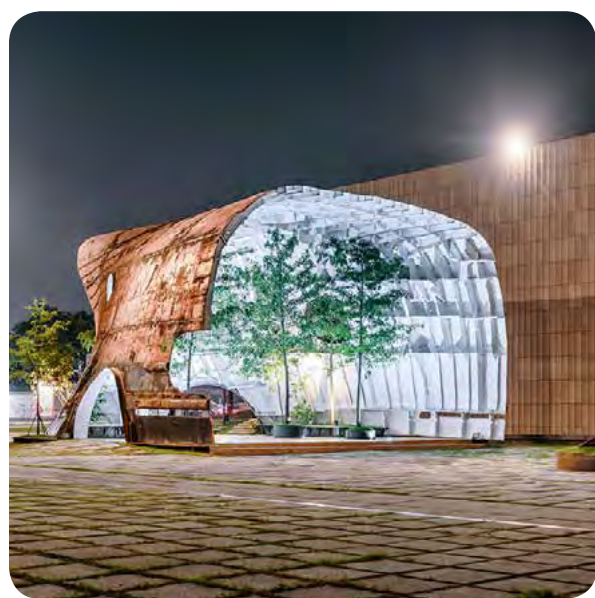
Pioneering Landscapes:

1. Lower Don Estuary
2. The Greenway
3. Water's Edge
4. Unwin Wilds
5. Leslie Green Portal

5 Pioneering Landscapes continue the gradual evolution of a 50-year-in-the-making natural urban oasis.

Pioneering Cultures

01 POLSON POINT



02 BASCULE + MARITIME HUB



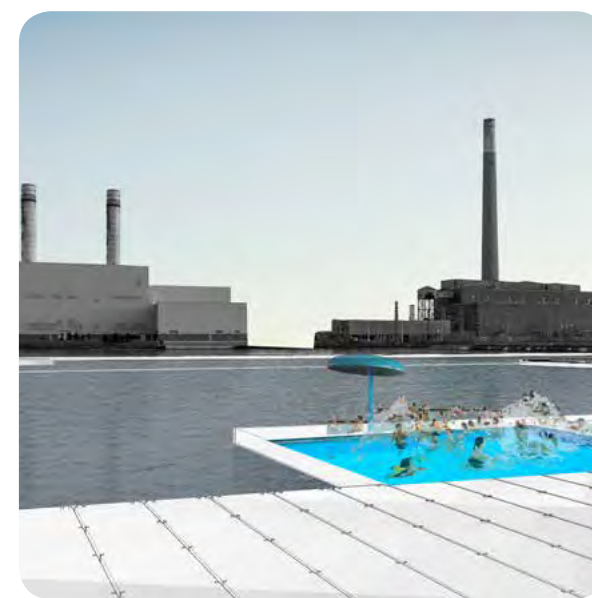
03 SALT STAGES



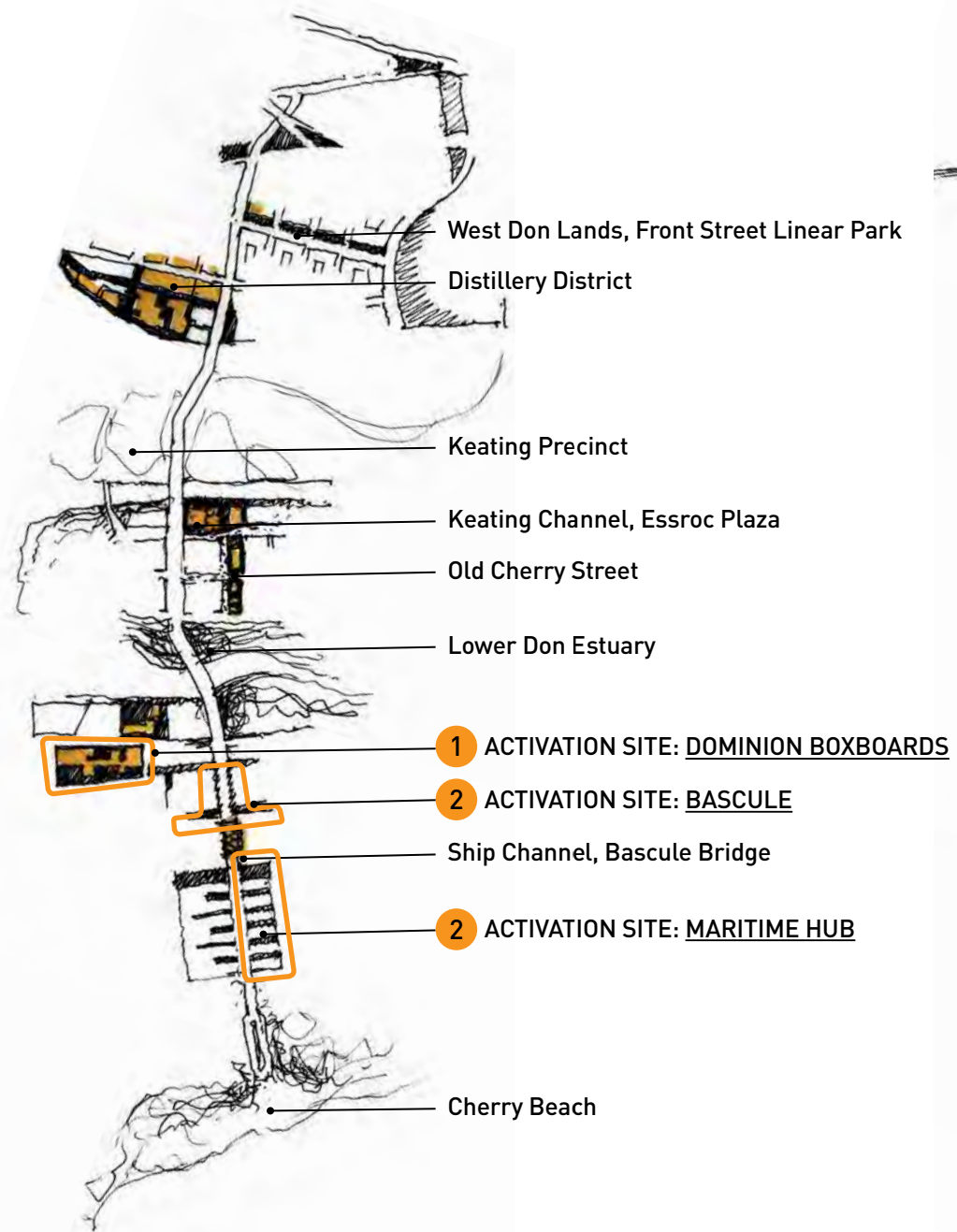
04 HEARNFRONT



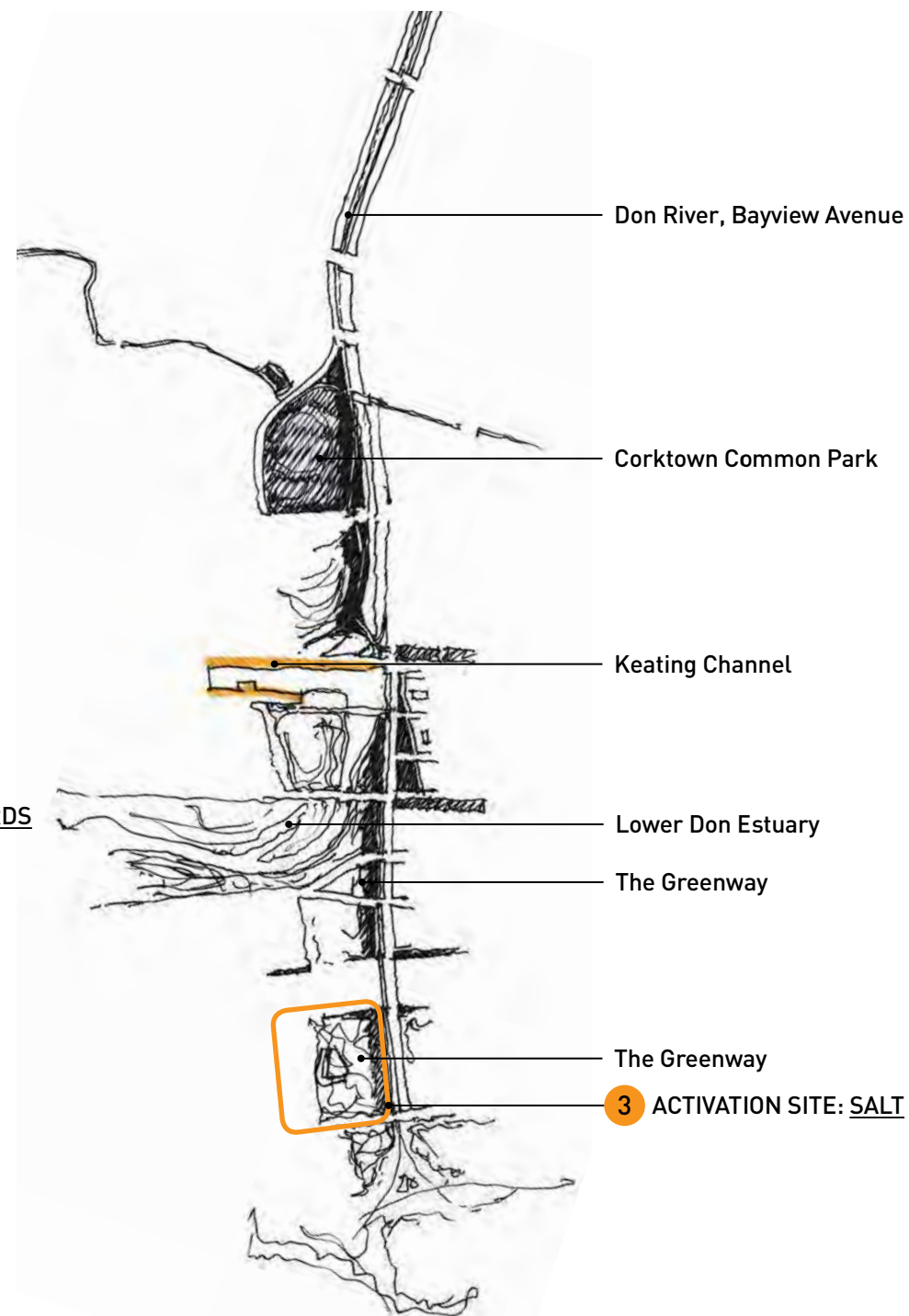
05 TURNING BASIN



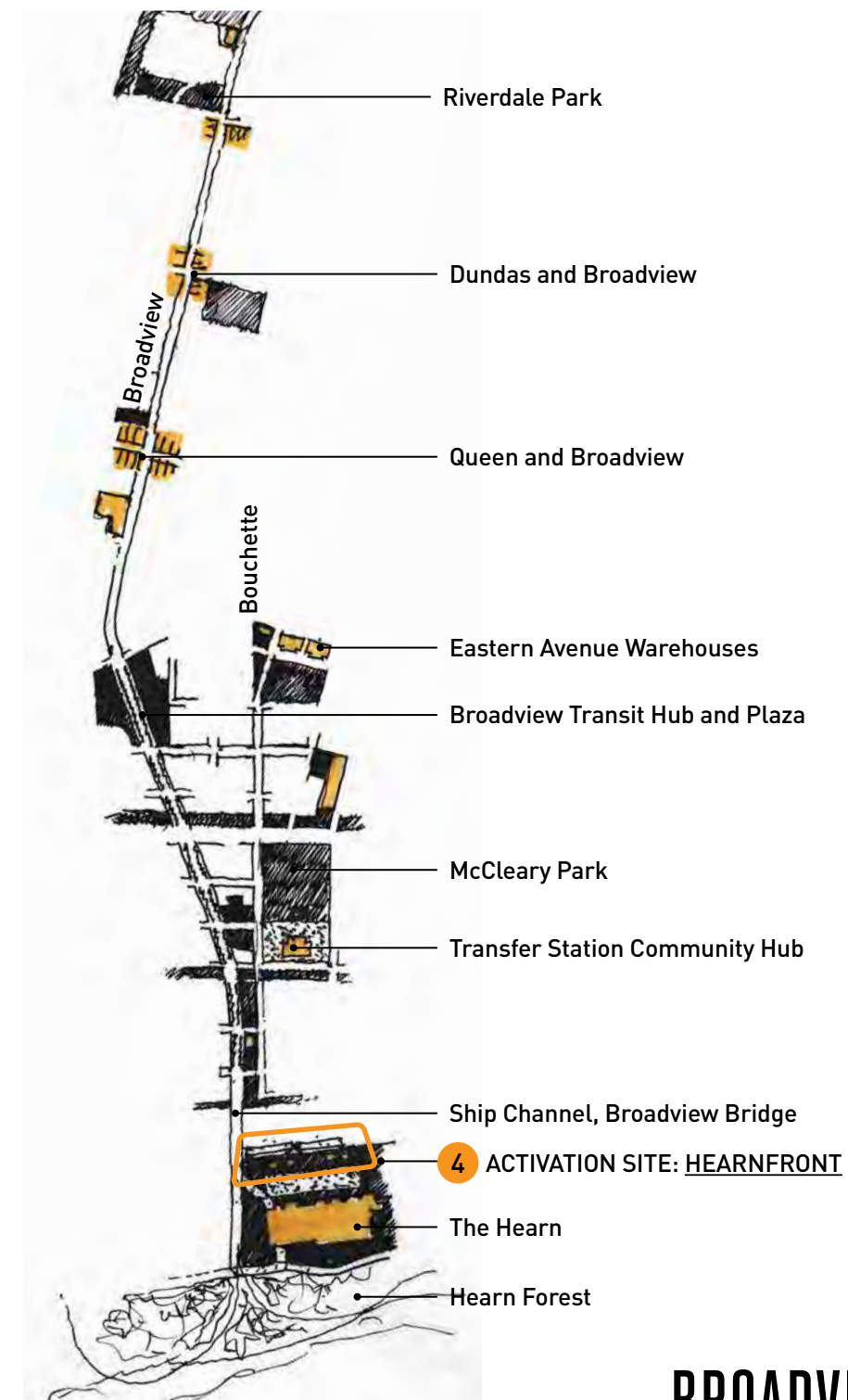
Pioneering Cultures



CHERRY



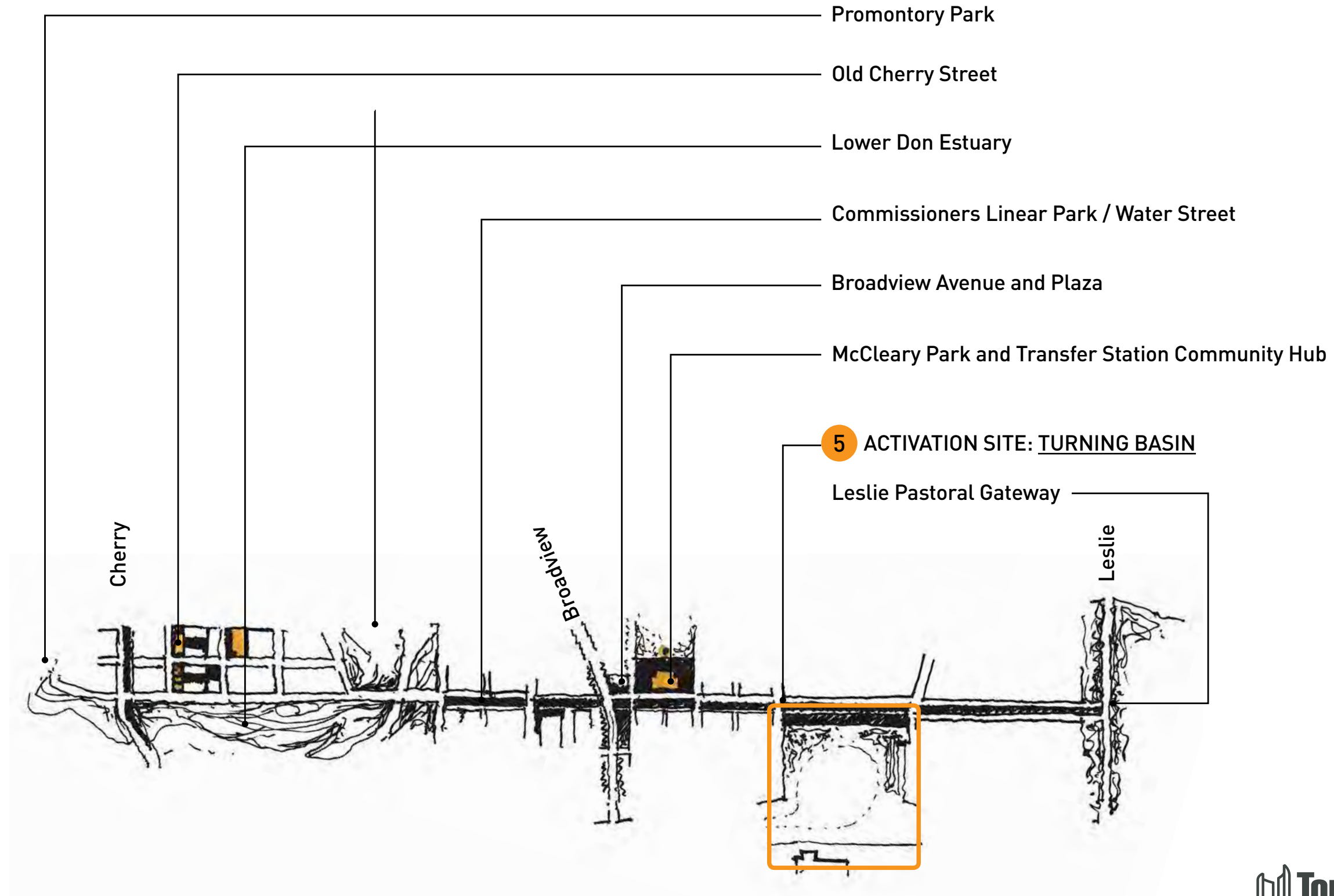
BAYVIEW/DON RIVER



BROADVIEW

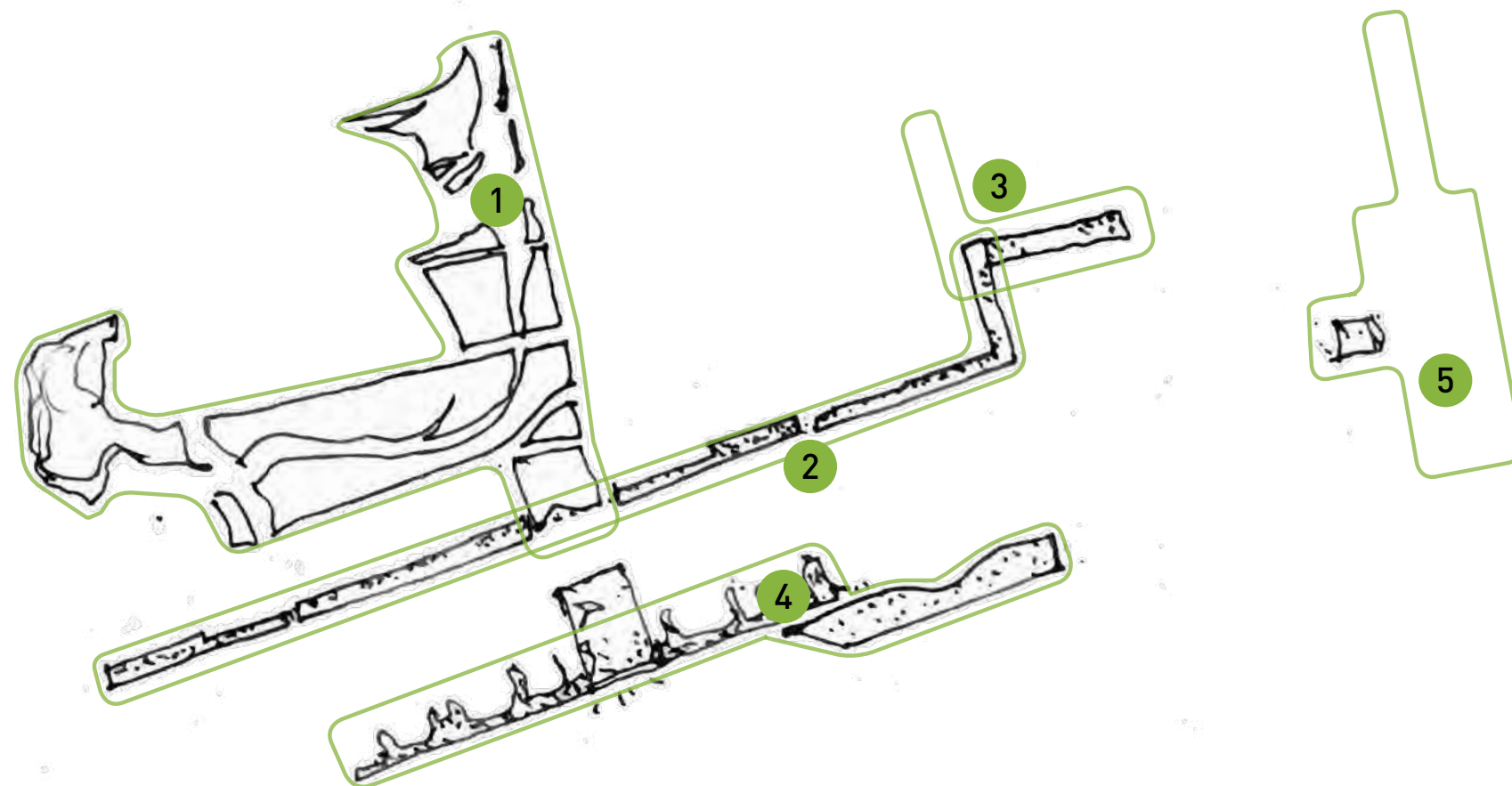
Pioneering Cultures

COMMISSIONERS



Pioneering Landscapes

5 PIONEER LANDSCAPES,
50 YEARS TO CULTIVATE.



“The best time to plant a tree was 20 years ago. The second best time is now.”



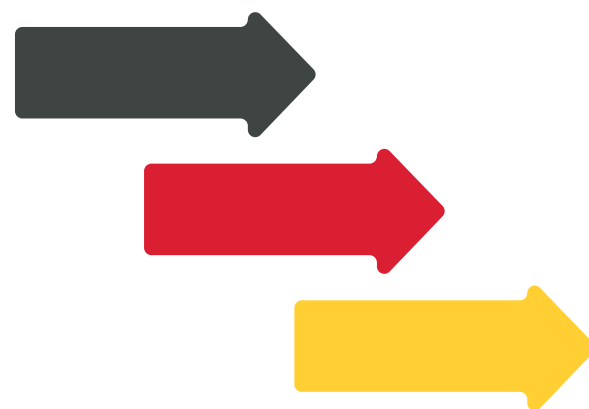


MAKING IT HAPPEN

Funding



Phasing



Tools



Continued + More Detailed Planning

TORONTO OFFICIAL PLAN

Long-Term Vision for the City

CENTRAL WATERFRONT SECONDARY PLAN

Four Core Principles and Big Moves for the Central Waterfront Area

PORT LANDS PLANNING FRAMEWORK

More detailed, context specific framework for the Port Lands to guide precinct planning, Zoning By-laws/development permits and site planning

STRATEGIES

More detailed strategies for specific elements that apply across the Port Lands geography e.g. Truck Management Strategy or District Energy Strategy

PRECINCT OR CONTEXT PLANNING

Finer-grained, detailed planning for sub areas prior to enacting Zoning By-laws, development permits or site planning

ZONING BY-LAWS/ DEVELOPMENT PERMIT SYSTEM

The precision or detailed controls over the use of land that implements Official Plan policy and precinct planning directions. Holding provisions may be utilized to ensure orderly development.

PLANS OF SUBDIVISION/ SEVERANCES

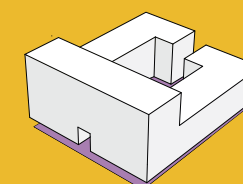
Orderly servicing and development of large parcels

SITE PLANS

The detailed design and technical aspects of a proposed development, including sustainability elements.

BUILDING PERMITS

Formal permission to begin the demolition, construction, addition or renovation of a building





Immediate Next Steps

- Circulate draft Official Plan Amendment for review and comment -
 - Email comments to **portlands@toronto.ca**
 - Comments by **April 12, 2017**
 - Comments can focus on - policy areas you like, would like to see strengthened or that you think should be changed. Please also tell us why you think we should make these changes
- Waterfront Toronto Design Review Panel
- Incorporate feedback as appropriate
- Finalize Planning Framework, Official Plan Amendment and Transportation and Servicing Master Plan
- Report to Planning and Growth Management Committee - **May 31, 2017**
- City Council - **July 5, 2017**